to, the same, and which arose previously to said dissolution or expiration; but for the purpose of closing its concerns, its corporate powers shall remain unimpaired.

[PUBLIC—No. 66.]

AN ACT to provide for the further compensation of the Marshal of the District of Rhode Island.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Marshal of the district of Rhode Island shall be entitled to receive, in addition to the compensation now allowed by law, an annual salary of two hundred dollars payable quarterly, out of any money in the Treasury, not otherwise appropriated.

APPROVED March 2, 1831.

[PUBLIC—No. 67.]

AN ACT for the relief of certain holders of certificates issued in lieu of lands injured by earthquakes in Missouri.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the legal owners of any certificates of new location issued under the act of seventeenth February, one thousand eight hundred and fifteen, for the relief of persons whose lands were injured by earthquakes in Missouri, which may have been located upon lands, any part of which has been adjudged to any person or persons as a right of preemption shall be authorized to locate such warrants, upon such lands as are liable to entry at private sale, *Provided*, That previous to making such new location, the legal owners aforesaid shall relinquish to the United States all claim to the previous location, *And provided further*, That such locations shall be made and patents issued therefor, under the same regulations, and restrictions, as if the locations had been made under the provisions of the second section of the act of the twenty-sixth April, one thousand eight hundred and twenty two, entitled "An act to perfect certain locations and sales of the public lands in Missouri."

SEC. 2. *And be it further enacted*, That this act shall remain in force for the term of eighteen months from the passage thereof.

APPROVED, March 2, 1831.

From the N. Y. Journal of Commerce, April 7.

Confessions of Gibbs the Pirate.

The criminal who stands convicted of the murder of William Roberts, mate of the brig Vineyard, on the high seas, on the 23d of November last, and who is to be executed on the 22d inst. is a native of the State of Rhode Island. As the name by which he is known to the community is Charles Gibbs, we shall accordingly designate him by that name, in the history of his bloody atrocities which is here subjoined.

Soon after his arrest, and before his trial, he expressed a desire to Henry W. Merritt, one of the Police marshals, to make some communications to a magistrate respecting his career and crimes. The officer made known his wish to James Hopson, Esq. one of the Police Magistrates of this city, and that gentleman, presuming that a developement of the circumstances attending his piracies would be highly important and valuable to the mercantile community, proceeded to the prison at Bellevue, to receive his confession. The disclosure made to that gentleman will be found in the sequel. The other details presented in the following narrative, were communicated to Mr. Merritt, Police Officer, the deputy keeper of Bridewell, and another person, at different times, and were committed to paper by them on the spot, very nearly in his own language. That they are all true we do not undertake to affim; but that they are in the main, founded in truth, we do most sincerely believe. Some of them are so strongly corroborated by circumstances, as to leave hardly a doubt on the minds of the most sceptical.

The first account which he gives of himself is, that his father obtained a situation for him in the United States sloop-of-war Hornet, Capt. Lawrence, during the last war with England, in which vessel he made two cruises; in the last of which she captured and sunk the enemy's sloop of war Peacock off the coast of Pernambuco, after an engagement of 20 minutes. On the arrival of the Hornet in the U. S. Captain Lawrence was assigned by the government to the command of the frigate Chesapeake, then lying in Boston harbor, and Gibbs accompanied him to that ill-fated vessel in the month of April, 1813. "Early in the month of May," says he, "we received a challenge from Capt. Broke, of the frigate Shannon, and we instantly made preparations to go to sea, and risk a battle. We stood down the harbor about 11 o'clock, and commenced the action about 3, P. M. off Cape Ann. It lasted about 30 minutes, with great slaughter, especially on board the Chesapeake. I escaped miraculously, with only a sabre wound upon my nose, the only wound I ever received in my life. The loss of the Chesapeake was 65 killed dead, and 100 wounded one half mortally. We were taken into Halifax, where I remained about four months."

