

MESSAGE

FROM

THE PRESIDENT OF THE UNITED STATES,

COMMUNICATING,

In compliance with a resolution of the Senate, the correspondence between Mr. Schenck, United States Minister to Brazil, and the Secretary of State, in relation to the African slave trade.

MARCH 13, 1854.—Referred to the Committee on Foreign Relations.
MARCH 14, 1854.—Ordered to be printed.

To the Senate of the United States:

I transmit, herewith, a report from the Secretary of State, and the documents therein referred to, in answer to the resolution of the Senate of the 26th March, 1853.

FRANKLIN PIERCE.

WASHINGTON, March 7, 1854.

DEPARTMENT OF STATE,
Washington, March 7, 1854.

The Secretary of State, to whom was referred the resolution of the Senate of the 26th of March, 1853, requesting the President "if compatible with the public interest, to communicate to the Senate the correspondence between the Honorable R. C. Schenck, envoy extraordinary and minister plenipotentiary of the United States in Brazil, and the Secretary of State," has the honor to lay before the President the documents referred to in the subjoined list.

Respectfully submitted,

W. L. MARCY.

To the PRESIDENT OF THE UNITED STATES.

List of documents transmitted.

- Mr. Webster to Mr. Schenck, (extract,) May 8, 1851.
- Mr. Schenck to Mr. Webster, (with enclosures,) April 26, 1852.
- Same to Mr. Everett, (extract,) January 14, 1853.
- Same to same, (with enclosures,) February 5, 1853.

No. 2.

Mr. Webster to Mr. Schenck.

DEPARTMENT OF STATE,
Washington, May, 8, 1851.

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It is understood that the Brazilian government has recently been active in the execution of its own laws for the suppression of the African slave trade. If it shall persevere in this, it may not be necessary for you to take any steps with a view to carrying into effect the ninth article of the treaty of Washington, of the 9th of August, 1842. If, however, during your mission, an occasion should arise for the remonstrances to which that article refers, you will address them orally, or in writing to the Brazilian minister for foreign affairs.

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 No. 24.
Mr. Schenck to Mr. Webster.

LEGATION OF THE UNITED STATES,
Rio de Janeiro, April 26, 1852.

SIR: I desire to call your particular attention to the subject of the slave trade between Brazil and the coast of Africa. This infamous and inhuman traffic, thanks, principally, I must say, to the vigilance of British cruisers, and the disposition manifested, and measures taken by the ministers of state composing the administration now in power in this government, has seemed, for a period of a year or more, to be nearly, if not altogether, suppressed and stopped. But there are many indications of its revival. And I grieve to have to inform you that, in the present condition of things, no flag is more likely to be prostituted to the vile use of protecting those engaged in the business than our own.

Without aid from any force of the United States, the secret depôts of "slave goods" along this coast have been discovered and broken up; the traders, or those concerned, have many of them been prostituted and imprisoned, or driven from the country; and thus their unlawful voyages have been prevented. Whatever the motives which may have actuated either the British or the imperial government—whether of selfish policy or pure philanthropy—their course and its results are such as I have represented, and they are entitled to credit accordingly.

But a reaction has evidently taken place, not in the efforts of these powers and authorities to suppress the trade. I do not mean to say that they have relaxed, in any respect, their vigilance or activity; but, the first panic of the slave dealers that remain being passed, they have had time to look around them, to see and devise means for entering with more security into their old business; and the very success which has attended, for a time, the efforts to stop it, has furnished an additional

stimulus to its renewal. Under the influence of the difficulties thrown in the way of the importation of fresh supplies of slaves, the price of them has been doubled of late in this market, and a single cargo successfully landed and sold now would make the fortune of the adventurer.

