LIST OF LETTERS

Remaining in the Post Office at St. John, N. B., 5th September, 1839.

A.
Abram, Mrs. Azubah
Adams, George
Allan, Joseph
Akerley, Obadiah
Alanby, Capt. Thomas
Alger, Anne,
Ambrose, Michael
Andrews, Robert
Anderson, J.
Archibald, Matthew
Aull, William
Auketell, Richard (2)
Aylward, Judy

B.
Bailey, William
Bailey, Jane
Bailey, James
Baker, Mrs. George
Ball, Capt. Edwin
Barker, Mary
Beckwith, Rev. W. H.
Belyea, Lettie
Berry, Alfred
Bingham, Capt. Stephen
Boily, John
Bonde, Mrs. Caldwell
Boucher, Michael
Boyd, Michael
Boyd, Adam (2)
Boyle, James
Bradley, Robert
Bradley, John
Bragden, Mary
Braton, Archibald
Brady, Dennis
Brady, Nicholas
Bradwell, Mrs. Matthew
Brenan, William
Briane, Mr.
Bridger, Thomas
Brown, James
Brown, Thomas
Brown, Converse
Brown, Johana
Bryham, Francis
Bruce, George
Bunker, Andrew P.
Burke, Mrs.
Burke, Rev. R. C.

C.
Cagbens, William
Campbell, James (2)
Campbell, George
Campbell, Thomas
Campbell, John
Cameron, Mrs. William
Cannon, James
Care, Mary
Cardiff, Eleanor
Carr, Mrs.
Cawley, Michael
Carmichael, Peter
Carson, John
Chambers, Thomas
Chaplin, Mrs.
Choat, Daniel
Christy, Catherine
Clingner, John
Clame, John
Clark, Michael
Clark, Edward
Cluff, Jas.
Crawford, Miss Mary
Crawford, William
Crowley, Daniel
Crowley, Margaret
Crosby, Miles
Cronan, Denis
Coskley, Miss Margaret
Collins, Peter
Collins, Mrs. George
Coleman, Widow
Connell, Norry
Connolly, John
Connelly, Mrs.
Connor, William (2)
Connor, Hugh
Conway, Philip
Corline, William
Coneny, Daniel
Cormack, Mrs.
Culbert, Alexander
Cummins, James
Cummings, William
Cumicam, John

D.
Davies, Mrs. Eliza (2)
Davison, Benjamin
Dailey, Daniel
Dempsey, Jeremiah
Dennison, James
Deneen, William
Dexter, Mrs.
Devoe, John J.
Dickson, Joseph
Doran, John
Dougherty, Ann
Dougherty, Charles
Dougler, John
Douglas, Elijah J.
Dowdall, Noah
Dowlan, John
Driskel, Margaret
Driscol, M.
Duffey, Owen
Dunn, Michael
Duncan, George
Dunnivan, David
Dunlap, James
Dwyer, Philip
Dyer, S.
Dyer, Thomas

E.
Earle, Miss Louisa
Edgar, John
Eagans, Thomas
Ewan, Mr.
Erwin, John
Eustin, Mrs.

F.
Fairn, James
Farrell, Patt
Farry, John
Faulkner, Samuel
Felan, Michael
Feen, Edward
Ferguson, John
Fethervin, Thomas B.
Fitzgerald, Michael
Flaherty, Maurice
Flaherty, James
Floyd, James
Flym, John
Foley, Jeremiah
Forbes, Joseph
Fowler, Mr.
Fox, Robert
Frizzell, Joseph
Fryer, John
Fryer, Mrs. Mary
Fuller, John
Fulton, William