After his exchange, he abandoned all idea of following the sea for a subsistence, went home to Rhode Island, and remained there a few months, but being unanable to conquer his propensity to lead a roving live, he entered on board a ship bound to New Orleans and thence to Stockholm. On the homeward passage they were compelled to put into Bristol, England, in distress, where the ship was condemned and he proceeded to Liverpool, and returned to the United States in the ship Amity, Capt. Maxwell: Shortly after his return home, the death of an uncle put him in possession of about two thousand dollars, with which he established himself in the grocery business in Boston. This undertaking was far from being profitable, and he was often under the necessity of applying to his father for assistance, which was always afforded, accompanied with good advice and his blessing.—The stock was finally sold at auction, for about 900 dollars, which he soon squandered in ale-houses and among profligates. His father hearing of his dissipation, wrote affectionately and earnestly to him to come home, but he stubbornly refused, and went to sea again, in the ship John, Capt. Brown, bound for the Island of Margarita.

After their arrival, he left the ship, and entered on board the Colombian privateer Maria, Captain Bell.—They cruised for about two months in the Bay of Mexico, around Cuba, but the crew becoming dissatisfied in consequence of the non-payment of their prize-money, a mutiny arose, the crew took possession of the schooner, and landed the officers near Pensacola. A number of days elapsed before it was finally decided by them what course to pursue. Some advised that they should cruize as before, under the Colombian commission; others proposed to hoist the Black Flag.—They cruized for a short time without any success, and it was then unanimously determined to hoist the black flag, and declare war against all nations. Their bloody purpose was not carried, however, into immediate execution. They boarded a number of vessels, and allowed them to pass unmolested, there being no specie on board, and their cargoes not being convertible into any thing valuable to themselves. At last one of the crew named Antonio, suggested that an arrangement could be made with a man in Havana, that would be mutually beneficial;—that he would receive all their goods, sell them, and divide the proceeds.—This suggestion being favorably received, they ran up within two miles of the Moro Castle, and sent Antonio on shore to see the merchant and make a contract with him. Previous to this Gibbs was chosen to navigate the vessel. Antonio succeeded in arranging every thing according to their wishes, and Cape Antonio was appointed as the place of rendezvous. The merchant was to furnish drogers to transport the goods to Havana, which was done by him for more than three years.

The Maria now put to sea with a crew of about 50 men, principally Spaniards and Americans, with every hope of infamous success. The first vessels she fell in with was the Indespensable, an English ship, bound to Havana, which was taken and carried to Cape Antonio. The crew were immediately destroyed, those who resisted were hewn to pieces: those who offered no resistance were reserved to be shot and thrown overboard. Such was the manner in which they proceeded in all their subsequent captures. The unhappy being that cried for mercy in the hope that something like humanity was to be found in the breasts even of the worst of men, shared the same fate with him who resolved to sell his life at the highest price. A french brig, with valuable cargo of wine and silk, was taken shortly after: the vessel was burnt and the crew murdered.

The sanguinary scenes through which Gibbs had passed now effectually wrought up his desperation to the highest pitch, and being as remarkable for his coolness and intreipdity as he was for his skill in navigation, he was unanimously chosen to be their leader in all their future enterprises. To reap a golden harvest without the hazard of encountering living witnesses of their crimes, it was unanimously resolved *to spare no lives* and to *burn and plunder without mercy.*—They knew that the principle inculcated by the old maxim that "dead men tell no tales," was the only safe one for them, and they scrupulously followed it. Gibbs states that he never had occasion to give orders to begin the work of death.—The Spaniards were eager to accomplish that object without delay, and generally every unhappy victim disappeared in a very few minutes after they gained the deck of a vessel.

He now directed his course towards the Bahama Banks, where they captured a brig, believed to be the William from New York for some port in Mexico, with a cargo of furniture; *destroyed the crew*, took her to Cape Antonio, and sent the furniture and other articles to their friends at Havana. Some time during this cruize, the pirate was chased for nearly a whole day by an U. S. ship, supposed to be the John Adams; they hoisted Patriot colors, and finally escaped. In the early part of the summer of 1817, they took the Earl of Moira, an English ship from London, with a cargo of dry goods. *The crew were destroyed*, the vessel burnt, and the goods carried to the Cape. There they had a settlement with their Havana friend, and the proceeds were divided according to agreement.

Gibbs then repaired to Havana, introduced himself to the merchant, and made further arrangements for the successful prosecution of his piracies. While there, he became acquainted with many of the English and American naval officers, enquired respecting the success of their various expeditions for the suppression of piracy, and made himself acquainted with the speed of their vessels, and all their intended movements.

