selves are enormous, even if one vessel out of four, with full cargoes, safely reached its destination. Hence the terrible struggle to keep it up. If we, however, can prevent the shipment of slaves from the shores of Africa, we at once strike at the root of the evil, and I unhesitatingly say that we can do this.

By a close blokcade of three years, and by strictly enforcing the treaties already made, the slave trade will be extinguished. By these treaties we have considerably decreased the slave trading coast. Ten minutes conversation with your grace would convince you how easily this object can be accomplished.

In the event, however, of our not wishing to do it by the means that are in our power, the question is, What can we do in order to have a more reasonable chance of success? By subsidizing largely until they begin to receive a profitable return from other sources by their own exertions? We must make this subsidy worth accepting. They have been too long accustomed to the gold that flows into their coffers from the sale of their fellow creatures without any trouble or manual labor-without even the sweat of their brow-to live contentedly upon the prospects that we at present hold out to them. They must be gradually prepared for the great change that such a desirable measure as the 'abolition' of the slave trade would undoubtedly produce on their future life. I am certain that liberal subsidies to all the kings and chiefs, advisedly granted, but promptly and regularly paid, will do more to stop this barbarous custom than even the efforts of the African squadron, as at present carried out, can possibly do. It will be a far cheaper plan than that of maintaining a squadron in only half its efficiency. When money can be easily obtained, slaves will be forthcoming in spite of all our efforts, unless we at once adopt an energetic line of conduct. It is the King's income, and he will not give it up for a trifle.

The sacrifices at Dahomey will be given up if the King is well paid, and if we can manage to bring a chief over to this country. No external force will have any real weight with him, unless we can prove that it increases his income—I mean by preventing his slaves and prisoners from leaving the shores of Africa. He may promise, but he will not perform his promise. Money, money, money, must be the all powerful instrument in our hands, if we would stop these inhuman sacrifices. England alone can stop them, without reference to other countries, although it may be advisable to act in concert."—N. Y. Col. Journal.

ACTIVITY OF THE SLAVE TRADE.

The West African Herald, of the 13th of September, says.

"We perceive by intelligence that reaches us from various quarters, that there appears to be a sort of a revival of the slave trade on this coast. From ports between Cape St. Paul and Lagos, and from the south coast, a great number of slaves have since last December been carried out of the country. We have to believe that, between the first day of January this year and last day of August last, not less than twelve thousand Africans from the places we have mentioned have been carried across the ocean into slavery, in spite of the cruisers.

"For the truth of the following statement we can vouch: On the 12th of August last, a large screw steamer left Whydah (the great seaport town of the Kingdom of Dahomey) with 1200 slaves, and got clear off. While embarking these unfortunates, twenty-five were drowned in their chains, in the serf, by the upsetting of the canoes. This slave steamer was

eighteen days from Havana to Whydah. Our informant was at Whydah when this occurred, and saw the slaves shipped. He says further, in reference to this matter: 'The greater part of these slaves were the produce of the King of Dahomey's late excursions. Since Gezo (the late King) died, Badahung has made fourteen slave hunting excursions. When I was at Whydah all the paths were closed, and legal trade had quite stopped on account of these wars. At this very moment, while I am writing, all the whites and head men of Whydah are in Dahomey, whither they have gone in obedience to Badahung's orders, to do honor to his 'custom,' which is being carried on in tremendous style. Thousands of people are being sacrificed, and thousands are kept for the slavers.'"

CAPTURE OF THE CORA.

A letter to the Editor of the Boston Courier, from an officer on board the United States Ship Constitution, dated St. Paul de Loando, October 1, gives the following account of the capture of the slaver bark Cora, of New York.

We saw no vessels of a suspicious character until the evening of September 25, when at 7.30, P. M., a bark was observed showing no light, about five miles to windward, steering Northwest, and about 80 miles from the coast, to the Southward of the Congo river. We instantly made all sail in chase, but, she being very fast, we did not bring her within range of our guns until 11, P. M., being at that time about a mile and a half directly ahead. Our chase guns were then brought to bear on her spars and rigging, but she did not heave to until four shots had been fired, three of which passed close to and striking the water a short distance ahead of her. The fourth shot passed close to her foremast and cut away her studding-sail halliards, and causing her helmsman to leave the wheel, as he states, through fear of being killed.

She was immediately boarded by Lieutenant D. McN. Fairfax, and sailing master T. H. Eastman, with an armed boat's crew, Lieutenant Fairfax returning to the ship with her officers and crew as prisoners. She proved to be the bark Cora, of New York, one day out from Manque Grande, and having on board seven hundred and five African slaves, of whom a few were children and two hundred and fifty females. They are all young, and in remarkably good condition. She sailed from New York for the Coast on the 29th of June last, (being first detained by the authorities and put under heavy bonds,) with John Latham as master, Jose Sanchez, supercargo, Morgan Federicks, 1st officer, John Wilson, 2d officer, Hans Oslen, 3d officer, and a crew of 12 men, and arrived at Punta da

Here it is alleged by the first mate, that Latham left the vessel, and that she was taken off by a Spaniard, giving the name of Loretto Ruiz, who shipped a Spanish crew, and sailed from the Congo on the 19th of September, arriving at Manque Grande, a slave port about 50 miles further south, on the 24th, where she took on board her slaves, and sailed the same night at 11 P. M., we capturing her within 24 hours after. No papers or colors were found on board. She is a fine bark, of about 450 tons register, newly coppered, and, besides the slaves, she had on board a quantity of palm oil and ivory. She had on board in all twenty-eight persons, comprising her officers and crew. Her first, second and third officers, and Charles Miller, cabin boy, were sent to the United States in her as prisoners, and six of the Spanish crew were sent in her to take care of the

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