G.
Gallagher, Sally
Gallagher, Charles
Gallagher, James
Garvye, John
Gerarwd, John
Gephard, George
Gibbs, F. F. (2)
Gibbons, James
Gillespie, Mary
Gillespie, Maurice
Glanville, Jeremiah
Glen, John
Godsoe, James
Golden, John
Gormley, Pat
Gorman, Maurice
Gorman, Patrick
Gourley, James
Gozzom, Elijah
Gregg, Mrs. Jane
Griffin, Michael
Gurney, Hugh
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H.
Habet, H.
Hamilton, Daniel
Hemilton, Ralph
Hamilton, Michael
Hamilton, Mary Ann
Hammon, Nicholas
Hancock, James
Haney, Jane
Harris, James
Harrington, Catherine
Harrington, James
Harrison, Mrs
Hardcastle, William
Harley, William
Harvey, Henry C.
Hawley, ——
Hays, Bridget
Healy, Patrick
Hearty, Thomas
Hedges, William
Hewitt, George
Higgins, Margaret
Higney, Owen
Hill, Michael
Hislop, Jean (2)
Hodson, J. H.
Hoskin, Cornelius
Howard, John (2)
Hughes, James
Hunter, Adam
Hunter, Margaret
Huston, Thomas

I.
Innis, Moses
Ireland, Capt.
Irvin, James (2)
Irvin, Daniel
Irwin, William

J.
Jackson, Jane
Jarrett, Daniel
Jatant, Antoine
Jenkins, William (2)
Johnston, Robert (2)
Johnston, William
Johnston, George
Johnston, David
Johnson, Mary
Johnston, Eleanor
Jones, James
Judge, Daniel
Junior, John

K.
Keefe, Cornelius
Kelly, Cornelius
Kelly, Mrs. Mary
Keady, Mrs. Isabella
Keller, William
Kelly, Edward
Kempson, Stephen
Kennedy, Patt
Kennedy, John
Keohan, Miss Eliza
Kerr, John
Kerr, Robert
Kerr, Jane
Kerwick, Miss Ellen
Kidd, Catherine Mary
Kimble, Mrs. Matthew
Knox, Mrs. Mary

L.
Lambert, James
Lane, James
Larkins, William
Leagan, Daniel
Leighton, Mr.
Lemin, John
Leeper, Thomas
Lee, James
Lingley, Joseph
Lingley, Bartlett (2)
Little, Miss Mary
Lormer, William
Lougnead, Adam
Lynch, Margaret
Lynch, Hugh
Lynch, Daniel

M.
Magill, John
Magarrity, Thomas
Maguire, Owen
Manson, Mrs. Margaret
Mason, David
Matthews, Maria
Meaden, Ellen
Meachan, William
Mecoy, Mrs. Charles
Melver, Mrs. Ann
Miller, James
Minness, John
Mitchell, Henry
Monteith, Andrew
Moor, Robert
Morrison, Peter
Moser, William H.
Moss, James
Mullin, John
Muir, Andrew
Munro, Wm. B.
Murphy, Jeremiah
Murphy, James (2)
Murphy, Mary
Murray, Patrick
Myers, Benjamin

Mc.
M'Afferty, Edward
M'Alier, John
M'Atley, George
M'Anulty, Anne
M'Avey, Patrick
M'Beth, Thomas
M'Bryan, Thomas
M'Carthy, Dennis
M'Carthy, Michael
M'Carver, Daniel
M'Cousland, David
M'Cafferty, Mary
M'Caver, Hugh
M'Cartin, Henry
M'Clean, Mary
M'Clelland, John
M'Cunn, John
M'Connell, Widow
M'Coole, Patrick
M'Coull, James
M'Cready, John
M'Crackin, John
M'Cristall, Patrick
M'Dermott, Anthony
M'Donald, John
M'Donald, James (2)
M'Dougal, Matthew
M'Elhinney, James
M'Ewen, William
M'Farley, Andrew
M'Gouran, Hugh
M'Gill, Capt.
M'Ginness, Nancy
M'Gowan, Catharine
M'Gowan, Mary
M'Gowan, Teddy
M'Gregor, William
M'Gaughey, Joseph
M'Hall, Myles
M'Intyre, Philip
M'Kee, Miss Martha
M'Kenna, Miss Eliza
M'Kintosh, Donald
M'Lauchlin, John
M'Loane, James
M'Marry, John
M'Mahanaman, Mary
M'Mahon, Pat
M'Milne, Miss Susan
M'Morris, Mary
M'Neill, Hugh
M'Night, Mr.
M'Nulty, Charles

