

## United States.

[From the New London Gazette, 28th ultimo.]  
**"THE SUSPICIOUS LOOKING SCHOONER"**  
 CAPTURED AND BROUGHT INTO THIS PORT.  
 Much excitement has been created in New York for the past week, from the report of several pilot boats having seen a clipper built schooner off the Hook, full of negroes, and in such condition as to lead to the suspicion that she was a pirate. Several cutters and naval vessels are said to have been despatched in pursuit of her, but she has been most providentially captured in the Sound, by Capt. Gedney, of the surveying brig *Washington*.

U. S. BRIG OF WAR *WASHINGTON*,  
 New London, August 26, 1839.  
 "While this vessel was sounding this day between Gardner's and Montauk Points, a schooner was seen lying in shore of Colodou Point, under circumstances so suspicious as to authorize Lieut. Com. Gedney to stand in to see what was her character—seeing a number of people on the beach with carts and horses and a boat passing to and fro, a boat was armed and despatched with an officer to board her. On coming alongside a number of negroes were discovered on her deck, and twenty or thirty more were on the beach—two white men came forward and claimed the protection of the officer. The schooner proved to be the "Amistad," Capt. Ramon, from the Havana, bound to Guanaja, Port Principe, with fifty four blacks and two passengers on board; the former, four nights after they were out, rose and murdered the Captain and three of the crew; they then took possession of the vessel with the intention of returning to the coast of Africa. Pedro Montes, passenger, and Jose Rues, owner of the slaves and a part of the cargo, were only saved to navigate the vessel. After boxing about for four days in the Bahama Channel, the vessel was steered for the Island of Saint Andrews, near New Providence; from thence she went to Green Key, where the blacks laid in a supply of water. After leaving his place, the vessel was steered by Pedro Montes for New Providence, the negroes being under the impression that she was steering for the coast of Africa: they would not however permit her to enter the port, but anchored every night off the coast.

The situation of the two whites was all this time truly deplorable being treated with the greatest severity, and Pedro Montes, who had charge of the navigation, was suffering from two severe wounds, one in the hand and one in the arm, their lives threatened every instant. He was ordered to change the course again for the coast of Africa, the negroes themselves steering by the sun in the day time, whilst at night he would alter their course so as to bring them back to their original place of destination. They remained three days off Long Island to the eastward of Providence, after which time they were two months on the ocean, sometimes steering to the eastward, and whenever an occasion would permit, the whites would alter the course to the northward and westward, always in hope of falling in with some vessel of war, or being enabled to run into some port, when they would be relieved from their horrid situation.

Several times they were boarded; once by an American schooner from Kingston; on these occasions the whites were ordered below, while the negroes communicated and traded with the vessel; the schooner from Kingston supplied them with a demijohn of water for the moderate sum of one doubloon; this schooner, whose name was not ascertained, finding that the negroes had plenty of money, remained lashed alongside the "Amistad" for twenty four hours, though they must have been aware that all was not right on board, and probably suspected the character of the vessel. This was on the 18th of the present month; the vessel was steered to the northward and westward, and on the 20th inst. distant from New York 25 miles, the pilot boat No. 3, came alongside, and gave the negroes some apples. She was hailed by No. 4.—When the latter boat came near, the negroes armed themselves and would not permit her to board them; they were so exasperated with the two whites for bringing them so much out of their way, that they expected every moment to be murdered.

On the 24th they made Montauk Light, and steered for it in the hope of running the vessel ashore, but the tide drifted them up the bay, and they anchored where they were found by the brig *Washington*, off Colodou point. The negroes were found in communication with the shore, where they laid in a fresh supply of water, and were on the point of sailing again for the coast of Africa. They had a good supply of money with them, some of which it is likely was taken by the people on the beach, the ringleader jumped overboard with three hundred doubloons about him, the property of the Captain, all of which he succeeded in looting from his person, and then permitted himself to be captured. The schooner was taken in tow and carried into New London."

Tuesday, 12 o'clock, A. M.

