
MESSAGE

OF THE

PRESIDENT OF THE UNITED STATES,

COMMUNICATING,

In answer to a resolution of the Senate, reports of the Secretary of State and the Secretary of the Navy, with accompanying papers, in relation to the African slave trade.

APRIL 23, 1858.—Read, referred to the Committee on Foreign Relations, and ordered to be printed.

To the Senate of the United States :

I herewith transmit the reports of the Secretary of State and the Secretary of the Navy, with accompanying papers, in answer to the resolution of the Senate of the 19th of January last.

JAMES BUCHANAN.

WASHINGTON, *April 21, 1858.*

DEPARTMENT OF STATE,

Washington, April 14, 1858.

The Secretary of State, to whom was referred the resolution of the Senate of the 19th of January last, requesting the President, if not incompatible with the public interest, to communicate to that body "any information in his possession, derived from the officers connected with the American squadron on the coast of Africa, or from the British government, or the French government, or other official sources, concerning the condition of the African slave trade, and concerning the movements of the French government to establish a colonization in the possessions of that government from the coast of Africa," has the honor to lay before the President the accompanying papers.

All which is respectfully submitted.

LEWIS CASS.

The PRESIDENT OF THE UNITED STATES.

List of accompanying papers.

- Mr. Crampton to Mr. Marcy, with an accompaniment, May 24, 1856.
 Lord Napier to Mr. Cass, with an accompaniment, August 2, 1857.
 Same to same, with accompaniments, September 16, 1857.
 Captain Conover to Mr. Toucey, with accompaniments, October 19, 1857.
 Lord Napier to Mr. Cass, with accompaniments, December 24, 1857.
 Same to same, with an accompaniment, December 26, 1857.
 Same to same, with accompaniments, January 7, 1858.
 Same to same, with accompaniments, January 17, 1858.
 Same to same, February 28, 1858.
 Mr. Cass to Mr. Hatch, March 8, 1858.
 Mr. Hatch to Mr. Cass, March 18, 1858.
 Mr. Cass to Lord Napier, April 10, 1858.
 Mr. Mason to Mr. Cass, with an accompaniment, February 19, 1858.

Mr. Crampton to Mr. Marcy.

WASHINGTON, May 24, 1856.

SIR: I have the honor, by the instructions of her Majesty's government, to enclose herewith, for the information of the government of the United States, the accompanying extracts from her Majesty's commissioners at Loanda, containing information respecting the traffic in slaves which is carried on in that neighborhood under cover of the American flag.

I avail myself of this opportunity to renew to you, sir, the assurance of my highest consideration.

JOHN F. CRAMPTON.

Hon. W. L. MARCY, &c., &c., &c.

Extracts from a despatch from the Loanda commissioners to the Earl of Clarendon, dated January 22, 1856.

"We are concerned to have to inform your lordship that accounts have been received from Benguela, by which we learn that on the last days of December a vessel, believed to be American, and bound to the Havana, appeared off the coast to the south of Benguela, and succeeded in shipping, on the 31st, a cargo of more than five hundred slaves from a spot situated between the river St. Francisco and Cape Mary.

"The same accounts state that a well known dealer in slaves of the name of Lucas, a resident in those parts, and who had gone off from this coast concerned in those speculations which marked the close of the year 1853, had lately reappeared in the district, and that, continuing to elude detection, he had collected a very considerable num-

ber of slaves, for whom he had offered as much as fifty and sixty milrics per head, ready money. The result, it is reported, as ascertained beyond all doubt, has been his own re-embarkation with the five hundred mentioned above. It is also strongly asserted that two other cargoes destined for the Brazils were shipped at about the same time and place, but of this we cannot speak with the same certainty. Lucas, however, is but one of many speculators who are known to be again on the coast, and from whose persevering efforts it is much to be feared that the slave trade will once more spring up in this province. Another individual, named Joao Soares, established at Novo Redondo, returned in the brig 'Charlotte' from New York, commanded by a man who had been mate on board the 'Glamorgan,' captured in March, 1854, and who was imprisoned for his share in the proceedings of that vessel.

"From these circumstances the 'Charlotte' was at first an object of considerable suspicion, but she is said to be chartered by a house connected with the Portuguese consul at New York, and on this and other accounts is now believed to be about to return to New York with a lawful but inconsiderable cargo.

"That, however, the 'Charlotte' left the United States with the intention of carrying off a cargo of slaves from this coast to the Havana on account of Cumha Reis, the well-known slave dealer, formerly residing at Ambriz, we have little doubt, any more than that the failure to do so has been mainly owing to the presence and vigilance of her Majesty's ship 'Plumper,' off the Congo, during the past month."

Lord Napier to Mr. Cass.

[Private.]

HER BRITANNIC MAJESTY'S LEGATION,
Washington, August 2, 1857.

MY DEAR SIR: I think it right, with reference to our conversation yesterday, to forward to you for your perusal a despatch which has been addressed to the Earl of Clarendon by the British consul at Lagos, describing the proceedings of two vessels, the "Adams Gray" and the "W. D. Miller," on the coast of Africa. Both were apparently built and fitted out in the port of New Orleans, notoriously for the slave trade. The former was overtaken by her Majesty's ship Prometheus, and having hoisted the Spanish ensign and thrown her American papers overboard, she was captured. The latter hoisted United States colors, and showed United States papers, and was therefore relinquished and discharged by the commanding officer of the "Teazer," though avowedly bound on a slaving voyage. I am assured from other sources that she shipped a cargo of slaves and landed them in Cuba, where the vessel was burned deliberately, the profits of the adventure abundantly covering all loss.

I do not make you this communication officially to excuse the capture of the "Panchita" by the "Sappho," if it was effected in the irregular manner which we have reason to apprehend, but to

illustrate the manner in which the United States flag may be employed for the protection of the traffic, notwithstanding the severity of your laws, and the creditable vigilance of your officers in the ports of New Orleans and New York, in the absence of a powerful United States squadron on the station.

I am most anxious, however, to disabuse Lord Clarendon, by the mail on Tuesday, of an impression which I observe in his lordship's private letter to the effect that the United States squadron is not such as the terms of the treaty prescribe.

Believe me, my dear sir, yours very truly,

NAPIER.

Hon. LEWIS CASS.

LAGOS, *May* 11, 1857.

MY LORD: About three months ago, two vessels of American build and brigantine rigged, the Adams Gray, and the W. D. Miller, of about 170 tons each, fitted out at New Orleans to purchase slaves on the coast of Africa; their equipments were complete, and they were provided with specie, tobacco, and gum, to purchase some 600 slaves each.

The Adams Gray first arrived on the coast, anchoring off Appo Versa, at which port Domingo Martins had some English vessels taking in cargoes of palm oil. The supercargo of the Adams Gray, a Spaniard, went on shore and communicated to Domingo Martins the object of his voyage, in the presence of some of the English supercargoes. Domingo Martins professed great indignation that the Spaniard should anchor his vessel among the English shipping, and then come on shore and make a proposition to him to supply slaves; Domingo advised the Spaniard to try some other port of the coast, as the Bight of Benin was now too closely watched. The Spaniard then proceeded to Whydah to try the traders there, but he met with no success; they, the traders, preferring to ship their slaves on freight on their own account, and to risk either losing the first cost, (freight only being paid on a successful landing,) or gaining from \$300 to \$500 a head.

The Spaniard then steered his course for St. Thomas, intending to proceed south to Congo.

It fortunately happened about the same time that her Majesty's steam sloop "Prometheus" left Lagos for St. Thomas and Ascension, and consequently sighted the Adams Gray, immediately gave chase to her, and after a four hours' pursuit boarded her, when it was found that she was without any national papers, (the American and Spanish papers had been thrown overboard in chase,) was fully equipped for slave trade, with leaguers of water, large quantities of rice, and the slave deck laid. The man, an American, representing the master of the Adams Gray admitted that during the chase a large case containing the boiler had been thrown overboard, as well as several casks of rice, an anchor, chain, &c., in order to lighten the vessel; \$20,500 in specie were found on board, but it is expected that all the specie had

had not been found when the prize was despatched to Sierra Leone for adjudication.

About the time of the capture of the Adams Gray, the W. D. Miller arrived off Whydah, and the supercargo finding that the Adams Gray could not succeed in purchasing a cargo, appears to have directed his course to Jaboo, a port some ten miles east of Palma, for the W. D. Miller passed through the shipping at anchor in Lagos road. Her appearance being very suspicious, her Majesty's steam vessel "Teazer" was ordered to weigh and proceed in chase; on the W. D. Miller perceiving this her course was altered; she hauled her wind and stood out to sea. After a chase of 50 miles the Teazer came up with her, and Lieutenant Commander Grubbe, insisting on seeing the national papers authorizing the use of the American flag, they were produced, and showed the vessel to be commanded by a man of the name of Roberts, and owned by a person named Villa Tubia, a Havanahan. The master of the W. D. Miller refused permission to Lieutenant Grubbe to look into the hold of the vessel, but did not hesitate admitting that they came for slaves; on being informed that the Adams Gray had been captured, the master expressed his surprise, and observed they were fools on board to "have thrown away their American papers." The W. D. Miller proceeded in the direction of Prince's Island, and she will doubtless seek to obtain a cargo either on the south coast or at Brisson, or the Rio Punjas, on the northwest coast.

I have, &c.,

A. CAMPBELL,
Consul.

Lord Napier to Mr. Cass.

HER BRITANNIC MAJESTY'S LEGATION,
Washington, September 16, 1857.

SIR: I have the honor to impart to you, by the orders of her Majesty's government, the inclosed resolution of the House of Commons, directing that an humble address should be presented to her Majesty with a view to the suppression of the African slave trade. A copy of her Majesty's gracious reply is also transmitted herewith.

In communicating these papers I am instructed to convey to you the earnest entreaty of her Majesty's government that they may have the advantage of the active and efficient co-operation of the United States in the extinction of this piratical crime, both in its direct and indirect practice.

I have the honor to be, with the highest consideration, sir, your obedient humble servant,

NAPIER.

Hon. LEWIS CASS.

Resolution of the House of Commons.

MARTIS, 14 die Julii, 1857.

Resolved, That an humble address be presented to her Majesty, praying that she will be graciously pleased to employ all the means in her power in order to put down the African slave trade, and to obtain the execution of the treaties made for that purpose with other powers.

Answer of her Majesty.

LUNAE, 27 die Julii, 1857.

Answer of her Majesty to the address of the 14th of July, 1857, reported as follows:

“I have received your dutiful address, praying that I will employ all the means in my power in order to put down the African slave trade, and to obtain the execution of the treaties made for that purpose with other powers.

“You may rely on my earnest endeavors to give full effect to your wishes on this important subject.”

Captain Conover to Mr. Toucey.

No. 12.]

U. S. FLAG-SHIP CUMBERLAND,
St. Paul de Loando, October 19, 1857.

SIR: I had the honor to address a communication to the department from this place on the 13th instant, which I forwarded by the barque “Wm. Shailer,” of Salem, Massachusetts, and of which I herewith forward a duplicate copy, (No. 11.)

I beg leave to submit to the consideration of the department the enclosed copy of a letter I received from H. B. M. commissioner at this place, in answer to a request of mine for detailed information of the circumstances under which certain American vessels (therein named) had been captured by H. B. M. cruisers.

The United States ship Dale arrived here on the evening of the 16th instant. Hearing of my arrival, and desirous to communicate with me, Commander McBlair returned immediately from the river Congo, not having been able to effect the capture of any of the vessels which were suspected of being engaged in the slave trade.

He reported to me the capture, on the 10th instant, of the brigantine “Bremen,” wearing American colors, by Commodore Wise, commanding H. B. M. steamer “Vesuvius,” the circumstances of which capture are minutely detailed in the enclosed copy of the reports of Lieutenants Davidson and Pelot, attached to the United States ship Dale.

The action of Commodore Wise, in this seizure, appears to me only an instance of the method generally adopted by H. B. M. cruisers on this coast, to secure as prizes American slavers, and may serve to ex-

plain, what before seemed very strange, that so many vessels should be reported by the British commanders as having been captured "without flag or papers."

I accordingly felt it to be my duty, under these circumstances, to enter my protest against the action of Commodore Wise in this capture, which I did in a letter addressed to the commander-in-chief of her Majesty's squadron on this coast, a copy of which I herewith respectfully submit for your perusal.

I also enclose to you a copy of my latest orders to Commander McBlair, of the United States ship Dale.

I purpose sailing to-morrow morning, my immediate destination being the mouth of the Congo river.

I have the honor to be, respectfully, your obedient servant,

T. A. CONOVER,

*Flag Officer and Commander-in-chief U. S. naval forces,
West Coast of Africa.*

HON. ISAAC TOUCEY,

Secretary of the Navy.

Report of the seizure of the brigantine "Bremen" by her Britannic Majesty's steamer "Vesuvius," October 10, 1857, off the river Congo.

Commodore Wise, in command of her Majesty's steamer "Vesuvius," made the following report to Commander McBlair through me.

The "Vesuvius" was, on the 10th instant, in chase of one of two strange sails that were at the time in sight; the other, a brigantine, had been standing along by the wind, but as soon as she saw the steamer in chase she quietly put her helm up and bore off before the wind, under the impression that she was the chase. But this was not the case until the commodore, observing her strange manœuvre, changed his course and stood for her, abandoning the other sail. When the "Vesuvius" neared her she hoisted American colors and hove to. Commodore Wise boarded her in person, and having reason to suppose that the vessel was engaged in the slave trade, informed her commander (who appeared to be a Portuguese) that it was his intention to take the vessel, and that he did not wish to see her papers, at the same time giving him his choice whether to be taken under the American flag or otherwise. The captain made some unintelligible expression about being taken as a pirate, and the mate hauled down the colors immediately. The papers were then thrown overboard and the vessel was seized as a prize, "without colors or papers." The commodore said the captain and supercargo were drunk, and was informed by the captain, who gave his name as Smith, that another vessel was in the Congo with a cargo of slaves on board, her commander, I think, named Tom Forest.

The officers and crew of the vessel, with the exception of her cook, were landed on the nearest part of the coast, and she was sent to Sierra Leone.

Respectfully submitted,

THOS. P. PELOT,
Lieutenant U. S. Navy.

UNITED STATES SLOOP-OF-WAR "DALE,"
Off Snakeshead, west coast of Africa, October 12, 1857.

SIR: In obedience to your order of this morning, I called on Commodore Wise, on board her Majesty's steamer "Vesuvius," to ascertain clearly the circumstances regarding his seizure of the brig "Bremen," about this locality, on the 20th instant.

The statement of Commodore Wise was to this effect:

That he, Commodore Wise, boarded the "Bremen" in person and informed the captain of her that he, Commodore Wise, had undoubted information that said "Bremen" was a slaver, and her papers not correct, which was a violation of the American flag she was then under.

After some hesitation on the part of the captain of the "Bremen," he determined to throw his flag and papers overboard, which he did with weights attached to them, remarking at the same time that he would rather be taken by the English than fall into the hands of the "Dale," in which latter case he should be "hung as a pirate."

I then stated to Commodore Wise that the point in question, and upon which Commander McBlair desired to be fully satisfied, was whether he, Commodore Wise, used language or other means to intimidate the captain of the "Bremen," and influence him in hauling down his colors against his will.

To this Commodore Wise replied: "Oh, no, sir; no sir." Commodore Wise also stated that there was no doubt whatever that the papers of the "Bremen" were fraudulent, and prepared for the occasion by any but the proper authorities. That they consisted of several different pieces stuck together by sealing-wax, and that the captain of the "Bremen" himself acknowledged his papers were not genuine; and also expressed great surprise that the captain of her Majesty's ship "Myrmidon," who boarded him a short time before, had not perceived that the "Bremen's" papers were worthless, and immediately taken her as a prize.

Finally, I asked Commodore Wise that in the event of his meeting with an American slaver, under American colors, and bearing genuine papers, (which, of course, she would have obtained when she cleared for other purposes than slaving,) if he would use means to induce the captain to throw his colors overboard. He replied: "Well, I might stretch a point and tell the captain the 'Dale' was just near us here."

This reply satisfied me regarding the method which her Majesty's officers on this coast adopt to seize American slavers, as the latter would never choose the other alternative of being taken to an American man-of-war, sent to the United States and tried for their lives.

The above being respectfully submitted, I am, sir, your most obedient servant,

HUNTER DAVIDSON,
Lieutenant U. S. Navy.

Commander WM. McBLAIR,
U. S. Navy, Commanding U. S. ship "Dale."

LOANDA, *October 13, 1857.*

SIR: I have had the honor to receive your letter of yesterday's date informing me that you have been given to understand that several vessels said to be wearing the flag of the United States, including the "Onward," "Charles," and "William Clarke," have lately been boarded and seized by her Majesty's cruisers on this coast, and requesting me to furnish you with any information in my power relative to the circumstances under which these or any other American vessels have been captured.

In reply, I beg to inform you that for many years past I have never known an instance of any vessel under the American flag having been searched or detained by the officers of her Majesty's squadron on this coast, except that of barque sent to New York for adjudication by H. M. S. "Sappho" in May last, of the particulars of which you will probably be better informed than I am.

With regard to the vessels mentioned in your letter, I take leave to add that the case of the "Onward" which was recently detained by her Majesty's steamer "Alecto," without any papers of nationality whatever on board, has formed the subject of an official correspondence between Commander Hunt and the United States commercial agent at this place; the latter, therefore, will be enabled to furnish you authentically with all the particulars of that vessel's capture, and to that gentleman I would take the liberty of referring you.

The "Charles," of Boston, referred to in your letter, is probably the vessel which, having been twice met by her Majesty's cruisers waiting an opportunity to ship slaves, and professing to bear an American character, was at last detected by her Majesty's sloop "Sappho" a few days since near Cabeça de Cobra with the American ensign still flying and in the act of embarking her human cargo.

The captain of the "Charles," on the approach of the "Sappho," bore up and ran his vessel on shore, and he with all the crew and part of the slaves escaped. By the most zealous exertions on the part of Captain Moresby, however, three hundred and fifty-eight slaves were rescued from this vessel, a great number having unhappily perished in their attempt to reach the shore.

Of the circumstances attending the capture of a vessel called the "William Clarke" I am entirely ignorant. The latest capture made by her Majesty's squadron on this coast of which I have received any information, is that of a brig without colors or papers, taken on the 3d instant by her Majesty's steamer "Myrmidon" off Cabeça de Cobra, the master of which declared that he had fitted out at New York with all the necessary appurtenances for a slave voyage, and that, although closely watched by a vessel belonging to the United States government, he had succeeded in getting all his water on board, and sailing direct for this coast. On the "Myrmidon's" coming up with this vessel an American ensign was seen floating astern, and it is presumed the ship's papers had also been thrown overboard, as none of any description whatever were found on board of her when visited by her Majesty's steamer.

I take this opportunity of acquainting you, sir, that vessels pro-

tected by the flag of America in great numbers still continue the slave trade on this part of the coast. I have recently received information of the following vessels, strongly suspected of being engaged in that atrocious traffic, having been met in or about the river Congo, viz :

The barque "Petrel," the barque "Clara B. Williams," the schooner "Crimean," the schooner "Louis McLain," the schooner "Windward," the brig "Bremen," and the brig "Jamestown."

I had the pleasure, a few days since, of communicating personally with Captain McBlair, of the United States corvette "Dale," under your orders. I pointed out to that officer that the river Congo is, and has been for some time past, the great haunt of these vessels, and he immediately proceeded thither in the hope of capturing some of them, or frustrating the intentions of any which may be engaged in the slave trade contrary to the laws of the United States. I have not heard of the "Dale's" movements since her departure from this, on the 9th instant, but I sincerely trust she may be successful in the object which her commander has in view.

I beg to assure you, sir, that your arrival in these seas is to me a matter of sincere gratification. It augurs favorably for the ultimate success of the efforts which our respective governments have so long made for the suppression of the slave trade—a trade which, I am grieved to say, has lately, by the abuse of the American flag, arrived at as great, or even a greater height than ever in this quarter. Confident that the government of the United States will never permit its flag to be the means of protecting a traffic which it has so long since declared its abhorrence of, I most earnestly hope that you may now be enabled to take such measures as will prevent that honored flag from any longer sheltering the operations of the slave dealers on this coast.

In conclusion, it only remains for me to assure you of the great satisfaction which it will, at all times, afford me to act in cordial concert with you in whatever may have for its object the furtherance of the enlightened and humane views of our respective governments.

I have the honor to be, with high consideration and respect, sir, your most obedient, humble servant,

EDM. GABRIEL.

Commodore CONOVER,

*Commander-in-Chief of the U. S. Naval Forces, &c.,
West Coast of Africa.*

UNITED STATES FLAG-SHIP "CUMBERLAND,"
St. Paul de Loando, October 19, 1857.

SIR: I beg leave to call your particular attention to the enclosed reports of Lieutenants Davidson and Pelot, of the United States navy, to Commander McBlair, commanding the United States sloop-of-war "Dale," under my orders, relative to the capture of the American brigantine "Bremen" by Commodore Wise, commanding H. B. M. steamer "Vesuvius," on the 10th inst.

While I am extremely anxious to preserve the most friendly good

feeling in the intercourse between the squadrons of our respective governments on this coast, I feel it to be my imperative duty, under the circumstances detailed in the enclosed reports, to remonstrate and protest most strongly against the action of Commodore Wise in the seizure of the "Bremen," as being an interference with the rights of Americans to take and bring to merited punishment those who, while they wear the flag of the United States, offend against its laws, as being further in violation of the express treaty stipulations of the two governments "to enforce separately and respectively the laws, rights, and obligations of each of the two countries for the suppression of the slave trade," and as being finally in direct opposition to the often-expressed declaration of my government, that the American flag shall protect American property from all intrusion and interference on the part of foreign cruisers, whether it be by threats, menaces, or any other undue influence whatsoever.

I have the honor to be, sir, with great respect, your obedient servant,

T. A. CONOVER,

*Commander-in-Chief of the United States Naval Forces,
West Coast of Africa.*

Rear Admiral Hon. Sir F. W. GREY, K. C. B.,

*Commander-in-Chief of Her Britannic Majesty's Naval Forces,
Cape of Good Hope and Coast of Africa.*

Lord Napier to Mr. Cass.

HER BRITANNIC MAJESTY'S LEGATION,
Washington, December 24, 1857.

SIR: It has been my duty, under the instructions of her Majesty's government, to draw your attention, verbally, on several occasions, to the present activity of the African slave trade, to the fact that it is now chiefly prosecuted by the criminal and fraudulent assumption of the United States flag, and to the incommensurate means which are employed for its suppression.

I have also, in an official letter of the 16th of September last, conveyed to you the hope of her Majesty's government that their increasing efforts for the extinction of this traffic may be supported by the hearty co-operation of the naval forces of the United States.

In answer to these representations, I have had the satisfaction of learning from you that the federal authorities are instructed to use their best exertions, in conformity with the laws, to prevent vessels being fitted out for this piratical trade in the ports of the Union; that the diminution of the American squadron maintained on the coast of Africa, under treaty engagements, has been the result of some past accident or negligence in which the existing cabinet of the United States has no part, and that the force employed on the African station will be increased to the amount contemplated by treaty.

Since I had the honor of addressing you additional evidence has transpired of the abuses to which I have alluded. I have been directed by the Earl of Clarendon to make a written communication to you of

certain particulars hereafter stated, and I deem the occasion proper for presenting at the same time such a general view of the subject as the materials at my command afford, and which I trust, notwithstanding its incompleteness, will furnish the United States cabinet with ground for serious deliberation and for repressive measures of an energetic character.

