July. By a subsequent arrival of the Karnak, we have full details of the circumstances, and of the disposition of the negroes.

The slaver was an American schooner, with an eagle on the stern, but the name scratched off. She was nearly out of provisions, and the slaves were suffering from hunger and thirst. The slaves belonged to the Congo nation, and were shipped from Rio Grande, Africa, thirty-six days previous to the wreck. The name of the captain was Smith. The first officer was either a Spaniard or Portuguese. They refused to come to Nassau. The former offered $40,000 to Ridley Pinders, one of the parties who rescued the slaves, if he would take him without the precincts of the colony. This was praiseworthily rejected.

The greater part of the captives were children. About 179 were females, one of whom had an infant about a fortnight old. There were upwards of 100 children under ten years of age. Two deaths occurred from diarrhœa. They were all naked, and not in a very cleanly condition. The poor creatures occasionally burst forth with a chorus, which an African, who understood their language, said was a kind of thanksgiving for their safe deliverance.

The Government sent a schooner to arrest Alexander Smith and John Brown, the captain and mate of the wrecked slaver. They were arrested on board the American schooner Fashion, lying at Green Turtle bay, and about to sail for Key West. One of the crew of the slaver, named Allen Macallen, was also brought down in the Racer. He had been suffering from African fever, and was in a very emaciated condition. He died that night. Smith and Brown, together with the crew—Hendrick Golney, Francois Barrallier, Jose Goyti, Joaquin Merrara, Juan Bantilla, and Antonio Jose—were examined by the police magistrates. At the close of the examination, all the parties concerned in the slaver were committed to prison, there to await their trial at the meeting of the general court in October next.

Slavers from New Bedford.—*New Bedford*, August 29.—The ship Brutus, 470 tons, Duvall master, cleared from this port yesterday on a whaling voyage. The ships Atlantic and Montauk cleared from New York, not long ago, for whaling in the Atlantic and Pacific oceans. The Montauk has been heard from on the coast of Cuba, burned; having landed 1200 Africans from the Congo river. The Atlantic will probably be heard from as being scuttled or burned. She cleared from New Bedford for a whaling voyage—same as the Brutus—returned to New York from the western islands, Duvall, master, and recleared at New York. The Brutus has, in the opinion of many, just gone on the same track. The owner, A. C. Bigelow, wished to clear her last week, but did not wish the captain's name put in the register, or stated that there was no captain appointed yet. The owner concluded not to clear, as a pilot boat reported the cutter Harriet Lane outside the harbor. He did not wish the Brutus to be troubled, and as there was a great deal of plain talk about the matter, had the sails unbent, and said he would discharge the cargo, that it might be proved "all right." The cargo has not been discharged (she was fitted out at New York, but it was thought best not to clear from there), and the Harriet Lane having left here, and the cutter stationed at New London having just left on a cruise, the sails of the Brutus were soon bent, and a steam tug made ready to take her out. She was cleared, and went on her way rejoicing, on a—whaling voyage.—*World.*

The French Slave Trade to be Discontinued in West Africa.—A letter from Rev. Albert Bushnell, dated Gaboon, May 17, 1860, communicates cheering intelligence concerning the French emigrant scheme, or the slave trade in disguise, and the prospects of the missionary work on that point on the coast. We are permitted to give the following extracts:

The French Commander-in-Chief has returned recently to the river, and I paid him a visit on board his ship. He expressed friendly feelings towards us, and kindly offered any assistance it might be in his power to afford. There is a French emigrant ship loading in the river, but it does not affect us as seriously as the traffic did last year, and we learn with pleasure that the *Government has promised to discontinue the business after the present season.* Our relations with the authorities in the river have never been more pleasant, and I do not anticipate any hindrance to our labors from this source. The influence of commerce upon the people is demoralizing, and intemperance is ruining many, but we are able to rescue a few from its fatal vortex. Our congregations are large and attentive, and we are particularly encouraged by our evening meetings in the towns. Our efforts to enlist several of our young men in public speaking are developing native talents which we did not suppose they possessed, and encourages us to hope that we may yet have at least one or two native preachers to assist us in the work of offering the Gospel to the millions of benighted Ethiopians who dwell in these dark heathen wilds.

The Cuban Slave Market.—The correspondent of a Charleston paper, writes from Havana, on the 26th of August:

The slave trade is carried on in famous style; two cargoes arrived in one day to a Spanish house here in the beginning of the month, and the past week another cargo was safely landed at Cabanos. The famous slaver, Capt. Eugenio Vinas, is here; he is expecting a nephew of his with a cargo from the coast of Africa, and I am informed that he will leave as soon as a vessel which is being prepared for him in a port of the United States arrives here. He is a determined man. In one trip, two years ago, in the Lady Suffolk, he landed in safety 1000 lingates. The French bark Don Juan left this port about a week ago, cleared for Macao; and yesterday the ship Clara Windsor cleared for the same port. The Wanderer, and, perhaps, two or three others, will probably take the same direction.

Another Slaver.—*Norfolk*, Aug. 28th.—A slaver, believed to be the brig Triton, although the name is not definitely ascertained, was brought into port to-day, under the charge of Midshipman Farquanar. She is forty one days from Loando, west coast of Africa, and was captured by the United States steamer Mystic, on the 16th of July. She cleared from New Orleans in March last, and changed her captain and crew in Cuba. Previous to her capture, her papers and colors were thrown overboard. She was to take the slaves purchased for the brig Delicia, which was captured by the Constellation in December. She had false decks, water casks, etc., and $1100 was found on board of her. The crew, with the exception of the supercargo and one seaman, will be detained as witnesses. She is a very fast sailer, and had been chased by several English and American war vessels.

Maryland Historical Society

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