N.
Nailor, Anthony
Navie, Peter
Nelson, Edward
Newman, Peter
Nixon, Samuel
Noonan, John
Norris, William T.
Nunan, John

O.
Oats, Bryan
Owens, Redmond
O'Brien, Daniel
O'Neil, Philip
O'Neil, Mrs. John (2)
O'Neal, Timothy
O'Neil, Mrs.
O'Rearden, Henry
O'Sullivan, Thomas
O'Sullivan, Jeremiah
O'Sullivan, Lawrence

P.
Page, William R. (2)
Parriss, Joseph
Parcy, Garrett
Paterson, John
Paul, William
Paul, John
Peatman, Daniel
Perley, James E.
Peterson, Charles
Phelan, Michael
Phelan, Mr.
Phillips, Mrs.
Phillips, James A.
Pierson, William
Pitt, Charles
Pitt, I.
Porter, John
Power, Thomas
Pollock, John
Prichard, J.
Purdy, William
Pyne, Capt. P.

Q.
Quinn, Michael
Quinn, Mary
Quinlan, James
Quinlevan, William

R.
Ranney, Peter (2)
Rankin, John & Adam
Reburn, James
Reed, Mrs.
Reed, George
Redley, David
Rendall, John
Rice, Edward
Rice, John
Richardson, ——
Roberts, John
Roberts, Josiah Jas. (2)
Roberts, Henry
Robinson, Capt. Wm.
Robinson, William (2)
Robertson, Robert
Robson, John
Rolsten, David (2)
Ross, Daniel
Ruelph, William
Russell, William
Russell, Susan
Ryan, Catharine
Ryan, Patrick

S.
Sandford, Charles J.
Scott, James.
Scott, Benjamin
Scanlan, Daniel
Shea, Michael
Shea, John (2)
Sheehan, Patrick
Sheils, Mary
Sherlock, John
Sherwood, Richard
Sherwood, Joseph
Sherwood, Oliver M.
Sibley, Charles
Simpson, John (2)
Simms, John
Simpson, James
Sinclair, Robert (2)
Slack, Frederick
Slone, Arthur
Smith, Miss Sarah Jane
Smith, Daniel
Smith, James
Smith, Humphrey
Smith, Mrs. Marg't C.
Smith, James H.
Smith, Miss Catharine
Snell, E. G.
Solomon, Henry
Spillane, John
Splane, Mrs. Mary
Stackhouse, James
Stafford, John
Stanton, John
Stickney, Charles
Stinson, Joseph (2)
Stewart, Sir Charles
Strong, William
Stokes, Richard
Sullivan, John (2)
Sullivan, Mary
Sullivan, Jerry
Sullivan, T.
Sullivan, Daniel

T.
Taylor, George
Terney, A.
Thomas, Samuel (2)
Thomson, James
Thomson, Mrs.
Tole, Anne
Trask, Eliza
Tucker, John C.
Turnbull, Mrs.

W.
Wade, Gilbert
Waddel, James
Wallace, Richard (2)
Wallace, Michael
Walker, Seth
Walsh, John
Walsh, Alice
Warrel, William
Ward, John
Ward, Nehemiah
Ward, Daniel
Wark, Charles
Washington, John
Wetherbee, John
Whitney, Sumner
White, Thomas
Williams, John
Williams, Mrs.
Winchester, Daniel
Witham, John
Wiswell, Mrs. Mary Jane
Woodworth, Sarah
Wood, Mrs. Jane
Wood, George
Wood, William
Wright, W.
Wright, James
Wright, Moses

Y.
Young, John
Young, William
York, John

MILITIA NOTICE.

ALL Persons between sixteen and sixty years of age, residing in King's, Duke's, Queen's and Sydney Wards, (within the Districts of the First and Rifle Battalions, City Militia,) who are liable to do duty in the Militia and are not at present enrolled, according to Law, are hereby notified that the subscriber will attend in front of the Court House, in King's Square, on Wednesday the 18th September, instant, between the hours of nine and twelve o'clock in the forenoon; and they are required then and there to come forward and enrol themselves, or to send a written notification of their names, occupations and places of residence, that they may be enrolled for duty as the Law directs.

