race, believe me, Sir, my good reputation is as dear to me as that of any man of any other race.

"In your remarks on Liberia, in the article referred to, viz: 'The Slave-trade in 1858,' you revive, in reference to me, a most cruel and malicious slander, originated and published by Dr. Bacon in the *New York Day Book*, July, 1848. You say there that 'he,' Dr. Bacon, in 1837, 'found Roberts, now known as the late President of the Republic of Liberia, acting as the agent and factor of the great slave-trader Pedro Blanco.' 'Roberts was employed in purchasing condemned vessels at Sierra Leone, for Blanco's use, as slavers.' 'We have not space for the details of the scheme by which condemned vessels at Sierra Leone—which could not be purchased by the English agent of Pedro Blanco, nor by Spaniards, in person—were bought by Roberts, removed under the American or the Liberian flag, and subsequently transferred, through a third person, to Blanco, at his great establishment at Gallinas.' 'Dr. Bacon kept his eye on one vessel—the slave schooner, which Roberts christened the *Monrovia*, and which, after lying idle till attention was supposed to be diverted from it, was laden with slaves from Gallinas for Havana, where she arrived under another name.'

"Now, Sir, this is all very specious indeed, but, believe me, the whole story of slave-trade complicity on my part with Pedro Blanco, or any other slave-trader, is wholly false. I never in my life saw or had the slightest correspondence with Pedro Blanco, or any one else in his name or behalf. I never visited Pedro Blanco's slave establishment, or any other, except for the purpose of demolishing it. I never, *in any respect whatever*, acted as agent or factor for Pedro Blanco, or any other slave-trader. I was never employed in purchasing condemned vessels at Sierra Leone or elsewhere, for the use of Blanco or any other slave-trader I did purchase at Sierra Leone—I think in 1837, and the only purchase of a vessel I was ever concerned in at that place—a schooner for the trading firm of which I was a partner, to supply the place of one we had, a few weeks before, lost by shipwreck, and which newly purchased schooner we 'christened the *Monrovia*,' and had her employed for some time in the coasting trade, when it was concluded to sell her, and procure another better suited to our purpose. She was accordingly sold to a gentleman, as far as we knew, wholly unconnected with the slave trade. Subsequently, however, this said vessel, without any agency whatever on my part, fell into the hands, I believe, of Pedro Blanco. Whether or no she conveyed slaves to the Havana, I positively have no knowledge.

Thus, Sir, in plain, undisguised language, and in as few words as possible, I have stated what I beg to offer in vindication of my reputation from cruel calumnies which have been circulated concerning me. If you will be good enough to give this statement a place in your extensively-read journal, you will confer a favor on one who knows of no period in his life when, for a single moment, his decided abhorrence of the slave-trade has suffered the slightest abatement,

"And that one is, your obedient, humble servant,

(Signed,) J. J. Roberts."

Note.—Appended to the above, appear certificates of the prominent citizens of Liberia, Foreign Missionaries, and Consuls, to the effect that they had known Mr. Roberts long and well, and that he had never, to their knowledge, been directly or indirectly engaged or interested in the slave trade. This we deem entirely supererogatory, and therefore omit them.—*Ed. Jour.*

From the African Repository.

LIBERIA PORT REGULATIONS.

From the Annual Report of Foreign Commerce, recently transmitted to Congress by the Secretary of State, a document of great interest to those engaged in foreign trade, we extract the following passages from an official dispatch of Consul John J. Forney, resident of Monrovia:

"It is my opinion, that the laws of Navigation and Commerce of Liberia are conceived in the most liberal spirit, and as most of the provisions, viz: flour, hams, bacon, &c. &c., and lumber, tobacco, rum, powder, and much of the cotton goods imported into this country, are from the United States, it would appear desirable that the same liberal spirit should be manifested on the part of the Government of the United States, with all rightful and legal encouragement to this trade."

Regulations for the Ports of the Republic of Liberia.

Art. 1. The lawful commerce of all nations is on an equal footing in the ports of the Republic.

Art. 2. Vessels arriving in harbor after sunset are bound to show their colors on the following morning after daylight, under a penalty of twenty-five dollars. It is not permitted to fire in the harbor after sunset with cannon, muskets, pistols, or other fire-arms, under a penalty of five dollars for each offence.

Art. 3. It shall be the duty of the Collector of Customs to board every foreign vessel anchoring within the limits of his port, before such vessel has had any communication with the shore.

No boats shall be allowed to board vessels entering the harbor, until the Port Officer's boat has taken cognizance of the same; and all persons violating this regulation shall be fined in a sum not exceeding one hundred dollars, at the discretion of the President of the Republic, or the Vice President during the inability or absence of the President.

Art. 4. All foreign vessels coming to anchor in any port or harbor of this Republic, shall pay an anchorage and lighthouse duty of fifteen dollars; vessels shall be compelled to pay lighthouse duty at ports only where there is a light established and kept up; and when a vessel has paid the lawful anchorage at any one port, she shall not be held liable to pay such anchorage at any other port of the Republic during the same voyage.

Art. 5. The master of any vessel anchoring in the ports of this Republic shall, within twenty-four hours from the time of his anchoring, enter his vessel at the Custom House, by exhibiting his register, or other documents in lieu thereof, together with the clearance and other papers granted by the officers of the Customs at her departure from the port from which she may have arrived. He shall, on the entry of his vessel, exhibit to the Collector a correct manifest of the cargo on board of his vessel, furnish the Collector a copy of such manifest subscribed by the master, and certified by an oath to be administered by the Collector.

Art. 6. No goods or merchandise shall be landed from any vessel or boat, without a permit, to be obtained therefore from the Collector of the port where such goods are to be landed, under a penalty of twenty-five dollars, to be recovered from the master, and forfeiture of the goods so landed in each and every case. And no goods, wares or merchandize, shall be landed from any vessel before the hour of 6 o'clock in the morning, nor after 6 o'clock post meridian.

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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