Now, I am sorry to say that, in this state of affairs, nothing seems to occur to these miscreants, who would commerce in human flesh, more likely to serve their purposes than the use, or rather the abuse, to that end of the American flag. It alone gives privilege and immunity from visitation and search, when on the high seas, against all pursuers, but the commissioned naval police of our own country. And while the United States have no sufficient armed force for an effective watch along the African coast, from whence the poor victims of the slave-dealers are to be stolen, we have still less of a guard set upon the approach to *this* shore, where a market for the contraband cargoes is to be found. I do not doubt either the vigilance or good will of the naval commanders who are on this service, on either station, to do all that the means entrusted to them will possibly enable them to accomplish. I am sure of the activity and zeal with which the officers and men in our national ships are disposed to perform their duty, in helping to suppress the wicked trade. But what can they do? And, especially, what can they do on this Brazil station, where, for many months past, our whole squadron has consisted of but two vessels, and those so large and of such draft as to be the worst possible adapted to this preventive service. Since the brig Bainbridge was detached from Commodore McKeever's command, there have remained only his flag-ship, the frigate Congress, and the first class sloop Jamestown. During the late disturbed and unsettled condition of affairs at the river Plate, it was wisely judged necessary to keep both of them in that quarter; and thus, for a long period, we have had no naval force whatever anywhere along the whole line of Brazilian coast. The Congress and Jamestown are now, I believe, out cruising. But if they were here, they could do little in any emergency such as I am adverting to without, at least, the co-operating aid of one or more smaller vessels. To catch a slaver on the coast, or even to find one, requires, not large ships of deep draft and heavy armament, but those which can safely, and therefore fearlessly, follow close in shore, and run behind islands and into creeks, coves, and inlets, where the fast-sailing piratical craft goes to take in her stores, to land her unlawful cargo, or to escape observation or pursuit. For these purposes, it is obvious that one small steamer, like the several which the English government has been keeping constantly in active service on this station, of not more than nine or ten feet draft, and armed with a single long pivot gun, would be worth a whole fleet of ships of the line, frigates, or sloops, with batteries of the heaviest metal. Will it ever be possible to persuade our government at home, or the navy department, of this? I find by the records of this legation, that my predecessors have again, and again, and again, besought to have one or more such war-steamers sent out here; but in vain. I repeat, now, however, and most urgently, the request, and I entreat that it may be brought to the attention of the Secretary of the Navy.

I have said that the slave dealers are, at this immediate time, disposed to avail themselves of the advantage which these circumstances give to their use of the flag of the United States. None understand better than they do, how little power or preparation there is here, on the part of our government, for defeating or intercepting their enterprises. Within the last two weeks, two American fast sailing brigs have been fitted out and sailed from this port, cleared and freighted for the coast of Africa. There was every reason to believe, from the quality and assortment of goods taken by them, and from other suspicious facts, that their object is to trade for slaves. But there was no positive evidence. Our excellent consul did all he could, and he and I counselled together, to devise some pretext for breaking up their voyages. But after all delays which could be lawfully interposed, both vessels have gone. If there had been a man-of-war in the harbor, they might have been followed and searched outside; but that would not have afforded proofs on which to seize them, with any prospect, under our existing laws, of their condemnation by the courts at home. While the last one of these vessels was yet in the harbor, and subject to the jurisdiction of the local police, she was visited and searched by order of the minister of justice, but without finding anything that would justify detaining her, being an American vessel. Her cargo of goods and stores, adapted to the African slave trade, would perhaps have led to her seizure, if she had been an English or Brazilian ship, under the provisions of the treaty between those two nations. To show, however, her probable character, I may mention, that a subsequent search of the houses of the two Brazilian traders, whose names were found in the charter-party, resulted in such discoveries that they were arrested, and are now in prison.

The consul will probably give you a fuller and more detailed statement in regard to these particular vessels. I only refer to the cases, as both illustration and occasion for what I have said generally on the subject.

The copies of my correspondence with the consul, and with Commodore McKeever, which I enclose, (marked A 24, B 24, and C 24,) will show that I was on the look out, on another occasion, some months ago, for one of these piratical expeditions, projected by an American. In answer to the application, which you will observe I made then, the "Jamestown" was promptly sent up from Buenos Ayres, and remained in waiting here some time, to intercept the expected slaver. But the voyage, in that instance, in consequence of what occurred in New York, as I afterwards ascertained, to interrupt the preparation, was abandoned. The provisions and stores provided for the expedition, were also found by one of the British cruisers, (a small steamer,) concealed on an uninhabited island, near St. Catharines, and destroyed. Miller, though, the infamous wretch who was at the head of it, and whose arrest in the United States Mr. Todd had previously advised, on the depositions he had forwarded to your department, I am informed has since been in the city, no doubt concocting new and similar schemes.