The demand for slaves in the Cuban market is supplied by vessels constructed, purchased, and often possessed and fitted out in the ports of the United States. The number of ships so employed cannot be exactly ascertained, but in the opinion of competent judges it is considerable and increasing.

The accompanying extracts from the official correspondence of her Majesty's consular authorities in Cuba and the reports of the British functionaries on the coast of Africa, which I have also the honor to enclose, are submitted to the attention of the government of the United States, in the belief that similar information has not reached them from any other quarter.

The vessels engaged in this branch of the slave trade which alone possess any vigor or extension, whether owned by American citizens, by colonial Spaniards, or by foreign residents in the Union, whether issuing from the harbors of the United States or from those of Cuba, have now embraced the almost universal habit of hoisting the colors of the United States for the purpose of sheltering themselves against the scrutiny of the British cruisers.

This precaution does not protect the slaver from visit, but it exonerates him from search. When boarded the master of the vessel claims the privilege of his flag, and frequently exhibits American papers, forged or obtained on false pretences from the custom-house authorities of the port from which he has sailed. With these specious but fraudulent signs of nationality he defies the British officer to raise the hatches under which are securely hidden the proofs of meditated crime. In some cases, the master of the slaver does not affect to conceal his nefarious purpose; with an American flag overhead, and American papers in his hand, he avows the object of his voyage, and points to the instruments and appliances of the trade.

Sometimes the perseverance of the British cruiser exhausts the patience of the slaver, or surprises some flagrant act of deception; sometimes the suspected ship is relinquished, reaches the coast, takes her slaves on board, is met again, and seized. Too often the guilty vessel eludes the vigilance of the English squadron, and lands her cargo in Cuba by the laxness or connivance of the Spanish authorities. There she is either destroyed or refitted for another venture.

When the vessel is overtaken with negroes on board, or in such a state of preparation that no doubt can exist of her immediate intention, the American ensign and papers are made away with. The origin and ownership are then deduced from the nationality of the master, supercargo, and crew, from documentary evidence discovered on board, or from information elicited on trial.

In illustration of the statements which I have brought under your notice it may be desirable that I should add a brief catalogue of vessels captured by her Majesty's cruisers on the west coast of Africa

previous to the month of October last, with some of the circumstances attending their seizure; but, in framing this list, I must regret that there may be others of which the designation has not yet reached her Majesty's legation.

The "Adams Gray" was seized on the 10th of April by her Majesty's ship "Prometheus," under Spanish colors, her name and "New Orleans" being painted on the stern. The mate and steward were, to all appearance, United States citizens. She was fitted for the trade at New Orleans, and carried American papers, which were thrown overboard before the seizure.

The schooner "Jupiter" fell into the possession of her Majesty's ship "Antelope," with 70 slaves on board. This vessel was fitted out at New Orleans. The American papers and ensign were destroyed before the capture.

The "Abbott Devereux" was taken by her Majesty's ship "Teazer," with 270 slaves on board. She cleared from Havana, but is mentioned among several vessels observed previously off the coast under United States colors.

The brigantine "Eliza Jane," fitted out at New York, was captured by her Majesty's ship "Alecto," on the 22d of August, without papers or colors. The particulars of this seizure are set forth in the accompanying despatch from the acting commissary judge at Sierra Leone, to the Earl of Clarendon, which I am desired by his lordship to lay before the Department of State.

The schooner "Jos. H. Record," from Newport, Rhode Island, had 191 slaves on board when arrested by her Majesty's ship "Antelope." Her crew consisted of 18 Spaniards and five United States citizens.

The "William Clark," of New Orleans, was seized after prolonged observation by her Majesty's ship "Firefly." She exhibited American colors and forged American papers, which baffled for a time the measures of her Majesty's officers, but when the latter finally decided to open the hatches, the flag and documents were thrown into the sea, and she became a lawful prize. This vessel was remarked to be in correspondence with another craft in the offing under American colors.

The brigantine "Onward," of Boston, was more than once remarked and suspected under American colors. When at length searched by her Majesty's ship "Alecto," the ensign was voluntarily struck and all pretensions to American nationality renounced. She was owned by Messrs. Lafitte, of New York, and fully fitted for the slave trade. Her Majesty's government are desirous that the circumstances attached to this capture should be fully imparted to the government of the United States.

The barque "Charles," of Baltimore, fitted out at New Orleans, is believed to be identical with a vessel destroyed on the 18th of September last by her Majesty's ship "Sappho." Having been visited previously off the coast by her Majesty's ship "Prometheus," the master of this vessel, confiding in the colors of the United States, had the effrontery to exhibit his mess-kids, his slave deck already laid, and the other conveniences of a negro cargo. The incident is related in a report from the British consul at Lagos to the Earl of Clarendon,

and is specially recommended to your consideration by her Majesty's government.

In addition to the eight vessels above mentioned, seized and condemned in the earlier portion of the present year by her Majesty's squadron, I find two cases of capture by Portuguese ships-of-war, alluded to in the correspondence of the Foreign Office with this legation. The "General Pickney," or "General Pierce," was taken by the sloop "Sierra di Pilar" in 1856, under United States colors, without papers, commanded by one Silva, or Silvia, who was in possession of a document alleged to be a passport or "protection" from the United States authorities. The claims of Silvia were, however, repudiated by the United States minister at Lisbon.

The barque "Velha Aunto," or, more correctly, the "Splendid," of Boston, directly from New Orleans and Havana, was arrested by the Portuguese schooner "Cabo Verde." The prize was fully fitted for the reception of 1,000 slaves. The captain of the flag and three seamen, all Americans, escaped on shore, according to the terms of the sentence of the Portuguese court, enclosed for your perusal by the orders of her Majesty's government.

It is due to the Spanish authorities to state that they have lately captured several slave vessels on the coast of Cuba, according to the accounts in the public journals, but of these incidents I have no official intelligence.

I am not informed whether the United States cruisers have succeeded during the past year in making many captures, but I observe in a recent newspaper, transmitted herewith, an account of the proceedings taken by the United States ship "Cumberland," in reference to a suspected vessel in the river "Camma," which illustrate the preceding remarks in a striking manner. The American ship-of-war approaches the slaver under British colors; the slaver instantly displays the United States flag.

The number of vessels captured and condemned on the coast forms but a small proportion of those of which the character and movements warrant suspicion, without justifying actual seizure. In the category of ships visited and questioned I find the following suspected slavers denounced or incidentally mentioned in the despatches which have reached me from her Majesty's government.

The "North Hand" was chartered at New York ostensibly for the purpose of carrying sustenance to the starving inhabitants of the Cape de Verde islands, but with an ulterior view to a slave voyage. She was boarded on the African coast under American colors, but, in the absence of convincing evidence, could not be arrested. She is believed to have delivered a cargo of slaves in Cuba, and to have been destroyed. In this affair, whose benevolence was made subservient to crime, the notorious house of Figanière, Reise & Co. was busy.

The "W. D. Miller," a vessel previously seen under American colors, escaped from her Majesty's ship "Teazer," discharged her slaves in Cuba, and was burned there to avoid subsequent condemnation.

The "Panchita," arrested by the commander of her Majesty's ship "Sappho," in the Co go river, under an erroneous impression of

his duty and powers, was sent into New York, and is now under indictment for slave trading by the federal authorities.

The "Nancy," of New Orleans. The master of this vessel, emulating the effrontery of the master of the "Charles," declared the object of his voyage under the American flag to the officers of her Majesty's cruisers. The incident is reported in the accompanying extract of a despatch from Mr. Gabriel to the Earl of Clarendon.

The "Minnetonga" is stated by Rear Admiral Sir F. Grey, commanding at the Cape of Good Hope, to be one of seven American vessels fitted out for the slave trade on the east coast of Africa.

The "Isle of Cuba."

The "Jamestown," of New York.

The "Putnam."

The "Wizard," of New Orleans.

The "Petrel," of New York.

The "Charlotte," of New York, belonging to the firm of Figanière.

The "Ellen," of New York.

The "Cole."

The "Globe."

The "Spirit of '76."

The "Reindeer."

The "Flying Eagle."

The "Vesta."

The "James Buchanan."

It is not necessary that I should occupy your attention by further recapitulation. Additional evidence would be superfluous. These facts are undisputed. The coast of Africa continues to be infested by slavers, and the slavers endeavor to prosecute their commerce with impunity by the assumption of the flag of the United States. It is equally apparent that this abusive practice can only be extinguished by the presence and exertions of a competent American squadron. The principles of maritime law asserted by the United States render the efforts of her Majesty's government powerless for the abatement of the evil.

By the treaty of 1842, between Great Britain and the United States, each of the contracting parties engaged to maintain on the coast of Africa a sufficient and adequate squadron, of suitable number and description, to carry in all not less than eighty guns.

You have informed me of an impression which has reached the government of the United States, to the effect that there has been some relaxation in this respect on the part of England, as well as on the side of America. The enclosed tabular return shows the number and armament of British vessels stationed on the coast on the first of January of each year, from 1842 to 1857, inclusive. It results that the average British force, during these 15 years, has been 19 ships and 148 guns. In 13 years the force has been above the amount prescribed by treaty; in the years 1855 and 1856 it fell slightly below the requisite number. This is to be regretted, and I am not informed of the causes of the diminution. It may have been owing to the great demand for vessels of light draught during the Russian war; it may have been caused, and I think more probably, by the removal of an old-fashioned class of

ships and the substitution of a newer and more efficient kind, furnished with auxiliary engines. Whatever may have been the reason, the error was transitory and the correction spontaneous. On the 1st of January, 1857, there were 16 British men-of-war, numbering 84 guns, upon the African coast, whose diligence has been signalized by repeated captures. It will probably be allowed that in its spirit the treaty has been executed with conspicuous fidelity by the government of England.

During the same period, if the accompanying table be correctly framed, the average force set apart for this duty by the American government has been, on the 1st of January of each year, about four vessels and 77 guns; but the force habitually and actively engaged in cruising on the ground frequented by slavers has, probably, been less by one-fourth, if we consider the size of the ships employed, their withdrawal for purposes of recreation and health, and the movement of the reliefs, whose arrival does not correspond exactly with the departures of the vessels whose term of service has expired.

It is far from my purpose, in presenting these reflections to the government of the United States, to heighten the merits of Great Britain or to disparage the conduct of America. I should ill convey the sentiments of my government if I pressed this matter in a spirit of complacency or a spirit of reproach. To insist upon a mere literal execution of the provisions of the treaty of 1842 would be to embrace a very low estimate of the great moral duty incumbent on both governments, alike with a view to the vindication of their laws and with regard to the highest interests of humanity and civilization. The letter of the treaty of 1842 might be observed by both parties, and nothing would be done for the extinction of the slave trade. Her Majesty's government hope that the government of the United States will enter upon an active, liberal, expansive exertion of our mutual engagements, not because those engagements are binding, but because they are salutary and just. The traffic in slaves is still persevering and audacious, but it is reduced in compass. The field of action was never before so limited and so accessible; it is almost restricted to the Cuban market. It may consequently be affirmed, without enthusiasm, that if the operations of her Majesty's cruisers be now seconded by the interposition of a numerous, zealous, well adapted, and well directed squadron from America, the object of so many aspirations and so many sacrifices will be at length accomplished.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

NAPIER.

Hon. LEWIS CASS,
Secretary of State.

Extract of a despatch from Commissary Judge Crawford to the Earl of Clarendon, K. G., dated Havana, April 13, 1857.

I regret that it should be my duty to state to your lordship that the expeditions to the coast of Africa have not for many years been upon so extended a scale as they are and have been lately.

I have good reason to know that some fifteen vessels have been despatched from the port of New Orleans alone within the last two months, some of them of large tonnage; whilst from other ports of America the outfits have been proportionately numerous, and several vessels have also gone from this port and Matanzas.

Extract of a despatch from her Majesty's commissioners, J. J. Crawford and Lonsada, to the Earl of Clarendon, K. G., dated—

HAVANA, August 4, 1857.

“We beg leave to represent to your lordship, that notwithstanding the enormously extensive expeditions for slave trading which had been prepared and had sailed from many of the ports of the United States and from this island, more vessels are purchased, equipped, and sent off from this, all under the American flag, with the exception of the Spanish brig ‘Tres Hermanos,’ altered into a barque, and her name changed to the ‘Eliza,’ which has gone first to land a cargo of sugar at Antwerp.

“The American ship ‘Hydra,’ 499 tons, cleared in ballast for Batavia.

“The American brig ‘Windward,’ 177 tons, cleared for the coast of Africa. The American brig ‘Braman,’ 185 tons, and schooner ‘Niagara,’ 72 tons, and the Peruvian ship ‘Architect,’ 520 tons, are still in this port, but said to be bound upon slave voyages. The ‘Braman’ had a slave deck and all her fittings on board, but neither the United States consul nor any other has a right to interfere with American vessels, and so they make their preparations without being liable to interruption.

“We understand that an American citizen, by name ‘Drinkwater,’ calling himself a ‘resident of Portland,’ is the purchaser of almost all these American vessels, and figures as their outfitter, but there can be little doubt that this person is only put forth by the slave traders to cover their transactions.

“In the meantime, of those expeditions which left the United States, the earliest are already returning with their miserable cargoes, and we have rumors of numerous disembarkations of slaves at various places on the coast of this island, which we doubt not are nearly all well founded, but we abstain from reporting those cases respecting which our information is not in all respects to be relied upon.

“We are thus enabled to state to your lordship that *four hundred and fifteen Bozals* were recently landed at Sierra Morena from the American brig ‘W. D. Miller,’ which vessel was afterwards burnt; *six hundred* were landed at Vertientes about ten days ago, but we have no information as to the vessel in which they arrived, this being a second cargo landed there within a month’s date.

Extract of a despatch from Mr. Gabriel to the Earl of Clarendon, dated—

LOANDA, *February 11, 1857.*

“The whole, or nearly the whole, of the slave trade at present carried on upon this part of the coast is for the supply of the Island of Cuba, and pursued under the American flag.

“I am led to think that if the humane efforts of her Majesty’s government be followed up by the same energy and vigor as they have hitherto been, and if the concert and co-operation of the United States could be obtained in preventing the scandalous abuse of the United States flag, the permanent cessation of this traffic is not beyond the range of reasonable calculation. Only three vessels have been captured on the coast south of the equator in 1856, two of which were taken or destroyed by her Majesty’s squadron off the river Congo, and one, the ‘General Pierce,’ captured by the Portuguese brig-of-war ‘Serra do Pilar,’ south of Loanda. This last mentioned slave vessel hoisted the American flag when chased by the ‘Serra do Pilar,’ and probably might have effected her escape had she not fortunately been met with by a Portuguese cruiser in Portuguese waters.

“It is reported that, when taken, she was on her third slavery voyage, having previously succeeded in carrying off two cargoes of slaves under American colors.

“Several instances have come to my knowledge in which the flag of the United States has lately availed to protect the slave trade on this coast. In short, this evil has now become so great that it is necessary I should trouble your lordship with a few details and remarks thereon.

“The escape of three vessels has been reported by this commission during the past year. They are all said to have arrived on the coast wearing the American flag.

“The schooner ‘N. Hand,’ Michael Stevenson master, boarded by her Majesty’s steamer ‘Teazer,’ under American colors, off the river Congo, and said to have been bound to Benguela, had on board a cargo which would at once have condemned as a slaver any vessel [belonging] to the nations that are parties to the equipment article.

“The American brigantine ‘Ellen,’ of New York, Mather Lind master, Vambury owner, fallen in with by her Majesty’s steamer ‘Alecto,’ off the Congo, in December last, was strongly suspected of being engaged in the slave trade. The master of this vessel, which, like the ‘N. Hand,’ had a Portuguese or Spanish passenger on board, declared that he also was bound to Benguela. Neither of them, however, ever made their appearance at that place, but they are both reported to have shipped their slaves at ‘Cabeça de Cobra,’ about twenty miles south of the Congo, and sailed for the Havana.

“Besides the above mentioned vessels, several others, bearing the flag of the United States, have appeared on this coast during the past year, under very suspicious circumstances. The ‘Ilha de Cuba,’ ‘Coal,’ ‘Globe,’ ‘Spirit of ’76,’ ‘Reindeer,’ ‘Charlotte,’ and ‘Flying Eagle,’ have all of them been consigned to parties connected with firms at New York, which are notoriously concerned in the slave

trade, and some of them are reported to have succeeded in carrying off cargoes of slaves.

“This system wholly cripples the efforts of her Majesty’s cruisers, for the commanding officers, zealous as they are in the discharge of their duty, and anxious to frustrate the schemes of slave dealers, are naturally cautious in hazarding a search where there are not strong grounds for presuming that the vessel is not what the flag announces.

“Her Majesty’s government labors in vain to accomplish the final and complete extinction, so long as American vessels are ever ready to assist the slave dealer in his various schemes to elude punishment.

“The government of the United States has solemnly pledged itself by treaty ‘to use its utmost endeavors to promote the entire abolition of the slave trade.’ It was also honorably distinguished as being among the first which pronounced the condemnation of this guilty traffic—a traffic which has been since declared by the whole civilized world as a disgrace to the age. I would fain hope, therefore, that the experience of the past year will sufficiently convince that government of the necessity of taking some decisive steps to vindicate the flag.

“The great haunt of these vessels is the river Congo; and, if I might presume to submit a recommendation on this subject, I should say it would be very desirable if an American vessel-of-war were permanently stationed there, to act in concert with her Majesty’s cruisers. Although that measure might afford but a partial remedy, yet it is to be hoped that some good would result from it, in at least restraining the extent to which the slave trade is now carried on in the vicinity of that river.

“The influence attending the presence of an American cruiser might consist principally in deterring slavers from producing American papers, but even that influence would be of great efficacy.

“The American brigantine ‘Dolphin’ showed herself in this port in July last, and soon afterwards took her departure for Liberia. The corvette ‘St. Louis,’ Captain Livingston, arrived on the 2d November last, and, after remaining in the harbor about a month, proceeded also direct to Liberia.

“These two vessels-of-war form the whole of the American cruisers which have appeared on the coast to the southward of the equator from the beginning of the year 1856 to its end.”

Extract of despatch No. 38, from Mr. Gabriel to the Earl of Clarendon, dated—

LOANDA, June 22, 1857.

“I have the honor to enclose to your lordship a copy and translation of a letter which I have received from the gentleman at present charged with the duties of the Brazilian consulate at this place, containing intelligence with respect to the slave trade, now being carried on in the neighborhood of the river Congo, together with a copy of a reply which I have returned thereto.

“I lost no time in conveying a knowledge of the information commu-

nicated to me by Señor Morais to the senior officer at present in command of her Majesty's forces on this station.

"Having lately had occasion to remark on the increased activity of the slave trade in this vicinity of the river Congo, I regret to add, that there continues every appearance of its being persevered in there with the same vigor as during last year.

"The flag of America is still resorted to by the slave dealers to shelter their operations, and until some effectual measures are applied to put a stop to this practice, I see no hopes of its complete repression.

"The means of controlling this growing evil, and to which I took the liberty of drawing your lordship's attention, in my despatch of 11th February last, still appear to be greatly called for.

"No vessel-of-war of the United States has appeared on any part of the coast south of the equator during the last eight months.

"I have, &c.,

"EDMUND GABRIEL."

Extract of a despatch from "Ohancellor" Ignacio José de Moraes, jr., to E. Gabriel, esq., dated—

BRAZILIAN CONSULATE, LOANDA,
January 11, 1857.

SIR: It has come to my knowledge that a cargo of Africans is being prepared in the river Zaire Cabenda for exportation to the Havana, and, as I suspect, the slave dealers may be emboldened to attempt to introduce into the Brazils a similar nefarious as well as criminal cargo, I hasten to inform you that, according to the information which I have received, two ships are expected in that neighborhood from New York ready to receive their slaves.

LAGOS, July 6, 1857.

MY LORD: It appears from my correspondence with the commanders of her Majesty's cruisers that all the slave vessels that now arrive, at least those to which the strongest suspicion attaches of their being such, are now covered with the flag of the United States, and also that no cruisers of the United States navy are now met with on any part of the coast.

The absence of any cruisers of the United States is greatly to be deplored, because the masters of these slave vessels, knowing that the commanders of her Majesty's cruisers will not molest them so long as they have their American flag flying and their papers to show; they keep these on board until the slaves are shipped and they have fairly started with their human cargoes. The efforts of the commanders of her Majesty's vessels are therefore completely baffled, as the slave vessels take good care not to ship their cargoes until they are sure the coast is clear, and that they have a good chance of escape.

I have, &c., &c.,

B. CAMPBELL, *Consul.*

The EARL OF CLARENDON, *K. G. &c., &c., &c.*

Extract of a despatch from Mr. Gabriel to the Earl of Clarendon, dated—

LOANDA, 31st July, 1857.

“It is again my disagreeable duty to report to your lordship that vessels protected by the flag of America, in increasing numbers, flagrantly continue the slave trade on this part of the coast.

“The ship ‘Charles,’ of Baltimore, under American colors, a vessel of about 400 tons burden, from New Orleans, has been met with by two of her Majesty’s cruisers off the coast to the north of the Congo. She is reported to me by Commander Hope, of the ‘Prometheus,’ as being fully equipped for the slave trade, having a slave deck laid, with her water casks and provisions on board. The master of this vessel, when boarded by the Prometheus, some days since, declared that he was bound to Ambriz; and on being subsequently boarded by the ‘Myrmidon,’ he said that he had left that place and was bound to the Bight; but I am able to affirm that he has never made his appearance at Ambriz, and I have no doubt of the intention to employ her in the conveyance of slaves.

“I am informed by the commander of her Majesty’s steamer ‘Bloodhound,’ who has just arrived here, that on the 16th ult., whilst on his passage from Ascension to this place, and being in latitude 3° 29’ south, and longitude 11° 6’ west, he sighted and gave chase to a brig which, judging not only from her very suspicious appearance, but from the position in which she was seen and the course she was steering, there is every reason to suppose was a vessel laden with slaves from this part of the coast. It is probable that this may have been the ‘Putnam,’ whose escape was reported in my despatch, No. 39, of the 25th of June last; every effort was made to capture her, but night having set in, her manœuvres were no longer visible, and she unfortunately escaped.

“The arrival of four other suspicious vessels in the Congo, all wearing the American flag, has been reported to me. They are the brig ‘Nancy,’ of New Orleans, Roderick master; the brig ‘Wizard,’ of New Orleans, Miller master; the barque ‘Petrel,’ of New York, and the brig ‘Charlotte,’ from the same port, I. Lockhail master.

“This last mentioned vessel has made two or three voyages between the United States and this coast, with lawful cargoes, on account of her owners, the well known firm of Figanière, Reis & Co., of New York. This, however, is a new cloak, and she has brought over, on this occasion, \$45,000, it is sometimes said even a much larger sum, as the proceeds of shipments recently effected from this coast.

“The captain of the ‘Nancy,’ upon being asked by the officers of some of her Majesty’s cruisers what he was doing on this coast, had the effrontery to answer the inquiries by openly boasting that he intended to ship slaves as soon as his arrangements were completed.”

LOANDA, *August 3, 1857.*

MY LORD: I have the honor to report to your lordship the following circumstances relating to the case of a vessel captured off Benguelha Velha on the 17th ult., by her most faithful Majesty's schooner "Cabo Verde," for being equipped for the slave trade, and brought into this port for adjudication before the court of Relação, established here under the provisions of the laws of the 14th September, 1844, and 30th December, 1852.

