THE LIBERIAN MAIL STEAMER.

We have, inadvertently, failed to notice the little Steamer Seth Grosvenor, which sailed from New York some month or so since for Liberia. She is intended to run up and down the coast as a mail and passenger boat—possibly extending her trips to Sierra Leone and the Gold Coast, even to the Forts, Cape Coast, Elmina, Accra, &c.

Whether she will be under the direction of the Liberian Government or commercial parties, we are not informed, but any way, she will be a most acceptable acquisition to the Republic. Our friend, Mr. Pinney, seems untiring in his efforts to promote the prosperity of Liberia; to him mainly is due the getting up of this Steamer. The gentleman whose name she bears, contributed most largely in the expense—some ten thousand dollars we believe. It will be seen in the paragraph below that she put into Bermuda and had sailed thence.

RECAPTURED AFRICANS.

The daily prints have informed our readers of the return of some fifteen hundred recaptives taken by our vessels of war from slavers. They have all, or the survivors of them, been shipped for Liberia, we presume, ere this, as three ships left New York to take them weeks since.

Whether they will be an acceptable addition to Liberia, is somewhat doubtful, especially as a Government which will not recognize the existence of the Republic, sends them to suit its own convenience.

STEAMER SETH GROSVENOR.

By letters from Bermuda, of the 11th and 15th May, we learn that Capt. Reimer had safely conducted the steamer Seth Grosvenor to that island, in six days from New York, and that at the last date, 15th, she took her departure for the Cape Verde Islands, with fine weather and a fair wind. We may indulge the hope that, having passed over the most dangerous part of her voyage, she will have arrived safely in Liberia by the 10th of June. Her speed was not great, but on the whole satisfactory. We append an extract from one of these letters above referred to:

St. George's, Bermuda, *May 15th*, 1860.

Rev. J. P. Pinney—Dear Sir: We expect to start on our voyage at noon of this day. We are all ready, and the weather indicates a change. It has blown from the eastward ever since we have been here. Everything works well except the donkey-pump, which, by overhauling, we find that the springs of the valves are worn out; where the fault lies in its not being in better order, I know not. The glass tubes of the water guage were so slight that they broke, one after another, by the least jar of the vessel. We have now excellent ones from the navy-yard at this island, three in number, which I hope will last for three years at least; they are of the right kind. I submit here an abstract of our voyage to this place, viz: Left Sandy Hook at noon, on the 5th of May; barometer, 30° 10′; thermometer, 71°; wind S. W. light breeze. 6th—Barometer, 30° 12′; thermometer 64°, wind S. W. light; lat. observed, 38° 46′; long. chron. 72° 34′; course, S. 34° E.; distance, 126 miles. 7th—Barometer, 30° 20′; thermometer, 71°; wind S. light; lat. observed, 37° 05′; long. chron. 71° 31′; course, S. 38° E.; distance 129 miles. 8th—Barometer, 30° 08′; thermometer, 74°; wind S. W. light; lat. observed, 35° 38′; long. chron. 68° 31′; wind E. fresh; course S. 59 E.; distance 170 miles. 9th—Barometer, 30° 20′; thermometer 71°; wind E. moderate; lat. observed, 34° 04′; long. chron. 67° 36′; course S. 25 E.; distance 104 miles. 10th—Barometer, 30° 25′; thermometer, 69°; wind E. S. E.; lat. observed, 33° 07′; long. chron. 65° 55′; course S. 56 E.; distance 102 miles. 11th—Barometer, 30° 32′; thermometer, 70°; wind E. fresh; heavy head sea at 1 A. M.; made Bermuda light at 7h. 30m.; got a pilot, at noon came to the dock at St. George's. 12th—Barometer, 30° 45′; thermometer, 75°; wind E. fresh, weather fair. 13th—Barometer, 30° 45′; thermometer, 72°; wind E. fresh, fair. 14th—Barometer, 30° 10°; thermometer, 72°; wind S. E.; thick and rainy; barometer falling fast. There has not been any rain here for over a month past, and it may hold on for some time; the barometer, 7 A. M., is at this minute very low, 29° 80′; but the pilot tells me it will be decided by 10 or 11, if it will clear, or spring around to the N. E., which will detain us. I have been well received here, and all admire the neatness of the litte vessel, and are making great inquiries about Liberia. I have distributed quite a number of the New York Colonization Journal here, and so people can see for themselves. 9 A. M.—We are getting up steam, and shall have by this evening left the island far behind us.

Yours respectfully, Frederick Reimer.

From the American Presbyterian.

THE SLAVE TRADE REVIVED.

Six months ago a great deal was said about the disposition of our fellow-citizens of the South to shield and even stimulate that traffic in human beings which the law of the land, expressing the judgment of every healthy conscience, denounces as piracy. But the facts to sustain the assertions were scanty. They were the landing of the slave cargo of the Wanderer, the delay incurred in administering punishment to the offenders, and the declamatory language of violent Southern politicians. These were not alone sufficient to convict the South generally of a disposition to abandon the plain principles of truth and justice, and to nullify the laws opposed to this infamous traffic: But within a few weeks a mass of astounding facts have come to light, proving beyond a doubt, a most extensive participation of Americans in the slave trade. And not only is the South now involved, but the North comes in for at least as great a share of guilt. Northern as well as Southern officials are guilty of connivance: one at the outstart, and the other at the consummation of the enterprise. Northern as well as Southern cupidity and hard-heartedness, are the incentives to this renewed activity. Northern capital equips the vessels, and from Northern ports the piratical fleet takes leave of these Christian shores, upon an errand worthy of the thickest darkness of heathenism. And when the marine agents, captured at their work, are carried to Southern ports, to be dealt with according to law, a corrupted public sentiment, shared in alike by judge, jury and mob, inevitably procures their release, and recent indications even go to show that, if any difference is made in the public estimate, it is rather in favor of those who have risked so much to re-establish the traffic.

The N. Y. Spectator, speaking of the degree to which the traffic is carried on in that city, and of the connivance of United States officers, says:

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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)

1860