From other points on this coast I hear also rumors and suspicions of preparation for renewing the infernal traffic.

We are proudly and justly jealous of our flag, and of the national rights which it represents. We will not permit our ships to be visited

and questioned in their goings and coming upon the ocean. Are we not under all the greater obligations, therefore, to see to it ourselves, that that proud flag, and the ships which it covers and protects, are not desecrated by prostitution to horrible and cruel uses? What are the remedies or means of prevention? They have been often discussed, but permit me to suggest what appear to me the most obvious, and as far as I can see, the only efficient. If I repeat some things which have been advised and urged by my predecessors at this court, (and particularly by Mr. Wise and Mr. Todd,) I beg leave to submit that such concurrence of views, after opportunities of information, should only have to give greater weight and consideration to our united testimony and conclusions.

1. All direct trade in the vessels of the United States, between Brazil and the Western coast of Africa, ought to be prohibited by act of Congress. Then no regular clearances, or ships' papers could be obtained, as if for honest voyages, to serve as a cover for the transfer of vessels to be used as slavers, after their arrival on the African coast. This prohibition, I admit, would be a strong measure; but none too strong, when it is considered that there is no really honest trade, or next to none, between these two coasts—none but what is in some way directly or indirectly connected with the commerce in slaves, or subject to be perverted into that channel. Lately, for example, a good many horses and cattle have been imported from the Cape of Good Hope to Rio de Janeiro. But the slave dealers are getting hold of that idea, and under the pretence of having to take in cargoes of brute beasts, find a pretext for providing themselves with an unusual supply of water, farinha, meal, and other stores suited for their intended human freight. They may, even, the better to hide their true object, take on board a few horses or cattle, and then, after clearing for Brazil, proceed securely up the coast on the other side, until they can find an opportunity for tumbling the less valuable animals overboard, to take bipeds in their place, and sail away with all the speed they can make, to some secret and unwatched harbor on this coast. A total prohibition of trade between the two coasts, would strike at the root of the mischief. And admitting that it interfered with some little present lawful trade, the good to be accomplished would far outweigh any trifling advantage, individual or national, to be derived from that. And there are other free fields enough, all the wide world and its oceans over, for the exercise of honest and harmless American commercial enterprise. If thought most advisable, the act of prohibition might be limited, for experiment, to a term of years.

2. If trade between Brazil and the coast of Africa were not entirely prohibited, the exportation from this country thither of certain classes, or specified articles of merchandize, suited only, or principally, to be used in the traffic for slaves, might be forbidden as unlawful. The cargoes, for example, taken from this port a few days ago, in the two brigs I have referred to, were made up in great part of pieces of scarlet cloth, rude musical instruments, knives, common guns and gunpowder, designed, no doubt, for that sort of barter with the natives. Still I would not rely much on such partial restriction. And moreover, it would be liable to serious objections. The articles prohibited might

be sent through other channels, and not directly from this country. And it would not do to exclude them entirely from the coast in American bottoms, because, although used in the trade for slaves, the same goods are also exchanged for palm oil, dye woods, ivory, gold dust, and other African productions intended for other markets.

3. Another and more effective means for preventing the abuse of our flag, would be an enactment prohibiting the granting of consular sea letters to American vessels sold on this coast, or on the coast of Africa, for any other purpose than to authorize them to make the voyage home. It might be well indeed, to declare all such sales, except under certain specified conditions, fraudulent and void. This would help to put an end to all the sham transfers, by which vessels are supplied to the slave importers, and would prevent also those actual purchases by foreigners in the assumed character of citizens of the United States, by which they secure to themselves, along with the property bought, the more important and valuable privilege of sailing still under American colors. Let such a law as this be made, and the perjuries which they can now always command to establish their citizenship and usual residence, would avail them nothing.