Official intelligence having reached the governor general that in the early part of June last a suspicious vessel had appeared off the coast to the southward of Benguelha, he caused her movements to be closely watched; and it having soon afterwards come to his excellency's knowledge that the notorious slave dealer, José Pedro da Cunha, had landed from this vessel, he ordered the necessary measures to be taken for the apprehension of that individual.

On the 7th ult. Cunha, who had already been "*pronunciado*" for the crime of slave trading, as reported in a despatch from this commission, No. 56, of last year's series, was arrested by the Portuguese authorities at Cuio, and is now in confinement at Benguelha, awaiting his trial by the "Juiz de Direito" of that place.

The corvette "Goa" and schooner "Cabo Verde," having proceeded on a cruise to the southward in consequence of this information, succeeded in learning that the vessel from which Cunha had landed was to arrive at Benguelha Velha on the 15th ult. The two cruisers regulated their movements accordingly, and were off that place on the morning of the 17th, when a barque hove in sight, which, after some fruitless exertions to escape, hove to and hoisted Spanish colors. She was found, on boarding, to have her slave deck laid, her leaguers nearly all filled with fresh water, her hatch bars on deck, her slave boiler fitted, and in a complete state of preparation for the immediate embarkation of a cargo of slaves.

There were no papers on board to establish the national character of the vessel. Her name was stated to be the "Velha Annita;" but it appears by the evidence given before the court by the boatswain, Juan Maria Celestino, that she was called the "Splendid," of Boston, and had cleared out from New Orleans on the 12th of February last for the Island of Cuba, under American colors, having on board at the time all the fittings above enumerated, to prove the illegal objects of the voyage in which she was about to engage. It was also stated by this man, who gave his evidence in a very clear and apparently honest manner, that the real captain of the "Splendid" is José Antonio Barloza, who figures only as a passenger. It appears, in fact, that throughout the voyage the entire command of the vessel was entrusted to Barloza, whilst the purchase of the slaves and the necessary arrangements on shore were confided to José Pedro da Cunha. The character of this latter individual is well known, and his name has been frequently brought under your lordship's notice by her Majesty's commissioner here in connexion with slave trade transactions to the southward. It is sincerely to be hoped that the government of her most faithful Majesty will now cause a severe

example to be made of him, by inflicting the full penalties of the law on one who has so long outraged humanity. The self-styled passenger, Barloza, whose evidence bears upon its face the stamp of falsehood, equally merits the severest punishment, and I shall watch with much interest over the proceedings taken before the tribunals here against these notorious criminals.

The captain of the flag, with three other seamen, all Americans, escaped on the approach of the cruisers, and are supposed to have taken the ship's papers with them, the flag of the United States being no longer of any avail to them when met by a Portuguese cruiser in Portuguese waters. Doubtless, had this vessel fallen in with any of her Majesty's cruisers, this man, well knowing that his colors would have protected him, would have acted very differently. However this may be, I cannot refrain from pointing out to your lordship's notice that the "Splendid" was fitted out for the reception of a cargo of human beings at New Orleans. The deposition of the boatswain, that she shipped at that port the water, boilers, and plank for the slave deck found on board, is, I think, conclusive evidence of the fact, and adds another to the many which I have already reported, proving the necessity of some effectual steps being taken by the government of the United States to prevent the traffic in slaves from being carried on under its flag and from its seaports.

The depositions of the two witnesses, Celestino and Barloza, being of some interest, I beg leave to subjoin a copy and translation thereof, together with a copy of the sentence of condemnation on this vessel, pronounced by the tribunal of *Relação* on the 29th ultimo.

I have, &c.,

E. GABRIEL.

The EARL OF CLARENDON, *K. G.*, &c., &c., &c.

[Translation.]

Sentence of the tribunal of Relação, acting as the tribunal of prizes.

LOANDA, *July 29, 1857.*

Having in view the "auto" of capture drawn up on board the barque "Velha Annita," seized by the commander of the schooner "Cabo Verde," on the 17th instant, and signed by the said commander and different individuals of the captured crew: having in view, moreover, the deposition of the boatswain and others of the said crew, and the "auto" of the survey made by the judges of this tribunal, on board the said barque, it is fully proved that this vessel was captured, without papers of any description whatever, to the southward of the river Loupa, at a distance of $1\frac{1}{2}$ mile from the land, and that she was destined for the traffic of slaves, a cargo of which she was shortly about to embark, having, besides the various other fittings which were found on board, a large iron boiler, capable of cooking, more or less, for 1,000 persons, a slave deck laid, hatchway, with gratings, ninety-seven casks of water, some full, others empty, and a

large number of American buckets, which would answer perfectly for tubs for feeding slaves. That J. P. da Cunha, who came in this barque, was the person charged with purchasing the slaves on shore, landed immediately that she arrived on the coast, taking with him an iron money chest and various other things. That the said barque, having proceeded to sea for the space of twenty-five days, arrived afterwards at a point called St. Nicolao, and there, by order of the before mentioned José Pedro da Cunha, who returned on board, she landed twenty barrels of biscuit, twenty barrels of rice, and a slave boiler.

That the barque sailed, in February last, from New Orleans, in the United States, and cleared out for the Island of Cuba, under the name of the "Splendid," of Boston, with a cargo of staves, and two distilling apparatuses, from which the boilers were taken, the staves serving as fire-wood for cooking.

That she proceeded immediately direct to this coast, having laid the slave deck during the voyage, and scraped off the true name of the barque, afterwards painting in black the place on the stern where the said name, "Splendid," of Boston, had been painted. That when chased by the capturing schooner, the captain, with three seamen, all Americans, went on shore in the boat.

For all these reasons, they judge the said barque to be a good and valid prize, and order that a copy of this sentence be remitted to the "Juiz de Direito" of the comarca, the whole of the individuals found on board her being placed at his disposal for the purposes mentioned in the decree of the 14th September, 1844. They order moreover, that there shall be immediately drawn up an inventory and valuation of everything existing on board the said barque, to be sold by auction, in conformity with the said decree.

MENDES AFFENSO.
J. S. RODRIGUES.
PEREIRA CABRAL.

Extract of a despatch from Consul Campbell to the Earl of Clarendon, K. G., dated—

LAGOS, August 1, 1857.

"In enclosure No. 1 in my despatch, slave trade No. 22, dated July 27, 1857, forwarded by the present packet, your lordship will find particulars of an American barque, the 'Charles' of Baltimore, boarded by H. M. S. "Prometheus." This vessel, it appears, fitted out at New Orleans; the master made no disguise as to the object of his voyage, and he appears to have had no reluctance in shewing his slave deck regularly fastened down; his twelve dozen of men, kids, and other fittings; and he admitted having on board one hundred and seventy-six leaguers full of fresh water, and that he expected to carry off (from Ambriz, he stated) at least one thousand slaves."

SIERRA LEONE, *October 5, 1857.*

MY LORD: I have the honor to report to your lordship that, on the 22d of August last, Commander James Hunt, of her Majesty's sloop "Alecto," having received information that several slave vessels were in the vicinity of Loanda, despatched one of the pinnace boats, in charge of the master's assistant, from Congo to the latitude of Loanda, for the purpose of ascertaining whether the said information was correct. That on the 24th the pinnace gave chase to a suspicious looking vessel off Molemba, and coming up to her in latitude $5^{\circ} 30'$ S. and longitude $11^{\circ} 45'$ E., the master's assistant proceeded on board to ascertain her character and occupation; and on questioning an American, who in the first instance called himself master, but afterwards denied that he was such, it was ascertained that she was the "Eliza Jane," of New York, without any papers on board, and with a mixed crew of nine persons, consisting of Spaniards, Dutchmen, and Italians, and a thorough slave equipment of eighty-nine large water casks, two boilers capable of cooking for about seven hundred slaves, a slave deck laid fore and aft, and about fifty-eight casks of calavances, rice farina, Indian corn, and salt meat; whereupon the vessel was detained by Commander Hunt and sent to this colony for adjudication, where she arrived on the 19th September.

Proceedings were instituted against her in the vice admiralty court on the 21st of September, and terminated in her condemnation on the 28th, under the act of 2 and 3 Victoria, chap. 73.

The "Eliza Jane," it is said, left New York in June last, with the provisions already mentioned, including shooks, plank, and ice, on an ostensible voyage to some port in the Island of Cuba, under the command of two masters, an American and a Spaniard. After being at sea for a week, the Spanish captain called up the rest of the crew, excepting the Spaniards, who were in the secret of the expedition, and informed them that the brigantine was engaged on a slaving voyage, and going to Cabinda for a cargo, of whom from 600 to 800 were to have been shipped to supply the Cuban market, where the owner of the vessel resides.

During the voyage the crew were employed in laying the slave deck, setting up casks from the shooks, melting the ice with which the casks were filled, and making every preparation for the intended human cargo, which was fortunately frustrated by her timely capture and detention.

The papers of the vessel were left at New York; and while the "Eliza Jane" remained in that port, she hoisted the American flag, which however was made away with as soon as she got to sea.

I have, &c.,

S. I. HILL.

EARL OF CLARENDON, *K. G.*, &c., &c.

HER MAJESTY'S SLOOP ALECTO,
Congo, September 15, 1857.

SIR: I have the honor to inform you that, at 9.15 a. m. of the 13th of this month, I chased and boarded a brigantine called the "Onward," of Boston. (She has the remains of another name on her stern.) On my boarding her, I found that she had no papers applying to her present owners, Messrs. Lafitte & Co., and no Americans on board. He said he was bound to St. Paul de Loanda, (although, when first seen, had a studding sail set, and was running for Luabre Head.) As the wind had dropped, I offered to give him a tow, which he willingly accepted. I then took him in tow and proceeded.

Between 2 and 3 p. m. some suspicious appearances were observed on board of her, and a draw bucket was at work over his lee gangway. I stopped engines and went on board, and told him I suspected he was deceiving me, and endeavoring to change his fresh water to salt; and, on my saying I should open his hatches, he replied, "Stop a little, captain," and immediately hauled his colors down, and assisted with his own hands to open his hatches, declaring he was not an American. On searching his hold I found all my suspicions correct, and a large bucket of salt and a funnel of the same was in the act of running into the casks, four of which had been thus turned into salt water. Had I not adopted these prompt measures, I should have been entirely defeated, as, by the time we reached Loanda, all his slave plank would have been overboard, and his casks full of salt water. Enclosed is a copy of a letter received from the person who represented the captain, fully corroborating the whole circumstance.

I have, &c., &c., &c.,

J. HUNT.

The SECRETARY OF THE ADMIRALTY.

SEPTEMBER 15, 1857.

SIR: Considering the very disagreeable position I occupy now, I think it necessary to inform you of some facts which are yet unknown to you. You perceive that I only have been the dupe, both of the owners of the vessel and of Don Marcia, the Spanish captain. Since we left the island of St. Thomas I have had no more charge of the brig, but only navigated the same. The command was taken from me and the Spanish commands adopted, and no log kept; nor was the American flag hoisted by my orders, but by Don Marcia's, who never gave me his consent to haul the same down, but warned me to keep the colors flying, which, not being an American citizen, I had no right to do; therefore, I hauled them down, and, together with the ship's papers, destroyed them for my own safety. It seems to me that St. Paul de Loanda is not at all a safe place for me, and that only with great difficulty I may get a passage; therefore, I beseech you entreatingly to allow me, if possible, to go in this ship to Sierra Leone, where I would undoubtedly be safer, and probably find more opportunity to go back to the United States.

W. P. SEYMOUR.

Captain HUNT.

THE AFRICAN SLAVE TRADE.

We have to thank Captain Ward, of the barque William H. Shailer, who has arrived at Salem, Mass., from Loanda and Congo, on the west coast of Africa, for the following interesting letter :

[Our naval correspondence.]

UNITED STATES FLAG-SHIP CUMBERLAND,
Loanda, west coast of Africa, October 10, 1857.

Capture of a slaver by the United States ship Cumberland—Determination of the trader, and preparations to fight—The negro barracoon—How the matter ended.

On the 3d of October, while running down the coast, a schooner was discovered at anchor off the mouth of the river Camma. When within distance, we displayed English colors from our gaff, and immediately she ran up the American ensign, thinking herself perfectly safe, no doubt ; but alas ! she very soon found her mistake. Feeling confident that she was a slaver, we stood on defying the enemy in his very den, and when abreast of him clewed up and anchored. Marines were immediately detailed, armed and equipped for the capture, and three boats, their crews fully armed, with four officers, were appointed and sent as a covering party in case the soldiers should be repulsed by the daring slaver. The boats pulled off in gallant style, (we having some time previously hoisted the stars and stripes,) rendezvousing astern of the slaver, when they formed in line abreast guns, and carrying the enemy by boarding, with the loss only of a few moments of time.

By the aid of the glass we could distinctly see a large barracoon a short distance from the mouth of the river, and two large boats under heavy press of sail and paddle coming down the river. These boats not being seen from the schooner, two of ours started on their return to the ship, leaving the third in charge of the slaver ; but upon seeing the boats, immediately returned to aid the two soldiers.

The excitement on board of this ship was now intense. The enemy proved pacific in his intentions, and desired only (ostensibly) to barter a few mats, and a single gray parrot for old trowsers, or anything in that line, but really to ascertain the true character of the vessel. The commander of the boat came on board, and on being asked if this was a slaving port, replied indignantly, and with an air of perfect innocence, that he had lived here many years ; “ No sell slaves, but trade with English, French, and American.” Having acquired the desired information, and disposed of two mats, he put off for the barracoon. In the course of half an hour two of our boats returned, leaving the third in charge of the slaver.

She proved to be the Cortes, of New York, nominally trading for palm oil, &c. She had two muster-rolls: one evidently a Portuguese, and signed by “ Wilson,” as collector of New York ; mate’s name totally different from that on the roll, and crew not corresponding ; no cargo, large number of casks, some farina, provisions, &c.; hold in confusion, as though just broken out, as no doubt it had been since we hove in sight, and were signalled by the fire on shore. Captain had gone up the river for his cargo, and would not be back until Mon-

day, though no doubt he had landed in a boat that left just as our boats were going to the schooner. One of her crew acknowledged that there was a barracoon in sight, and one of our crew stated that he knew her to be in the slave trade four years ago, when he was in the same line.

Despite all these suspicious circumstances, however, she was declared a legitimate trader, her papers were returned, and matters assumed their wonted aspect. We, however, consoled ourselves with the reflection that, in case there had been any call for fire-arms, we had not needlessly made preparation for the defence of our guard; for, on attempting to discharge his piece, after all danger had passed, one was necessitated to explode three or four caps ere his weapon would emit its death-dealing contents.

There was manifest uneasiness on board, and all of the boarding officers thought, beyond question, that she was a slaver; but our boats, having returned, were hoisted up, the anchor weighed, and sail made in hot haste for Loanda to send the Dale up to take possession of the Cortes; and we are now at anchor on the coast of Africa, though some imaginations place us at Loanda, it being only six miles from our anchorage. As the bay is not over two miles in width, and has not more than fifteen fathoms average depth, it is deemed too dangerous an attempt to beat this ship up, and so we are to remain at our present anchorage, and date our communications Loanda.

[Extract.]

The following is a statement of the number of vessels and total number of guns of the British squadron on the west coast of Africa on the 1st of each year from 1843:

Year.	Vessels.	Guns.
1843.....	14	141
1844.....	14	117
1845.....	20	180
1846.....	23	245
1847.....	21	205
1848.....	21	208
1849.....	23	155
1850.....	24	154
1851.....	26	201
1852.....	25	174
1853.....	19	117
1854.....	18	108
1855.....	12	71
1856.....	13	72
1857.....	16	84
Average.....	19.26	148.8

The following is a statement of the number of vessels and total number of guns of the United States squadron on the coast of Africa on the 1st of January, from 1843 to 1857, inclusive:

Year.	Vessels.	Guns.
1843.....	2	30
1844.....	4	82
1845.....	5	98
1846.....	6	82
1847.....	4	80
1848.....	5	66
1849.....	5	72
1850.....	5	76
1851.....	6	96
1852.....	5	76
1853.....	7	136
1854.....	4	88
1855.....	3	82
1856.....	3	46
1857.....	3	46
Average.....	4.46	77.06

Lord Napier to Mr. Cass.

HER BRITANNIC MAJESTY'S LEGATION,
Washington, December 26, 1857.

SIR: Since I had the honor of addressing you on the 24th instant, I have received an instruction from the Earl of Clarendon, by which I am directed to communicate to you the accompanying extract from a despatch from her Majesty's acting commissioner, at Loanda, relative to the slave trade which is carried on in the Congo river under the flag of the United States.

I have the honor to be, with the highest consideration, sir, your most obedient humble servant,

NAPIER.

Hon. LEWIS CASS, &c., &c., &c.

Extract of a despatch from Mr. Gabriel to the Earl of Clarendon, dated—

LOANDA, September 20, 1857.

“I think it my duty to acquaint your lordship that information has reached me, from parties residing in the Congo, that a shipment of slaves was effected about twelve miles south of Loanda on the 24th ultimo. I have not been able to ascertain any of the particulars, because the vessels in which the slaves were embarked did not touch at

the Congo. The fact itself, however, has been confirmed by intelligence received from her Majesty's naval officers arriving here.

"Since the date of my despatch, No. 45, I regret to say that I have been informed of the arrival of four more American vessels in the river Congo, all strongly suspected, if not known, to be employed in slave trading. They are the barque 'Clara B. Williams,' Briggs master, and the schooners 'Crimean,' 'Louis McLane,' and 'Windward,' all said to belong to New Orleans.

"Such successful efforts have lately been made by the slave traders in the Congo to evade the efforts of her Majesty's naval officers by employing American vessels in their traffic, that it is sincerely to be hoped the government of that country will take some stringent measures to prevent these proceedings.

"This system still completely paralyzes all effective action on the part of her Majesty's cruisers."

Lord Napier to Mr. Cass.

HER BRITANNIC MAJESTY'S LEGATION,
Washington, January 7, 1858.

SIR: The accompanying despatch from Rear Admiral Sir Frederic Grey to the admiralty, enclosing one from Commander Moresby, of her Majesty's ship "Sappho," lately employed on the coast of Africa, is communicated to you by order of her Majesty's government.

The report of Commander Moresby conveys a narrative of the wreck which was abandoned by her crew, and exposed to destruction, with hundreds of slaves on board, under circumstances of peculiar atrocity.

Notwithstanding the most devoted efforts on the part of the officers and crew of the English vessel, only about three hundred and fifty-eight negroes could be saved out of a number estimated at twelve hundred.

During their humane exertions, the seamen of her Majesty's ship-of-war were fired upon by a party on shore, composed of native Africans, headed by the crew of the wreck, and the Portuguese owners of the neighboring barracoons.

The vessel thus lost, with such a deplorable sacrifice of human life, appears to have been built and fitted out in the United States. In the absence of colors, papers, and other evidence, it is not possible at present to decide to what nationality she belonged, or under what ensign she prosecuted her criminal trade. There is, however, reason to believe that she may be identified with the "Charles," of Baltimore, formerly visited under the American flag by her Majesty's ship "Prometheus," as stated to you in my letter of the 24th ultimo. Whether such be the case or not, the government of the United States will see in the size and character of the vessel, in the number of her cargo, and in the revengeful spirit of her crew, formidable indications of the confidence and cruelty with which the traffic is at present carried on.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

NAPIER.

Hon. LEWIS CASS.

Extract of a despatch from Rear Admiral Sir F. Grey, commander-in-chief of her Majesty's naval forces on the west coast of Africa, to the Secretary of the Admiralty, (No. 61,) dated September 23, 1857.

"I have the honor to inform you that on the evening of the 19th instant I received, by the 'Alecto,' a report from Commissioner Moresby of his having driven on shore a large ship, with slaves on board, near Snake's Head. I ordered Commodore Wise to proceed early next morning to the assistance of the 'Sappho,' and, at 8 p. m. the same day, he returned, bringing 311 slaves, who had been saved from the wreck. I enclose his report. At 9 p. m. yesterday the 'Sappho' joined, and I have received from Commander Moresby the accompanying report of his proceedings.

"There seems to me a strong reason to believe that this ship is the same that was boarded by the 'Prometheus' at Armo You, (July 19, 1857,) although the difference of tonnage is not easy to be accounted for.

"The ship answers the description, and the name 'Charles,' of Baltimore, could be partly made out under the paint which had been laid over it.

"Her tonnage, reported by Commissioner Hope, was 381; Commissioner Moresby is, on the other hand, positive that she was not less than 1,600 tons."

H. M. SHIP "SAPPHO," September, 1857.

SIR: I have the honor to inform you that, whilst running down the coast on the forenoon of the 18th instant, in latitude 6° 40' south, and longitude 12° 24' east, a fore-and-aft schooner was observed standing off the land, and, while boarding her, a ship was reported under the land, in the act of wearing off shore. As soon as the boat had returned from boarding the schooner, all sail was made in chase of the strange sail. At 10.15 she tacked and stood for the beach, when, finding that I could weather her, I also tacked. On the chase nearing the beach, which was three fathoms within 150 yards of the surf, she bore up and ran along the land. The suspicious movements of the chase at once showed me that she was not a legal trader, and I therefore left the ship in charge of Mr. F. Willis, the master, proceeding myself in the gig to leeward, sending the cutter to windward. The "Sappho," on getting into four fathoms, anchored off shore about three miles. By this time it was evident that the chase could not escape, when her crew ran her on shore, escaping in their boats. On my arrival I found that Mr. F. Willis (observing that the ship had been run ashore) had, with the greatest promptitude and energy, left the "Sappho" in the whale boat, and was using his utmost endeavors to save life.

The tremendous surf that was running, combined with the heavy lurching of the ship, (which carried the main top-gallant-mast over the side,) for some time prevented our boarding. After many fruitless

attempts, we succeeded, when she proved to be a full-rigged ship, of quite 1,000 tons apparently, full of slaves, having a frigate built main deck, with three separate slave decks; no colors, papers, or name. Her stern was ornamented with a large American coat of arms, the whole of which had just been painted over with white paint.

On reaching the deck the sight that presented itself to my view was fearful and heartrending in the extreme. The miserable slaves, escaping in numbers from the noisome hold, rending the air with their hideous yells, and flinging themselves into the sea, were drowned by hundreds, it being impossible for us to pick up but few, notwithstanding the whole exertions of all in the boats, who fearlessly, and regardless of their own danger, entered the surf. As soon as possible, after getting on board, the remainder of the slaves were driven below and secured under hatches, and then commenced the labor of transferring them to her Majesty's sloop. I then quitted the slaver to superintend the work on board, leaving the prize in charge of the master, Mr. F. Willis, Mr. Smallpeice, and a party of ten men. When the boats returned to the ship at 10 p. m. they found that the wind and surf had so much increased that it would have been madness to approach the wreck. They therefore returned to the brig, and it was with the greatest anxiety I watched through the night for the safety of those on board. At daylight, on the morning of the 19th, I again despatched the boats to the vessel, but they were warned off by Mr. Willis, and ordered to return on board, the surf being too heavy to communicate. The sea at this time was making a clear breach over her.

The boatswain, who was in charge of the pinnace, reported that large quantities of armed natives were collected on the beach, with symptoms of a hostile nature. I therefore deemed it prudent to send the pinnace, manned and armed, to protect the prize, with a given signal, if more assistance were required. This preconcerted signal was soon made, when I left her Majesty's sloop with the boats, manned and armed. Soon after leaving, I observed an attack made by a large number of natives, headed by Europeans, supposed to be her crew, and reported afterwards by a Congo negro, who had come off to the ship, to have been assisted by the Portuguese who owned the barracoons close to the wreck. A heavy fire was immediately opened by the boats and party, which was kept up on both sides for an hour, when we forced them to retreat; after which an occasional shot was exchanged; and I am happy to say that no casualties occurred on our side, but with a reported loss of several on the attacking party's.