On his arrival at Cape Antonio, he found that his comrades were in a state of complete mutiny and rebellion, and that several of them had been killed. His energy checked the disturbances, and all agreed to submit to his orders, and put any one to death who should dare to disobey them.

During the cruize which was made in the latter part of 1817 and the begining of 1818, a Dutch ship from Curacoa was captured, with a cargo of West India goods, and a quantity of silver plate. The passengers and crew, to the number of 30, *were all destroyed*, with the exception of a young female about 17, who fell upon her knees and implored Gibbs to save her life.

The appeal was successful, and he promised to save her, though he knew it would lead to dangerous consequences among his crew. She was carried to Cape Antonio, and kept there about two months; but the dissatisfaction increased until it broke out at last into open mutiny, and one of the pirates was shot by Gibbs for daring to lay hold of her with a view of beating out her brains. Gibbs was compelled in the end to submit her fate to a council of war, at which it was decided that the preservation of their own lives made her sacrifice indispensable. He therefore acquiesced in the decision and gave orders to have her destroyed by poison, which was immediately done.

The piratical schooner was shortly afterwards driven ashore near the Cape and so much damaged that it was found necessary to destroy her. A new sharp built schooner was in consequence provided by their faithful friend in Havana, called the Picciana, and despatched to their rendezvous. In this vessel they cruized successfully for more than four years. Among the vessels taken and destroyed with their crews, were the Belvidere, Dido, a Dutch brig, the British barque Larch the other vessels enumerated in the list furnished to Justice Hopson, and many others whose names are not recollected. They had a very narrow escape at one time, from the English man-of-war brig Coronation. In the early part of October, 1811, they captured the ship Lucius of Charleston, took her to Cape Antonio, and were busily engaged in landing her cargo, when the United States brig Enterprise, Captain Kearney hove in sight, and discovering their vessels at anchor sent in her barges to attack them. A serious engagement followed; they defended themselves for some time behind a 4 gun battery; but in the end were defeated with considerable loss, and compelled to abandon their vessels and booty and fly to the mountains for safety. In the list of vessels destroyed, as stated in the confession to Justice Hopson, Gibbs speaks of this ship as the Caroline of Charleston. But he afterwards recollected that it was the Lucius and proceeded to state a variety of circumstances, which prove beyond a question the correctness of his recollections. By a recurrence to newspaper files, we find that such a ship was captured by the pirates off Cape Antonio in Oct. 1821, and was shortly after retaken by the United States brig Enterprise, Captain Kearny, while the pirates were landing her cargo. Gibbs states that according to the best of his belief only one of the crew had been killed at the time they were forced to abandon the ship. The same account says that the British brig Larch of St. Andrews, from Kingston for Havana, was taken by the pirates, and re-captured at the same time by the Enterprise. This is doubtless the Larkin spoken of by Gibbs in the confession made to Justice Hopson, which we here subjoin.

City Prison and Bridewell, March 6, 1831.

Question.—Charles Gibbs,—my name is Mr. Hopson. I understand from Mr. Merritt you wished to see me. He told me some ten or twelve days since, and the weather being so cold, I have put off coming until now. He informed me you wished to make some communications which you would not make to any other person.

Ans.—I have.

Ques.—Gibbs, are you going to tell me the truth or is it to amuse me. and make me write a long story that will not amount to any thing.

Ans.—I shall tell nothing but the truth; and it is only on condition that you will swear not to divulge any thing I may say, when I am on my trial, and at no time after, if I should get clear.

My reply was, (says Mr. Hopson,) that I should not take my oath, but I would give him my word that it should be kept a secret, according to his request.

Under this promise he stated as follows:—That he commenced piracy in the year 1816, in the schooner Sans Soucie, belonging to the Island of Margarita, and that since that time, has been in several other vessels engaged in the same business. That many of his comrades are now living in the United States, but whose names he would never mention. That they had taken from many vessels large sums of money, and various articles of merchandise. He had no doubt he had been concerned in robbing forty different vessels; and on reflection could mention many of the names. He then gave me the names of the following vessels:

Brig Jane, of Liverpool; cargo dry goods.—Crew destroyed vessel burnt.