4. But if none of these new legislative enactments are made to break up altogether or restrict the trade in American bottoms, between the two coasts, and the government still relies upon mere physical force to compel an observance of the existing laws, or to bring the violators to justice, then by all means strengthen the power and efficiency of that force. I have already alluded to the absolute necessity of having at least one small war steamer constantly on this station. There ought indeed to be two or three attached to the squadron. But when our naval ships search and would seize a slaver, they have little encouragement to incur the responsibility. A commander is hardly justified in the risk of seizing and detaining one, as a prize, unless slaves are found actually on board. And it is too well known, that, adding murder to man stealing, slave captains, when closely pursued, and in fear of capture, have not hesitated to throw the wretched objects of their commerce into the sea, and thus destroy the only manifest proof of their guilt. To meet this difficulty, certain marks and circumstances should be made *prima facie* evidence of the unlawful character of the vessel and voyage. Let it be the law that a vessel found within certain latitudes, between the two coasts, having as part of her equipment certain specified articles, such as shackles or manacles, spare planks, suitable for fitting a slave deck, or an extraordinary quantity of water, or provisions, of the kind used to feed and subsist a slave cargo, shall be subject to seizure, and shall be condemned, unless satisfactory proof be furnished, on the part of the master or owner, that she was engaged in a lawful employment. The specifications and clauses to this effect, incorporated in the several treaties made by Great Britain with Spain in 1835, and with other powers at other times, might be consulted with advantage in the framing of an act.

But enough. I have extended this communication quite beyond any thing I designed when I began. But I am exceedingly anxious to attract to it your earnest attention, and to obtain for its consideration, at

this particular time for the reasons I have mentioned, not only your own wise and sagacious powers of mind and statesmanship, but the influence of the President and his administration, and, if possible, the action of Congress before the close of the present session.

Something must be done, beyond what is now provided for, if we would have it believed abroad that our government is really sincere in its desire for the suppression of the slave trade, and that our people mean what they say when they are accustomed to denounce it as piracy and a vile and unholy traffic. And, what is of far higher concern than the opinions of men, some more active and energetic measures must be taken, if we would clear our skirts as a nation, and acquit ourselves, as we better might, of the obligations we owe to God and the cause of humanity.

I have the honor to be, very respectfully, your obedient servant,
ROBERT C. SCHENCK.

HON. DANIEL WEBSTER,
Secretary of State, Washington, D. C.

Papers accompanying this dispatch.

1. A 24, Mr. Schenck to Commodore McKeever, September 4, 1851.
2. B 24, Commodore McKeever to Mr. Schenck, October, 1851.
3. C 24, Mr. Schenck, confidential, to consul Kent, October 10, 1851.

A 24.

LEGATION OF THE UNITED STATES,
Rio de Janeiro, September 4, 1851.

SIR: I am in possession of information, confidentially communicated to me by his excellency the British minister at this court, that a vessel, destined for the slave trade, and abusing, for her protection, the flag of our country, is expected to arrive at this port from the United States about the middle of next month. She was to sail about the end of August, and will have on board as master a notorious slave trader, against whom much evidence is already on file at this legation. The proofs of her coming, and of her character and object, are too full to be doubted.

It is necessary that this vessel should be closely watched on her arrival here; and it may be that sufficient cause will be found to justify following and seizing her when she leaves this harbor to proceed upon her unlawful voyage. I deem it exceedingly important, therefore, and request that you will hasten your intended return, so as to be here before the time indicated for her arrival.

The Susquehanna expecting to complete her repairs, and sail before the end of this month, unless you come with the Congress, or send some other vessel of your squadron, there will be no American man-

of-war in this harbor, at a time when the aid and services of one may be most needed.

I am, sir, very respectfully, your obedient servant,
ROBERT C. SCHENCK.

Commodore ISAAC McKEEVER,
Commanding United States squadron, coast of Brazil.

B 24.

BUENOS AYRES, *October, 1851.*

SIR: Your communication of 29th August has been received, enclosing copies of correspondence between the minister of foreign affairs and the legation, in reference to an alleged violation of a port regulation, by the United States ship Jamestown.

I have taken such measures as will prevent a recurrence of the matter complained of.

I have also received your communication of the 4th ultimo, conveying the intelligence, transmitted by his excellency the British minister at Rio de Janeiro, that a vessel, destined for the slave trade and abusing for her protection the flag of our country, is expected to arrive at that port about the middle of the present month, and requesting the presence of one of our vessels of war, in order to take such measures as may prevent the prosecution of her unlawful voyage.

