vessels) and a crew all told of fourteen persons, of mixed nationalities, but no Americans among them. When seized, she showed no flag, had no papers, acknowledged no captain, and of course her cargo declared itself and her own condemnation. One of the passengers, (supposed to be the captain of the slaver Bremen, captured previously,) died on board of the steamer, where also the rest of the crew now are. She had been out several days when captured, and had lost by death a great many; and the poor fellows continued dying by the dozen daily, even after arrival here,—twelve dying on the day of arrival and out of about 600 only something over 400 have outlived the miseries and suffering of the "middle passage" of only 14 days. After they had been landed, several died ere they could reach their quarters, and daily new made graves are opened. I visited the vessel in a few hours after her arrival to give you this sketch of a scene, we fain had hoped, belonged to days gone by, but which was before my eyes in all its horror. I found a small schooner whose deck and hold swarmed with the poor creatures as thick as they could sit, most of them young men—very many boys, and about eighty girls and young women. They had been stowed in sitting postures in the hold, and then over their heads a slave deck laid, whereon were crowed the women and the boys, in a space barely high enough to admit of sitting upright. I could not have believed it possible that so many human beings could be stowed in such a space. When I visited them, they of course were not in irons, nor confined in their original positions; for the deck was alive with them. I cannot find language in which to paint the filth and disgusting stench of this prison-house of miserable, wretched suffering. The naked bodies, filth of person, emaciated limbs, to almost skeletons, wan and pitiable faces upturned, arms, legs, or persons still sore from the slave-stealers fiery marking-brand, all presented a scene most sickening. I thought, was it possible that man could steel his heart so fiercely, and quench out his soul so utterly, as to look on such a scene, with the dead and dying piling around him, and yet gloat over his gains as he pressed over the waters beneath God's pure sky and witnessing stars, on an errand so diabolical? Yet it is even so.

Soon after the poor wretches were landed, clothing, blankets, &c. were furnished them, and as cold water or bread was given them, they mutely clapped their hands in gratitude before they drank. It was good to look on and see the sympathy of a generous nation exhibited in the care for these poor fellows, who were all decently clad and supplied with blankets, and are now occupying comfortable habitations at the expense of the English nation, until they can be sent away to some other Colonies; as, were they sent back to the Coast, they would at once again be re-sold. The "Establishment for Liberated Africans" was formerly kept up here on a large scale, having been found some eight or ten years since,—and generally having under its care some one or two thousand negroes, who have been brought here in some 300 captured slavers,—and of whom at least 3,000 sleep their last sleep in one of the valleys. It was broken up a few years since; but hereafter all vessels taken with slaves will be brought here. The court for adjudication will sit in due course of time,—when condemnation of the vessel must ensue,—and by the English will be sold at auction, with the express stipulation that she is to be broken up,—a stipulation which to me appears a wanton destruction of property, as it will never tend in the slightest degree to check the traffic, and I have seen vessels almost new, and of much value, sold for a trifle and destroyed. The officers and crew on the other hand, who should be imprisoned or *hung*, are turned on shore without hindrance, to take passage to Rio de Janeiro or elsewhere, and again plan their nefarious traffic.

We learn that about fifteen or twenty slavers have recently been captured on the South coast, some with their living freight, but most, just prepared to receive them, and some with a large amount of specie on board. It is thought by officers of the men-of-war, that a check has been given to the traffic by the severe losses lately met with,—but I fear not. Such losses only make more grasping the avarice that takes the very life-blood. The American Squadron on the Coast is too small for effective action, and they should be steamers, for all the work has been done under the American flag, to its disgrace; but I learn that the present Commodore on the station has fresh instructions, giving greater encouragement and less restrictions than formerly, and consequently the "Cumberland" and "Dale" are now on the South Coast, actively employed.

SHIP MARY CAROLINE STEVENS' FOURTH VOYAGE.

Our good ship left on the 1st instant, at twelve o'clock, punctual to appointment; and we trust, having once got her up to the mark, she may never again be a day behind time. Many of our friends, as usual, delayed till the last moment to send their freight; boxes and parcels kept steadily coming in till the hour of sailing, and for days after—of course, many articles are left behind.

We do wish it were possible to bring shippers up to the mark, and have their goods and packages on board in proper time and season. The 1st of the month being the day appointed, each party thinks that to have his packages on board the day previous, is being sufficiently prompt: whereas, the entire two days previous to the sailing of the Ship are required for putting on board emigrants' effects, stores for the Ship, filling water, and the thousand and one other matters that *must* be done after the cargo is all on board. Therefore, let all shippers bear in mind that their goods should be along side by the 25th of the month previous,—certainly not later than the 27th.

Having near two hundred tons of stone ballast on board, the ship may be said to have a full cargo, which is from 1,000 to 1,500 bbls. Could freight have supplied the place of ballast, it would have made a difference of near $2,000. We hope soon to be able to make arrangements to obtain return cargo enough to ballast the ship, at least, and then she will be able to clear her way, for we have little doubt but she will hereafter have a full cargo out.

Of emigrants and cabin passengers, too,—she had, as it will be perceived, far less than her complement.

Cabin Passengers.

Rev. Eli W. Stokes, Mrs. Coker and son, S. B. De Lyon, M. D. Mrs. Smith.

Steerage Passengers.

From New York, 1; Pennsylvania, 1; Kentucky, 14; Illinois, 4; Virginia, 18; North Carolina, 63; Georgia, 7—total, 108.

Of whom six were free, seven redeemed, ninety-five liberated. Religious services were held on board before sailing.

On Monday, Nov. 1st. 1858, *Deo volente*, the ship will again leave our port for Liberia.

Maryland Historical Society

The Maryland State Colonization Society Papers

XII. Newspapers
A. Maryland Colonization Journal

2. June 1841 (n.s. I, 1)--May 1861 (n.s. X, 24)

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