Brig (name forgotten,) of New York, from the Spanish Maine; took money from her.—Crew destroyed, vessel burnt.

Brig Belvidere, of Boston, taken in the Gulf; crew and vessel destroyed.

Two French brigs, in the Gulf of Mexico; money taken—crews and vessels destroyed.

Ship Providence, of Providence; took from her $10,000. She was suffered to pass, as Examinant could not consent to destroy his own townsmen.

Ship William, of Salem; took from her dry goods and money. Crew and vessel destroyed.

Bark Dido, of Bremen; took from her dry goods. Vessel and crew destroyed.

Bark Larkin, of London; took from her a large quantity of dry goods. Vessel and crew destroyed.

Genoese brig, name unknown, took from her a large quantity of plate, some gilt edge paper, and from twenty to thirty piano fortes.

A French ship, cargo wine; vessel and crew destroyed.

The William Dawson, of New York; boarded her and let her pass.

Ship Earl of Moira, of London; took from her dry goods and money. Vessel and crew destroyed.

Ship Indispensable of London; took from her dry goods and money. Vessel and crew destroyed.

A Dutch Ship from Curicoa, bound to Holland. There were thirty passengers in her; some of them were females. Took a large quantity of plate, destroyed the vessel, and all on board except a young girl, the daughter of one of the families. [Afterwards told me that she was poisoned.] Took her to the West end of Cuba, Cape Antonio, where he had a rendezvous, and where we had a small fort that mounted four guns. We kept her about two months, and she was then killed; and this circumstance hurt his feelings more than any act of his life; and which is the only act he can say he was sorry for. The girl was about 17 or 18 years of age; her father, mother, and all her relations were on board the vessel.

There were many other vessels taken and destroyed, and among them Americans. Every thing valuable was taken from them, and vessels and crews destroyed. The goods were sent to a Spanish House in the Havanna, who sold them. We had a contract with the House, and received half the poceeds.

While I was in the schooner Margarita, we took the American ship Caroline, and run her on shore at Cape Antonio, (Cuba.) The United States armed vessel, the Enterprise came along shortly after, and before we had a chance of taking any thing out of her, the crew or some of the crew of the Enterprise landed; we had a fight with them, some of our men were killed, and I believe some of theirs. We were beaten and driven to the mountains, where we remained some days. We then separated; some got to Trinidad, south side Cuba; others got to the Havana. The crew of the Enterprise destroyed our fort, took the goods from the Caroline and our two vessels, the Margaretta and Picciana, which were principally dry goods. The cargo of the Caroline was dry goods principally, as appeared from the bills of lading.

[Here is a long statement given of the monies taken, and where secreted]

Ques.—Gibbs, why were you so cruel as to kill so many persons, when you had got all their money, which was all you wanted?

Ans.—The laws are the cause of so many murders.

Ques.—How can that be? what do you mean?

Ans.—Because a man has to suffer death for piracy; and the punishment for murder is no more. Then you know, all witnesses are out of the way, and I am sure if the punishment was different, there would not be so many murders.

Ques.—Have you any objections to tell me the names of any persons who have been concerned in piracy, or who received the gains of pirates?

Ans.—There are many now in the United States, but I will not mention their names. I know that when I was cruizing, the Governor of the Isle of Pines was concemed with pirates, and I wont mention any others.

Here we separated (says Justice Hopson) and he wished me to call and see him again, which I promised.

I visited him again on the 19th March. At that visit, nothing but conversation took place. I asked him many questions; he conversed with great freedom; repeated to me the vessels he first informed me had been robbed and destroyed. At this visit I questioned him about the following vessels, at the request of Mr. Amos Butler, who handed me a list of them, viz:—Mary Augusta from Antwerp to Mobile? said he had no recollection of her.

Dutch vessels from Europe for Curacoa? To this question he said that in the year 1822, a Dutch ship and a bark were taken off the Bahama Bank, and two days after they (the pirates,) ran in under the Moro Castle. Their vessel was a privateer schooner, with a *Big Gun* amidships, which they had under cover. After they had been in port two days, two boats crews came in and said their vessels had been taken, off the Bahama Bank.

Providence of Providence? Two times; once from Liverpool to N. York, and once from Mobile to New York; stopped her once, as will be seen by his first account.