It was now evident that it would not be safe for the master and his party to remain another night on board, more particularly as the ship's back was broken, and at low water her fore part was high and dry. It was therefore my bounden duty, at all hazard, to remove them and the remainder of the unhappy slaves on board, before the dark shades of night closed around us. The cutter was steered under the stern and succeeded in getting a rope from the wreck, when the remainder of the slaves were hauled through the surf without accident, the small boats keeping up a fire. I then ordered her to be set on fire, rather than risk a second attack being made during the night, there not being the slightest hope of saving this fired ship. Having

removed the cathead, she was fired, and the party left her. By measurement, she is 1,088 tons, the length being 158 feet, depth 32 feet, beam 28 feet.

Since capturing the vessel, on the 18th instant, 40 slaves have died from exhaustion and exposure to the wet. Every exertion has been made by the officers and men of this sloop to alleviate their sufferings, all vying with each other in acts of humanity, even tearing up their own clothes to cover the naked wretches. The ship was a remarkably fine and superior vessel, extraordinarily well rigged, well joined and coppered, the mizen top-gallant sail being the only sail not new. They all had "James Teters, New Orleans," stamped on them. She was, as I have before stated, a full-rigged ship, with a main sky sail, and an immense quantity of stay sails, and on the combing of her main hatchway was marked "1,400 tons." From information I have received, she had, at the time of going ashore, 1,200 slaves on board. As soon as the last load of slaves were out of the pinnace, I sent her, in charge of Mr. Whyte and Mr. Organ, the gunner, to keep up a fire on the burning vessel during the night, in order to prevent her crew or natives from saving anything.

Considering it proper that her Majesty's sloop should remain on the spot to complete the destruction of the slaver, and wishing the master to sound round her in order to find if it were not possible to approach nearer the shore when the British flag had been fired upon and insulted, accordingly at 10 p. m. I left her Majesty's sloop "Sappho" with the intention of proceeding to your flag for assistance to punish the miscreants who had fired upon the flag of England, but on the morning of the 20th I was picked up by her Majesty's sloop "Vesuvius" and returned to my own ship, when the slaves were immediately removed to the "Vesuvius," and she sailed at 2 p. m. The prize is now totally destroyed, the only parts of her remaining being the keel and some timbers.

It is now my melancholy duty to report the death of the coxswain of the gig, one of the best men of the ship under my command, under the following circumstances: The gig, on my going on board the "Vesuvius," was taken in tow with two men in her, Commander Wise giving the order to go ahead, keeping a man aloft to watch the boat; after towing for some time, she filled and swamped, the men in the gig jumping overboard. When the boat from the Vesuvius had returned on board, Henry Phillips, A. B., was found drowned. I firmly attribute it to the yoke lines having been carried away.

The total number of slaves taken amounted to 358; 311 were removed to her Majesty's sloop "Vesuvius," and 7 remained on board this sloop for medical treatment.

The whole of the 21st was employed by Mr. Willis in making a rough sketch of the coast, in the neighborhood of the wreck, a copy of which I try to enclose. The fresh breeze that was blowing sent in rather a heavy swell, which prevented any accurate bearings being taken, but I feel convinced that a vessel drawing 16 feet of water could approach within half a mile of the shore. I shall not hesitate to take the sloop I have the honor to command within that distance. The rise and fall is quite six feet.

Before concluding this letter, I cannot help bringing before your notice the good conduct of all the officers and men employed in this arduous and harassing duty, but more particularly I must mention the cool, calm courage of Mr. F. Willis, master of this ship, assisted by Mr. Smallpeice, midshipman, and the men named in the margin, who, through a most trying time, showed the true spirit of British seamen. The whole of the night of the 18th was a most arduous one for them; the armed natives had collected in numbers (certainly a thousand) on the beach, and they expected to be attacked every moment. The sea was making a clean breach over the devoted ship the whole night, which perfectly drenched them, and the morning dawn saw them all on the forecastle and bowsprit, where they had to spend the night drenched to the skin, unable to procure food or water. The hostile symptoms shown by the natives next day leave no doubt that, if obliged to land, every man would have been murdered.

When I had determined to burn the ship, every man of my ship came aft and volunteered to remain another night on board, which I considered it my duty to refuse.

On the 22d I weighed and stood to sea, with the pinnace in tow; when having got ten miles off the land, I left her, with ten days' provision, in charge of Mr. Willis, to guard the neighborhood of Snake's Head, with orders to sight that headland every other day, and then proceeded to join your flag.

I have, &c.,

F. MORESBY.

Rear Admiral Sir F. GREY, *K. C. B.*,
&c., &c., &c.

Lord Napier to Mr. Cass.

HER BRITANNIC MAJESTY'S LEGATION,
Washington, January 17, 1858.

SIR: It is again my duty, under the instructions of her Majesty's government, to communicate to you some additional particulars respecting the recent revival of the African slave trade under the fraudulent assumption of the American flag. I have thought it right at the same time to select from the correspondence of her Majesty's officers certain passages which indicate the origin of the present traffic, and illustrate the system under which it is carried on, in the hope that information thus imparted may be serviceable to the government of the United States in their endeavors to suppress this increasing evil.

In the accompanying extract of a despatch from Captain Burgess of her Majesty's ship "Hecate," it is stated that the late expansion of the slave trade has been stimulated by the formation of a company in Cuba, styled the "Expedition of Africa," the existence of which is avowed, and which is supported by a house of notorious opulence. This association have deliberately adopted the use of American vessels and assumed the American flag for the purposes of their nefarious commerce. The same report alleges that the "Charles, of Baltimore," a

vessel which I recently announced to you as having been wrecked by her crew and destroyed by her Majesty's ship "Sappho," cleared at the custom-house of New Orleans with articles inscribed in her manifest which might have awakened the suspicions of the federal authorities, and justified the detention of the ship.

Her Majesty's commissioner at Loando, in a despatch, of which copy is enclosed herewith, relates that a brig of 240 tons, without colors or papers, has been taken by her Majesty's ship "Myrmidon," being fully fitted for the slave trade. The master of this vessel, a citizen of the United States, declared that he had fitted out at New York, and had baffled the precautions of the federal authorities, which we know, however, to have been strenuously exerted at that port. An American ensign floating astern intimated the national character previously assumed by the captured slaver.

The British cruiser "Alecto" has been so fortunate as to make prize of two vessels, the "Louis McLane" and the "Clara Williams," both equipped for the trade, both hoisting American colors for the purpose of deception, and both exhibiting papers of a character so fraudulent or imperfect as to constitute no evidence of American nationality.

The "James Buchanan" has escaped with a cargo of 300 slaves, though chased by her Majesty's ship "Teazer" under steam and canvas for 140 miles. In reporting this incident, her Majesty's consul at Lagos mentions that a very fast steam slaver is expected on the coast, a new feature in the trade, one which marks the perseverance and resources of the slave dealers, and which will no doubt incite the governments of Great Britain and the United States to the adoption of corresponding means of repression.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

NAPIER.

Hon. LEWIS CASS, &c., &c., &c.

Extract of a report from Captain G. J. Burgess, of her Majesty's ship "Hecate," to Commodore Wise, dated—

WHYDAH, August 12, 1857.

"On my taking charge as senior officer of this division, in April, it was generally considered that there was a great sluggishness in the slave trade, and that legitimate trade had almost driven it off this coast; and, indeed, the fact of but few vessels having been taken or fallen in with in these waters for some time past quite warranted such a conclusion. At that time depots of slaves for export were not known to exist, and, in a word, the slave trade was considered almost, if not quite, extinct.

"In conversation with a Señor Monteiro, who had been engaged in the slave trade, but has now gone to England to give evidence in the case of the 'Newport,' seized for slavery, I learned that a company had been organized in Cuba with the intention of engaging on a grand scale in the slave trade. This company intended to use American

vessels and the American flag, with a view of eluding the search of British cruisers.

“Simultaneously with the formation of this company at Havana, slaves began to be collected in the neighborhood of Whydah; these belonged to the king of Dahomey, Portuguese and American agents having the disposal and shipping of them.

“The principal case, and one most important as arguing the large scale on which the before mentioned company are intending to carry on their slave trading operations, is that of an American ship boarded by Commodore Hope at the island of Annabon; the ship is the ‘Charles,’ of Boston, sold at New Orleans to the above mentioned company, and cleared out from that place, capable of carrying 1,000 or 1,200 slaves; when boarded she had her water casks (136 leaguers) filled, and had all her other slave fittings, as well as rice and farina, on board.

“These articles were mentioned in her manifest, and I think the fact of her having cleared out with these articles on board would prove that not much care is taken by the American authorities at New Orleans to prevent these vessels sailing for this coast ready equipped for the slave trade.

“I have learned that the Havana company, which I have mentioned above, is called Expedition for Africa; its shares are \$1,000 each, they are *posted* on the *Exchange*, and the richest mercantile firm is said to be at the base of this undertaking.”

LOANDO, *October 8, 1857.*

MY LORD: I have the honor to acquaint your lordship that her Majesty's ship “Myrmidon,” on the 3d inst., being off Cabeça de Cobra, captured a brig of 240 tons, without colors or papers, with every necessary fitting for carrying slaves.

The master of this vessel, an American citizen, declared that he had fitted out at New York, and, although closely watched outside that port by a government vessel, had succeeded in getting all his water on board and sailing direct for this coast.

An American ensign was seen floating astern, and it is presumed that the ship's papers had also been thrown overboard, as none were found on board of her when detained by the “Myrmidon.”

She was sent to Sierra Leone for adjudication before the vice admiralty court in that colony.

I have, &c., &c.,

E. GABRIEL.

The EARL OF CLARENDON, *K. G., &c., &c., &c.*

HER MAJESTY'S STEAMER “ALECTO,”

Loando, October 16, 1857.

SIR: I have the honor to inform you that, on the morning of the 15th October, 1857, the weather being hazy, with rain, and the

wind light from the southward, the *Alecto* standing in for the land near the mouth of the river "Kelongo" under sail, fires banked, in search of her Majesty's ship "Sappho," at eleven a. m. a strange sail was observed under land about nine miles to leeward; about the time we saw the stranger he was observed to lower his mainsail and stand for the land. I then drew forward the fires and went in chase; on running down the land, observed a fine new barracoon and a large number of natives; on approaching the stranger he hoisted American colors. I went on board myself, accompanied by Lieutenant R. N. Thompson (acting) of this ship; I boarded him because I knew, from information, that the place he was at anchor off was not near the Kelongo town, but a slave factory, and because all the appearances about the beach, and of one of Don Silva's whale boats being also seen, excited my suspicions. On going on board, I asked if he had any objection to showing me his papers, which he had not; and on looking at them, discovered that he had American papers stating her to be the "Louis McLane," (176 tons American measurement,) but that they were incorrect, by being declared in his manifest from Rock Hall, United States, and in his register, from New Orleans.

I then left the ship, but anchored near her, having despatched a boat to fetch Don Silva's boat (as I suspected her to be) alongside; I then went on board, and being fully convinced from all appearances that the master was deceiving me with his papers and statements, and that he was a slaver, fraudulently assuming the flag he hoisted, he having no American crew on board, and her name, being painted, cut off her stern, I told him I should look below; and on opening her hatches, found my suspicions fully corroborated, and that slave deck and water and everything was prepared for receiving slaves, which I firmly believed I saw in the barracoon. By this time I had secured the whale boat, and the crew of which knew me, as having seen me at Punta de Senha; they fully corroborated all my suspicions, and I enclose their evidence, each man being examined separately, in presence of myself, the surgeon, and paymaster of this ship, who stated that they were employed by Don Silva, of Moanda, to put 600 slaves, then in the barracoon, on board the slaver, under these circumstances, and he would escape with the slaves if I left him that night. I commenced taking him in tow, and, in doing so, he took the opportunity to sink his colors and papers, and afterwards deliver himself as having no right to the protection of the flag of any state or nation. A copy of his written statement I enclose. Having placed a prize crew with a lieutenant in charge of prize, I then despatched her for Sierra Leone.

I have, &c.,

J. HUNT.

The SECRETARY TO THE ADMIRALTY.

HER MAJESTY'S STEAMER "ALECTO,"
At Sea, October, 1857.

SIR: I have the honor to inform you that, at 1.30 p. m. of the 26th instant, I boarded the barque "Clara B. Williams," 331 tons American measurement, under American colors.

I boarded her from previous information obtained from various sources, one of them being obtained in the despatch from Mr. Crawford to Lord Clarendon, dated Havana, May 6, 1857, obtained at the British consulate at Fernando Po. The person representing himself to be the captain refusing to show me anything but his register, which was full of erasures, and marked "temporary register," and the crew not being Americans, I felt myself bound to deal with her as a vessel not entitled to the protection of the flag of any state or nation.

On searching her, I found her fully equipped for the slave trade; and on ascertaining this, the captain immediately destroyed his colors and papers, and I therefore seized her as a lawful prize. The barque is well found in every respect, about four years old, and is a handsome model, and has a large store of slave provisions, and about 140 bags of gum on her slave deck.

Having accompanied her to latitude —, longitude —, and placed an officer and prize crew on board, I have this day despatched her to Sierra Leone, proceeding myself to the mouth of the Congo, to land the crew.

A copy of the captain's and mate's statements relative to this vessel I enclose.

The inventory, for want of time, will be completed on the passage up by the officer in charge.

I have, &c.,

J. HUNT.

The SECRETARY TO THE ADMIRALTY.

LAGOS, November 3, 1857.

MY LORD: Since the departure of the packet last month I have received information of two successful embarkations of slaves from the ports to the westward. A small Spanish felucca, on the night of the 27th September, embarked from Whydah beach 109 slaves; and a schooner under American colors, called the "James Buchanan," and stated to be built on the model of the American built yacht, formerly the "America," embarked 300 slaves, with which she got away through her very superior rate of sailing, after being chased by her Majesty's steam vessel "Teazer," with all her power of steam and canvas, 140 miles.

Commander Aplin informs me that suspicious vessels under American colors are not now to be met with in the Bight of Benin. Their disappearance now is accounted for, that, at the present season, the strong breezes prevailing during the rainy season are succeeded by this month of calms and light winds, during which the risk of capture by steamers or ships' boats is great, and therefore not to be incurred.

For two months past the slave traders have been boasting that a very fast steamer is to arrive, which will carry off 1,400 slaves from Whydah or the neighborhood. In the newspapers received by the last packet mention is made of a steamer, the "Pajaro del Oceano," as being likely to be sent to the coast of Africa for slaves.

I have, &c.,

R. CAMPBELL,
Consul.

The EARL OF CLARENDON, *K. G.*, &c., &c., &c.

Lord Napier to Mr. Cass.

HER BRITANNIC MAJESTY'S LEGATION,
Washington, February 28, 1858.

SIR: I am directed by her Majesty's government to inform you of the circumstances under which the slave schooner "Niagara" was delivered up to her Majesty's ship "Hecate," in Loango bay, in the month of December last.

Her Majesty's ship above mentioned having chased the "Niagara" in shore, the latter hoisted American colors and anchored near the French vessels-of-war "Jeanne d'Acre" and "Zelie." She was first visited by a French officer. Commander Burgess then sent his master on board, who discovered that she had no valid register, having been sold at Havana, and being merely furnished with a consular certificate, clearing her from that port to a fresh port of registry. On receiving a report to this effect, Commander Burgess proceeded in person on board the "Niagara," inspected the papers, and warned the master that his certificate of nationality was informal.

Shortly afterwards the master came on board the "Hecate" and gave her up as Spanish property, and as not entitled to any nationality. The American papers and colors having been previously made away with, the hatches were lifted, and the vessel was found to be fully equipped for a cargo of slaves, who were to have been shipped on the following day.

She was sent in, for adjudication, to Sierra Leone.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

NAPIER.

Hon. LEWIS CASS, &c., &c., &c.

Mr. Cass to Mr. Hatch.

DEPARTMENT OF STATE,
Washington, March 8, 1858.

SIR: I herewith transmit to you the copy of a communication of the 17th of January last, addressed to this department by Lord Napier,

her Britannic Majesty's minister in this country, communicating some particulars respecting the recent revival of the African slave trade under the fraudulent assumption of the United States flag. It will be seen that the custom-house authorities at New Orleans are blamed for allowing the "Charles," of Baltimore, to clear from your port with articles inscribed in her manifest which it is said might have awakened the suspicions of the federal authorities, and justified the detention of the ship.

Any explanation which you may have to offer on the subject would be acceptable to this department.

I am, sir, respectfully, your obedient servant,

LEWIS CASS.

F. H. HATCH, Esq.,

Collector of the Customs at New Orleans, Louisiana.

Mr. Hatch to Mr. Cass.

CUSTOM-HOUSE, NEW ORLEANS,
Collector's Office, March 18, 1858.

SIR: I have the honor to acknowledge the receipt of yours of the 8th instant, with the enclosed communication from Lord Napier, her Britannic Majesty's minister in this country, in reference to the recent revival of the African slave trade under the fraudulent assumption of the United States flag, and referring to the departure of the "Charles," of Baltimore, from this port, with which censure is attached to the customs authorities "for permitting this vessel to clear with a manifest that might justly have excited their suspicions."

In cheerfully acceding to your request for any information on the subject, I have the honor to state, that, by a reference to the files and records of this office, I find that the "Charles" cleared from this port on the 28th March, 1857, three days before I assumed the duties of the office of collector.

In examining these documents, I find reference is made to the capture, on the coast, of the schooner "Louis McLane," and, as this vessel cleared from this port during my administration, I deem it proper to state the facts connected with this case, which are as follows:

In the month of April, 1857, the schooner Louis McLane changed owners in this city, and obtained a register from this office. Some circumstances connected with the change of ownership, and the loading and arrangements of the vessel, excited my suspicions that she was designed for the African slave trade; that, in order to obtain evidence sufficiently positive for legal action, I caused her to be closely watched, but though the information thus obtained was convincing to me, it was not of a character that would be available in a legal prosecution. With the desire, therefore, to accumulate evidence and to confirm my suspicions by enabling the vessel to complete her equipments, I deemed it advisable to grant her a clearance, which I did on the 1st May, 1857. And having previously communicated with the commander of the revenue cutter stationed at the mouth of the river, and

prepared him for the duty to be discharged, I immediately, on granting the clearance, telegraphed the captain of the cutter to overhaul the "Louis McLane," on her reaching the mouth of the Mississippi river, to examine her thoroughly, and if he found evidence to justify the suspicions I had entertained, to take charge of the vessel and bring her to the city.

The result was the arrest of all the persons on board, the return of the vessel, the discharge and careful examination of her cargo, the examination of the vessel and her equipments by several experienced shipmasters, some of whom having been on the coast of Africa were competent judges, and the institution of legal proceedings against both the vessel and the parties arrested. In these proceedings every effort was made, by the most careful and constant attention to the subject, to convict the parties accused and to condemn the vessel.

The accused were defended by able counsel, and released on the preliminary examination; and in the action against the vessel, although, to my mind, the evidence was conclusive, the government failed to obtain a verdict.

This case was, however, so clear, that an appeal was taken from the United States district to the United States circuit court, while the vessel, released on bonds, proceeded to sea.

As the appeal case is yet undecided, and I deem it exceedingly important that every possible effort should be made to obtain a verdict, I would respectfully solicit the assistance of your department in obtaining from her Britannic Majesty's minister, at as early a date as possible, an authentic copy of the proceedings of the court which condemned the "McLane," (if she has been condemned,) or any facts that may be used as evidence in the prosecution of this case.

Although in our community there are many whose sympathies are elicited in favor of the revival of the African slave trade, and others who are reluctant to punish offenders on suspicions, be they ever so strong and well sustained, for which reasons it is exceedingly difficult to obtain a verdict before a jury, yet, the charge of laxity, or even lukewarmness on this subject, among the officials of the government, is without reason or foundation; and I am satisfied that my official colleagues, as well as myself, have been active, vigilant, and energetic in the endeavor not only to discover attempts at violations of our laws prohibiting the slave trade, but also zealous in their efforts to obtain evidence to insure conviction and condemnation in cases where arrests have been made or proceedings instituted.

It shall continue to be the especial care of this department to scrutinize the manifests of all vessels to which the slightest suspicion may attach of their being connected with this traffic, and to adopt the most prompt measures to preserve the enactments of Congress on this subject from violation.

Any information that I may obtain relating to this subject shall be most cheerfully placed at the disposal of the Department of State.

I am, sir, very respectfully, your obedient servant,

F. H. HATCH, *Collector.*

Hon. LEWIS CASS,
Secretary of State.

Mr. Cass to Lord Napier.

DEPARTMENT OF STATE,
Washington, April 10, 1858.

MY LORD: Your several letters respecting the African slave trade have been received at this department, but I have been prevented from answering them at an earlier day by the pressure of other duties and by the difficulty of procuring information not easily attainable, but necessary for their proper consideration. They have been submitted to the President, and I am instructed to communicate to your lordship his views of the subjects they present for the determination of this government.

While I concur with your lordship in the opinion that the efforts of your government have been unceasing for the extinction of this traffic, still I must be permitted to say that its hope of the "heartly co-operation of the naval forces of the United States" might safely have been entertained without appealing to the example of Great Britain. The officers of the navy of the United States need no encomium from me, nor shall I pronounce one upon them. But I assure your lordship, that when assigned to the irksome task of watching a long, desolate and unhealthy coast, they will perform their duty honorably and efficiently, without needing any other motive of action but that which a sense of duty inspires. Such devotion to the service is a part of their character and of the history of their country.

The United States have not been less anxious than Great Britain for the extermination of this commerce in enslaved Africans, and they have given the most substantial proofs of this disposition by acts, both of legislation and of administration. If the American government was not the first, it was among the first to prohibit by legal enactments and to prevent by severe punishment the longer continuation of this traffic, which had become repugnant to the opinion and feelings of the age. Lord Brougham, in a debate in the British House of Lords when this subject was referred to, honorably and truly remarked, that "it should be borne in mind that the United States, at the very earliest period they were enabled to do so by the federal Union, had adopted the abolition of the slave trade, and were, in fact, the first to make it piracy for any one of its subjects to carry it on."

But the best method of effecting the object is a practical problem of very difficult solution. The obstacles in its way were at first overlooked in the sanguine anticipations which were indulged of immediate success. Experience has come to test the measures proposed, and they have been found inadequate to the extinction of the evil; so much so that, in the opinion of your government, its "present activity" demands increased exertions on the part of the United States with a view to accomplish the object. Those exertions, it is suggested, should be directed to the coast of Africa, in order to render the blockade more effectual, and especially to examine and deal with vessels bearing the American flag and suspected of being engaged in this trade. This system of a joint blockade has been pursued for some

years, and the benefit it has produced bears no reasonable proportion, I regret to say, to the expenditure of life and treasure it has cost. But this failure need not discourage the anxious hopes of christendom. There is another method of proceeding, without the dangers and difficulties and inefficiency which beset a blockade, and which is sure to succeed, if adopted and persevered in, and that is, to close the slave marts of the world, or, rather, of the Island of Cuba, which is now almost the only region where the slave dealer can find a market. If these unfortunate victims could not be sold they would not be bought. To shut the ports of Cuba to their entrance, is to shut the ports of Africa to their departure. And to effect this, nothing would seem to be wanting but the cordial co-operation of the Spanish government. The example of the United States is sufficient to show that, however extensive a country may be, it can be rendered inaccessible to this evil by a sound state of public opinion, and by rigid laws rigidly executed. The introduction of a slave into this country is a fact which I believe the present generation has not witnessed. And Brazil also, with her long line of maritime frontier, has succeeded by her legislation, and by the faithful execution of it, in rescuing herself from the reproach of participating in this great crime, as well national as individual. And it is due to the honorable course of the imperial government to state that, on the application of the United States, it has lent its aid towards procuring evidence necessary for the conviction of persons prosecuted in this country for the offence of slave trading. The conventional arrangements which exist between Great Britain and France and Spain for their mutual co-operation in the suppression of the slave trade are very imperfectly known to me. But it is understood that Spain has entered into engagements with Great Britain, if not with France also, that she will use her best exertions to prevent the importation of slaves into her dominions. This pledge, if given, has certainly not been redeemed, though it is difficult to believe that the Spanish government would resist or neglect the firm remonstrances of these two great powers, or even of Great Britain alone, if she alone has the right by treaty stipulations to demand of Spain the faithful performance of duties which she has voluntarily assumed. Upon the course of the Spanish government far more depends than upon the most rigorous blockade of the African coast.