It was my intention, at first, to have proceeded myself upon this service, but the peculiar condition of affairs here has decided me to detail the Jamestown for the duty in question, and I have directed Captain Downing to consult with you in reference to the best means of effecting the proposed object.

With many thanks for the prompt manner in which you have communicated this intelligence, and with the hope that our efforts to prevent the abuse of our flag may be successful,

I have the honor to be, very respectfully, sir,
I. McKEEVER,

Commanding U. S. Naval Forces, Brazil Station.

His Excellency ROBERT C. SCHENCK,
Envoy Extraordinary and Minister Plenipotentiary of the United States.

C 24.

[Confidential.]

LEGATION OF THE UNITED STATES,
Rio de Janeiro, October 10, 1851.

SIR: I have had information since about the first of last month, that a brigantine called the "John Adams," carrying the American flag, and with American papers, but destined for the slave trade, would arrive in this port from New York about the 15th of this month.

Aboard of her will be coming, as owner or master, that notorious slave-trader, B. Miller, of whose sinnings in that way, heretofore, there is already evidence on file in your consulate and at this legation. The proofs I have of his present contemplated cruise have been obtained through Mr. Hudson, the British minister at this court, by intercepted letters, and revelations made by some of the accomplices, and are too clear to be doubted.

I have mentioned the case to you before. My object in writing at this moment is simply to remind you that the time is approaching near when we may expect the arrival of the vessel, and when a close watch, if such a craft does appear in this harbor, must be kept upon her movements, in order to discover any thing that may lead to the detection of her true character, and her seizure in that case, if it be possible.

I have notified Commodore McKeever, at Montevideo, that the services of a vessel of his squadron may be needed to watch her motions, and, if good reason appears, to follow her to sea; and I am daily expecting his arrival, with the frigate Congress.

I know that you will co-operate most heartily in all that can be done, in order to bring to justice this scoundrel Miller, or any concerned with him, in his wicked attempt to prostitute the flag of our country. I rely upon you, therefore, to use the opportunities of your office to get the earliest information and the most authentic, of the coming of such a brigantine into this port; whether Miller is aboard of her or not, and what character she assumes, and what papers she exhibits on her arrival.

Let us catch and punish the wretch and his associates, if it can possibly be done. I think we may now, perhaps, have such an opportunity.

I will call at your office, in the city, to-morrow, and give you some further particulars. In the mean time,

I am, very respectfully, your obedient servant,

ROBERT C. SCHENCK.

EDWARD KENT, Esq.,

United States Consul, Rio de Janeiro.

No. 43.

Mr. Schenck to Mr. Everett.

[Extract.]

LEGATION OF THE UNITED STATES,

Rio de Janeiro, January 14, 1853.

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Permit me, also, at this time, to refer you to my No. 24, suggesting the necessity of some further legislation by Congress, or the sending of a different sort of naval force to this station, to aid more effectually the suppression of the slave trade. That dispatch, probably, was not brought to the notice of the President, or of the Secretary of the Navy.

I shall report to you, in a few days, an instance of flagrant disgrace to our flag, by being employed in that traffic, which has recently been detected here, under precisely the circumstances of which I then gave warning.

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No. 45.

Mr. Schenck to Mr. Everett.

[Extract.]

LEGATION OF THE UNITED STATES,
Rio de Janeiro, February 5, 1853.

SIR: In my dispatch No. 43, I made allusion to a recent act of slave piracy committed by an American on this coast. I proceed now to give some more distinct explanation and statement of the transaction.

In my No. 24, on the 26th of last April, I made certain observations and suggestions in regard to the African slave trade, and expressed my fears that the abomination was about to be actively renewed, under the protection, and to the disgrace of our flag. I mentioned, as the immediate occasion for my writing on the subject at that time, that two American brigs had left this port under suspicious circumstances, intending, I had no doubt, to make slave voyages; although, under the existing laws, neither the consul of the United States nor I had any power to detain them, or means to intercept and defeat their nefarious purpose. I was not mistaken. Those apprehensions have been realized.

