Havana. Purchased by a Spaniard through a Hanover Square ship-broker, and owned by Spaniards.

66. Bark SULTAN A. 457 tons, Bowen. Cleared by master. Purchased by same as above for account of the same. Landed a cargo and vessel burned.

67. Brig STORM KING, 229 tons, Lockhart. Cleared from New York by master. Owned by Spaniards at Havana. Fitted out by Portuguese. Two deputy marshals under indictment for aiding in her escape.

68. Herm. Brig TALLULAH, 194 tons. Missing from port of Havana. No clearance.

69. Herm. Brig TAVERNIER, 150 tons, Johnson. Cleared from Cardenas. Owned by Spaniards. Captured by British cruiser with 520 slaves.

70. Herm. Brig TYRANT, 211 tons, Lind. Cleared from New York by a Portuguese firm. Owned by Spaniards in Havana. Lands a cargo; vessel abandoned and taken by wreckers into Key West.

71. Herm. Brig TRITON, 211 tons, Buisson. Same vessel as above. Lost on her voyage from New Orleans. Ostensibly bound for Cienfuegos. Spanish owners.

72. Ship THOMAS WATSON, 340 tons, Allen. Cleared from New York as a whaler. Was sold previous to her arrival, and is now Portuguese and Spanish property.

73. Herm. Brig THOMAS ACHORN, 250 tons, Bain. Cleared from New York. Owned in Havana. Fitted out by Portuguese.

74. Ship TAHMARO, 371 tons, Hathaway. Cleared from New Bedford as a whaler. No report of her ownership.

75. Brig VIRGINIAN, 225 tons, Lind. Cleared by a Portuguese; vessel owned by Spaniards at Havana. Seized by U. S. cruiser at suggestion of British cruiser in Congo River. Sent to Norfolk with prize crew.

Do., do., Storm. No clearance reported. Seized at Bermuda for being a slaver.

76. Bark WILDFIRE, 337 tons, Stanhope. Cleared by master. Owned by Spaniards, fitted out by Portuguese. Captured by U. S. cruiser with cargo of slaves.

77. Bark WILLIAM, 232 tons, Finnis. Cleared from Havana. Owned by a Spaniard. Captured by a U. S. cruiser with a cargo of slaves.

78. Bark WM. C. LEWIS, 265 tons, Faulkner. Cleared from New York. Previously a sham auction sale took place and no change in ownership. Owned by the same person as 45 and 51. Supposed to be the Bogota, which was captured by a U. S. cruiser.

79. Brig WM. R. KIBBY, 190 tons, Otto. Cleared from New York. Fitted out by a Portuguese. Owned by a Spaniard in Havana. A clearance was refused to her in that port.

80. Schooner Yacht WYVEIN, 81 tons, Fields. Cleared by master from Boston for St. Thomas and a market. Has landed a cargo. Last reports at St. Thomas for sale.

81. Herm. Brig W. H. STEWART, 206 tons. Cleared at Havana. Owned by Spaniards. Captured by British cruiser.

82. Herm. Brig W. M. CROTON, 239 tons, Bettles. Cleared from Havana. Owned by Spaniards. Landed a cargo and returned to Apalachicola.

83. Bark WHITE CLOUD, 285 tons, Hatch. Cleared at Havana. Owned by Spaniards.

84. Schooner Yacht WANDERER, 250 tons, Farnham. Cleared from Savannah by Americans. Owned by Americans. Landed a cargo in Florida.

Do., Patton. No clearance. Mate and crew ran away with her; returned to Boston. Vessel bonded in $5,000, worth about $13,000 or $15,000. Forfeited to the U. S. Now at Havana for sale.

85. Herm. Brig W. TAYLOR HALL, 190 tons, Oliver. Cleared by master from Baltimore for St. Thomas and a market. Lands a cargo and is abandoned. Found and taken into Nassau.

Added to the above slavers, some half dozen have gone through the Sound, the names of which could not be ascertained.

Some twenty vessels have been detained under suspicion, and a great many others have cleared from European and South American ports.

"South Street,"—the correspondent of the Evening Post, who has kept a record of vessels engaged in the slave-trade, makes the following additional statements:

The Louisa (reported heretofore as having gone on a slave-cruise) has returned from St. Jago de Cuba, and will probably fit out directly from this port. The Erie, Weather Guage, Kate, J. J. Cobb, and Thomas Achorn are all in custody of the United States authorities. At Norfolk, Va., there are the Triton and Storm King under seizure. The Falmouth has sailed for Havana, after "changing hands" in the customary way. The Kate's party, it is hinted, know all about the Falmouth. The Cygnet and William are still at Mobile. Capt. Bowen, who landed 1,300 slaves from the Sultana, reported to have been the Mohawk, has managed to get out of this port as master and part owner of the ship Nightingale. The other owner is a Portuguese merchant, doing business in this city. The vessel has since arrived at Liverpool, (a roundabout way to the coast of Africa,) and if she takes a cargo, she will carry 2,000 slaves to Cuba. A small brig, formerly schooner rigged, lately sailed from a southern port for the coast and a slave cargo. The slaver Wanderer cleared from Havana on the 1st of October, but on the 27th still remained at that port. The City of Norfolk steamer has been towed into Havana. The brig Nancy has sailed from the same port for a cargo. The Ardennes was still there, and the schooner Byron, captured by a Spanish war-steamer, was carried in there, having 271 souls on board. The slaver Lyon, owned by a Spaniard in New York, has been sold there. Cuban parties have ordered a propeller from New York to undertake the same enterprise in which the City of Norfolk so nearly succeeded. The proclamation of the Captain-General of Cuba is pronounced a "stool pigeon affair."

L. P. Herald.

A PROPOSITION TO ARREST THE SLAVE-TRADE BY BLOCKADE OR BY SUBSIDIES.

CAPT. WILMOT, of the British Navy, in a letter to the First Lord of the Admirality, published in the London News, makes some suggestions in connection with the recent humane sacrifices by the King of Dahomey, for the suppression of the slave-trade. He says:

"The capture of slavers increases the slave-trade, because the demand remains the same. The King benefits by every capture that is made, and gladly awaits the return of the agent for a fresh supply. All slaves are paid for before they leave the King's barracoon, and your Grace will see in a moment that the King and chiefs will naturally encourage the capture of slave-vessels. The more slaves, then, that are captured in their passage across the 'big waters,' the more money finds its way into the King's pocket. But we know that the profits of the slave-dealers them-

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