N. B. Persons neglecting to enrol or to send a written notice, as above, will be subject to a penalty of *Twenty Shillings*, as also a fine of *Ten Shillings* if absent from duty when ordered out for Inspection; and they are further notified that in all cases the law will be strictly enforced.

THOMAS BALDWIN, *Captain, and Enrolling Officer, City Militia.*

St. John, 3d September, 1839.

A CARD.

DR. RUDDICK,

Practitioner of Medicine. Surgery, Obstetrics, etc.

DOES hereby notify the Public that his best services, in the above branches, are at their command.

Dr. R. hopes that by the most indefatigable assiduity to the interests of his Patients, and by a due consideration to the limited circumstances of the indigent, to merit even yet a greater share of public patronage.

Dr. R's success during his set Medical career is too well known by his Patients to require any comment, and he humbly trusts that those upon whom he has not yet had the honor to attend, who may in future commit to him the combating of those diseases to which the human frame is subject, may have no less reason to appreciate his services.

As Dr. R. resides at Quaco, in the Parish of Saint Martin, County of Saint John, he may be there consulted at any time the case requires.

W. RUDDICK, *Physician & Surgeon.*

St. Martin, Aug. 10, 1839.

FLOUR, &c.

The subscriber offers for Sale,—

100 BARRELS fresh Canada fine FLOUR, Quebec Inspection,
100 Ditto Philadelphia,
50 Ditto Genesee, } Superfine FLOUR,
25 Ditto Baltimore,
100 Ditto Philadelphia RYE FLOUR,
100 Ditto CORN MEAL,
20 Chests Congo TEA,
10 Tierces RICE; 5 Kegs TOBACCO,
10 Dozen Corn Brooms,
GROCERIES, &c.

Cheap for satisfactory payments.

WM. LEAVITT.

30th July.

WINE, OLIVE OIL, &c.

15 QR. CASKS MALAGA WINE; 12 baskets CHAMPAGNE, (pints);
10 casks FRONTIGNAC,
25 boxes fresh Muscatel RAISINS,
20 cases Olives, Capers, Anchovies, &c.
10 boxes Castile Soap,; 10 bags Velvet Corks;
10 boxes EAU DE COLOGNE,
20 octaves OLIVE OIL, 15 gallons each, suitable packages for families.

Landing this day ex sch'r "*Yarmouth Packet*," from Halifax, and for sale by

July 23, 1839. *EDWARD DOLBY.*

LONDON MADE BISCUIT, &c.

JUST Received by the subscriber, a few packages of best *Abernethy* and *Cuddy* BISCUIT;--Also— SPICED NUTS, and Sweet Biscuit in cannisters, from 1 lb. to 15 lb. each; --Together with a general assortment of American made Biscuit, viz. Soda, Sugar, &c. &c.; are offered for sale low by the package or retail. JAMES BUSTIN,

13th August, 1839.—3† *King Street.*

NOTICE.

To the Inhabitants of Sackville.

MR. DAVID PERINTON has been appointed Sub-Agent for the disposal of MORISON'S *Universal MEDICINE*, in Sackville & its vicinity.

V. H. NELSON, *General Acting Agent for New-Brunswick and Nova-Scotia.*

St. John, 30th July.—4†

For Sale to arrive, and daily looked for.

700 KEGS White LEAD,
200 Hhds. Raw Linseed OIL,
4 Tierces PUTTY,
300 Tons best Steam COALS,
On hand, on Consignment,
30 Boxes and chests Congo TEAS,
Also for sale at a low rate,
A few Hundred Gallons Olive OIL, in 15 and 30 gallon casks.

MACKAY, BROTHERS & CO.

27th August, 1839.—1m.

Wine, Gin, Sugar, Tea, &c.

The subscribers offer for sale the following articles in the Queen's Warehouse, *viz.:*

A FEW Hhds. and Quarter casks L. P. Madeira WINE, from the well-known house of *Duff, Gordon & Co.* of Madeira.
Pipes, hhds. and qr. casks Fine Teneriffe, &c.
Pipes superior Antwerp GENEVA,
50 bags PIMENTO,
90 hhds. Porto Rico SUGARS—some very superior.