The United States have no suggestions to make respecting the most expedient measures to adopt in Africa, with a view to aid the operations of the squadrons employed by our respective governments, or instead of them, should the conviction of their inadequacy to effect the desired object induce the discontinuance of their services. But other means have been suggested by persons intimately acquainted with the slave coast, and who have watched the slave trade operations, and which offer encouraging prospects of success, if adopted. These suggestions relate to the extension and improvement of the free colonial establishments in that region, so as to create barriers at the most exposed points, and also to the construction of small military posts or block-houses, garrisoned from the acclimated population, at or near the places to which the course of the trade has been directed, and where the means of interchange are to be found.

The negotiators of the Ashburton treaty seem to have been among

the few who doubted the efficacy of a blockade for the suppression of this trade. Their provisions, as shown by the ninth article of the treaty, have been strikingly confirmed by experience:

“Whereas, notwithstanding all efforts which may be made on the coast of Africa for suppressing the slave trade, the facilities for carrying on that traffic and avoiding the vigilance of cruisers by the fraudulent use of flags and other means are so great, and the temptations for pursuing it, while a market can be found for slaves, so strong, as that the desired result may be long delayed unless all markets be shut against the purchase of African negroes, the parties to this treaty agree that they will unite in all becoming representations and remonstrances with any and all powers within whose dominions such markets are allowed to exist, and that they will urge upon all such powers the propriety and duty of closing such markets effectually, at once, and forever.”

The obstacles in the way of the successful operation of the blockade system have been rendered sufficiently obvious by the experiment that has been made. The extent and indentations of the coast, the insalubrity of the climate, the paucity of the civilized settlements, and the want of co-operation on the part of the native population, together with the measures resorted to by the slave traders, render it difficult, almost impracticable, indeed, hermetically to close this long sea margin, occupying the tropical regions of the continent.

But there are other causes in operation, tending to affect the hopes, heretofore so generally indulged; of the success of blockading squadrons upon the coast of Africa. The same state of things which has stimulated this trade into renewed activity, by the increased profits attending it, has produced a marked effect upon public opinion in Europe, and may lead to a relaxation in the measures for its suppression. The deficiency of labor in the tropical possessions of England and France, and the consequent falling off in their valuable products, now constitute a subject of anxious inquiry in both countries. The lamentable condition to which those once rich and flourishing colonies have been reduced, under expectations which have not been realized, and the indolence and distress of the emancipated population, present matters of grave reflection, as well for the statesman as for the philanthropist. Means are in progress to remedy the evil by the importation of laborers; but of their precise nature, and of the extent to which they have been or are proposed to be carried, the information which has reached me is not as definite as is desirable. Independently of the supplies procured in other quarters of the globe, it is known that measures with this view have been taken in France, and have met the approbation of the government for furnishing their colonies with laborers by “African emigration,” as it is called. And that not only “freemen” may be engaged, but those “also who have been previously slaves.” It is known that communications upon this subject have passed between the British and the French governments, and that the former “would not object to the French scheme, while the wants of British colonies are being supplied by the Coolie trade.” It is also known that the British government, apprehending this process of supply, might prove an “indirect obstacle” to the extinction of

the slave trade, has proposed to the government of France to substitute "Indian emigration for African emigration," and that this suggestion is now a subject of discussion between the two governments. Whatever guards may be thrown around this plan of agricultural relief, it is still a doubtful experiment, necessarily subject to great abuses. And this apprehension is confirmed by recent events, and, among others, by a statement made a few days since in the British House of Lords, where it was said that "this system meant nothing more nor less than purchasing negroes on the coast of Africa, and pretending to ship them as free negroes." It was also said upon the same occasion, and by the same distinguished speaker, that there was a frightful mortality among these "emigrants," and that they were treated precisely as the slave negroes used to be treated in the time of the old African slave trade.

The Earl of Malmesbury said, that, "between this new French plan of carrying free negroes and the old slave trade, there was a distinction without a difference, and he need not, he hoped, assure his noble friend that the government would use all their endeavors to discourage the practice." The inception and partial execution of these measures have produced an unfavorable impression, and have led to a fear in the public mind that the plan will practically prove to be but another form of slave trading. Official reports have been received from the American African squadron confirming this opinion, and the message of the president of Liberia to the legislature, in December last, presents facts still further justifying the apprehensions to which this scheme has given rise. He states that its effects have already been felt, and that the measures have excited wars among the native tribes, with a view to the capture of prisoners and their sale to the European adventurers. But it is not at all necessary that I should enter into the consideration of these means of supply, except so far as they bear upon the question of the efficacy of a blockading squadron; for the subject has no other interest for the United States than as a general question, and however extensive in its operation, still without peculiar application to them. They have no tropical colonies reduced from a state of prosperity to adversity, and which they seek to redeem from this condition by the introduction of involuntary emigrants, of any color whatever, for the purpose of carrying on the labors of agriculture. They have no necessity nor any design to resort to other countries for a supply of forced laborers, whether coolies, or emigrants, or apprentices, or by whatever name denominated, or of any laborers, who, if not compelled by actual force to enter into distant servitude, are compelled thereto by considerations little less voluntary, and in utter ignorance of the true condition into which they are about to enter. This state of things, while it offers no justification for the African slave trade, indicates a relaxation of public opinion, which has already made itself evident, and has led to measures which may impede the operations and efficiency of the squadron of observation and repression. That this change of opinion, thus brought about, and the efforts to repair, in some way, the evils that are felt, have produced their effects upon public sentiment is undeniable, and they may have operated also in some quarters to diminish

that repugnance to the slave trade which its nature and the cruel circumstances attending it are so well adapted to inspire. But independently of the obstructions, both physical and political, to which I have adverted, and which stand in the way of the successful operation of the squadrons of suppression, there are important considerations, nearly connected with national rights, which offer still graver subjects for the consideration of this government. The slave trade has been recognized by the nations of the earth as a lawful commerce, from the earliest period of history. When a growing sense of its injustice became prevalent in more recent times, and induced a very general desire for its abolition, measures were proposed by the British government, and to some extent carried into operation, which, if permanently established, might have destroyed the free commercial intercourse of the world.

Their character may be understood by the following remarks of that eminent admiralty, Judge Lord Stowell, which are equally honorable to his wisdom and his independence. In the decision of the case of a French vessel, seized upon the coast of Africa, he said: "No nation can exercise a right of visitation and search upon the common and unappropriated parts of the ocean, except from the belligerent claim. No nation has the right to force their way, to the liberation of Africa, by trampling upon the independence of other states, on the pretence of an eminent good, by means that are unlawful, or to press forward to a great principle by breaking through other great principles which stand in their way." The principle involved in this assumption of power was far more extensive than the immediate application. If established by force, or acquiesced in by general consent, it would have enabled every government to denounce any branch of commerce—the slave trade, the opium trade, the trade in ardent spirits, or any other interchange of commodities unacceptable to it—and to take measures for its suppression.

The United States early remonstrated against this dangerous pretension, and they have continued and made known their opposition to the claim of any right of search, whatever form this has assumed, or under whatever circumstances it has been exercised. And they were not alone, for the freedom of commerce found an earnest and able advocate in the British Parliament in the person of the Duke of Wellington, who, in a debate in the House of Lords on the 10th of July, 1839, said: "The clause in question made it lawful to detain any vessels whatever, on suspicion, on the high seas, and demand their papers; and the persons exercising such authority were, moreover, indemnified for all the consequences. Was it intended that the vessels of any power in Europe might be searched and afterwards allowed to proceed on their voyage, whether we had treaties with such powers or not? Such a law would be a perfect novelty in the legislation of this country, and the house ought well to pause before they adopted it."

Again, on the 10th of August, the duke remarked: "It was well known that with the United States we had no convention; there were, indeed, engagements made by diplomatic notes, but nothing went to show the least disposition on their part to permit the right of detention and the search of papers; and if there was one

point more to be avoided than any other, it was that relating to the visitation of vessels belonging to the Union. He warned government not to proceed, but rather to issue an order in council or a declaration of war." The bill passed, however, notwithstanding the opposition of the duke, who said, "it still retained its criminal character—a breach of the law of nations," &c. And well did it deserve this condemnation, for it gave to the commanding officer of every cruiser the right to capture and send in for adjudication vessels engaged in the slave trade, "not being justly entitled to claim the protection of the flag of any State or nation;" thus constituting such naval officer a judge, with a jurisdiction as extensive as the high seas, to determine, not merely the nationality of the vessel, and the object of her voyage, but whether she has violated the laws of her country, and by such violation has placed herself out of its protection and at the disposition of every other power.

Almost all maritime nations have been engaged in the slave trade, and there are everywhere persons who would yet prosecute it if not deterred by the danger of detection and punishment. Undoubtedly a right vested in the armed cruisers of one state to stop and examine the merchant vessels of another might be so exercised as to contribute towards the suppression of the slave trade, as, indeed, its exercise might contribute towards the suppression of other crimes upon the ocean. But this power of armed intervention might also be exerted at the expense of the maritime rights of the world. Such an exercise of force, so liable to be abused, will never meet the concurrence of the United States, whose history abounds with admonitions warning them against its injuries and dangers. They have no disposition to surrender the police of the ocean to any other power, and they will never falter in their determination to enforce their own laws in their own vessels, and by their own power, and to oppose the pretension of every other nation to board them by force in time of peace.

Your lordship, while stating that it is the habit of vessels upon the coast of Africa to hoist the American flag as a protection against British cruisers, remarks that "this precaution does not protect the slaver from visit, but exonerates her from search." The distinction here taken between the right of visitation and the right of search, between an entry for the purpose of examining into the national character of a vessel and an entry for the purpose of examining into the objects of her voyage, cannot be justly maintained upon any recognized principle of the law of nations. To the former, Lord Palmerston, in his correspondence with the American minister at London, added that "the vessel must be navigated according to law." To permit a foreign officer to board the vessel of another power, to assume command in her, to call for and examine her papers, to pass judgment upon her character, to decide the broad inquiry whether she is navigated according to law, and to send her in at pleasure for trial, cannot be submitted to by any independent nation without injury and dishonor. The United States deny the right of the cruisers of any other power whatever, for any purpose whatever, to enter their vessels by force in time of peace. No such right is recognized by the law of nations. As Lord Stowell truly said, "I

can find no authority that gives the right of interruption to the navigation of states upon the high seas, except that which the right of war gives to belligerents against neutrals. No nation can exercise a right of visitation and search upon the common and unappropriated parts of the ocean, except upon the belligerent claim."

The President of the United States, in his annual message to Congress in December, 1841, denounced this pretension to detain and examine American vessels as an interpolation into the maritime code of the world, to which the United States would not submit. The years which have passed since this authoritative declaration, marked, as they have been, by repeated violations of their flag and by repeated remonstrances against these aggressions, while they have added nothing to the strength of the claim, have served but to confirm this government in their determination to oppose it. No change of name can change the illegal character of the assumption. Search, or visit, it is equally an assault upon the independence of nations. Mr. Webster, in a despatch in which he investigated this subject correctly, observed, that what in Great Britain and the United States is known as the right of search, is called by continental jurists the right of visit, and then added, "there is no such distinction as the British government maintains between visit and search." And he further remarked, that the visitation of a vessel, to answer any valuable purpose, must often and necessarily lead, not merely to the sight of papers, perhaps carried with a view to deceive, and produced on demand, but to "a search for other papers," and an inspection of the "log book, showing the previous course and events of the voyage," to an examination into "the language and general appearance of the crew," "into the cargo on board," and "the internal fitment and equipment of the vessel." "These matters, it is obvious," he continues, "can only be ascertained by rigorous search." And the reasons originally urged by the British government for the assertion and prosecution of this pretension, furnish, by their very nature, a powerful argument against its validity. It was contended in its support that, without its exercise, the stipulations of certain anti-slave trade treaties (to which the United States were not a party) could not be enforced, and "that the present happy concurrence of the states of christendom in this great object (the suppression of the slave trade) not merely justifies but renders indispensable the right now claimed and exercised by the British government." And it was also contended that without it, "even the laws of England might be set at defiance by her own subjects." And these considerations were formally presented to this government by the British government in justification of this attempt to change the maritime law of the world. But they are rejected by the United States, who claim inviolability for their vessels, and hold on to that great code whose integrity it is the interest of the strong as well as the weak to maintain and defend, and they deny the right of any power or of any partial combination of powers to interpolate into it any new principle, however convenient this may be found. And they derive neither confidence nor consolation from the assurance given to their minister in London, by an eminent British statesman at the head of the foreign office, that their vessels are not entered as their vessels; "nor is it as

American that such vessels are ever visited." The immunity of their merchant vessels depends upon the rights of the United States, as one of the independent powers of the world, and not upon the purposes or the motives of the foreign officers, by whom it is violated. A merchant vessel upon the high seas is protected by her national character. He who forcibly enters her does so upon his own responsibility. Undoubtedly, if a vessel assume a national character to which she is not entitled, and is sailing under false colors, she cannot be protected by this assumption of a nationality to which she has no claim. As the identity of a person must be determined by the officer bearing a process for his arrest, and determined at the risk of such officer, so must the national identity of a vessel be determined, at the like hazard to him, who, doubting the flag she displays, searches her to ascertain her true character. There, no doubt, may be circumstances which would go far to modify the complaints a nation would have a right to make for such a violation of its sovereignty. If the boarding officer had just grounds for suspicion, and departed himself with propriety in the performance of his task, doing no injury, and peaceably retiring when satisfied of his error, no nation would make such an act the subject of serious reclamation. It is one thing to do a deed avowedly illegal, and excuse it by the attending circumstances; and it is another and quite a different thing to claim a right of action, and the right also of determining when and how, and to what extent it shall be exercised. And this is no barren distinction so far as the interest of this country is involved, but it is closely connected with an object dear to the American people, the freedom of their citizens upon the great highway of the world.

The British government assume that an armed cruiser of their country, possessing a right under the law of nations to enter a merchant vessel of another power for a specified purpose, has the right also (such entry having been effected) to convert it to another and very different purpose—to the enforcement of the claims of Great Britain, without any avowed limitation of the extent to which this dangerous power may be carried. The consequences of such an authority, if once established, are too obvious to need examination, and would be too dangerous in their practical operations not to unite the other commercial powers of the world in a firm determination to resist it. Should this claim of visitation become a part of the law of nations, it would enable a boarding officer in all times hereafter, during both peace and war, (as the claim has done before in time of war,) forcibly to take the citizens of another power from its own vessels for the purpose of serving in the British navy. But the principle of this inquisition and conversion is capable of indefinite extension, and in the progress of events may be used to subject the cargo, as well as the crew, to the claims and regulations of a foreign power, thus destroying, in effect, the free intercourse of the world. Your lordship has communicated a list of vessels, said to have been American, and to have been engaged in the slave trade. This list I have no means of verifying; but the statement, even if accurate, would serve but to show that the laws of the United States are too often evaded or violated with impunity, as are the laws of every other

country. There is one obvious remark, however, applicable to this branch of the investigation, which cannot have escaped your observation. The prosecution of the slave trade is now stimulated by extraordinary profits, and additional capital and enterprise are both embarked in its pursuit. No doubt many vessels constructed in the United States have been purchased by foreigners and employed in this traffic. There is a class of American ships famed for their speed, and these are eagerly sought for this purpose. But, as was well remarked by Lord Brougham, the people thus disposing of their property are no more answerable for the purposes to which it is devoted than an English ship-builder who sold vessels constructed in his yard, which were afterwards despatched to the coast of Africa. Our laws prohibit and provide severe punishment for the fitting out of vessels for the African slave trade, and the proper officers are instructed vigilantly to enforce their execution. But they often find it difficult to prove the object of the proposed voyage, and vessels no doubt escape detection, as well as condemnation, and proceed to sea from this absence of proof. And where is the country under heaven whose laws are not set at nought in the search after gain, and rendered inoperative by the same difficulty of bringing the proof home to the offender? But when such vessels pass beyond the jurisdiction of the United States, and are sold, as they generally are, to foreigners engaged in this business, a very erroneous impression of the true state of things is produced by formally enumerating them by name and by port as American vessels. Upon this subject Commodore Conover reported from the African coast in October last, that in a list of vessels captured by British cruisers, which was prepared by the lieutenant commanding her Britannic Majesty's steamer "Antelope," and delivered by Commodore Wise to Commander McBlair, are mentioned several Spanish and Portuguese vessels, which "sailed under American colors, proving, on examination, to have been fraudulently assumed." And Commodore Crabbe reported that in most, if not all, the cases in which the American flag is used in this traffic, the vessels are manned not by Americans, but by foreigners. And though some of these vessels may belong to American citizens, yet the information received at this department induces the belief that by far the greater portion are owned in Cuba, where many are fitted out and prepared for their work, and with a publicity which holds in contempt the illegality, as well as the immorality, of these expeditions.

I have no doubt but that your lordship is correct in the statement, that the American flag has been fraudulently assumed by the vessels of other nations, engaged in this traffic. It is an abuse to which all flags are liable, which is inseparable indeed from the freedom of the seas; and in a debate in the British House of Lords on the 16th of March last, it was said by an eminent member of that body "that the French flag had been made use of by Spanish slave dealers, to cover their nefarious traffic." It is quite probable that a more accurate examination than I have the means of making might show that vessels English built and English owned have also been employed in pursuing this illegal occupation. And I am justified in this suggestion by a fact which has just come accidentally to my knowledge. It

is the prosecution in England of an English vessel which had been thus engaged. Since the receipt of your note, and while looking over the London "Times" of December 11, 1857, I observed the report of the trial of a vessel, the "Newport," for participation in this traffic. It was before the judicial committee of the privy council, upon an appeal from the vice-admiralty court of St. Helena, which had condemned the vessel. The ultimate issue is not stated, but there is no doubt of the guilt of the parties. Other similar cases might probably be found by even a cursory perusal of the published proceedings of the tribunals having jurisdiction over these subjects. Human cupidity is confined to no one nation, and it is too often gratified without regard to legal or moral duties, certainly without regard to political or geographical boundaries.

Some time since, in conversation, your lordship remarked that the force which the United States were bound by treaty to employ upon the coast of Africa had not always been maintained at its full complement. I was not aware of the fact till my attention was thus directed to it, but on making inquiry in the proper quarter, I found the statement was correct, and I found also, as I have already informed you, that the British government were in the same predicament, their squadron not having always possessed the strength required by the treaty. I assured you, also, that I could not ascertain the cause of this deficiency, but that the requisite appropriations had been annually made, and that care would be taken to prevent a similar accident hereafter. Your lordship has thought it proper again to present this subject in a more formal manner, though after the conversation which passed between us, and the assurances I gave, I did not suppose you attached sufficient importance to these accidental omissions to render a renewal of the subject necessary, more especially as Great Britain required similar forbearance on the part of the United States. Your lordship has been unable to ascertain the cause of this failure on the part of your government, but you conjecture that it may have been owing to the demands of the Crimean war, and to a change in the class of ships employed. Certainly the instances of accidental non-compliance by the United States with the treaty stipulations, some of which had occurred years since, and had passed without complaint, might be regarded with equal charity. Both parties have failed literally to enforce the treaty, and the work of supererogation, in maintaining during some years a greater force than is required by it, and which is assumed by your lordship as an equivalent, and may be so assumed by the United States, does not repel the charge of a non-compliance during other years when the force was less than the treaty required. But I repeat the assurance already given, that the requisitions of the treaty will be faithfully observed by the United States so long as it may continue in force. But while renewing this assurance, the President trusts that such instructions will be issued by your government to the British naval officers employed upon this service as will prevent all interference with American merchant vessels, and thus prevent the recurrence of those causes of complaint which, during almost twenty years, have been often the subject of remonstrance upon the part of this government. The United States

have a legitimate trade with the western coast of Africa, which is already important, and is annually increasing in value. The articles exported from this country are exchanged for palm oil, ivory, hides, dye woods, and other productions of that extensive region. Vessels lawfully engaged in this commerce and approaching the suspected latitudes become themselves suspected, and will be liable to vexatious interruptions if this claim forcibly to board and examine them is once established. The evil has already been felt; and if the practice is not discontinued, it will go on increasing, not only in derogation of national rights but to the serious injury, perhaps to the destruction, of this branch of American commerce. The very nature of these interruptions almost necessarily leads to abuses. The boarding officer is supported by a competent force while taking the command of a foreign merchant vessel. He pursues his examination at pleasure, detaining the vessel if he think proper, and sending her in for trial if not satisfied. It is not necessary to pursue this recapitulation, as the circumstances attending these naval inquisitions are well known, and have been rendered familiar to the people of the United States by grave occurrences in their history. Such vexatious interruptions would go far towards the annihilation of the growing commerce between the United States and Africa, leaving it to be pursued by the more fortunate adventurers of other nations not exposed to similar obstructions; and the interruptions may be accompanied by circumstances little compatible with the continuance of those friendly feelings which now happily unite our respective countries. An occurrence of this nature has just taken place, if the report from Savannah, now going the rounds of the papers, is correct, that an American vessel, the "N. B. Borden," engaged in a lawful trade, was fired at by the British steam vessel-of-war *The Styx*, on the high seas, off the coast of Cuba, and forcibly detained and examined. The report may be incorrect, but I have written for the necessary information, and if I find, when received, that it corroborates the published statement, I will communicate the result to your lordship, with such representations as the circumstances may call for. But it is obvious that a serious collision may occur at any time when a British armed vessel meets an American merchantman, so long as this pretension is exercised.

Your lordship disavows on the part of your government the right of British cruisers to detain an American vessel, even if found engaged in the slave trade. In view of this disavowal, I am at a loss to comprehend why an American vessel, when detained upon the high seas, should destroy the evidences of her nationality, and suffer herself to be captured, when, by maintaining her true character, she would be beyond the control of any cruiser, except one of her own nation. A despatch from the commanding officer of the American squadron upon the coast of Africa, Commodore Conover, to the Secretary of the Navy, dated October 19, 1857, throws light upon this subject, and shows the danger of abuse which surrounds this whole matter. He states that American vessels employed in the slave trade have been encouraged by the officers of British cruisers to throw their papers overboard, in order to avoid the punishment of death, and have been thus taken without any evidence of nationality. The reason

assigned for this procedure is said to be, that the punishment of this offence, by the laws of the United States, being death, persons found committing it under the American flag, if they cannot escape, prefer to be captured by a British cruiser, with the chance of impunity, or, at any rate, of a less penalty than capital punishment. The crew is landed upon the nearest part of the coast, while the vessel is sent to an admiralty court for condemnation, and the proceeds, or a considerable portion of them, distributed as prize money, and an allowance made for each of the captured slaves. And such slaves, it is understood, are transported under prescribed regulations defining their condition to the British tropical possessions in America. How far these regulations may afford adequate protection to the imported laborers I have not the means of judging; but I observe it was stated, by high authority, in the British House of Lords on the 16th of March last, and not contradicted, that a law had been passed in the island of Jamaica, called a vagrant law, the real object of which was to reduce the free negroes in the island to slavery.