Br. brig Lacoever, two years ago from Jamaica to St. Johns? Knew nothing of her.

Brig Transit, Ellet, from Trinidad to New York, two years ago? Knows nothing of her.

Candace from Boston to Sumatra, in 1824, robbed of $19,000? Knows nothing of her.

Topaz in 1828, from Calcutta, crew murdered? Knows nothing of her.

I then left him, under the promise that I would come and see him again. He sent the following Wednesday week.

I again visited him on Wednesday morning, 23d March, and then told him I expected all he had told me could not be true; as I had a list of the various vessels he had said had been plundered, and the crews murdered, I wished him to go on and repeat them again, and such others as he could recollect. Here follows the account, as given this day:

Brig William, of N. York, vessel and crew destroyed.
Bark Larkin, of London do do do do
Brig Belvidere, of Boston do do do do
Ship Indispensable of London do do do
Ship Earl of Moira, of London do do do
Two French brigs, on Bahama Banks do
A Genoese brig, from Straits do do do
A N. York brig name forgotten do do do
A French ship from Europe do do do
Dutch Ship, on South Cuba, cargo dry goods do
Dutch ship Dido do do do
Do brig from Europe do do do
Providence, of Providence, took out $10,000, and let her pass because the crew were his townsmen.
Bark Transit, in year 1824 or 25, cargo molasses vessel and cargo destroyed.
Dutch ship from Curacoa in 1819, vessel and cargo destroyed.

Commenced in the year 1816, in the privateer Maria, Capt. Bell, of the Port of Margarita, in the Island of Santa Martha Capt. Bell was from somewhere up North River, at or near Hudson. Took the vessel from the officers, and set them on shore at Pensacola.

The Picciana was sent to Cape Antonio for them, from the Havana; wont tell by whom.

The ship that he mentioned as having been run on shore at Cape Antonio, was the Caroline of Charleston, from Liverpool—[Gibbs afterwards recollected that this ship was the Lucius.]

I then withdrew from the prison, and left Merritt with him.

When I saw Merritt afterwards, he informed me that Gibbs had given him an account himself up to the time he commenced piracy.

Delivered to Mr. Merritt, March 31st, 1831, at the request of Gibbs.

On one occasion Gibbs states that he cruized for more than three weeks off the Capes of the Delaware, in the hope of falling in with the Rebecca Sims, a Philadelphia ship, bound for Canton. They knew that she would have a large quantity of specie on board, but they were disappointed in their booty. The ship passed them in the night.

Sometime in the course of the year 1819, he states that he left Havana and came to the United States, bringing with him about $30,000. He passed several weeks in this city, and then went to Boston, whence he took passage for Liverpool in the ship Emerald. Before he sailed, however, he had squandered a large part of his money by dissipation and Gambling.—He remained in Liverpool a few months, and then returned to Boston in the ship Topaz, Capt. Lewis. His residence in Liverpool at that time is satisfactorily ascertained from another source besides his own confession.

A female now in this city was well acquainted with him there, she says, he lived like a gentleman, with apparently abundant means of support. In speaking of his acquaintance with this female, he says "I fell in with a woman, who I thought was all virtue, but she deceived me, and I am sorry to say that a heart that never felt abashed at scenes of carnage and blood, was made a child of for a time by her, and I gave way to dissipation to drown the torment. How often when the fumes of liquor have subsided, have I thought of my good and affectionate parents, and of their Godlike advice! But when the little monitor began to move within me, I immediately seized the cup to hide myself from myself, and drank until the sense of intoxication was renewed. My friends advised me to behave myself like a man; and promised me their assistance, but the demon still haunted me, and I spurned their advice."