IN STORE—300 packages "Clifton's" TEAS, comprising best Congo, Souchong, Hyson, and Gunpowder; together with a quantity of CANVAS, Chain Cables, ANCHORS, Composition Spikes, Bar and Bolt Iron, &c. &c.

August 24. RATCHFORD & BROTHERS.

LIGNUMVITÆ.

JUST received per brigantine *Ocean*, from New-York—10 Tons LIGNUMVITÆ, which will be sold low from the wharf.

RATCHFORD & BROTHERS.

27th August.

From the New London Gazette.

"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 that 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 dispatched in pursuit of her, but she has been most providentially captured in the Sound, by Capt. Gedney, of the Surveying Brig Washington.

The following is the official account of the capture, furnished us by one of the officers.

U. S. BRIG WASHINGTON,
New London, 26th August, 1839.

"Whilst this vessel was sounding this day between Gardner's and Montauk Points, a schooner was seen lying in shore off Culloden 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 on the beach—two white men came forward and claimed the protection of the officer.

"The schooner proved to be the "Amistad," Capt. Ramonfiues, from the Havana bound to the Guanaja, Port Principe, with 54 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 Joes Rues, owner of the slaves and part of her 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 St. Andrews, near New Providence, from thence she went to Green Key, where the blacks laid in a supply of water. After leaving this 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 head and one in the arm, their lives threatened every instant. He was ordered to change he 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 hopes 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 by vessels: 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 lahed alongside the "Armistad" 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 instant, distant from New-York 26 miles, the Pilot Boat No. 3 came alongside and gave the negroes some apples. She was also 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 Culloden 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.—After they were disarmed and sent on board from the beach, the ringleader jumped overboard with three hundred doubloons about him, the property of the Captain, all of which he succeeded in losing from his person and then permitted himself to be captured. The schooner was taken in tow by the brig and carried into New London."

Tuesday, 2 o'clock, 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 the 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 a very gentlemanly and intelligent young man, and speaks English fluently. He was owner of most of the slaves and cargo which he was conveying to his estate on the Island of Cuba. The other, Pedro Montes, 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 have ever witnessed and it is not strange, since, only yesterday, his sentence was pronounced by the chief of the baccaniers, and his death song chanted by the grim crew, who gathered with uplifted sabres round 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 led him out of all his troubles. Senor Rues has given us two letters for his agents, Messrs. Shelton, Brother & Co. of Boston, and Peter A. 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 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 of the brig we also saw Cingues, 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 Galt 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 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 *sang froid* worthy of astcic under similar circumstances.

With Captain Gedney, the surgeon of this 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's 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 of Canton crape. Around the windlass were gathered three little girls, from eight to thirteen years of age, the very images of health and gladness.

Over the deck were scattered in the most wanton and disorderly profusion, 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 ghastly 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 demoniac expression.

We were glad to leave this vessel, as the exhalations from her hold and deck, were like any thing but "gales wafted over the gardens of Gul."—Capt. Gedney has despatched 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 44 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 twenty to thirty thousand dollars. Vessel and cargo were insured in Havana.

There is a question for the laws of Admiralty to decide whether Capt. Gedney and his brother 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 dues. 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.

This is the same individual who by the discovery of the great channel which bears his name, has opened the harbour of New-York to vessels of the largest description, an advantage to that city beyond estimation, and worthy of some fitting tribute to him who has thus made the harbour of our great commercial emporium second to none on our coast.

THE SCHOONER AMISTAD.—Bills of indictment were found at a special court held at New London harbor, on Thursday last, against the slave crew of the schooner Amistad, for murder and piracy, and the prisoners were sent to New Haven jail, to wait their trial at a United States Circuit Court, to be held at Hartford, on the 17th inst.—*Boston Courier, Sept. 2.*

CULTIVATION OF POTATOES.