Commodore Conover states that, till he ascertained the existence of this practice, he could not account for the numerous cases of vessels "without flag or papers" taken by British cruisers. And I observe in the lists of vessels reported by your lordship to have been captured that some of them are stated to have had no papers. The papers were, no doubt, in some instances, disposed of in the way and with the view described by Commodore Conover. The following extract from his report will explain as well the abuses as the dangers of this armed interference by foreign cruisers with American vessels. And it shows, also, that sometimes the condemnation of the vessel is a nearer object than the punishment of the crew.

After reporting the capture of the "Bremen," bearing the American flag, Commodore Conover says that "this seizure appears to me only an instance of the method usually adopted by her Britannic Majesty's cruisers on this coast, to secure as prizes American slavers, and may serve to explain what before seemed very strange, that so many vessels should be reported by the British commanders as having been captured without flag or papers."

Commodore Conover also enclosed the report of Commander McBlair, commanding the United States sloop-of-war "The Dale," who had sent two of his officers, Lieutenants Pelot and Davidson, to Commodore Wise, in command of the Vesuvius, by which vessel the Bremen had been captured, in order to ascertain the true circumstances of the case. Commander McBlair reported that Commodore Wise said to Lieutenant Pelot, that when the Vesuvius neared the Bremen, this latter vessel "hoisted American colors and hove to. Commodore Wise boarded her in person, and having reason to suppose that the vessel was engaged in the slave trade, informed her commander, who appeared to be a Portuguese, that it was his intention to take the vessel, and that he did not wish to see her papers; at the same time giving him his choice, whether to be taken under the American flag, or otherwise. The captain made some unintelligible expression about being taken as a pirate, and the mate hauled down the colors immediately.

The papers were then thrown overboard, and the vessel was seized as a prize, 'without colors or papers.'"

"The officers and crew of the vessel, with the exception of the cook, were landed on the nearest part of the coast, and she was sent to Sierra Leone."

Commander McBlair also reported that Lieutenant Davidson asked Commodore Wise whether, in the event of his meeting with an American slaver under American colors, and bearing genuine papers, (which, of course she would have obtained when she cleared for other purposes than slaving,) he would use means to induce the captain to throw his colors and papers overboard. He replied: "Well, I might stretch a point and tell the captain the 'Dale' was just near at hand."

Commodore Conover immediately addressed a letter to Rear Admiral Sir F. N. Gray, the British commanding officer upon the station, protesting against this action of Commodore Wise, as an interference with the rights of Americans to take and bring to merited punishment those who, while they bear the flag of the United States, offend against its laws, and protesting against it also for other just reasons, which he urges growing out of this assumption of power. I do not doubt but that this subject will engage the attention of your government with a view to the correction of the evil.

I have already informed your lordship that I have not the means of verifying the lists of the vessels which you have transmitted, nor of ascertaining whether the rights of the United States may have been violated by the capture or condemnation of any of them. But the circumstances reported in your letter of January 17, 1858, respecting the vessel "The Louis McLane," are sufficiently grave to call for an investigation. You state that this vessel, sailing under the American flag, was captured by her Britannic Majesty's cruiser "The Alecto," and that her papers were "of a character so fraudulent or imperfect as to constitute no evidence of American nationality."

It is not shown what was the nature of the papers, nor in what the fraud or imperfection consisted. I am at a loss therefore to understand the ground of justification for the capture of this vessel, more especially as she sailed with regular papers furnished by the collector of New Orleans, and I can perceive no motive the captain could have had to replace these by fraudulent or imperfect papers while still claiming American nationality.

When I received your lordship's letter, calling my attention to this case, I communicated a copy to the collector, requesting from him the necessary explanation. He informed me, in answer, that having reason to suspect the illegal destination of the "Louis McLane," he caused her to be watched; but not being able to procure the necessary proof of her condemnation, he granted her a regular clearance, and at the same time, agreeably to previous arrangements, he telegraphed to the captain of the revenue cutter stationed at the mouth of the Mississippi, instructing him to overhaul the "Louis McLane" and to examine her thoroughly, and, to adopt the words of the report, "if he found evidence to justify the suspicions I had entertained, to take charge of the vessel and bring her back to the city." The result was the arrest of all the persons on board; the return of the vessel; the

discharge and careful examination of her cargo; the examination of the vessel and her equipments by several experienced ship-masters, some of whom, having been on the coast of Africa, were competent judges; and the institution of legal proceedings against both the vessel and the parties arrested. In these proceedings every effort was made, by the most careful and constant attention to the subject, to convict the parties accused and to condemn the vessel. The accused were defended by able counsel and released in the preliminary examination; and in the action against the vessel, although, to my mind, the evidence was conclusive, the government failed to obtain a verdict. This case was, however, so clear that an appeal was taken from the United States district to the United States circuit court, while the vessel, released on bonds, proceeded to sea." I append a copy of the letter, not merely as an act of justice to the collector, but also because it shows the zeal and efforts which are used to enforce the laws upon this subject, and the difficulties the officers have to encounter. The collector, as your lordship will observe, desires copies of the papers to which he refers, as they may be useful in the further judicial proceedings at New Orleans touching the "Louis McLane." If in your lordship's power, I should feel obliged if you would have the copies forwarded to this department, as it is important that the circumstances of this capture should be fully known to the government, that such measures may be taken with relation to it as the facts, when disclosed, may call for. The papers will ultimately be forwarded to the collector.

In conclusion, I am instructed by the President to inform your lordship that while he is determined to execute the treaty of 1842 with fidelity and efficiency, he is not prepared, under existing circumstances, to enter into any new stipulations on the subject of the African slave trade.

I have the honor to be, my lord, with high consideration, your lordship's obedient servant,

LEWIS CASS.

Lord NAPIER, &c., &c., &c.

Mr. Mason to Mr. Cass.

No. 299.]

LEGATION OF THE UNITED STATES,
Paris, February 19, 1858.

SIR: In an interview which I had the honor to have with Count Walewski, minister of foreign affairs, in the last week of January, I asked him if there were any objections to my being informed of the precise character of the measures adopted by his Majesty the emperor's government in regard to the importation into the French colonies of negroes from Africa. He replied that there was not, and he proceeded to state very frankly that the French colonies, particularly in the West Indies, were languishing for want of labor. That negro labor alone was adapted to tropical productions—that the French government had devised a system for the introduction from

Africa of laborers, under guards which were intended to protect them as free emigrants. That to supply these laborers they looked mainly to prisoners taken by the tribes in their intestine wars, who would, if not so disposed of, according to the barbarous customs of the country, be put to death. That the arrangements in Africa, prior to embarkation, and for the disposition of the emigrants during the voyage, and after their arrival in the colonies, were entirely under the management and control of commissioners of the French government; that obligations were taken by them from the planters who received the emigrants into service, to bind them to provide for the negroes during their term of service and secure to them the means of returning to Africa, if they shall choose to do so, after its expiration.

I asked if there was any truth in some statements which I had seen in the English newspapers, that French vessels freighted with African emigrants would be regarded by British cruisers as engaged in the African slave trade. His excellency said "No, that there had been some communication between the two governments, and the British government would not object to the French scheme while the wants of the British colonies were being supplied by the Coolie trade." The minister urged that the plan adopted secured African labor, which was indispensable in their colonies; that the emigrants were free and were rescued generally from impending immolation; that relieved from ignorance and heathenism of the most degrading character, they would be humanized and christianized by being placed in contact with the French colonists. The conversation ended by the minister's assurance that he would send me a written memorandum in reply to my inquiry. This promise he redeemed by sending to me the papers which I herewith-transmit. There are some points on which neither the conversation nor the written memorandum give information which I desired. It does not appear whether a consideration is paid to the chiefs of tribes for their captives or people. I infer that there is. It does not explain the duration of the term of service, and it remains to be seen whether any of the emigrants will survive the term or return to their country.

Judging from the tone of the public press, and reasoning *a priori*, I feel quite confident that in future we will see the fanatical denunciations of American slavery greatly moderated, if not silenced, in France, perhaps in England.

The French system is the subject of much discussion in the English and French journals. In the *Revue des Deux Mondes*, which is the organ of the abolitionists, or *des Amis des Noirs*, it is severely attacked; in the "*Revue Contemporaine*," of which I send a copy herewith, it is defended. It is quite evident that a conviction is gaining strength both in England and France that the compulsory emancipation of the slaves in their tropical colonies, by authority of government, a grave political error has been committed—an error unjust to the colonists, whose rights of property were destroyed, and to the colonies by the annihilation of the labor which made them productive, without securing any compensating benefit. It was a tribute to an abstract idea, and now, to repair the error in its politico-economical sense, measures are resorted to which amount essentially and necessarily to the restoration of slavery, whether of the coolies or the free

emigrants, or the rebellious sepoy of British India, far more objectionable than the regulated system of slave labor which the present generation found established and destroyed. It is a subject of so much interest to the United States that I have thought it not amiss to make this communication. It appears to me that when the condition of the native born slave of the United States, intelligent, well cared for, christianized and happy, is contrasted with that of the coolie or the African emigrant, or the transported Indian sepoy, the most fastidious philanthropy will not hesitate to declare the advantage to be on our side; and when enlightened governments at the head of European civilization are seen, in a moment of fanaticism, to interfere with rights of property, and to destroy the labor of whole communities on an abstract notion, and so soon compelled by political necessities to resort to such measures to repair the wrong which they have done, that all right minded men with us will conclude that "it is better to bear the ills we have than fly to others which we know not of."

I am, very respectfully, your obedient servant,

J. Y. MASON.

Hon. LEWIS CASS,
Secretary of State.

PARIS, *February 2, 1858.*

The minister of foreign relations presents his earnest compliments to Mr. Mason, and has the honor of sending him the note alluded to in their last interview.

[Translation.]

Supply of laborers for the French colonies.

The want of hands in our colonies has long since induced the French administration to look to African emigration for a supply. Our agents go to Africa in quest of negro laborers, who were, in the first instance, selected from among the freemen, who offered themselves, and whom they now also enlist from those who may previously have been slaves; the services of none of them, however, are contracted for, nor are they themselves taken on board ship until after they have fully recovered their freedom. The French government, by special regulations, has provided for the perfect morality of those transactions. Those enrolments are made under pre-established conditions, so as to secure for the emigrant all necessary guaranties, looking to means of transportation, personal treatment, of limited duration of the engagement and of facilities for a return to his country, should it be desired. Besides this they are perfected under the immediate control of an administrative agent *ad hoc*.

The British government has looked unfavorably upon them; although numerous experiments, already made by the government of the emperor, have superabundantly proved that, under such conditions, there

is no reason to apprehend any abuse resulting from such operations. The former government seems to view it as an indirect obstacle to a total extinction of the slave trade; and in that sense it has addressed the French government. As it might turn out that the enlistment of laborers in India, could it be secured by adequate facilities, might furnish the supply of hands, which we seek for on the coast of Africa, the French government has inclined, upon a proposition of the British government, to come to an understanding on the subject, and they, accordingly, are now engaged in communications as to the possibility of substituting Indian emigration for African emigration.

NAVY DEPARTMENT,
April 21, 1858.

SIR: I have the honor to acknowledge your reference to this department of the resolution of the Senate of the 19th of January last, requesting the President, "if not incompatible with the public interest, to communicate to the Senate any information in his possession derived from the officers connected with the American squadron on the coast of Africa, or from the British government, or the French government, or other official sources, concerning the condition of the African slave trade, and concerning the movements of the French government to establish a colonization in the possessions of that government from the coast of Africa," and to transmit herewith copies of the papers specified in the accompanying list.

I am, sir, with great respect, your obedient servant,
ISAAC TOUCEY.

The PRESIDENT OF THE UNITED STATES.

List of documents accompanying the report of the Secretary of the Navy to the President.

Commodore Crabbe to the Secretary of the Navy, (extracts and accompaniments,) February 14, 1857.

Commander William McBlair to Secretary of the Navy, (extracts,) September 23, 1857.

Commodore Conover to Secretary of the Navy, (extracts and accompaniments,) October 13, 1857.

Same to same, (extracts and accompaniments,) October 19, 1857.

Commander McBlair to Secretary of the Navy, (accompaniments,) November 13, 1857.

Same to same, (accompaniments,) November 13, 1857.

Secretary of the Navy to Secretary of State, April 19, 1858.

Commodore Crabbe to the Secretary of the Navy.

[Extracts.]

No. 17.]

UNITED STATES FLAG-SHIP JAMESTOWN,
Porto Praya, February 14, 1857.

SIR: On the day following the date of my last despatch to the department, (No. 16, forwarded from Monrovia on the 1st December, 1856,) I sailed on a short cruise down the coast, keeping the shore well in view for the whole distance, and anchoring at Cape Palmas, Elmina, Cape Coast, Accra, and Quitta in the Bight of Benin. During

the whole cruise, although many vessels were boarded at different places, nothing whatever was seen to excite our suspicions. Upon leaving Quitta, I directed my course to Monrovia, where I arrived on the 5th of January, and, leaving there on the 13th, arrived at this place on the 25th of the same month.

Whilst at Monrovia I was indirectly informed of hostilities having occurred between the inhabitants of Cape Palmas, aided by one of the native tribes, against another tribe located at Harper; but being anxious to reach Porto Praya to ascertain the condition of the squadron in regard to provisions, &c., I thought it inexpedient to revisit the Cape at that time. From the statements of some of the residents of Liberia and missionaries from our country, I have no doubt whatever that the difficulties were all brought on by the (to say the least) imprudent conduct of Governor Drayton, of Cape Palmas, who, by all accounts, was the aggressor, he having started with an expedition to destroy the native town before any attack was made upon him. On the 7th instant, the *St. Louis* having filled up with provisions, I despatched her to that place, in order to ascertain the condition of affairs and to prevent the interests of Americans from suffering; of which, however, I anticipated no danger.

Upon our arrival here we found the United States ship *St. Louis*. She left this place on the 11th August, 1856, stopped at Cape Palmas, Agwey, Great and Little Popo, Whydah, Porto Novo, and Badagry, on the north coast; Prince's Island, and Little Fish bay, Elephant bay, Benguela, *St. Paul de Loando*, and the Congo river on the south, visiting particularly the points indicated in your communication of December 11, 1855, and arrived here on the 6th January, calling at Monrovia on the way.

Commander Livingston reports having boarded a number of vessels, and having met with nothing suspicious. He also states that the opinions of the officers of the British cruisers at the Congo, as expressed to him, were, that our vessels at that place appeared to be engaged in legal trade alone.

The accompanying papers were handed me, soon after we arrived, by Commander Livingston; and no opportunity, until the present, having offered for their transmission, will explain the reason for their not being sooner forwarded. Upon his arrival at Benguela he heard of the detention of the American schooner *Flying Eagle* at Loando, in consequence of suspicions having been excited, as regarded her character, she having brought out a large quantity of gold to several resident merchants on that part of the coast. That money is now in the treasury at Benguela, awaiting the decision of the judicial authorities. Upon his arrival at Loando, Commander Livingston had interviews with Sir George Jackson, her *Britannic Majesty's* commissioner, (a copy of a letter from whom is herewith transmitted,) and through him most of the facts in regard to the case were obtained.

It would appear, from the letters and papers upon the subject, brought out by the "*Flying Eagle*," which were seized in consequence of the suspicions excited in regard to her character, that the slave trade has been carried on to some extent by an organized company, many of the members of which are residents of New York and Havana.

* * * * *

The circumstances of the case are as follows: On the 31st December, 1855, the brig P. Soulé shipped 479 slaves, (called volumes,) from Lucira, a small port between Benguela and Fish Bay. She landed them in Havana, in February, 1856, receiving for them \$85,000. Forty-eight persons were engaged in the profits, whose residences are given; and the money remitted by the "Flying Eagle" was to pay the shares of those owners residing on this coast. As I have herein before stated, it was in consequence of this money being on board that the "Flying Eagle" was detained, and these important facts, consequently, obtained from the papers brought by her. She sailed for New York on the 4th November last.

It appears, as far as I can learn, that in the majority of cases in which our flag is used in this traffic, it is by vessels sailing from the port of New York, owned by Portuguese and other foreigners, who obtain the right to carry it by a short residence in our country, and that in most, if not all, cases, said vessels are manned not by Americans but by foreigners.

* * * * *

I am, very respectfully, your obedient servant,

THOMAS CRABBE,

Com'g U. S. Naval Forces, Coast of Africa.

Hon. J. C. DOBBIN,

Secretary of the Navy, Washington, D. C.

LOANDO, November 12, 1856.

MY DEAR SIR: From the accompanying document, which I transmit to you confidentially, and from the several particulars which I have had great pleasure in giving you verbally, as well as your own inquiries, you will have become fully acquainted with all the circumstances attending the case of the "Flying Eagle," the slave trading transaction in which her being despatched to this coast originated, and the important disclosures which her arrival has given rise to.

The proceedings to which the above document refers being yet pending, it is not officially certified or attested, but I can vouch to you for its authenticity.

Wishing you a prosperous voyage, allow me to express the gratification I have had in making your acquaintance, and to sign myself, my dear sir, very respectfully and faithfully yours,

GEO. JACKSON.

Captain LIVINGSTON,

U. S. Ship "St. Louis."

Commander McBlair to the Secretary of the Navy.

[Extracts.]

UNITED STATES SHIP DALE,
Loango Bay, September 23, 1857.

SIR: In obedience to the orders of flag-officer Conover, of the 17th ultimo, I sailed from Porto Grande on the 18th ultimo, and anchored off Red Point, the eastern bank of the Congo river, on the afternoon of the 14th instant. At 10 a. m. on the 15th I discovered a sail and gave chase. She proved to be the American whaler "Louisa Sears," of Edgartown. On the afternoon of the 15th I anchored off Black Point Bay. On the morning of the 16th I was boarded by a boat from the English steamer "Electra," and was informed that an American barque was in the neighborhood, expecting a load of slaves from a barracoon at Black Point. I stood off the coast, as I was satisfied the barque would not approach the coast while I was near it, and was prevented, on account of calm and current, from reaching the anchorage off Black Point again. On the 19th instant I proceeded to Loango Bay and anchored. On the 20th discovered a barque, with French colors, off Black Point. I stood out and boarded her. She proved to be the French barque "Clara," with an officer of the French navy on board to give her a national character. Her object was the purchase of slaves for the French colonies in the West Indies, and carrying out a contract made by the French government, some six months ago, with a Mr. Régis, of Marseilles, which contract bound M. Régis to furnish the French government with 20,000 apprentices or slaves within three years from its date. I was informed by the officer, who visited me afterwards, that there was a French steamer, under the same contract, prepared to carry 800, and was lying in the Congo for the purchase of them. The French government steamer "Dielmath" anchored in this port on the 22d instant, the commander confirming the statement I received from the officer aboard the "Clara." I also received from those officers information that there were four vessels under the same contract, each large enough to accommodate 600 slaves, to the north of us. It was supposed that they would principally engage apprentices about Sierra Leone. From the same source I learn that the French squadron consists of one steam frigate, one sailing frigate of 52 guns, four steamers of six 32-pounders each and 220 horse power, four steamers of 80 horse power, one steam transport, and one sailing transport. Their station extends from the Senegal to Cape Negro. On the Senegal they have seven small steamers for the purpose of towing launches, &c., up the river, seven forts between Fort St. Louis and Medina, 690 miles up the river, and 1,200 white troops, with a number of natives, employed by the French government. The object appears to be to unite with the land forces from Algiers. I understand that there are four or five vessels in the neighborhood ready to receive slaves so soon as this ship is out of the way.

In the Congo there are several American vessels—one a very fine clipper from New Orleans, the name of which I could not learn, ac-

knowledging her intention to carry off slaves. She has been visited by foreign vessels; her papers and everything about the vessel are apparently proper for commercial purposes; and such is the character of all the vessels which come to the coast for the purpose of transporting slaves. They make their contracts, go off the coast, and at preconcerted signals approach and receive their slaves, slave decks and other arrangements for transporting slaves. The American captain then leaves and transfers the vessel to other hands. That there are American vessels, and many of them, engaged in this traffic there can be no doubt.

* * * * * I will sail this afternoon or to-morrow on the cruise between this and St. Paul de Loando, which I expect to reach about the 20th October, and find flag-officer Conover.

* * * * *

I have the pleasure to state that the officers and crew are in good health.

It may be proper to state that, in the absence of the flag-officer, I feel authorized to communicate directly with the department, in compliance with his general instructions.

I remain, sir, respectfully, &c.,

WM. McBLAIR, *Commander.*

Hon. I. TOUCEY,
Secretary of the Navy, Washington.

Commodore Conover to the Secretary of the Navy.

[Extract.]

No. 11.]

U. S. FLAG-SHIP CUMBERLAND,
St. Paul de Loando, October 13, 1857.

SIR: I have the honor to report my arrival at this port on the evening of the 10th instant. I was disappointed in not finding here the United States ship Dale. By the report of Commander McBlair, I learn that he left here only the day before, having received information with regard to American vessels lying in the Congo river, supposed to be engaged in the slave trade, which induced him to leave immediately for that place, without waiting my arrival. I enclose, also, a copy of a paper furnished Commander McBlair by Commodore Wise, of her Britannic Majesty's service, containing certain information with regard to slavers and their "*modus operandi*," together with a list of vessels captured by her Britannic Majesty's cruisers during the last three months. I addressed a communication this morning to the Hon. Edmund Gabriel, British commissioner, resident at St. Paul de Loando, asking for information of the circumstances under which vessels purporting to be American had been boarded and seized by British cruisers. Any information which I may obtain upon this subject I will forward to the department by a vessel which expects to leave this port for the United States in about two weeks.

The slave trade appears to be carried on at present to an unusual extent, and, from what I can learn, is centered at and near the mouth of the Congo river.

I shall supply the United States ship Dale with four month's provisions from the flag-ship, and shall order her to cruise principally along this southern coast. I purpose, myself, to proceed from here to the mouth of the Congo river, and then cruise to the northward, touching at the principal slave marts, hoping to be at Porto Prayo in all December.

* * * * *

I also call the attention of the department to the legalized traffic in native Africans which is at present being carried on in the name of the French government, information of which is contained in Commander McBlair's communication to the department, bearing date "September 23, 1857," the substance of which is embraced in the enclosed report to me.

I have the honor to be, respectfully, your obedient servant,

T. A. CONOVER,

*Flag-officer and Commander-in-Chief
U. S. Naval Forces, coast of Africa.*

Hon. I. TOUCEY,
Secretary of the Navy.

U. S. FLAG-SHIP CUMBERLAND,
St. Paul de Loando, October 13, 1857.

SIR: Agreeably to your directions, this ship, after having received on board water and seven month's provisions, at Porto Praya, with a view of supplying the wants of the United States ship Dale, proceeded from that port on the 4th ultimo towards the south coast of Africa.

When in the Gulf of Guinea, on my representation of the advantages of procuring purer water than any to be found on the coast, she was permitted to touch at West Bay, Prince's Island, where her tanks and casks were filled during a stay of four days.

