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From the New York Journal of Commerce.

CONFESSIONS OF GIBBS THE PIRATE.

The criminal who stands convicted of the murder of William R[illegible], mate of the brig [illegible], at the high seas on board the vessel, and who is a native of [illegible] Island, is a native of the island of Rhode Island. [illegible]

[illegible] vessels, and allowed them to pass unmolested, their 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 with in 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 boats to transport the goods to Havana, which was done in less than three days.

The Maria was put to sea with a crew of about fifty men, principally Spaniards and Africans, with every house of infamous character in Havana, on board. [illegible]

[illegible] a very narrow escape at one time, from the English man of war brig Comet. In the early part of October, 1826, they captured the ship Lucius of Charleston, took her to Cape Antonio, and were busily engaged in landing her cargo, when the U. S. brig Enterprise, Capt. Kearney, hove in sight, and discovering their vessels at anchor, sent in her barges to attack them. A severe engagement followed; two detached themselves for some time behind a [illegible] but in the end, were defeated with considerable loss, and compelled to abandon their vessel and booty, and fly to the mountains for safety. In the list of vessels destroyed, is stated in the confessions to Justice Hopson, to have spoken of this ship as the Carolina of Charleston. He afterwards recollected that it was the Lucius, and pointed out the place and circumstances, which proved beyond a question the correctness of his recollections. By a reference to newspaper files, we find [illegible] a ship was captured by the pirates of Cape Antonio in Oct. 1826, and that she was retaken by the U. S. [illegible] Capt. Kearney, while the crew were running 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 crew accounted with the British brig Larch of St. Andrews, from Kingston for Havana, was taken by the pirates, and recaptured at the same time by the Enterprise. This is doubtless the Larch spoken of by Gibbs in the confession made to Justice Hopson, which have [illegible]

City Police and Bar Room, March 5, 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 it off long until now. If informed of any wish to make some communications which you would not make to any other person?

Ans.—I have.

Ques.—Gibbs, are you prepared to tell me the truth, or is it to amuse me, and make you 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 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 that 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 Souci, 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 never would 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 Main; 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 40,000. She was ordered to pass, as Lafitte could not consent to destroy her property.

Ship William, of [illegible]; took from her dry goods and money. Vessel and crew destroyed.

Brigue Betsy, of Belmont; took from her dry goods, vessel and crew destroyed.

Brigue Lucius, of Boston; took from her a large quantity of dry goods. Vessel and crew destroyed.

Genoese brig, name unknown; took from her a large quantity of piece goods, silver, paper, and from twenty to thirty passengers.

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

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

Ship Earl of Mansfield, 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 Curacoa, bound to Holland. There were thirty passengers in here, 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. Took her to the great rendezvous, Cape Antonio, where we had a rendezvous, and where we had a small fort which mounted four guns. We kept her about two months, and she was then killed, and this circumstance hurts his feelings more than any act of his life; and which is the only act he can say he was sorry for. [Afterwards told me she was poisoned.] 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. He very thing valuable was taken from them, and vessels and crews destroyed. The goods were sent to a Spanish House in the Havana, who sold them. We had a contract with the House and received half the proceeds.

While I was in the schooner Margarita, we took the American ship Caroline, and ran 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 separately came out to Trinidade, on the side of Cuba, where we got to the Havana. The crew of the Enterprise destroyed our fort, took the vessel from the Caroline and went to sea in the Margarita and Peruvian, which were principally dry goods. The cargo of the Caroline was dry goods principally, as appeared from the bills of lading.

Here is a short statement given of the manner they and where secreted.]

Ques.—Gibbs, why were you so cruel as to kill so many persons, when you had got all the 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. Dead men tell no tales, 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 U. States, but I will not mention their names. I know that when I was raising, the Governor of the Isle of Pines was concerned with pirates, and I want 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; he 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 Battles, who handed me a list of them, viz:—Mary Augusta from Antwerp to Mobile; and he had no recollection of her.

Dutch vessel 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 Banks, and two days after they (the pirates) ran in under the Moro Castle. Their vessel was a privateer schooner, with a big gun and shipe, 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 Banks.