He subsequently returned to Boston, sailed for Havana, and agained commenced his piratical career. In 1826, he revisited the United States, and hearing of the war between Brazil and the Republic of Buenos Ayres, sailed from Boston in the brig Hitty of Portsmouth, with a determination, as he states, of trying his fortune in defence of a republican government.—Upon his arrival, he made himself known to Admiral Brown, and communicated his desire to join their navy. The admiral accompanied him to the Governor and a Lieutenant's commission being given him, he joined a ship of 34 guns, called the Twenty Fifth of May. "Here," says Gibbs, "I found Lieutenant Dodge, an old acquaintance, and a number of other persons with whom I had sailed. When the Governor gave me the commission, he told me they wanted no cowards in their Navy, to which I replied that I thought he would have no apprehension of my cowardice or skill when he became acquainted with me.—He thanked me, and said he hoped he should not be deceived; upon which we drank to his health and to the success of the Republic. He then presented me with a sword, and told me to wear that as my companion through the doubtful struggle in which the Republic was engaged. I told him I never would disgrace it, so long as I had a nerve in my arm. I remained on board the ship in the capacity of 5th Lieutenant for about four months, during which time we had a number of skirmishes with the enemy. Having succeeded in gaining the confidence of Admiral Brown, he put me in command of a privateer schooner, mounting 2 long 24 pounders and 46 men. I sailed from Buenos Ayres, made two good cruises, and returned safely to port. I then bought one half of a new Baltimore schooner, and sailed again, but was captured seven days out, and carried into Rio Janeiro, where the Brazilians paid me my change. I remained there until peace took place, then returned to Buenos Ayres, and thence to New York.

After the lapse of about a year which he passed in travelling from place to place, Gibbs states that the war between France and Algiers attracted his attention. Knowing that the French commerce presented a fine opportunity for plunder, he determined to embark for Algiers and offer his services to the Dey.—He accordingly took passage from this port in the Sally Ann, belonging to Bath, landed at Barcelona, crossed to Port Mahon, and endeavored to make his way to Algiers. The vigilance of the French fleet prevented the accomplishment of his purpose, and he proceeded to Tunis. There finding it unsafe to attempt a journey to Algiers across the desert he amused himself with contemplating the ruins of Carthage; and reviving his recollections of her war with the Romans. He afterwards took passage to Marseilles, and thence to Boston. From Boston he sailed to New Orleans, and there entered as one of the crew of the brig Vineyard, he answered that he sought employment to assuage the horrors of reflection.

He solemnly declares that he had no agency in the murder of the mate, for which he was tried and convicted, and is unable to understand how he could be found guilty, when he stood by and looked passively on the scene of destruction. He readily admits however, his participation in the mutiny, revolt and robbery, and in the murder of Captain Thornby. He often asks if he should not be murdered in the streets, if he had his liberty and was recognized, and frequently exclaims, "Oh, if I had got into Algiers, I never should have been in this prison to be hung for murder."

Though he gives no evidence of a "contrite heart" for the horrible crimes of which he confessess himself guilty, yet he evidently dwells upon their recollection with great unwillingness. If a question is asked him, "how were the crews generally destroyed"? he answers quickly and briefly, and instatly changes the topic either to the circumstances that attended his trial, or to his exploits in Buenos Ayres. Since his trial, his frame is somewhat enfeebled, his face paler, and his eys more sunken; but the air of his bold, enterprising and desperate mind still remains. In his narrow cell, he seems more like an object of pity than vengeance; is affable and communicative and when he smiles, exhibits so mild and gentle a countenance, that no one would take him to be a villian. His conversation is concise and pertinent and his style of illustration quite original.

To correct the impression which some of our public prints have thrown out that Gibbs like other criminals, is disposed to magnify and exaggerate his crimes, it may be well to state, that a few days since a chart of the West Indies (Jocelyn's) was handed him, containing the names of about 90 vessels which were boarded and plundered by pirates from 1817 to 1825, with a request that he would mark those of whose robbery he had any recollection. The chart was returned with but one mark, and that upon the ship Lucius of Charleston. When questioned afterwards in regard to that vessel, he gave such an account of her, and of her subsequent re-capture by the Enterprise, as left no doubt respecting the truth of his statement. Had he been desirous of increasing the black catalogue, here was so fine an opportunity that he would undoubtedly have availed himself of it. He has repeatedly stated that he was concerned in the robbery of more than forty vessels, and in the destruction of more than twenty, with their entire crews. Many of those destroyed had passengers on board, which makes it probable that he has been an agent in the murder of nearly FOUR HUNDRED HUMAN BEINGS.