On the 27th she left Prince's Island, and on the 29th boarded and examined the American barque Pearl, which proved to be a whaler.

On the 3d of October was in with the land, off the mouth of the river Camma, where we descried a suspicious looking schooner showing the American flag. Anchored the ship in six fathoms water and sent three armed boats to board and ascertain her true character. After an investigation our suspicions were not sustained; she proved to be the Cortez, of New York.

On the 5th October sighted the island of Anna Bon, and on the 8th was in sight of land off the Congo river. On the evening of the 10th anchored at this place.

I have the pleasure to state that the ship is in good and effective condition in every department, with her officers and crew in healthy state, and ready and capable of performing any duty that may be demanded.

On arriving here on the 10th instant she had been 102 days from

the United States, of which 68 days were passed at sea, having sailed 8,235 miles per log, averaging near 120 miles per day, at sea.

Very respectfully, sir, your obedient servant,

J. S. MISSROON, *Commander,*
Commanding U. S. Ship Cumberland.

Flag Officer THOMAS A. CONOVER,
Commanding U. S. N. Forces on Coast of Africa, Loando.

UNITED STATES SHIP DALE,
St. Paul de Loando, October 9, 1857.

SIR: I have the honor to report that, in obedience to a duplicate copy of your orders of July 19, 1857, received August 17, I sailed on the morning of August 18 from Porto Grande. On September 5 I made the island of St. Thomas, and showed my colors off St. Anna de Chaves, without communicating. On the 7th I made Cape Lopez, and on the 14th I anchored off Red point, the northern bank of the mouth of the Congo, having made the coast repeatedly, since leaving Cape Lopez, without meeting with any strange sail, save a war steamer, with which we did not exchange colors. On September 15, whilst at anchor, I discovered a sail, five miles to leeward of us, under the land; gave chase, and boarded her. She proved to be the American whaler "Louisa Sears," of Edgartown. Whilst in chase, several sails were discovered to windward, and I was spoken, also, by the English steamer Trident.

* * * * *

On September 15 I anchored off Black Point bay. On the 16th I was boarded by a boat from the English steamer "Electra," which reported having captured, twelve miles north of Kabenda, August 28, the schooner "Eliza Jane," of about 250 tons, (English measure,) with a slave deck, no papers and no flag, supposed to be of American build; and also, on September 2, in Kabenda bay, a barque of between 300 and 400 tons, with no papers, and no one on board, name unknown; the officer mentioned having seen, about a week before, a suspicious vessel with the American flag, off Black Point. She was a barque of 500 tons, black, with a fiddle-head.

I stood out to sea, and, on account of calm and current, was not able to reach the anchorage off Black point again until the morning of the 18th. On the 19th I stood round the point and anchored in Loango bay, and commenced taking in a supply of wood and water.

On the 20th I discovered a barque off Black point; stood for her, and boarded her. She proved to be the French barque "Clara," with an officer of the French navy on board, to give her a national character. Her object was the purchase of slaves, and the carrying out a contract made by the French government some six months ago, with a M. Régis, of Marseilles, which contract bound Mr. Régis to furnish the French government with 20,000 apprentices, or slaves, within three years from its date.

I was informed by the officer who visited me afterwards, that there was a French steamer, under the same contract, prepared to carry

eight hundred, now lying in the Congo, for the purchase of them. The French government steamer "Dielmath," anchored in Loango bay, September 22, the commander confirming the statement I received from the officer aboard the "Clara."

I also received from these officers information that there were four vessels, under the same contract, each large enough to accommodate six hundred slaves, to the north of us. It was supposed that they would principally engage apprentices about Sierra Leone. From the same source I learn that the French squadron consists of one steam frigate, one sailing frigate of fifty-two guns, four steamers of six 32-pounders each and 220-horse power, four steamers of 80-horse power, one steam transport, and one sailing transport. Their station extends from the Senegal to Cape Negro.

In Loango bay I examined the papers of the French brig "Merle," of Havre, engaged in trading with the natives. From the degraded condition of the natives on the coast, I cannot but believe that this action of the French government will result in their benefit.

On the 23d, finding no reappearance of the suspected American vessel, I sailed, remaining off the coast until the 26th. The scurvy making its appearance among the crew, whom I had not been able to furnish with fresh provisions since leaving Madeira, on June 17, I determined for that purpose to steer for Ambriz.

Two American vessels are reported in the Congo; one a fine clipper ship from New Orleans.

On September 28 made Point Padron, off which I discovered a sail at anchor. Stood in and anchored, and examined her papers. She proved to be the American whaling barque "Mauked and Thomas," of Mattapoissett. From the captain I derived no information. At daylight next morning discovered a sail; stood for her, and discovered her to be the American whaling barque "Dr. Franklin," in want of medical assistance. Sent the assistant surgeon on board, and, on his return, supplied her with medicine.

Beat along the coast, and made Ambriz on the afternoon of the 1st instant. Finding we could not reach the anchorage before dark, I continued south, and anchored here on the morning of the 3d instant. I was visited before I anchored by Commodore Wise, of the English navy, who was about to get under way in the steamer "Vesuvius," his flag-ship, and was anxious to read me a paper, of which, at my request, he very politely furnished me with a copy, a duplicate of which I send you.

On the 7th instant, at the request of the British commissioner, I had an interview with him; and, deeming it important that a vessel should be in the vicinity of the Congo, I have determined to sail as soon as I can receive my supply of wood and water, and think it probable that, if I find an English steamer off the Congo, I will take advantage of her to tow my boats up 30 miles, for the purpose of examining several suspicious vessels there, bearing the American flag. My intention is to start the boats early in the morning, so that they may be aboard again by night.

Should I not hear from you I shall return here about November 5, when my provisions will be reduced to about five weeks' supply.

The crew have been very much benefitted by the supply of fresh provisions.

Between this and Cape de Verde, the British squadron consists of eleven steamers and two sailing brigs. The admiral has applied for an increase of force. * * * * *

The English steamer "Myrmidon" has just arrived, and reports the capture, within a week, of a vessel of 250 tons, with neither papers nor flag, supposed to be American; and also, within a day or two, she examined a suspicious looking vessel called the "Bremen," bearing the American flag, off Decirz.

The steamer is to meet the commodore off the Congo on the 11th instant. I have, consequently, determined to sail this afternoon.

I enclose the copy of a despatch which I forwarded to the honorable Secretary of the Navy, from Loango bay, *via* Fernando Po.

I remain, sir, respectfully, &c.,

WM. McBLAIR,
Commander.

Flag Officer T. A. CONOVER,
Commander-in-chief United States
Naval Forces, Coast of Africa.

Information regarding slavers received from the master of the "Jupiter," captured by H. M. S. "Antelope."

When an expedition to Africa is arranged in Havana, one of the principal slaveholders, or an accredited agent, provided with funds, goes to New Orleans and places himself in communication with Messrs. Goldenboro & Lespark, 75 Camp street, New Orleans, who are in all cases the agents for vessels fitting for the slave trade.

They choose a master, and for this a naturalized citizen is always preferred to a native born American. The master selects a vessel, and, being provided with money by the agent or owner, buys her and registers her in his own name, as master and sole owner.

The vessel is then fitted out with the assistance of the firm above named. About 25 or 30 water casks will be filled; the remainder will contain the rice, farina, and beans. A number of small breakers are also purchased, which, by cutting off both ends, make the slavers' mess tubs.

The shipping master is feed to provide a crew of Spanish or Portuguese, whom he provides with American protections, though none of them answer to the appearance of the men themselves, being all purchased from men really Americans. These protections are shown with the vessel's papers at the custom-house, and she is cleared as American. The owner or agent goes in the vessel as supercargo.

The "Jupiter" sailed from New Orleans as a fore-and-aft schooner, carrying her yards on deck. Her owner, Don Gabriel Perez, was on board, as supercargo. Her orders were to touch nowhere but at Teneriffe and Annabon.

At Teneriffe she received her slave coppers, entered three more Spaniards, altered her rig, and bent a new suit of sails.

The manifest with which she cleared from New Orleans was for 25 water casks, 4,500 feet of lumber, and 28 barrels of whiskey.

From Teneriffe she proceeded to Atakos, a few miles west of Cape St. Paul's. On hoisting a white flag at the fore, a canoe came at once to them, and the owner sent on shore a letter, saying "25 days from to-day I will return to this place for my orders." This letter was conveyed by Lagoon to Whydah. She then went to Annabon, where they shifted the rice and beans from the water casks into bags, laid the slave deck, and filled up with water. On the 25th day they returned to Atakos; and, on hoisting the white flag, a canoe brought them a letter, telling them, "eight days from to-day the steamers are ordered to rendezvous at Lagos, and your cargo will be ready on that day, a little below Great Popoe, where you will see a Buenos Ayrean ensign hoisted." (They had very correct information, for we ordered to rendezvous at Lagos on the 26th of June, 1857.)

The place is called Praya Nova, and has only been lately built expressly for shipping slaves. All the canoes are kept out of sight at the back of a sand embankment.

The only resident at Atakos of any note is a man named Reynolds, a native of Accra, supposed to be dealing in palm oil.

All the letters brought to the schooner at Atakos, though in Portuguese, were directed in English. Three other vessels were fitting out at New Orleans for the coast, under the same circumstances as the "Jupiter." One, a brig, called the "William Clarke," (captured by H. M. S. "Firefly" in August, see accompanying list,) owned by a very large and wealthy firm in Havana, was stopped by the custom-house, but it was confidently expected that she would be released. Her orders and destination were the same as the "Jupiter's." She had, as nominal master and owner, a man named Francis Ranger, a native of Nova Scotia, but a naturalized American—a man who had never been at sea. Her crew were all Spaniards, and the vessel was actually commanded by the Spanish supercargo.

A barque, called the "Splendid," master's name Rich, sailed a day or two before the "Jupiter," with the same orders and for the same destination, but had not arrived at Teneriffe when the "Jupiter" left. Both the "William Clarke" and the "Splendid" were to bring money to pay for their slaves.

A brigantine was also being fitted out by a Portuguese firm, her destination being the Bight of Benin, but he did not know her name.

We were informed by Mr. Lippell, Sardinian consul at St. Thomas, that an American brig, called the "Nancy," fully equipped for the slave trade, had completed her water at St. Anna de Chaves, and sailed for the south coast a day or two before our arrival.

All the vessels above named were to land their slaves at Porto Praya keys, on the south side of Cuba, at which place, after hoisting the white flag, a pilot takes the vessel into the harbor, which is landlocked, and where they are out of sight.

JOHN W. PIKE,
Lieutenant Commanding H. M. S. "Antelope."

List of vessels captured during the preceding three months.

"Jupiter," captured by H. M. S. "Antelope," with seventy slaves on board, flag and papers destroyed by her master, in July last, off Praya Nova, in the Bights of Benin.

"Onward," of Boston, captured by H. M. S. "Alecto," in September, off the Congo or Kabenda, her master having destroyed her flag and papers.

"William Clarke," brig, of New Orleans, captured by H. M. S. "Firefly," in August, off Great Popoe, in the Bights of Benin. Her master confessed that she was engaged in the slave trade, and threw her colors and papers overboard.

"Charles," of Boston, without any colors or papers, about one thousand tons, capable of carrying between 1,000 and 1,200 slaves, ran on the beach at Snake's Head, thirty-five miles south of the Congo, when chased by the boats of H. M. S. "Sappho." Of the remainder, a portion escaped. About two hundred were drowned.

"Abbot Devereux," schooner, of about one hundred and thirteen tons, captured by H. M. S. "Teazel," papers and flag voluntarily destroyed by her master, three hundred and fifty slaves on board, between Badaguy and Lagos, on the 1st of August, 1857.

Also several vessels under the Portuguese and Spanish flags, in addition to the above, who sailed under American colors, proving, on examination, to have been fraudulently assumed.

Commodore Conover to the Secretary of the Navy.

[Extracts.]

No. 12.]

UNITED STATES FLAG-SHIP "CUMBERLAND,"
St. Paul de Loando, October 19, 1857.

SIR: I had the honor to address a communication to the department from this place on the 13th instant, which I forwarded by the barque "William Shailer," of Salem, Massachusetts. * * * *

I beg leave to submit to the consideration of the department the enclosed copy of a letter I received from her Britannic Majesty's commissioner at this place, in answer to a request of mine for detailed information of the circumstances under which certain American vessels (therein named) had been captured by her Britannic Majesty's cruisers.

The United States ship "Dale" arrived here on the evening of the 16th instant. Hearing of my arrival at this place, and desirous to communicate with me, Commander McBlair returned immediately from the river Congo, not having been able to effect the capture of any of the vessels which were suspected of being engaged in the slave trade.

He reported to me the capture, on the 10th instant, of the brigantine "Bremen," wearing American colors, by Commodore Wise, commanding her Britannic Majesty's steamer "Vesuvius;" the cir

cumstances of which capture are minutely detailed in the enclosed copy of the reports of Lieutenants Davidson and Pelot, attached to the United States ship "Dale."

The action of Commodore Wise, in this seizure, appears to me to be only an instance of the method generally adopted by her Britannic Majesty's cruisers on this coast to secure as prizes slavers wearing American colors, and may serve to explain what before seemed very strange, that so many vessels should be reported by the British commanders as having been captured "without flag or papers."

I accordingly felt it to be my duty, under these circumstances, to enter my protest against the action of Commodore Wise in this capture, which I did in a letter I addressed to the commander-in-chief of her Britannic Majesty's squadron on this coast, a copy of which I herewith respectfully submit for your perusal.

I also enclose to you a copy of my latest orders to Commander McBlair, of the United States ship "Dale."

I purpose sailing to-morrow morning, my immediate destination being the mouth of the Congo river.

I have the honor to be, respectfully, your obedient servant,

T. A. CONOVER,

*Flag Officer and Commander-in-chief U. S. N. Forces,
West Coast of Africa.*

HON. ISAAC TOUCEY,

Secretary of the Navy, Washington, &c.

LOANDO, October 13, 1857.

SIR: I have had the honor to receive your letter of yesterday's date, informing me that you have been given to understand that several vessels, said to be wearing the flag of the United States, including the "Onward," "Charles," and "William Clarke," have lately been boarded and seized by her Majesty's cruisers on the coast, and requesting me to furnish you with any information in my power relative to the circumstances under which these or any other American vessels have been captured.

In reply, I beg to inform you that for many years past I have never known an instance of any vessel under the American flag having been searched or detained by the officers of her Majesty's squadron on this coast, except that of a barque sent to New York for adjudication by her Majesty's ship "Sappho" in May last, of the particulars of which you will probably be better informed than I am.

With regard to the vessels mentioned in your letter, I take leave to add, that the case of the "Onward," which was recently detained by her Majesty's steamer "Alecto," without any papers of nationality whatever on board, has formed the subject of an official correspondence between Commander Hunt and the United States commercial agent at this place. The latter, therefore, will be enabled to furnish you authentically with all the particulars of that vessel's capture, and to that gentleman I would take the liberty of referring you.

The "Charles," of Boston, referred to in your letter, is probably

the vessel which, after having been twice met by her Majesty's cruisers, waiting an opportunity to ship slaves, and professing to bear an American character, was at last detected by her Majesty's sloop "Sappho," a few days since, near Cabeça de Cobra, with the American ensign still flying, and in the act of embarking her human cargo.

The captain of the "Charles," on the approach of the "Sappho," bore up and ran his vessel on shore, and he, with all the crew and part of the slaves, escaped. By the most zealous exertions on the part of Captain Moresby, however, 358 slaves were rescued from this vessel, a great number having unhappily perished in their attempt to reach the shore.

Of the circumstances attending the capture of a vessel called the "William Clarke" I am entirely ignorant. The latest capture made by her Majesty's squadron on this coast of which I have received any information is that of a brig, without colors or papers, taken on the 3d instant by her Majesty's steamer "Myrmidon" off Cabeça de Cobra, the master of which declared that he had fitted out at New York with all the necessary appurtenances for a slave voyage, and that, although closely watched by a vessel belonging to the United States government, he had succeeded in getting all his water on board, and sailing direct for this coast. On the "Myrmidon's" coming up with this vessel, an American ensign was seen floating astern, and it is presumed the ship's papers had also been thrown overboard, as none of any description whatever were found on board of her when visited by her Majesty's steamer.

I take this opportunity of acquainting you, sir, that vessels protected by the flag of America in great numbers still continue the slave trade on this part of the coast. I have recently received information of the following vessels, strongly suspected of being engaged in that atrocious traffic, having been met in or about the river Congo :

The barque "Petrel."

The barque "Clara B. Williams."

The schooner "Crimean."

The schooner "Louis McLane."

The schooner "Windward."

The brig "Bremen."

The brig "Jamestown."

I had the pleasure, a few days since, of communicating personally with Captain McBlair, of the United States corvette "Dale," under your orders. I pointed out to that officer that the river Congo is, and has been for some time past, the great haunt of these vessels, and he immediately proceeded thither, in the hope of capturing some of them, or frustrating the intentions of any which may be engaged in the slave trade, contrary to the laws of the United States.

I have not heard of the Dale's movements since her departure from this on the 9th instant, but I sincerely trust she may be successful in the object which her commander has in view.

I beg to assure you, sir, that your arrival in these seas is, to me, a matter of sincere gratification. It augurs favorably for the ultimate success of the efforts which our respective governments have so long made for the suppression of the slave trade, which, I am grieved to

say, has lately, by the abuse of the American flag, arrived at as great, or even a greater, height than ever in this quarter. Confident that the government of the United States will never permit its flag to be the means of protecting a traffic which it has so long since declared its abhorrence of, I most earnestly hope that you may now be enabled to take such measures as will prevent that honored flag from any longer sheltering the operations of the slave dealers on this coast.

In conclusion, it only remains for me to assure you of the great satisfaction which it will at all times afford me to act in cordial concert with you, in whatever may have for its object the furtherance of the enlightened and humane views of our respective governments.

I have the honor to be, with high consideration and respect, sir, your most obedient, humble servant,

EDM. GABRIEL.

Commodore CONOVER,
*Commander-in-chief U. S. Naval Forces, &c.,
 West Coast of Africa.*

Report of the seizure of the brigantine "Bremen" by her Britannic Majesty's steamer "Vesuvius," October 10, 1857, off the river Congo.

Commodore Wise, in command of her Majesty's steamer "Vesuvius," made the following report to Commander McBlair, through me :

The "Vesuvius" was, on the 10th instant, in chase of one of two strange sails that were at the time in sight ; the other, a brigantine, had been standing along by the wind, but, as soon as she saw the steamer in chase, she quietly put her helm up, and bore off before the wind, under the impression that she was the chase ; but this was not the fact, until the commodore, observing her strange manœuvre, changed his course and stood for her, abandoning the other sail. When the "Vesuvius" neared her, she hoisted American colors and hove to. Commodore Wise boarded her in person, and, having reason to suppose that the vessel was engaged in the slave trade, informed her commander (who appeared to be a Portuguese) that it was his intention to take the vessel, and that he did not wish to see her papers, at the same time giving him his choice whether to be taken under the American flag or otherwise.

The captain made some unintelligible expression about being taken as a pirate, and the mate hauled down the colors immediately. The papers were then thrown overboard, and the vessel was seized as a prize, "without colors or papers."

The commodore said that the captain and supercargo were drunk, and was informed by the captain, who gave his name as Smith, that another vessel was in the Congo with a cargo of slaves on board, her commander, I think, named Tom Forrest. The officers and crew of the vessel, with the exception of her cook, were landed on the nearest part of the coast, and she was sent to Sierra Leone.

Respectfully submitted.

THOMAS P. PELOT,
Lieutenant United States Navy.

U. S. SLOOP-OF-WAR DALE,
Off Snake's Head, West Coast of Africa, October 12, 1857.

SIR: In obedience to your order of this morning, I called on Commodore Wise, on board her Majesty's steamer "Vesuvius," to ascertain clearly the circumstances regarding his seizure of the brig "Bremen," about this locality, on the 10th instant.

The statement of Commodore Wise was to this effect: That he (Commodore Wise) boarded the "Bremen," in person, and informed the captain of her that he (Commodore Wise) had undoubted information that the said "Bremen" was a slaver, and her papers not correct, which was a violation of the American flag she was then under.

After some hesitation on the part of the captain of the "Bremen," he determined to throw his flag and papers overboard, which he did, with weights attached to them, remarking at the same time that he would rather be taken by the English than fall into the hands of the "Dale," in which latter case he should be hung as a pirate.

I then stated to Commodore Wise that the point in question, and upon which Commander McBlair desired to be fully satisfied, was, whether he (Commodore Wise) used language or other means to intimidate the captain of the "Bremen," and influence him in hauling down his colors against his will.

To this Commodore Wise replied, "Oh, no, sir; no, sir." Commodore Wise also stated that there was no doubt whatever that the papers of the "Bremen" were fraudulent, and prepared for the occasion by any but the proper authorities; that they consisted of several different pieces stuck together with sealing-wax, and that the captain of the "Bremen," himself, acknowledged his papers were not genuine, and also expressed great surprise that the captain of her Majesty's steamer "Myrmidon," who boarded him a short time before, had not perceived that the "Bremen" papers were worthless, and immediately taken him as a prize.

Finally, I asked Commodore Wise that, in the event of his meeting with an American slaver, under American colors, and bearing genuine papers, (which, of course, she would have obtained when she cleared for other purposes than slaving,) if he would use means to induce the captain to throw his colors and papers overboard? He replied, "Well, I might stretch a point, and tell the captain the "Dale" was just near us here."

This reply satisfied me regarding the method which her Majesty's officers on this coast adopt to seize American slavers, as the latter would never choose the other alternative of being taken to an American man-of-war, sent to the United States, and tried for their lives.

The above being respectfully submitted.

I am, sir, your most obedient,

HUNTER DAVIDSON,
Lieut. U. S. Navy.

Commander WILLIAM McBLAIR, *U. S. N.,*
Commanding United States Ship "Dale."

U. S. FLAG-SHIP "CUMBERLAND,"
St. Paul de Loando, October 19, 1857.

SIR: I beg leave to call your particular attention to the enclosed reports of Lieutenants Davidson and Pelot, of the United States navy, to Commander McBlair, commanding the United States sloop-of-war "Dale," under my orders, relative to the capture of the American brigantine "Bremen" by Commodore Wise, commanding her Britannic Majesty's steamer "Vesuvius," on the 10th instant.

While I am extremely anxious to preserve the most friendly good feeling in the intercourse between the squadrons of our respective governments on this coast, I feel it to be my imperative duty, under the circumstances detailed in the enclosed reports, to remonstrate and protest most strongly against the action of Commodore Wise in the seizure of the "Bremen," as being an interference with the rights of Americans, to take and bring to merited punishment those who, while they wear the flag of the United States, offend against its laws; as being, further, in violation of the express treaty stipulations of the two governments, "to enforce, separately and respectively, the laws, rights, and obligations of each of the two countries for the suppression of the slave trade;" and finally, as being in direct opposition to the often expressed declaration of my government, that the American flag shall protect American property from all intrusion and interference on the part of foreign cruisers, whether it be by threats, menaces, or any other undue influence whatsoever.

I have the honor to be, sir, with great respect, your obedient servant,

T. A. CONOVER,
*Commander-in-chief U. S. Naval Forces,
 West Coast of Africa.*

Rear Admiral the Hon. Sir F. W. GREY, *K. C. B.*,
*Commander-in-chief of H. B. M. Naval Forces,
 Cape of Good Hope and Coast of Africa.*

U. S. FLAG-SHIP "CUMBERLAND,"
St. Paul de Loando, October 19, 1857.

SIR: The slave trade appears to be centered chiefly at and near the mouth of the Congo river. Your cruising ground for the present will therefore be principally between the equator and this place, directing your particular attention to the Congo river and its immediate neighborhood, but visiting constantly the principal slave marts embraced within the above named limits.