We have just returned from a visit to the *Washington* and her prize, which are riding at anchor in the bay near the fort. On board the former we saw and conversed with two Spanish gentlemen who were passengers on board the schooner, as well as owners of the negroes, and most of the cargo. One of them, Jose Rues, is very gentlemanly and intelligent young man, and speaks English fluently. He was the owner of most of the slaves and cargo, which he was conveying to his estate on the Island of Cuba. The other, Pedro Montoe, is about fifty years of age, and is the owner of three of the slaves. He was formerly a ship master, and has navigated the vessel since her seizure by the blacks. Both of them, as may be naturally supposed, are most unfeignedly thankful for their deliverance. Jose Pedro is the most striking instance of complacency and unalloyed delight, we ever have witnessed; and it is not strange, since only yesterday, his sentence was pronounced by the chief of the buccanniers, and his death song chanted by the grim crew, who gathered with uplifted sabres around his devoted head, which, as well as his arms, bear the scars of several wounds inflicted at the time of the murder of the ill-fated captain and crew. He sat smoking his Havana on the deck, and to judge from the martyr-like serenity of his countenance, his emotions are such as

rarely stir the heart of man. When Mr. Porter, the prize master, assured him of his safety, he threw his arms around his neck, while gushing tears coursing down his furrowed cheek, bespoke the overflowing transport of his soul. Every now and then he clasps his hands and with uplifted eyes gives thanks to "the Holy Virgin" who had led him out of all his troubles! Senor Rues has given us two letters for his agents, Messrs. Shelton, Brothers & Co. of Boston, and Peter Harmony & Co. of New York. It appears that the slaves, the greater portion of whom were his, were very much attached to him, and had determined that after reaching the coast of Africa, to allow him to seek his home what way he could, while his poor companion was to be sacrificed.

On board the brig we also saw Cingnes, the master spirit and hero of this bloody tragedy, in irons. He is about five feet eight inches in height, 25 or 26 years of age, of erect figure, well built, and very active. He is said to be a match for any two men on board the schooner. His countenance, for a native African, is unusually intelligent, evincing uncommon decision and coolness, with a composure characteristic of true courage, and nothing to mark him as a malicious man. He is a negro who would command in New Orleans, under the hammer, at least \$1500.

By physiognomy and phrenology he has considerable claim to benevolence. According to Gall and Spurzheim, his moral sentiments and intellectual faculties predominate considerably over his animal propensities. He is said, however, to have killed the captain and crew with his own hand, by cutting their throats. He also has several times attempted to take the life of Senor Montes, and the backs of several poor negroes are scored with the scars of blows inflicted by his lash to keep them in subjection. He expects to be executed, but nevertheless manifests a *sera fero* worthy of a Stoic under similar circumstances.

With Capt. Gedney, the surgeon of the port, and others, we visited the schooner, which is anchored within musket shot of the *Washington*, and there we saw such a sight as we never saw before, and never wish to see again. The bottom and sides of this vessel are covered with barnacles and sea grass, while her rigging and sails present an appearance worthy of the Flying Dutchman, after her fabled cruise. She is a Baltimore built vessel of matchless model for speed, about 120 tons burthen and about six years old. On her deck were grouped amid various goods and arms the remnant of her Ethiop crew, some decked in the most fantastic manner in the silks and finery pilfered from the cargo, while others in a state of nudity, emaciated to mere skeletons, lay coiled upon the decks. Here could be seen a negro with white pantaloons and the sable shirt which nature gave him, and a planter broad brimmed hat upon his head, with a string of gewgaws around his neck; and another with a linen cambric shirt, whose bosom was worked by the hand of some dark eyed daughter of Spain, while his nether proportions were enveloped in a shawl of gauze or Canton crape. Around the windlass were gathered the three little girls, from eight to thirteen years of age, the very image of health and gladness.