One of the vessels indicated, by the accidents of navigation on the African coast, as has been since ascertained, was prevented from getting her human cargo, and has returned to the United States. The other, the "Camargo," American, (I think from Portland, Maine,) with American flag, captain, and crew, arrived on this coast again a few weeks ago, with five hundred blacks on board, whom she succeeded, by concert with persons on shore, in running in and landing at Bracuby, a little, unfrequented port, a few leagues from this city. To avoid pursuit and detection, the brig was then burnt to the water's edge, and the hull scuttled and sunk; her captain (named Gordon) and his sailors scattering through the country and escaping. The negroes were hurried up into the mountains. About fifty of them have been found, and are in charge of the Brazilian authorities. Four of the sailors have been arrested, and are now in prison here awaiting their trial. So also is Mr. George Marsden, a native and citizen of the United States, a resident in this city, who had been consignee of the "Camargo" when she was here in April. Captain Gordon has eluded pursuit, and got away, it is understood, to Montevideo, whence he has probably gone to the United States,

Perhaps I may hereafter obtain testimony upon which these villains can be prosecuted at home; or may, possibly, make an arrangement

with the imperial authorities, for sending two of the guilty seamer in person, to be used as State's evidence in our court, for the indictment and conviction of Gordon. Mr. Consul Kent, who has probably made report to you of the transaction, will render me in this every possible assistance.

Immediately after hearing of the occurrence, I addressed myself to the minister for foreign affairs, asking him to procure for me such information and proofs as this government might be able to furnish, implicating citizens of the United States.

Enclosed are copies of my note, and the reply to it, which I have just received: (A 45, and B 45.)

I send a copy of one of the newspapers of this city, the "Correio Mercantil" of the 31st December, containing an article about this affair. I enclose also a translation of the same. The editor's comments upon the relation of the United States to the matter are severe; but, in the main, alas! too just and true. Our flag, as I have explained formerly, is the one particularly chosen by these pirates and man-traders for disguise; and I fear that, unless something more effectual be enacted and done by Congress and the Executive, we must expect to see the instances of crime under its protection soon and often repeated.

But I have nothing to add now to what I urged so much at length in my dispatch of April. I give this present account of an outrage actually committed, as the best possible evidence that the suspicions and apprehensions I then expressed were not entertained without good reason.

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HON. EDWARD EVERETT,
Secretary of State.

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No. 82.—A 45.

LEGATION OF THE UNITED STATES,
Rio de Janeiro, December 31, 1852.

The undersigned, envoy extraordinary and minister plenipotentiary of the United States, has read with much regret certain publications in the public journals of this city, from which it would appear that a cargo of blacks from Africa has been landed, within a few days past, at some point on the coast of this empire, and carried under the protection of an unlawful and armed force into the interior, to be held as slaves.

And it is a source of still deeper chagrin to see it reported that this success, of those engaged in the infamous traffic, has been accomplished under the flag of the United States.

Desiring to do whatever may be possible to aid in the prevention or punishment of such offences, and particularly if committed by American citizens, desecrating, for that purpose, their national ensign, the undersigned addresses himself now to his excellency Paulino José Soares de Souza of the council of his Majesty the emperor, minister and secretary of state for foreign affairs, with a request to be furnished with whatever official or unofficial statements or proofs may be in possession

of his excellency in relation to this occurrence, and tending to show that any vessel or citizen of the United States has been thus detestably employed.

Such information, if it cannot be availed of now, to prevent the wrong and outrage in this particular instance, may at least serve to enforce the communication with which the undersigned will feel it his duty again to call the attention of his government to the subject.

The undersigned renews to his excellency the assurances of his high respect and distinguished consideration.

ROBERT C. SCHENCK.

His Ex. PAULINO JOSE SOARES DE SOUZA, &c.

B. 45.

[Translation.]

DEPARTMENT OF FOREIGN AFFAIRS,

Rio de Janeiro, February 1, 1853.

The undersigned, of the council of his Majesty, the emperor, minister and secretary of state for foreign affairs, has the honor to acknowledge the receipt of the note No. 82, which Mr. Robert C. Schenck, envoy extraordinary and minister plenipotentiary of the United States of America, addressed him on the 31st of December last, in which, referring to certain publications made by the journals of this city, relative to the landing of Africans, which was effected lately under the flag of his nation, in one of the ports on the coast of the Empire, he asks to be furnished with whatever information or proofs that may be within reach, in connection with that fact, in as much as he is very desirous to cooperate on his part, in the prevention and punishment of similar crimes, particularly when committed by American citizens.