You are at liberty to visit Little Fish bay, in 15 degrees south, for the purpose of renovating and preserving the health of your officers and crew by supplying them with fresh provisions; and if, in your judgment, they require a longer release from the enervating effects of this climate, and the service upon which you are employed will permit, you are at liberty to pay a short visit to the island of St. Helena.

I desire that you will embrace every opportunity of making such

arrangements as you may find convenient for co-operation with British cruisers, and for cruising in company with them, that each may be in a condition to assert the rights and prevent abuse of the flag of its own country.

You are hereby authorized to make such arrangements with the senior commanding officer of her Britannic Majesty's squadron on this part of the coast for adopting a system of signals between the two squadrons, as in your judgment may seem to be required, and you will report to me thereon by the earliest opportunity.

I take this opportunity, as directed by the department, of calling your attention to the regulation of the department, dated May 6, 1839.

I enclose extracts from my "private instructions," which will be your guide in your intercourse with foreign vessels, and may be of service to you in the peculiar duties appertaining to the suppression of the slave trade.

I desire that you will instruct the purser attached to your vessel, in accordance with the directions contained in the extract marked C.

If in the mean time you be not relieved by another vessel belonging to the squadron, you will continue the above detailed service for so long a time as your stock of provisions will permit. When they are nearly exhausted, (making, of course, due allowance for the cruise to the northward,) you will proceed to the Cape de Verde islands for supplies, and there await further orders.

I am, sir, respectfully, your obedient servant,

T. A. CONOVER,

*Flag Officer and Com'r-in-chief U. S. Naval Forces,
West Coast of Africa.*

Commander WM. McBLAIR,

U. S. Navy, Commanding U. S. Ship "Dale."

Commander McBlair to the Secretary of the Navy.

UNITED STATES SHIP DALE,
Off the Congo river, November 13, 1857.

SIR: I have the honor to report that, learning the capture of the American barque "Clara B. Williams," and schooner "Louis McLane," within the last few weeks, I, in conversation with Lieutenant Robinson, commanding her Britannic Majesty's steamer "Myrmidon," requested information of the particulars, he having met the commander of the "Alecto" since the occurrence. He stated that he would give me, unofficially, the particulars, which I declined receiving with that understanding. Hearing that Lieutenant Pelot, who paid the official visit to the "Myrmidon," when she anchored, had gained some information upon the subject, I directed him to report to me, in writing, the substance of it. The annexed is a copy of his report.

Her Britannic Majesty's steamer "Hecate," with the senior commanding officer of this part of the coast, arrived last evening. I this

morning addressed him a letter, requesting information ; his reply to which is, that he has not yet seen the "Alecto," and is unable to furnish me with it. I will not fail to pursue the matter until I get a true statement of it, which I will send to the department by the earliest opportunity.

I am, sir, respectfully, &c.,

WM. McBLAIR,
Commander United States Navy.

HON. I. TOUCEY,
Secretary of the Navy, Washington, D. C.

UNITED STATES SLOOP-OF-WAR "DALE,"
Congo river, November 11, 1857.

SIR: In obedience to your order, I hereby submit to you a report of the circumstances concerning the seizure of the barque "Clara B. Williams," by her Britannic Majesty's steamer "Alecto," near Kabenda, as ascertained from Lieutenant Commander Robertson, of her Britannic Majesty's steamer "Myrmidon."

Commander Hunt, of the "Alecto," boarded the "Williams," which vessel at the time was under American colors, and demanded the necessary papers. The master refused to comply with this demand. Commander Hunt then took the vessel in tow of the "Alecto," and made known to her master his intention to proceed southward and join this ship, when his case would be disposed of by you. He proceeded thus about ten hours, when, at sunset, the "Williams" hauled down her colors, and an officer from the "Alecto," again boarding her, found her without colors or papers.

Commander Hunt then took charge of her as a vessel engaged in the slave trade, and abusing the American flag without legal papers. On raising her hatches, her slave deck was found ready laid, and every preparation made for the immediate shipping of slaves.

She was sent to Sierra Leone, to be tried before a British admiralty court.

I am, sir, respectfully, your obedient servant,

THOMAS P. PELOT,
Lieutenant.

Commander WM. McBLAIR,
*Commanding United States Sloop-of-war "Dale,"
African squadron.*

[Extract.]

UNITED STATES FLAG-SHIP "CUMBERLAND,"
Porto Praya, January 6, 1858.

SIR: * * * * *

I regret to report another instance of unwarrantable interference by a British cruiser with a vessel wearing the American flag in the case of the American ship "Thomas Watson," lately taken into Sierra

Leone by her captors, and afterwards restored to her owners. I have ordered Commander Totten, of the "Vincennes," to stop at Sierra Leone, on his way down the coast, to investigate the facts of the case, and to report them in full to the department. On my passage from Monrovia to this place, I met with Commodore Wise, the senior officer in command of her Britannic Majesty's squadron on that part of the coast, who assured me that this case had been reported to his government, and that the officer who made the capture would probably be deprived of his command.

* * * * *

I have the honor to be, your obedient servant,

T. A. CONOVER,
Commander-in-chief African Squadron.

Hon. ISAAC TOUCEY,
Secretary of the Navy.

Commander McBlair to the Secretary of the Navy

UNITED STATES SHIP DALE,
Off Congo river, November 13, 1857.

SIR: On the 20th of October I parted with Flag Officer Conover at St. Paul de Loando, with instructions to cruise on the coast principally about the Congo. Upon reflection, I thought it would be advisable to propose a joint expedition up the Congo to the commander of any of her Britannic Majesty's steamers that I might fall in with. On the 21st I sought the cruising ground of her Britannic Majesty's steamer "Myrmidon," off Snake's Head, and succeeded in making the above mentioned arrangement with the commander. That night I despatched an armed boat, with two officers, to join the "Myrmidon." The "Myrmidon" took her in tow, and proceeded to the mouth of the Congo, and up the river. The next morning I sailed for the mouth of the Congo, and there discovered the "Cumberland," which was just about to anchor. I communicated with the flag officer, who sailed the next day for Kabenda, and thence to the northern coast.

On the morning of the 23d the expedition from the Congo returned. Two American vessels were examined there, the barque "Wm. G. Lewis," of New York, and the brigantine "Windward," of New Orleans. The "Windward" was considered suspicious. Commander Robinson was, however, so anxious to return with the steamer, that I was not satisfied with the report of the examination.

On the 24th I sailed for Kabenda, and anchored there on the 25th, but found no vessels. On the 26th, sailed for Loango bay, which I reached on the 27th, examining the intervening coast very minutely.

In Loango bay I found the French government steamer "Tourmente," and also the French government contract slaver "Clara," and a French steamer chartered for the same purpose. The "Clara" had a cargo of 250 slaves. A French barracoon had been established

ashore, and they were daily making purchases there, the slaves being brought down chained or tied.

On the 29th the French war steamer "Grondeur" arrived. I should not be much surprised to hear of the intention of France to get a footing in Loango, by purchase, for the purpose of carrying out her colonization system.

Still dissatisfied with the hasty expedition up the Congo, on the 31st I left Loango bay and proceeded to the mouth of the Congo; arrived there on the 5th instant, and, on the morning of the 6th, I despatched the launch, under the command of Lieut. Walker. Annexed is a copy of his report. In that report you will see that he brought down, under suspicion, the barque "Wm. G. Lewis," which, after careful reflection, I have determined to take possession of, and send to the United States, as a vessel prepared to engage in the slave trade.

The "Wm. G. Lewis" was chartered by L. Viana, of New York, agent for Costa Lima & Co., her voyage to be from the port of New York to port or ports on the coast of Africa, for the term of eight months, and back to New York, the vessel not to go up any river more than ten miles; a cargo at all times sufficient for ballast guaranteed. The charter party is dated June 17, 1857; it has the signatures of B. J. Wenberg, the owner, and L. Viana. It has the signatures of no witnesses attached to it. On the 11th of July the barque cleared for Loango and a market. On the same date the letter of instructions from L. Viana orders the master to sail direct for Loango, there to receive instructions from Costa Lima & Co. about discharging his cargo and receiving a homeward one. The letter also states that he will have to proceed to a number of ports, in conformity with the charter party, and that his cargo is insured. On the 13th of July the barque got under way, but was boarded and detained by the deputy marshal, and was brought back to New York. On the 16th all hands were summoned to appear before the United States district court on the first Tuesday in August. On the 19th the barque proceeded to sea. These facts I gather from the log.

On the 7th of September the barque anchored eight miles from Loango bay, and on the 9th, without communicating with the shore, got under way and proceeded to Kabenda; arrived there on the 12th, left on the 23d, and on the 24th arrived off the mouth of the Congo, and proceeded up the river to Punta da Lenha, where she arrived September 29. She has discharged all her cargo, with the exception of some bar and rod iron and some staves.

The crew do not answer their description on the list. The second mate's name is not on the list. The manifest is composed of three pieces pasted together, and on the intermediate piece are mentioned 75 casks of salt water ballast. The manifest has no official signature upon it but that of the vice consul of Brazil, without his seal. It has nothing to give it an official character from the custom-house. It is signed, but not sworn to by the master. There is nothing to satisfy me that it has ever been seen by a custom-house officer.

The charter party has been broken, she being found thirty miles up the river Congo. Her instructions have been disobeyed, as she did not communicate with Loango, as per annexed certificate of Lieutenants

Walker, Davidson, and Cummings, and Purser Cunningham. She had, remaining on board, a passenger who left the United States in her, a Mr Miller, who appears to be the moving spirit in the vessel, and perfectly acquainted with all her arrangements. He has been living on board ever since her arrival, but professes to be a mere passenger who has come out to establish an agency. His name is nowhere found on the vessel's papers or log-book. His presence on board is unaccountable, except on the supposition that he is the real captain of the vessel or owner of the cargo.

Although the charter party guarantees a cargo at all times sufficient for ballast, yet the manifest mentions 75 casks of salt water ballast. On examination of her hold, I find 5 casks of fresh water, 57 of salt water, 3 empty, and 19 filled with heads and hoops, making in all 84 casks, besides about ten which were left on the shore. It is singular to remark, that the captain (so called) of the vessel proved ignorant of the number of casks in the hold.

The barque has a between deck, extending from the cabin bulkhead to the mainmast, sufficiently large to stow the provisions necessary for the run of a slaver between here and a market. The bottom of the hold is almost flat. These 84 water casks, therefore, form almost an even surface in their stowage, and, with the addition of a few loose plank or hides, the barque is, as it were, already prepared with a slave deck. In fact, she appears to have been built for the purpose of transporting slaves.

It is proper to call the attention of the department to the fact that the custom-house papers are very informal. J. J. Wilson, jr., signs himself in some places as collector, in others as deputy collector.

A keg containing 30 pounds of Epsom salts was found in the cabin.

From the size of her casks, she could carry about 18,000 gallons of water, sufficient for a cargo of 500 slaves for seventy days.

The captain requested permission to go up to Punta da Lenha, to get receipts for the part of his cargo which he had discharged, and asked that Mr. Miller might accompany him, for the purpose of aiding him in his accounts. I granted the permission, and directed them to return by the 13th instant, at noon. The captain returned this morning, bringing his chronometer, and accompanied by Mr. Costa Lima and two other gentlemen, as witnesses to the delivery of the protests annexed. Mr. Miller reports himself in writing, as by the annexed letter, and declines returning.

It would be well to call attention to the unusual quantity of staves on board the barque.

I annex an inventory of all articles found on board, also a certificate of Lieutenants Walker and Cummings regarding the number of casks left on shore.

I shall despatch the barque this afternoon, under command of Lieutenant Kennard, with a detail of Lieutenant Pelot and thirteen of the crew of this ship. On account of the season of the year, I send her to Norfolk.

I enclose an account of the money found in the barque, which for safe keeping I have directed the purser to take in charge, and annex a receipt for the same.

The "Windward" was not at Punta da Lenha on the last visit of the boat, but is supposed to be concealed somewhere in the river. I have this morning despatched an expedition in search of her.

The books furnished upon the subject of law in our library are suitable to persons well acquainted with the subject; the minutia are disregarded. I find no mention made whether vessels are allowed to have more than one manifest, and nothing describing the necessary signatures to a register, or any other of the ship's papers. Instructions upon all subjects pertaining to custom-house papers would benefit me, and, I suppose, many others in the service.

I can find nothing regarding passengers, and the necessity of a vessel carrying passengers having a passenger list has a strong bearing upon this case.

I am, sir, very respectfully, &c.,

WILLIAM McBLAIR,
Commander.

Hon. ISAAC TOUCEY,
Secretary of the Navy, Washington, D. C.

List of papers.

Commander McBlair's report.
List of articles found in the "W. G. Lewis."
Certificate of the number of casks left on shore at Punta da Lenha.
Inventory of money found on board the "W. G. Lewis."
Certificate as to non-communication of the "W. G. Lewis" at Loango bay.
Lieutenant Walker's report of his expedition up the Congo river.
Captain Fredall's protest against the seizure of the "W. G. Lewis."
Costa Lima & Co.'s protest against the seizure of the "W. G. Lewis."
Mr. Miller's letter, in which he declines returning to the "W. G. Lewis."

List of articles on board the barque "W. G. Lewis."

5 casks fresh water	8 boxes of water crackers
57 casks salt water	11 boxes of sardines
3 casks, empty	2 boxes of table salt
19 casks heads and hoops	10 cans milk
About 10 cords galley wood	1 jar preserved oysters
40 bundles of round bar iron, half inch in diameter	1 jar spices
111 flat bars of iron	$\frac{1}{2}$ box farina
A quantity of shooks	$\frac{1}{2}$ box cheese
2 boxes raisins	$\frac{2}{3}$ barrel sugar
2 $\frac{3}{4}$ kegs of lard	Part box sugar
2 kegs of leaf lard	1 box almonds
	2 boxes macaroni

1 box yeast powders	1 dozen tumblers
40 cans preserved meat and vegetables	9 pairs knives and forks
4 hams	Sundry small kitchen utensils
2 boxes beans	2 small kegs butter
$\frac{1}{2}$ barrel beans	3 table cloths
1 gross matches	1 castor
1 bag pilot bread	1 large pitcher
1 barrel bread	2 small pitchers
36 bottles porter	1 clock
5 bottles champagne	1 barometer
2 boxes soap	1 table
1 box pickles	1 sofa
2 cases sweet oil	$\frac{1}{2}$ dozen stools
1 box salmon	1 looking glass
1 box of lobsters	1 medicine chest
3 boxes gin	2 signal lanterns
3 boxes apples	1 copper pump
4 firkins tongues and sounds	1 large bunt ensign
1 firkin salmon	1 small bunt ensign
1 keg olives	2 burgees
4 boxes olives	1 pirate signal
1 demijohn, containing $1\frac{1}{2}$ gallons wine	4 spare pump boxes
$3\frac{1}{4}$ barrels rice	1 axe
$\frac{1}{4}$ barrel sugar	1 auger
$2\frac{1}{2}$ barrels flour	1 box spike nails
$\frac{1}{2}$ barrel beef	1 small bag nails
$\frac{1}{2}$ barrel mackerel	1 large funnel
$\frac{1}{4}$ barrel split peas	2 wind sails
$\frac{1}{2}$ barrel vinegar	1 pair opera glasses
10 bottles pickles	2 settees
2 doz. bottles Reading's sauce	4 camp stools
$\frac{1}{2}$ doz. large dinner dishes	1 large tool chest
2 of smaller size	4 sections gutta-peroha hose
22 soup plates	$\frac{1}{2}$ barrel boiled oil
26 dinner plates	1 stove and coppers
29 tea plates	2 coffee pots
1 dozen cake plates	1 coffee mill
1 vegetable dish	1 tin boiler
1 soup dish	1 tea kettle
20 cups	1 tin teapot
18 saucers	4 baking pans
1 sugar bowl	2 skimmers
2 gravy dishes	2 tin saucepans
5 bowls	$\frac{1}{2}$ barrel molasses
1 teapot	2 compasses
	1 small tool chest
	1 log reel.

The above list was taken under my supervision.

J. S. KENNARD,
Lieutenant Commanding.

UNITED STATES SHIP DALE,
Off Congo River, November 12, 1857.

I hereby certify, upon oath, that I saw a number of casks (about ten) which were capable of holding at least one hundred gallons each, which Captain Fredell, of the barque W. G. Lewis, said belonged to the barque, but that he did not want them.

T. LEE WALKER,
Lieutenant United States Navy.

I certify, upon oath, that I heard Captain Fredell say those casks on the wharf belonged to him but he did not want them.

A. B. CUMMINGS,
Lieutenant United States Navy.

I certify the above signatures and oath were acknowledged in my presence.

WM. McBLAIR,
Commander and Consul, ex officio.

Inventory of money found on board the barque "Wm. G. Lewis," and taken on board the Dale, by order of Commander Wm. McBlair, United States Navy.

\$367 84, seventy-six sovereigns, at \$4 84.
9 68, four half sovereigns.
112 00, seven doubloons, at \$16 00.
5 00, two American quarter eagles, \$2 50.
4 00, Spanish gold 80 Reis-piece.
2 85, three five frank pieces, at 95 cents.
1 44, three florins, at 48 cents.
3 60, English shillings 12, and sixpences six, at 24 cents.
1 44, eight pieces old silver coin.
16, one dime, one silver 3 cent piece, 3 coppers, all American.
Valued at \$508 01.

Also found, but no valuation placed upon them, three doubloons of doubtful character, supposed to be counterfeit; and two gold pieces value not known, but worth about \$14.

JOHN S. CUNNINGHAM,
Purser United States Navy.

November 12, 1857.—To the best of my belief the above is correct.
HUNTER DAVIDSON,
Lieutenant United States Navy.

By the authority of Captain McBlair, I have taken charge of the money here detailed, for safe keeping in the money chest of the ship Dale, and for which I hold myself responsible.

JOHN S. CUNNINGHAM,
Purser United States Navy.

UNITED STATES SHIP "DALE,"
Off Congo river, November 12, 1857.

We, the undersigned, do certify upon oath that Mr. Curtis, the first mate of the barque "William G. Lewis," of New York, did say, in our presence, that while that vessel was anchored off Loango on her late passage to Kabenda and the Congo river direct from New York, no communication was held with the shore.

T. LEE WALKER,
Lieutenant.
HUNTER DAVIDSON,
Lieutenant.
A. B. CUMMINGS,
Lieutenant.
JNO. S. CUNNINGHAM,
Purser United States Navy.

I certify that the above was sworn and signed in my presence.
WILLIAM McBLAIR,
Commander U. S. Navy, and Consul ex-officio.

UNITED STATES SHIP DALE,
Off Shark's Point, mouth of Congo river, November 8, 1857.

SIR: In compliance with your order, I left this ship on the morning of the 6th instant in command of the launch, armed with 12-pounder howitzer, 430 pounds, accompanied by Lieutenant A. B. Cummings, Assistant Surgeon R. C. Dean, and eighteen men fully armed and equipped, with provisions for five days.

I proceeded up the Congo in search of slavers under the American flag. We arrived at "Ponto de Lenho," about thirty miles up the river, soon after 9 p. m., and boarded the American barque W. G. Lewis, of New York, 264 tons, John Fredell, master.

After a careful examination of her papers and hold, and finding the contents of many casks did not agree with the statement of her master, I deemed her so suspicious a vessel as to feel it my duty to take charge, and accordingly brought her down the river and anchored her near this ship for your further investigation.

I am, sir, very respectfully, &c., &c.,

T. LEE WALKER,
Lieutenant United States Navy.

Commander WILLIAM McBLAIR,
United States Ship Dale.

I, the undersigned, Captain John Fredell, of the American barque W. G. Lewis, of New York, do hereby solemnly protest to all intents and purposes against the commander of the United States sloop-of-war "Dale," with regard to his sending the above barque, W. G. Lewis, to a port in the United States of America, being by this course

prejudicial to mine and also the owner's interest, and further protest to the full amount of damages which have occurred and may occur during my passage to the United States of America; also, I make known to all parties concerned in the seizure of the said barque, while anchored or moored at Ponta de Lenha, that I hereby reserve the full liberty of still further protesting, occasion requiring.

Given under my hand on board the barque W. G. Lewis, off Sharks' Point, the eighth day of November, one thousand eight hundred and fifty-seven.

JOHN FREDELL.

Witnesses to signature:

F. F. D. RICKABY,
FRED'K G. HOLLOWAY.

We, the undersigned, Messrs. Costa, Lima & Co., of Ponta de Lenha, river Congo, do hereby make known to whom it may concern, that we do solemnly protest, to all intents and purposes, against the commander of the United States sloop-of-war "Dale;" that on the evening of the 6th instant, at about the hours of 9 and 10 o'clock p. m., a launch or pinnace appertaining to the above said sloop "Dale," accompanied by three officers, did come alongside of the American barque W. G. Lewis, of New York, United States of America, Captain John Fredell, and demanded of the said Captain Fredell the ship's papers or documents, which were duly handed over to the said officers; after examination of the above mentioned barque's hold, and finding nothing but balance of outward cargo, consisting of about one hundred and eighty bars of iron, forty bundles rod iron, one case sheeting metal, one keg composition nails, a quantity of palm oil shooks, about fifty or sixty water casks containing salt water for the purpose of ballasting said vessel, also ten or eleven casks full of fresh water for ship's use; they then ordered the pinnace's crew to get the said vessel under weigh, and proceeded down the river to Sharks' Point, or Point Padrone, where at present she lays at anchor. Also, we do hereby further make known to whom it may concern or interested, that the said vessel was chartered at New York for a voyage of eight months' duration, by L. Vianna, esq., for our account, as also the cargo now existing in lawful merchandise on board; consequently we do protest for the full amount, charter paid up to this date; also, accidents or unforeseen events which may occur, until the safe arrival of said vessel at her port of destination in the United States of America.

We also do hereby reserve, at the same time, the full liberty to continue said protest, occasion requiring.

Given under our hands, at Ponta de Lenha, this eighth day of November, one thousand eight hundred and fifty-seven.

COSTA, LIMA & CO.

Witnesses to signature:

FRED'K G. HOLLOWAY,
F. F. D. RICKABY.

PONTA DE LENHA, *November 11, 1857.*

SIR: I am sorry to say that, since my arrival here, I find I will not be able to settle up my affairs unless at a great sacrifice; so, consequently, will be compelled to remain here, and you will be conferring upon me a great favor by ordering my things to be delivered to Mr. Rickaby.

I remain, sir, yours respectfully,

J. MILLER.

Captain McBLAIR,
United States Sloop "Dale."

Mr. Toucey to Mr. Cass.

NAVY DEPARTMENT, *April 19, 1858.*

MY DEAR SIR: I have to acknowledge the receipt of your unofficial note of April 17th, in relation to the maintenance of a squadron on the coast of Africa, under the Ashburton treaty, and to state that there are now on that station—

The Cumberland.....	24 guns.
The Vincennes.....	20 "
The Marion.....	16 "
The Dale.....	16 "
	—
	76 "
The Bainbridge, of.....	6 "
	—
	82 "
	==

The Bainbridge is preparing at Norfolk to join the squadron, making the number of guns two more than is required by the treaty. It will be the endeavor of the department to keep the required number of guns constantly on the coast.

I am, sir, very truly yours,

I. TOUCEY.

Hon. LEWIS CASS,
Secretary of State.