barked in the trade, and several vessels are reported as having landed a second cargo.

In fact, there is every indication that with no other acknowledged market than Cuba, and in this age of enlightenment and missionary zeal, a traffic in slaves is opened which now nearly equals, and promises soon to exceed that which was lawfully carried on between the years of 1788 and 1805, or even at any later period, when the markets of Brazil were open to receive their quota of 80,000 annually. Were we to deduct from the one hundred slavers known to have sailed between the first of March, 1859, and the 16th of July, 1860, all of those captured up to the present time by either English or American cruisers, besides those known to have been destroyed after landing their freight on the Coast of Cuba, we would find that there were yet near seventy of that number still afloat, and prosecuting with varied success their unlawful traffic, but when we add to this a proportionate number to have sailed each month since the 16th of July last, and this is by far too low an estimate, we have to day over one hundred pirate ships, measuring in all about 25,000 tons register, engaged in the African slave trade, and that too, in all probability, under the United States flag. Well may it be asked, where is this thing to end?

The year 1861 will open upon a fleet of slavers scarcely inferior in size and numbers, and were the trade legitimate, not at all in efficiency to that employed when England, France, Portugal, the Dutch and the Danes vied with each other in their efforts to prosecute successfully this unchristian

Spaniards.

[From the Evening Post, July 28, 1860.] LIST OF SLAVERS UNDER THE AMERICAN FLAG, From February, 1859, to July 16, 1860.

1. Bark ANTELOPE, 244 tons, Johnson, from New York to Remedios and Africa, Captured by a British cruiser. Purchased by a Spaniard. 2. Bark ARDENNES, 242 tons, Pelletier, from Havana and Jacksonville

to Canary Islands. Captured by a British cruiser, sent to New York with prize crew from U.S. Steam Ship Marion. Owned in Havana. 3. Bark Asa Fish, 321 tons, Dickie. Landed cargo of slaves, vessel

destroyed. Owned in Havana, sailed from New York.

4. Ship Atlantic, 699 tons, Silva. Cleared from New Bedford as a whaler. Voyage broken up. Owned by Spaniards in Havana.-Ditto, Merrill. Cleared from New York as a whaler. No change in ownership. 5. Bark Angelita, (Spanish,) 236 tons. Cleared from Savannah for

St. Jago. 6. Bark Ann,-no clearance reported in the papers.

7. Herm. Brig Angeline, 150 tons,-no clearance reported in the papers. Owned by Portuguese or Brazilians.

8. Bark Belle, 286 tons, Stewart. Cleared by a ship-broker in Old Slip, for Havana, on account. Landed cargo. Vessel destroyed. 9. Herm. Brig BROOME, 213 tons, from Havana. Two cargoes landed.

Vessel at present under the Spanish flag. 10. Herm. Brig BROWNSVILLE, 147 tons, Marsh. From New Orleans for Congo River, Cleared by a Spanish firm. Owned in Havana by

11. Bark Buckeye, 328 tons, Booth. From New York for St. George de Elmina, by Booth, Tucker & Co. Purchased by a Portuguese on Pearl street, for account of parties in Havana.

12. Brig Bonito, 276 tons, Raymond. For St. Thomas and a market, by J. S. Raymond & Bro. Purchased by Spaniards. Clearance sup-

pressed in most of the papers, (July 16, 1860.)

13. Herm. Brig C. H. Sampson, 156 tons, Davis. From New York. Clearance suppressed. Landed a cargo. Vessel changed owners several

14. Ship Comora, 439 tons, Maciel. From New Bedford as a whaler. Has been out over one year. Landed one cargo. Last report, at Bahia, clean. Owned by Portuguese and Spaniards. 15. Herm. Brig Cosmopolite, 143 tons. From Cardenas. Landed

two cargoes. Owned by Spaniard. Rig changed to schooner.

16. Bark Corinthian, 253 tons. Wrecked near Cardenas. Purchased

by a Spaniard. Sails for the Coast of Africa. 17. Herm. Brig CYGNET, 199 tons, Cottell. From Philadelphia for Canary Islands. Owned by Spaniards. Lands a cargo of slaves, is abandoned, picked up by U. S. Steamer Mohawk. Sold by U. S. Has been sold again for the slave trade.

18. Bark C. E. TAY, 257 tons, Trainor. From New York. Cleared by a firm unknown to the N. Y. Directory. Vessel detained. Allowed to sail under bonds for \$20,000. Owned by Spaniards and Portuguese.

19. Bark Cora, 431 tons, Latham. From New York. Cleared by master. Owned at Havana. Vessel detained and discharged. Allowed to sail under bonds. Fitted out by a mongrel Spaniard.

20. Brig CHARLOTTE, 285 tons, Lockhart. Cleared from New York. Owned by Portuguese. Vessel destroyed.

21. Bark CLARA WINDSOR, 206 tons, Power. From New York for Havana. Purchased for Spanish account to fit out there.

22. Propeller CITY of Norfolk, 572 tons. Cleared from St. Thomas, W. I., for Barcelona, Va. Owned by Spaniards in Havana. Cleared from New York by Wall Street Havana Packet Office.

23. Herm. Brig D. Webster, 193 tons, Buisson. Cleared from New York by master. Owned by the Captain and a Spaniard in Havana.

24. Herm. Brig Ellen, 143 tons, Danbury. Cleared for St. Thomas

by master. Portuguese property. Vessel destroyed. 25. Ship Erie, 476 tons, Gordon. Cleared from Havana by Hamel &

Co. for Spanish account. Vessel owned by Spaniards. 26. Ship Ellerslie, 407 tons. Cleared from Matanzas. Owned by

Spaniards in Havana.

27. Bark Emma Lincoln, 298 tons, Palmer. Cleared from New York by master. Fitted out by a ship-broker in Old Slip. Detained and overhauled in Congo River by British and U.S. cruisers. Returns to New York. Voyage broken up. Spanish proprietors.

Do., Palmer, do. No report. 28. Bark E. A. RAWLINGS, 273 tons. Cleared from Havana for Mantua, Spain. Captain murdered by the crew. Vessel sold by the U.S. at Apalachicola. Spanish property.

29. Schooner Enterprise, 98 tons, Morantes. Cleared from Havana for Carthagena. Run on shore by crew, and captain murdered.

30. Bark Emily, 300 tons, Lindsey. Cleared from New York by - Richardson. Vessel purchased by a Spaniard (same as No. 1) for a Captain Gomez, who goes in her. Captured by a British cruiser and sent back with prize crew from U. S. Ship Marion.

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