Over the deck were cattered in the most wanton and disorderly confusion, raisins, vermicelli, bread, rice, silk and cotton goods. In the cabin and hold were the marks of the same wasteful destruction. Her cargo appears to consist of silks, crapes, calicoes, cotton and fancy goods of various descriptions, glass and hardware, bridles, saddles, holsters, pictures, looking glasses, books, fruits, olives and olive oil, and "other things too numerous to mention," which are now all mixed up in a strange and fantastic medley. On the forward hatch we unconsciously rested our hand on a cold object, which we soon discovered to be a naked corpse, enveloped in a pall of black bombazine. On removing its folds we beheld the rigid countenance and glazed eye of a poor negro who died last night. His mouth was unclosed and still wore the gasty expression of his last struggle. Near by him like some watching fiend, sat the most horrible creature we ever saw in human shape, an object of terror to the very blacks, who said that he was a cannibal. His teeth projected at almost right angles from his mouth, while his eyes had a most savage and denouiac expression.

We were glad to leave this vessel, as the exhalations from the hold and deck, were like any thing but "gales wafted over the gardens of Gul." Capt. Gedney has dispatched an express to the U. S. Marshal, at New Haven, while he has made the most humane arrangements for the health and comfort of the prisoners, and the purification of the prize. There are now alive 41 negroes, three of whom are girls; about 10 have died. They have been at sea 63 days. The vessel and cargo were worth forty thousand dollars when they left Havana, exclusive of the negroes, which cost from 20 to 30 thousand dollars. Vessels and cargo were insured in Havana.

There is a question for the laws of Admiralty to decide, whether Capt. Gedney and his fellow officers are entitled to prize or salvage money. To one or the other they are most surely entitled, and we hope they will get their just reward. Capt. Gedney, when he first espied the *Amistad*, was running a line of sounding towards Montauk Point. He had heard nothing of this vessel being on the coast till after his arrival in this port.

### Communication.

To Mr. WARD, Editor of the *Sentinel*.

SIR:—The business which demanded my attention, when I abruptly closed my last letter, being accomplished, I have leisure further to advert to your recent Editorials as to the profuse expenditure of Statute Labor, in one particular part of the town, by the Commissioners of Highways, and the constructing of a public drain by the Commissioners of the Improvement Fund, at which you have been pleased to point. If there has been any of violence in my previous letters to you, it has been the offspring of an honest indignation against your unjust censures, which are founded in arrogance and ignorance, persevered in from private animosity, and backed throughout by a total disregard of truth. These I acknowledge are harsh terms, but they are not more so than they are merited.

The charge of profuse expenditure has been tolerably well disposed of, you having abandoned your original proposition. It has not met with any sympathy on the part of the public; and I would not again advert to it, except for the nuisance affair, in which you charge me with disingenuousness. I speak advisedly when I tell you, that the Cock-and-a-Bull story which you have trumped up, is altogether new to the Commissioners of Highways; and so far as it is intelligible, it is to me incredible. Taking however your story for granted, and that you did designedly commit the nuisance in question, in order that any complaint against the people in your neighbourhood might not have an irridious appearance, it argues a littleness of mind which for your own sake you ought to screen from public view. Moreover, your admission of having committed the nuisance for the purpose you avow, goes greatly to strengthen a minor charge against you, of obtrusive interference in matters which concern you not. How comes it Sir, that you dared not make the ordinary request to have certain nuisances abated without resorting to this subterfuge? Was it that your conscience smote you with a dread of exposing yourself to a charge of indulging in an inveterate bad habit, the fruits of which you have long ere this reaped in all their bitterness? Would you, before lecturing on temperance, get intoxicated in order that your strictures on the character of the intemperate might not have an irridious appearance? How abused the pretext. I suspect you have been troublesome in your present neighbourhood.

As to the charge of disingenuousness, founded on your assertion that there is no gutter where the nuisance was committed, I use the mildest form of language, in consideration of your frank acknowledgement, (after an evasive denial,) that the nuisance was committed in the street, and of the fact that it was committed not in the gutter, but on that part of the gutterway leading to the House Yard, which crosses the gutter. I make no further comment, the fact is yet susceptible of ocular demonstration. How frail the foundation of your charge! Trade not in evasion, nor trespass thus on the confines of truth, and expect to retain a character for probability and veracity.

I perceive you have abandoned as a hopeless task, the detection of any discrepancy in my enumeration of the public advantages to be derived from the drain; and I yet entertain hopes of your ultimate recantation, as you have materially softened your animadversions as to its utility.