The undersigned regrets to have to communicate to Mr. Schenck, in reply to his note aforesaid, that four sailors belonging to the crew of the slaver having been captured on the 4th of last month, two of whom are American citizens, they have deposed that said vessel (slaver) is the North American brig "Camargo," Captain Gordon; that she entered this port loaded on the 22d of October, 1851, proceeding from California; that on the 11th of April of last year, she sailed from this place for the Cape of Good Hope, with a lawful cargo, dispatched with the same nationality by the American citizen George Marsden, who is also detained for the investigation, proceeding from there to Mozambique and Quilemane, where she was armed, and received on board a cargo of five hundred Africans, who were landed at Bracuhy, on the coast of Angra dos Reis, on the 12th day of December, being accompanied by the crew to the top of the mountain, and the vessel set on fire on the same night of the landing.

Such is the scanty information which the undersigned can give, for the present, to Mr. Schenck, the proceedings which have been instituted not being yet fully organized, but as soon as the investigation has been brought to a close, the undersigned will not neglect to furnish Mr.

Schenck with more ample particulars in order that he may communicate the same to his government.

The undersigned renews to Mr. Schenck, the assurances of his perfect regard and distinguished consideration.

PAULINO JOSE SOARES DE SOUZA.

Mr. ROBERT C. SCHENCK, &c., &c., &c.

[Translation of an editorial in the *Correio Mercantil*, of Rio de Janeiro, of December 31, 1852.]

When we gave yesterday the information we possessed respecting the landing of Africans at a point upon our coast, we said: "We are informed that this violation of law was perpetrated under the American flag.

"From subsequent information we have received, we can say, and we do so with regret, that it was the flag of the United States which covered this act of piracy, sustained by citizens of that great nation who, disobeying the orders of their government, and violating the laws of their country, do not blush to soil the glorious flag of their nation only with a view to the vile profits of this accursed traffic in Africans.

"If it is possible, for special considerations, to weaken the painful impression which all must feel at the sight of the perpetration of a great crime, such considerations exist for us in the reflection that it was not our flag which protected the crime perpetrated; and that even our authorities upon the coast can find an excuse for not having employed measures to prevent the landing of which we treat, in the absence of force at their disposal to resist the [capangas] of our capitalists, who will thence presume that they can do whatever they think proper for their particular interest.

"If the government of the American Union does not resolve to vindicate still more the honor of its flag; if its diplomatic agents, and those of its navy, have not their powers enlarged, or are not provided with means for prosecuting those who, against the laws of their own country, violate the laws of nations, the slave trade will recover new animation, and the American flag, which has assisted so much in the civilization of the world, while it continues to be respected as the representative emblem of a powerful nation, will lose both in dignity and glory. It is confidently stated that other speculations, like that of which we treat, will also be protected by the American flag; and even although the American minister should wish to employ all the means in his power to oppose the violation of the laws of the country which he so worthily represents, and should be assisted in this by the worthy commander of the squadron, how can they arrive at any profitable result, so long as they have at their disposal only a few ships of war, all of large size, and scattered over so vast a station as that of South America?

"In spite of all we must not be disheartened; let the imperial government continue to employ all the legal means at its disposal (and investigations to discover the crime and its perpetrators are legal) it possesses more than enough of means of force, which, employed with

caution, will bring to repentance those who dare abuse the laws to which they are subject, and whose violation can cause us much harm; injuring our reputation abroad, and retarding our prosperity.

“If the imperial government be assisted, as it should be, by the authorities; if among them be found the same energy which, they say, has been displayed by Señor Francisco Diego Pereira de Vasconcellos, chief of the police of the capital, (who, we are told, has already discovered the clue through which he will be able to find out those who are criminal on land, no matter to what class of society they may belong,) all the labor and expense of the last three years will not have been in vain, and the criminals will be arrested in their career.

“Not wishing to place any obstacles in the way of the researches of the criminal authorities, we are obliged to keep silence upon all we know; there will not be wanting, however, an occasion to inform our readers of all.”