As I have hitherto had no failure in the growth of that crop, though planting a large quantity every year, and many of my neighbours having had, the course which I adopt, may not be unimportant or useless to make known to the public. I never dig out the potatoes which are intended for seed until the stalks are pretty well withered: I then pit them in a dry situation, but am not very tenacious of their receiving some rain during the process. The pits are covered with twelve or fourteen inches of clay, having a thin lair of straw underneath; there I let them remain until the following spring, when I take them into houses, first picking off any stalks which may have grown in the pit, lest they should heat, when pitted together in the houses. In selecting the seed I reject the overgrown as well as the small potatoes, choosing those of the middle size, of the best and roundest shape; these I have cut into two or three parts, being always careful not to allow the cuts to be thrown into too large a heap, for fear of fermentation; they should never be put into a heap over 18 or 20 inches high. The manure I use is, in general, a compound of bogstuff and cow-dung, with scrapings of roads, &c. This I always have turned at least three weeks before carting it out on the drills, to allow it to ferment and increase its nutritious property. Should the weather be very dry and warm at the time of sowing, I always take care to have the plough following quick after the spreaders, covering in the drill, to prevent the sun absorbing too much of its moisture from the manure. I am quite aware the failure in the potatoe crop proceeds from more than one cause. I shall now, in as brief a manner as I can, point out what I consider to be the cause of its failure. First—Potatoes may be dug out before they are sufficiently ripe, and by that means, lose part of their generating property. Secondly—Potatoes removed from a pit, whilst water is about them, will certainly rot. This rot, or one proceeding from any other cause, may be only in an incipient state at the time of sowing, and thereby deceive the farmer. Thirdly—Though potatoes may be sound and good when taken in, they may be injured after cutting, by throwing them into too large a heap, where they easily ferment if left many days undisturbed. Fourthly—Seed coming by sea, which may happen to get saturated, or even slightly wet with salt water, will assuredly rot. Fifthly—Dung cast out of the stable, or cow house, during the winter, and left unturned until carted to the field for sowing, will, most probably, ferment when covered in the drill, and thereby destroy the seed it was intended to nourish. Sixthly—A great heat and drought continuing for a length of time during the process of, and after, the sowing, may so much absorb its moisture from the seed as to annul its vegetating quality. The best remedy for this is, to coverin the drills as soon as possible after the manure is spread, and to sow whole instead of cut seed. The above are the causes to which I attribute the failure of the potatoe crop. There may, perhaps, be others which have not come under my observation, but I am pretty certain I have enumerated the chief causes of its failure.—*Irish paper.*

IRELAND.—*The coming Assizes in Ireland.*—In the Home Circuit there is not a county where the going judges will be detained three days—and this circuit includes three of the largest counties in Leinster—Kildare, Meath, and King's. In the Leinster circuit, there is absolutely nothig to be done—in Wicklow the same—the crown business in Wexford is next to nothing—in the conuty of Waterford there is a remnant from the last assiees, a case of perjury. In Kilkenny scarcely any criminal business—but Tipperary will, as usual, be the heaviest on the circuit. In Connaught, we have heard of nothing—and with regard to the two circuits of the north, from the hitherto peaceable conduct of the Orangemen, we are inclined to hope that nothing will be left for the judges to do. on the Munster circuit, we learn that there is nothing for the gentlemen of the black robe to do in Clare, Limerick, and Kerry. There are a few cases in Cork. On the whole, if we are not much misinformed, *one county in England* will exhibit more crime than the the thirty-two Irish counties.—*Dublin Eevning Post.*

Tranquility of Ireland.—There are only nine cases for trial at the ensuing assizes for the county of Galway. This is unexampled in the recollection of the oldest inhabitant.—*Limerick Chronicle, (Tory paper.)*