In addition to what I have stated in my previous letters, I have the authority of Mr. Charles P. Wetmore, (an independent and most indefatigable public officer,) for stating that the constructing of the drain is no new project; that it was contemplated by the former commissioners of the Improvement Fund—the late Mr. Clopper, Mr. George F. S. Berton and Mr. Wetmore: that it was warmly advocated by the Commissioners of Highways for the past year, and that it is now being laid down by the present Commissioners of the Improvement Fund with his most hearty concurrence, he being one of them. It has moreover the cordial approbation of the three Commissioners of Highways for the present year. And yet, Sir, in the face of all these facts—the public advantages which I have pointed out—the approbation of all who are capable of thinking and judging for themselves—and after a full exposure of your arrogance and malevolence, attempted to be palmed off on the public as independence and philanthropy, you have the effrontery to assume the name of that public whose forbearance you abuse, and denounce this most useful, indispensable and cheap public improvement as a selfish and mercenary job. For shame! Sir. Where are your arguments? Abandoned by yourself, and defraction substituted. Where are your facts? They have been publicly denounced as falsehoods.

You ask whether any disinterested and independent person has come forward to the rescue against your slander. I answer in the affirmative; and I assert that I am independent in principle, and as regards the drain as disinterested as any man in the community. I have come forward to defend my own public conduct which you have unjustly censured, and incidentally to defend a public improvement, the prosecution of which gives me much pleasure. In support of my views I bring facts, which you have not been able to gainsay, and the unqualified approbation of individuals whose opinion this community respects. Need I ask what you have brought to bear on the question? No. If I did ask the question, I would not require here to answer it. I have not charged you with treating, with undue severity, a misapplication of the public funds (which would be an improper charge under almost any circumstances, and which you knowingly put down as coming from me, to suit your own sinister purposes. My charge is of a more serious nature, and affects your character—it is, a malevolent misrepresentation of a proper application of the public funds; and I flatter myself I have substantiated the charge to your conviction and to the satisfaction of the community.

As was anticipated, you have not published the contract story. It is to be hoped that you will now be cured of your unseemly habit of threatening. On the 31st ultimo you stated that the party aggrieved had brought his complaint to your office, and after being in a measure defied to publish it, you have now to acknowledge that you have not received it. Surely this is enough to cure you. The Commissioners of Highways have nothing to do with Mr. McKenzie's contract.—Now mark my words—the story never will be published; nor will you ever put in execution your threat of making remarks upon the manner in which the funds of a man of strict integrity or of the Province, (whichever you mean,) have been appropriated unjustly in furtherance of favorite or individual objects. I draw this conclusion simply from the fact of your using a threat.

I have now to thank you for your awkward introduction to the public, about which you needed not to make so much nonsensical parade. The introduction was wholly unnecessary, except for the benefit of your readers elsewhere. I have also to thank you for your advice. It is just such as I would expect from the petulant and unmanly School Boy.

By the bye the people say that your style is becoming very weak: you know it was always obscure.—You fired one great gun only, ("crusade against the liberty of the press!") in that long Editorial, and you let off ten in the previous one which was not nearly as long. This will never do. You must not relax. You must persevere in attacking every thing that is estimable, and all who are superior to you, giving each of them a colouring emblematic of your own character. In particular, never trouble yourself about facts, which are all nonsense in these enlightened times. If you take this advice, you will do well in the eyes of some people, and your character for independence be complete.

Mr. Simpson demurs at giving my letters to you an insertion. Perhaps you will do me the favour of republishing this and my two previous letters and I shall then transfer to you my patronage. The series ought to be complete in your valuable and independent Journal.

I am, Sir

Your ob't. servant,

J. GREGORY,

A Commissioner of Highways.

P. S. This appendage to my name does look like vanity; but do excuse it as it is the first office the Court of Sessions ever honored me with.

## ROYAL GAZETTE.

FREDERICTON, SEPTEMBER 11, 1839.

### Central Bank of New Brunswick.

WILLIAM J. BEDELL, President.

SAMUEL W. BARRITT, Cashier.