Gibbs was married in Buenos Ayres, where he now has a child living. His wife is dead. By a singular concurrence of circumstances, the woman with whom he became acquainted in Liverpool, and who is said at that time to have borne a decent character, is now lodged in the same prison with himself. He has written her two letters since his confinement both of which are before us. They indicate a good deal of native talent, but very little education.

From the Baltimore Republican.

The Boundry Line.—The Eastern Argus received yesterday contains the Protest of Mr. Preble, our Minister to the Netherlands, against the decision of the Arbitrator in the case of the North Eastern Boundary; as also the report of the Select Committee of the State Legislature. The Protest recapitulates the true question submitted to arbitration, and affirms that the Arbitrator has not conformed at all to the requisitions of the treaty, having abandoned both the boundaries placed before him for decision, and substituted for them a distinct and different line of demarcation.—Therefore, concludes the paper, "it becomes the duty of the undersigned, with the most perfect respect for the friendly views of the Arbiter to enter a protest against the proceedings, as constituting a departure from the power delegated by the high parties interested, in order that the rights and interests of the United States may not be supposed to be committed by any presumed acquiescence on the part of their representative near his majesty the King of the Netherlands."

The report of the Select Committee is a long, and well written document, reviewing the whole question, both of the original matter in dispute, and of the proceedings under the arbitration, and particularly of the awards of the King of the Netherlands, and his reasons for his decision. The Committee affirm in the first place, that the Convention of 1827, between Great Britain and the United States, under which the Arbitrator was chosen, has never been recognised as valid by the State of Maine, and that she cannot consider any of her rights compromitted or waived by any proceedings under it.

The King, or sovereign power of the Netherlands derived his authority of Arbiter, from the Convention of September 29, 1827. His authority to decide the questions submitted is indicated in the first article, which is as follows: "It is agreed that the points of difference which have arisen in the settlement of the boundary between the American and British dominions, as described in the 5th article of the Treaty of Ghent, shall be referred to some *friendly Sovereign or State*, who shall be invited to investigate, and make a decision upon such points of difference."

The Committee then argue, that the situation of the King of the Netherlands, at the time of the decision, was so essentially changed in all respects from that contemplated by the Convention, that he had lost the character necessary to comply with the condition of the Convention.

At the time of the selection, he and his government were exercising, and were in the full and uncontroeled possession of the Sovereign power of Holland and Belgium, formerly the United Provinces and the Netherlands. Subsequent events, and events, which occurred many months before the subject had been considered, or any sort of decision was made and delivered to the parties, separated Belgium from his dominions and from the sovereign power of his Government. Losing Belgium, deprived the King of nearly three fifths of his subjects, and of course of three fifths of his power and consequence, and he ceased to be King of the Netherlands.

The loss of Belgium arose from the prevalence of liberal opinions and the desire of the People to secure their rights. The revolution, from the course the British pursued, naturally produced feelings of attachment to, and dependence upon them for aid and protection, and as naturally excited feelings against the institutions of the U. States. But we go still further: the course of events did not simply increase his dependence upon the British, but compelled him to call upon them for assistance to enable him to sustain his power as King, even in Holland. The British were, long before the decision, his privy counsellors, if not the managers and regulators of his public concerns and the negotiations, upon which the existence and continuance of his power depended. He was within their power and control. Having then lost the character possessed at the time of the selection, the King or Sovereign power of the Netherlands ceased to be the Arbiter to whom the differences had been submitted.—The Committe contend that a decision after such a change of character and interest cannot, for any purpose be considered as having any obligatory force or effect, and can be considered only a mere nullity.

They then proceed to examine the decision itself, and insist that the arbitrator has not decided in pursuance of the authority given him:—in their own words, that he has advised "where his advice was not sought or asked," and was given at a time "when his situation give him peculiar inducements for favoring Great Britain." It is urged that the only duty assigned to him, was to decide between two given lines, and that the selection of a third line, apparently as a compromise, was exceeding the proper limitation of his powers, and that the government of the United States ought not to consider themselves pledged to abide by such a decision. The committee conclude their examination of the arguments in the following terms:

"It is with much satisfaction the committee have seen the prompt and able manner in which the minister of the United States at the Hague, has met the subject in his protest addressed to the King's Minister of Foreign affairs, to which protest for the further elucidation of their views, they respectfully ask the attention of the legisture.