Steam Men of War.—We have lately been at some pains to ascertain the progress and estimate the present extent of Steam power, in the United Kingdom and its dependencies, and the result of our inquiries is most gratifying and satisfactory. The increase of Steam vessels in the Royal Navy is remarkable, not only on account of their augmented size and locomotive power, but their heavy armament, improved form, capacity for stowage, and increased speed; whilst their performances under canvass, are little, if at all, inferior to the best sailing ships. On reference to the Navy List of January, 1830, we find but eight steam vessels described, and one only, the Dee, (building), calculated for war; the others, viz. African, Caron, Columbia, Confiance, Echo, Lightning, and Meteor, (all still existing,) being, except the Columbia, of 361 tons, small vessels under 200 tons, and of 100 horse power, and principally employed as packets in the Mediterranean. We have now, in 1839, no less than 33 Steam vessels of War, besides 38 employed in the Packet service, exclusive of hired steam vessels, making altogether 71, some of which are upwards of 1000 tons and 400 hundred horse power, armed with heavy guns, of great range, and capable of combating with any description of force that can be met afloat; and this splendid steam navy, which has attained to its present extent in such a short period, is capable of transporting an army of 10,000 men to the continent, or if need be, across the Atlantic, at any time when such a proceeding might be deemed necessary. We find by the report of the Commissioners appointed by the Board of Trade (Captain Pringle, R E., and Mr. Parkes,) that the total number of vessels, of all sizes and classes, propelled by Steam, belonging to the United Kingdom and the Colonies, amounts to 810, the registered tonnage being 87,997; to which add the tonnage of the engine room, not registered, 69,933; making altogether 157,840 tons, impelled by 63,250 horse power.—*Naval and Military Gazette.*

The Duke of Wellington's Estate Bill.—The object of this Bill is to give his Grace the additional power of charging his estate with a jointure of 2500*l.* per annum in favour of the wife of the heir apparent to the title, with a provision that the estates shall not be at the same time subject to the payment of more than £40,000 for jointures, supposing there should be two Duchesses of Wellington, *i. e.* a Duchess and a Duchess Dowager, or a widow of the heir. This point his Grace, from the construction of the previous Acts, could not accomplish, therefore a fresh Act was necessary.—Another object of the Bill is to enable the Duke to make all the services of plate, china, jewels, pictures, statues, and other valuable articles presented to the Duke, for his various services, heirlooms, to go and be enjoyed with the title.

Expedition to New Zealand.—Mr. Dudley Sinclair, eldest son of the member for Caithness, is actively engaged in preparing an expedition for New Zealand, consisting of two hundred settlers, all young and married, who have been employed on the Duke of Sutherland's extensive improvements, in Sutherlandshire. The expedition will sail in August, with Mr. Sinclair at its head, assisted by Mr. Barton, lately one of the Duke's agents.

Lord F. Egerton.—We are happy to state that his Lordship has not only caused the discontinuance of all the passage-boats but one, on the Bridgewater canal, on the Sabbath day, but that he has made, and is continuing to make, ample provision for the spiritual instruction of the boatmen. His Lordship and Lady Egerton also walk more than a mile to church every Sabbath, in order to afford a greater number of their domestics an opportunity of attending public worship, and of inducing others by their example to observe the Sabbath.—*Manchester Courier.*

Death of General Lord Howden, G. C. B.—We regret to announce the death of that highly respected Officer and venerable Nobleman, General Lord Howden, in the 80th year of his age. Lord Howden was almost the senior General in the Army; and was first Knight Grand Cross of the Military Order of the Bath, and Colonel of the 43d Regiment. His Lordship had served with great distinction in various parts of the world. He was Quarter Master General in Ireland, during the whole time of the rebellion, and was severely wounded in a repulse of the French. He commanded a battalion of Grenadiers at the taking of the West Indian Islands, and afterwards a division in the Egyptian campaign, when he received the order of the Crescent of the first class, from the Sultan, as an acknowledgement of his services. He was appointed, in 1804, Commander in Chief in India, and afterwards Commander of the allied English and Portuguese forces, at the commencement of the Peninsular war. His lordship was subsequently Governor of the Cape of Good Hope, and Governor of Gibraltar. As a senator, Lord Howden was moderate in his political opinions, but an advocate of Liberal principles, and steadily supported the Whigs in Parliament. He married, in 1779, a daughter of John, Earl of Clanwilliam, and is succeeded in his peerage and estates by his only son, the Hon. Col. Caradoc, Equerry to her Royal Highness the Duchess of Kent, and military attache to her Majesty's embassy at Paris.