Discount Days.....Tuesdays and Fridays.  
 Director this week.....JAMES TAYLOR.  
 Bills or Notes offered for discount must be left at the Bank, enclosed and directed to the Cashier before two o'clock on Mondays and Thursdays.

### Commercial Bank of New Brunswick.

FREDERICTON BRANCH.

ASA COY, Chairman of Directors.

ARCHIBALD SCOTT, Cashier.

Discount Days.....Mondays and Thursdays.  
 Director this week.....W. D. HARTER.  
 Hours of business from 10 to 3.

Notes or Bills for discount are to be left at the Bank, enclosed to the Cashier, before 3 o'clock on Saturdays and Wednesdays.

### Bank of British North America.

FREDERICTON BRANCH.

ALFRED SMITHERS, Manager.

Discount Days.....Wednesdays and Saturdays.  
 Director this week.....JAMES TAYLOR.  
 Hours of business, from 10 to 3.

Notes and Bills for Discount to be left before 3 o'clock on the days preceding the Discount Days.

### Savings Bank.

Trustee for next week.....JAMES TAYLOR.

### Central Fire Insurance Company.

Office open every day, at Mr. Minchin's Brick House opposite the Parade, (Sunday excepted,) from 11 to 2 o'clock.

B. WOLHAUTER, President.

Committee for the present month.

C. McPHERSON and C. FISHER.

### Alms House and Work House.

Commissioner for the week commencing to-morrow.

THOMAS GILL.



### OPENING OF THE LEGISLATURE.

Yesterday being the day appointed by Proclamation for the meeting of the Legislature, His Excellency the Lieutenant Governor came in State to the Council Chamber at two o'clock, being received at the Province Building by a Guard of Honor of the 36th Regt. and the Royal Artillery, who saluted His Excellency with the customary number of guns.

The House of Assembly having attended at the Bar of the Council Chamber, His Excellency opened the Session with the following

### SPEECH:

Mr. President, and Honorable Gentlemen of the Legislative Council,

Mr. Speaker, and Gentlemen of the House of Assembly,

Having called you together for a special purpose, at a season of the year when the absence from your homes, of some among you, may be attended with inconvenience, I will not unnecessarily prolong that absence by directing your attention to present to any other than the immediate objects for which I have deemed it my duty to convene you. These objects are to invite you to take into your consideration as well the measure and the conditions of the relief which you may deem it expedient to extend to such of the sufferers from the effects of the late calamitous fire, by which the City of Saint John has again been visited, as may require such assistance, as the still more important subject of devising and passing Legislative enactments, making more effectual provision for the future prevention or prompt extinction of Fires, (and the protection of property upon such occasions,) and thereby restoring confidence to the inhabitants and upholding the commercial credit of that wealthy and enterprising City. You will, I doubt not, approach the consideration of the details of these important matters with an entire conviction of the intimate, the indissoluble connexion of the interests of its great Commercial Emporium with those of the Province at large.

It only remains for me to renew to you the assurance of my sincere desire to co-operate with you upon this, as upon every other occasion, in devising and maturing such measures as may tend to promote the general satisfaction and prosperity of the inhabitants of this loyal Province.

I will cause copies of several Despatches to be laid before you, by which you will find that our Gracious Sovereign is duly sensible of the loyalty and devoted attachment to Her Majesty of Her faithful subjects in this Province, and

is highly gratified at observing the cordiality subsisting between all the Branches of the Provincial Legislature.

You will also find that prompt attention has been paid by Her Majesty's Government to your representations regarding the protection of the Fisheries and other matters connected with the welfare and interests of New Brunswick.

I have satisfaction in acquainting you that Her Majesty's Government has recently sent out to this Province a Commission, composed of two Gentlemen of eminent scientific attainments, for the purpose of making a Topographical examination of certain parts of the Territory on the Frontier of this Province and Lower Canada, which is in dispute between Great Britain and the United States. The Commissioners have commenced their operations, and I indulge a confident hope that the result of their explorations may enable the General Governments of the two Nations to bring this long agitated question to an early and amicable determination.

In conclusion, I will offer you my sincere congratulations upon the abundant Harvest with which it has pleased the Bountiful Giver of all good things to bless this section of the Globe,—a blessing in which this Province has largely participated.