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

Brig Lucy, two years ago from Jamaica to St. John's. Knows nothing of her.

Brig Francis, Biles, from Trinidad to New York, two years ago. Knows nothing of her.

Candace from Boston to Senatia, in 1822, valued at $19,000. Knows nothing of her.

Frank, in 1823, 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, April 6th, and then told him I expected all he had told me could not be true; and as I had a list of the various vessels he 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 the day:

Brig William, of New York, vessel & crew destroyed.

Brigue Harlem, of London, do do

Brig Belvidere, of Boston, do do

Ship Indispensable, of London, do do

Ship Earl of Mansfield, do do

Two French brigs, from Havana, do do

Brigue Betsy, from Senatia, do do

A N. York ship, name forgotten, do do

A French ship from Bordeaux, do do

Dutch ship on South Seas cargo, do do

dry goods, do do

Brigue Lucius, do do

Dutch brig from Europe, do do

Providence of Providence, took out $40,000, and let her pass because the crew were his countrymen.

Brigue Transit, in the year 1824 or 25, cargo produce, vessel and crew destroyed.

Dutch ship from Curacoa in 1816, vessel and crew destroyed.

Commodore, in the year 1816, in the private service, Capt. Bell, of the Port of Margarita, in the Island of Santa Marta. Captain Bell was from some where up North River, at or near Hudson.—Took the vessel from the officers, and set them on shore at Pensacola.

The Precious was sent to Cape Antonio for them, from the Havana; and tell it to them.

The ship last he mentioned as having been 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 prisoner, and left Merritt with him.

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

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

On one occasion Gibbs stated that he cruised 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 Easton. They knew that she would have a large quantity of specie on board, but they were disappointed in their voyage. Had 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 $[illegible]. He passed several weeks in this city and then went to Boston, whence he took passage to Liverpool on 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 Frances, 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, where 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 afraid 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 God-like 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 demons still haunted me, and I spurned their advice."

He subsequently returned to Boston, sailed for Havana, and again commenced his piratical career. In 1826, he resisted the United States, and bearing of the war between Brazil and the Republic of Buenos Ayres, sailed from Boston in the brig Hilty 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 Paucarpatta. "Here," says Gibbs, "I found Harry Helge, 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 desolate 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 40 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 laid me my charge. 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 traveling from place to place, the United 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 ship Ann, bound to Malta, landed at Barcelona, crossed to Port Mahon, and endeavoured 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 revising 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. In a question why he who had been accustomed to command should enter as a common sailor on board the the 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

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PRINTING
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NO. 18.

ort on Sunday
formation, that
Boston to New
ck Island. [illegible]
ing last. The
are d, have all

e President in-
Lemuel Nutt
Lemuel North
[illegible]

[illegible]