It has transpired in the city this afternoon that Mr. Labouchere has finally determined to retire from the Under Secretaryship of the Colonies. He has been generally considered by the commercial class in the city as one of the most respectable of the whig functionaries, and in that qualified sense his retirement is regretted.—*Morning Post.*

LADY FLORA HASTINGS.—The melancholy interest attached to the name of this lamented lady, has inspired a very beautiful tribute to her memory, entitled "She is gone!" the poetry of which is alike creditable to the feelings and talents of the author; while the music possesses a sublimity of conception, which must commend it to every lover of all that is good and great in musical composition. An exceedingly fine portrait of Lady Flora Hastings on the little page claims our highest admiration.—*London Post.*

WAR WITH ENGLAND.—Dr. Channing, in the preface to a recently published lecture, has the following passage:—

For a few weeks this calamity (war) has been brought before us; we have been driven by one of the states into a hostile position towards a great European power, and the manner in which the subject has been treated in and out of Congress, is a sad proof of the very general want of Christian and philanthropic views of the subject, as well as of strange blindness to our national and individual well being. One would think that the suggestion of a war with England would call forth one strong, general burst of opposing feelings. Can a more calamitous event, with the exception of civil war, be imagined? What other nation can do us equal harm? With what other nation do we hold equally profitable connections? To what other are we bound by such strong and generous ties? We are of one blood. We speak one language. We have a common religion. We have the noble bond of free institutions; and to these two countries above all others, is the cause of freedom on earth entrusted by Providence. A war with England would, to a great extent, sweep our ships from the seas, cut off our intercourse with the world, shut up our great staples, palsy the spirit of internal improvement, and smite with langour, if not with death, our boldest enterprises. It would turn to the destruction of our fellow-creatures, vast resources which are now working out for us unparalleled prosperity. It would load us with taxes and public debts, and breed internal discontents, with which a free government contends at fearful odds in the midst of war. Instead of covering the ocean with the sails of a beneficent commerce, we should scour it with privateers, that is, as legalized pirates. Our great cities would be threatened with invasion, and the din of industry in the streets of this metropolis would be stilled:—and all this would come upon us at a moment when the country is pressing forward to wealth, greatness, and every kind of improvement, with an impulse, a free joyous activity, which has no parallel in the history of the world.

THE OBSERVER.

ST. JOHN, TUESDAY, SEPTEMBER 10, 1839.

We are yet without later European intelligence than was received by the Liverpool steam ship.—The Great Western has probably arrived at New York ere this, with dates to the 24th August, which may be expected to arrive here by the last of the present week.

The Legislature meets to-day. His Excellency's Speech will probably reach town to-morrow morning --The following is a copy of a Bill read before the Quarter Sessions, for regulating the erection of houses in or contiguous to the business part of the city, which it must be generally hoped will speedily become a law.

A BILL

For the more effectual prevention of FIRES in the City of Saint John.

I. Be it enacted by the Lieutenant Governor, the Legislative Council and Assembly, that all Dwelling Houses, Storehouses, and other Buildings, excepting as hereinafter excepted, which from and after the passing of this Act shall be built, erected or set up in the City of Saint John, within the limits hereinafter mentioned and described, that is to say:—Beginning at the southern extremity of Prince William street, where it intersects the northern line of St. James's street, thence along Prince William street to Princess street, thence along Princess street to Germain street, thence along Germain street to Union street, thence along Union street to George's street, thence along George's street to Pond street, thence along Pond street to Mill street, thence along Mill street northwardly to the entrance of Smyth street, thence along Smyth street to Nelson street as the same is laid down in the present Plan of the said City, thence along Nelson street, crossing the Market Slip to Ward street, thence along the said last mentioned street and a prolongation of the western line thereof southwardly until it strikes the southern line of the Ferry Slip at the foot of Princess street, thence along the said last mentioned line to St. John street, thence along St. John street and a prolongation of the western line thereof southwardly until it intersects the prolongation of the northern line of St. James's street, and thence along the said last mentioned prolongation to the place of beginning, including the entire space within the said limits, and also all the lots of ground to the depth of forty feet on the eastern sides of Prince William street, Germain street, George's street, and Mill street, the south side of Princess street, the north sides of Union street and Pond street, two hundred feet on the western side of Smyth street, forty feet on the western sides of Nelson street and Ward street, and one hundred feet on the western side of St. John street, terminating at the foot of Duke street, shall be made and const