"In conclusion, your committe deem it to be their duty to the legislature and to the State, to declare that in their opinion, in whatever light the document which emanated from the Arbiter, may be considered, whether as emanating from an individual, and not from that *friendly sovereign power or state*, to whom the points in dispute were submitted by the parties, because he had long before the decision ceased to be such sovereign; or whether it be considered as advice on two of the points submitted, and a decision on the other; or whether it be considered a decision on all the three points submitted, inasmuch as the decision is not warranted by his situation and the authority which was given him, nor a decision of the questions submitted to him by the parties, the U. States will not consider themselves bound on any principle whatever to adopt it. And further, should the United States adopt the document as a decision, it will be in violation of the constitutional rights of the State of Maine, to which she cannot yield."

Ireland.—A letter from Dublin published in the Irish Shield, (Phil.) attributes the result of the indictments against O'Connell, to a direct intimidation of the government by the people. The writer says, that the Lord Lieutenant was driven to the alternative of giving way to O'Connell by the significant disposition manifested by the people of proceeding to an alarming extremity.

"On the mornings of Thursday and Friday last, at an early hour, Merrion Square was thronged with a multitude which amounted, in the aggregate, to at least 70,000 persons, among whom there were hundreds of the most noted orangemen in the city. This great concourse, literally, carried the liberator in triumph to the four courts.

"As soon as he entered the hall, they drew themselves up in regular ranks on both sides of the quay, from Essex to the Queen's Bridge, (a distance of a mile,) and there continued, uttering the most seditious cries, until they observed the liberator, after leaving the courts, ascend his carriage, when, by a military movement, they deployed along Ormond and Merchant's Quays, to Essex Bridge, and then arrayed themselves around the triumphal car of their idol.

"When Mr. O'Connel approached the Royal Exchange, he descended from his chariot, and taking the arm of Sir Harcourt Lees, (the high priest of the orangemen,) who accompanied him from the courts, he mounted the steps, and harangued the people in as *agitating* a speech as he ever delivered. In that speech he declared that neither threats nor tyrannic persecution would ever deter him from asserting the rights of his country. He implored the people to cling to the bulwarks of the law, and to afford the government no grounds for employing a military force against them."

In the House of Commons on the 16th Feb. after Mr. Peel and Lord Althorp had to reply to O'Gorman Mahon, and spoken with severity of Mr. O'Connell's course, and object, Mr. Hume made a long speech, in which he deprecated in strong terms, the violent and arbitrary conduct of the government, so different from the language they had held, recommending conciliation, when they sat on the opposition side of the house. He denied that it was in the power of Mr. O'Connell, or any man, to agitate a great country, unless that country was filled with discontent from reasonable causes. Ireland had reason to be discontented—she had long been misruled and oppressed. He recommended the ministers to abolish the church establishment, to do away tithes, to recall the Lord Lieutenant, and place Ireland in a similar situation to that of Scotland, allowing her to have her own church establishment; and those things would do more to pacify her, and restore tranquility, and maintain the union, than any other measures. He denied that Mr O'Connell's plan went to separate the two countries, but only to give a separate legislature for Ireland, for her domestic purposes, leaving the general policy of the empire to be determined by the united legislature. He was opposed to that honorable member, but did not comprehend the arbitrary and un-English manner which had been employed to put him down. The honorable member concluded by entreating the government to derive wisdom from experience, and now act on the maxims they had delivered when they sat on the other side of the house.

Military.—There has been great drilling among the Opposition, of late. Mr. Clay's Lieutenant, Mr. Webster, before he left Washington, issued the order—'*Eyes right, and dress!*' The Jackson Party will close the parade for them in the Fall of next year, by another order '*To the right about! dismiss.*' It is a movement which Old Hickory very quickly teaches his enemies.

It is stated in the Zanesville Messenger, and itis a very singular fact, that there was but one native born citizen of the state of Ohio, in the last House of Representatives. Of seventy-one members, forty-two were from Pennsylvania and Virginia.

CLAIMS ON FRANCE.—A letter from an American gentleman in Paris published in the Commercial Advertiser says, "We shall get part of our claims on France, say 7 or 8,000,000, or possibly, $10,000,000. Rives is a good minister."—*Journal of Commerce.*

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