ry & Exchange
OFFICE.
DUBOIS respectfully informs
of Annapolis and its vicinity
tered into the LOTTERY
USINESS, and has taken
, Messrs. Claude & Hammond
ccupied by Charles T. Plus
rney's Office, where he intends
tant supply of Lottery Tick
e most approved and splendid
ns inclined to venture will plea
all. He now has for sale, the
wing splendid scheme.
OO FOR $1 50!
STATE LOTTERY, No.
the 25th April, 1831.
heme five tickets [illegible]
SCHEME.
[illegible]
Tickets by mail [illegible]
mpt attention.
EDWARD DUB
BANK STOCK FOR SA
[illegible]
EEK AFTER NEXT, [illegible]
AT CLARK'S [illegible]
the capital prizes [illegible]
ND STATE LOTTERIES
drawn in Baltimore [illegible]
[illegible] two prizes [illegible]
y $1,50 and—[illegible]
SCHEME:
[illegible]
CLARK'S
[illegible]
e the highest Prizes [illegible]
s been offered [illegible]
s either by mail post paid [illegible]
nce, enclosing the cash or [illegible]
e most prompt and punctual [illegible]
personal application. Address
JOHN CLARK.
Lottery Vendor, Baltimore.
ONED PUBLIC SALE.
of the following property [illegible]
ave taken place on Friday [illegible]
stponed on account of the [illegible]
n day of May next, when [illegible]
n the premises, at 1 o'clock P.
UBLIC SALE.
UE of a Decree of the Hon[illegible]
ncellor of Maryland, [illegible]
r at Public Sale, on Tuesday [illegible]
May next, at one o'clock, P.M.
, a Tract of Land lying in Mary[illegible]
ty, known by the name of [illegible]
he Resurvey on Starr's Factory [illegible]
tain about
NINETY ACRES.
possession of the heirs of Ephraim [illegible]
eceased. This land adjoins [illegible]
the late Ephraim Etchison [illegible]
ol. Lyde Griffith; it is [illegible]
n of Tobacco, Wheat, Rye, Corn [illegible]
rms prescribed by the decree [illegible]
purchase money to be paid [illegible]
of the sale by the Chancellor [illegible]
n nine months from the day [illegible]
interest on both payments [illegible]
On the payment of the money [illegible]
, and not before, the Trustee [illegible]
execute a deed to the purchaser [illegible]
ORTIMER DORSEY, Trustee.
USTEE'S SALE.
of a decree of the court of [illegible]
he subscriber, as Trustee, will [illegible]
Sale, on Thursday the 28 April [illegible]
, if not the first fair day [illegible]
premises.
REAL ESTATE
Balderson, deceased, consisting [illegible]
l, containing 115 acres, more [illegible]
Broad Neck, north side of Severn [illegible]
re is on the premises, a [illegible]
Dwelling House, To[illegible]
, and other necessary [illegible]
It is deemed unnecessary to give [illegible]
scription of the land, as it is presumed [illegible]
ons willing to purchase will examine [illegible]
ises, which will be shown by the [illegible]
ing in the neighbourhood.
TERMS OF SALE.
cribed by the Chancellor, [illegible]
dit, the purchaser giving bond [illegible]
curity, for the payment of the purchase [illegible]
y, with interest from the day of [illegible]
he payment of the purchase money [illegible]
tion of the sale, a good and [illegible]
will be given. Sale to commence [illegible]
clock A. M.
AFTON B. DUVALL, Trustee.

Without, I fear, a single tear—
I'm not a single man!

THE HUNTER & RATTLESNAKE.

[illegible] one of my hunting excursions abroad, [illegible] fine morning—it was just at this time of [illegible] year—I was accompanied by my wife. [illegible] as a beautiful morning. The sunshine [illegible] warm but the atmosphere was perfectly [illegible]; and a fine breeze from the north west [illegible] the bright green leaves which clothed

heaven, teeming with life and enterprise, and as you advance, you see painted on the wall, the names of several streets, under which the line passes at various depths from the surface. The sides and roof of the vault have been white-washed and the whole is destined to be splendidly illuminated with gas, which will bestow upon it a most brilliant effect. When the day is perfectly clear, the light may be discerned at the opening of Edge Hill, when more than a mile distant. It has the same appearance as that of the upper he-

and nature's empire proclaim, and the unclouded sky of our most lovely seasons.—This state of weather continued until the 8th of January, when winter made his appearance in all his rudeness and his violence. The snow began to fall on that day, and continued to fall, occasionally, for more than two months. During this time, the earth was covered with a coat of snow of from three to four feet in depth on an average: In places, however, it far exceeded this average.

In Cumberland valley the snow drifted so

board the Venus, but were unable, and went to a sloop lying to the leeward.

Capt. Sandford, Sir:—I learned last evening, from a source that may be relied on, that the Delight was owned at Mill River, and that the men seen in the open boat belonged on board her.

Very respectfully, O. KIRTLAND.

TOSTIG—, April 11.

The steam boat President Bunker, arrived yesterday from Providence. Capt. B. states

sider the discharge of the jury as an acquittal, and that she cannot be tried again.

LISBON, March 18.

EXECUTIONS.

Lisbon has again had the misfortune to exhibit the dreadful effects of Absolutism, and the young tyrant (old in crimes) has again satiated his cruel appetite by the cold and deliberate murder (in a most frightful and disgusting way) of seven respectable, and no

or Mrs. Clew con-