The public are generally aware, that as conductors of the official organ of Government, we have always entertained strong objections to its being made the vehicle of anonymous communications of a controversial character, and we have expressed our views on this subject from the commencement to the writer of the letters addressed to the editor of the *Sentinel*, with whom we have uniformly endeavored to cultivate a friendly feeling in our public and private capacity;—from certain statements made to us, in which the writer himself and other individuals in the community are concerned, we have been prevailed upon to insert another letter, under his proper signature, which we sincerely hope will end the discussion.

### DINNER TO MR. CUNARD.

On Wednesday last, a Dinner was given to the Hon. *Samuel Cunard*, on M<sup>r</sup> N<sup>ab</sup>'s Island, by a numerous and respectable party of his fellow townsmen, as a manifestation of the high estimation in which his exertion and enterprise in the establishment of Steam Communication between Great Britain and North America are held by them. The weather, which, during the forenoon had been very unpleasant with heavy rains, became fine about one o'clock; at two, part of the company left town in the *Sir Charles Ogle*, steamer; at half-past three, the steamer having returned, the remainder, with their noble guest, accompanied by the band of the 8th Regiment, playing various National and other Airs, took their departure from the steam-boat wharf, and about four landed on the North end of the Island, from whence they proceeded to a spacious tent, erected for the occasion, and tastefully decorated with flags, in front of the Cottage of Mr. Peter McNab, junr., where with Col. Jones, R. E. Capt. Pring, H. M. Ship Inconstant, and Capt. Nott, of the *Medea*, with several other gentlemen of the Army and Navy, they sat down to a table plentifully covered with substantial, and every delicacy the season affords.—*John Leander Starr*, Esq. presided on the occasion, ably assisted by *Alexander Keith*, Esq. After the usual toasts of "The Queen," "Royal family," &c. the health of Mr. Cunard was introduced by the President, with a neat and very appropriate speech but which, we regret, it is not in our power to give at length, not having reported it. He commenced with regretting, that his ill state of health that day rendered him unfit to do justice to the compliment intended by this toast to be paid to Mr. Cunard—took a review of the vast benefits which both Europe and America had derived from the introduction of Steam Navigation—alluded to the gradual and slow progress of this Colony without this vast steam power, compared with other countries which possessed it, and complimented Mr. Cunard upon having, by his enterprise, in the late contract entered into by him, anticipated the advance of the Province fully half a century. Mr. Starr spoke of the ignorance which he had, during his late tour in Europe, found so generally to exist as to these N. A. Colonies, and the important means Steam Communication would prove to enlighten the public mind in the Mother Country, as to the vast resources which they possess.

Mr. Cunard, in reply, stated how much we were indebted to Her Majesty's Government, for the very prompt and liberal manner they had come forward on the occasion, without whose aid, he said, it would have been impossible for him to have succeeded in the undertaking; and expressed the warm feelings with which he received this mark of respect from so large a number of the inhabitants of Halifax. The afternoon was spent in the most pleasant manner, and "about nine o'clock the Company marched to the wharf, preceded by the Band. After rounding the Inconstant, the band playing *Rule Britannia*, and the company saluting her with three hearty cheers, which were returned, Mr. Cunard whose family were at a party there, went on board that ship, and was loudly cheered at his departure. The steamer having reached the Dock, the band played to the Parade, where the Company separated—pleased with the day's amusements, and gratified that a compliment justly due to an enterprising fellow-townsmen had been properly paid."—*Halifax Journal*.

P. E. ISLAND, August 31.

Captain Baynes and the Officers of H. M. Ship *Audromache*, gave a splendid Ball and Supper on board of that beautiful vessel on Thursday evening last, to Sir Charles and Lady Mary Fitz Roy, and the inhabitants of Charlottetown. At the hour of eight, carriages and pedestrians were seen hurrying to the head of the pier, where the ship's boats were waiting to waft the invited guests to one of old England's wooden walls. As you approached the ship—which was anchored in the stream of our beautiful harbor, you beheld her deck enshrouded with a canvass awning, and on ascending the side of the vessel, you were ushered into a region