

THE SLAVE TRADE REOPENED.

THE CRUISE OF THE YACHT WANDERER—HER SEIZURE AS A SLAYER.

[From the Tribune, December 15.]

On the 9th of June last, let it be borne in mind the Wanderer was seized here under suspicious circumstances. Surveyor Norton, of Port Jefferson, and others, watched her and the Charter Oak cruising about the Sound, and came to the conclusion that there was something wrong going on aboard. Upon the affidavit of Mr. Norton, the District Attorney had both vessels seized. The Charter Oak was occupied in conveying stores to the Wanderer. The latter is schooner-rigged, and carries about two hundred and fifty tons. Upon being seized, Capt. Corrie, a planter of South Carolina, her owner and commander then as now, loudly protested against the transaction, and the persons aboard were very fearful lest their names should get into the newspapers.

In a few days after this, we were not surprised to find that the Wanderer's gallant captain was acquitted of any complicity with the slave trade, and he was released accordingly. Now we find, however, according to the rumor or statement from the South, that the Wanderer has been engaged in the slave trade, and according to the revived doctrine of the South, has boldly landed slaves. We make no direct assertion of this, but take the telegraphic news from Savannah and Washington as we find it.

What wonder that a rich planter should engage in the slave trade? Nothing is more profitable. Why should not the chivalry indulge in the foreign as well as the domestic business? It is the less cruel of the two. Virginia—which holds Washington's bones, and so forth—has a slave trade of \$12,000,000 a year. Why should not Georgia buy \$12,000,000 of slaves from the coast of Africa?

THE NUMBER OF NEGROES ON THE WANDERER.

[From the New York Herald, December 15.]

We are authorized to state, that the story about the yacht Wanderer bringing three hundred slaves to this country is simply ridiculous, from the fact that she could not possibly accommodate more than half that number. The truth of the matter, as we are informed, is, that she had on board but eighty negroes, who were selected on account of their health, vigor, size and strength; that they were treated with the utmost care on the voyage, and finally landed in good condition at some point between Florida and Georgia, where they readily brought seven hundred dollars each—making an aggregate of fifty-six thousand dollars. It will be seen, on reference to our letter from the coast of Africa, that the Wanderer was up the Congo river in October last.

LETTER FROM THE UNITED STATES SHIP VINCENNES—SLAVERS ON THE WEST COAST OF AFRICA—THE WANDERER UP THE CONGO RIVER.

UNITED STATES SHIP VINCENNES, 1

St. PAUL DE LOANGO, October 1, 1858. 1

The morning after we crossed the line we made a sail, and standing for her hove her to with a gun. Upon boarding her she proved a prize to the United States ship Marion, a ketch, named the Brothers, of Charleston, S. C. She was taken off Mayamba Point, and, I believe, most of the evidences of a slaver were found on board.

On September 15th we met and boarded the schooner Kate Ellen, of Plymouth, a prize to the English steamer Viper. This vessel is American built, and was captured thirty miles north of Loango. When the English steamer discovered her the captain and crew deserted her upon boarding. The Spanish colors were found on deck, the chronometers were broken, anchors cut away; she had all the appurtenances of a slaver, deck laid, rice, copperas, &c. From the officers in charge we learn that within the last three months English cruisers have captured twelve vessels, having in all \$50,000 on board; vessels in value about the same. That might be termed pretty brisk trade.

Assuredly, if we are instructed as to our bearing towards English cruisers, based upon the letter of Secretary Cass, we will stop the wholesale stealing of the English; and if the American trade be a legitimate one, he need not suffer detention or be frightened into letting his "flag and papers swim." Upon the broad ground that the American flag covers and protects from boarding, search, or even visitation, by any but an American vessel of war, our legitimate trade upon this coast must and will once more flourish. Yearly it has diminished. It is a shame; for it is too valuable to be given up. Millions denote its value; and its deterioration can be brought directly to the door of the unlicensed, unlawful assumption of search and detention heretofore carried on by the English cruiser; and said cruiser is no more or less than a guard to the English apprentice slave trade, for every slave captured by an English cruiser is money put in the treasury of the English government. The time has arrived that our flag must be respected, and never again be soiled by the pollution of English cruisers and their money-seeking commanders.

There are now down on the slave coast, of the American squadron, the following vessels: Flag ship Cumberland, sloop-of-war Vincennes and brig Bainbridge. The sloop Dale is in the Bight of Benin. About the time you receive this the flag ship will be at Porto Praya, Dale also; the brig Bainbridge on her way back towards this point, whilst this vessel will be in the Bight of Benin or Baira.

At this place we learn that the yacht Wanderer and brig Helen are both up the Congo after slaves, so reported. Keen eyes are upon them, and they will have to be smart to get off.

JUBILEE IN WASHINGTON OVER THE WANDERER'S SUCCESS.

[Correspondence of the Boston Advertiser.]

WASHINGTON, December 12.

The friends of Captain Corrie, of the yacht Wanderer, were quite gleeful at Brown's Hotel last night over the telegraphic despatch announcing his success in landing a cargo of slaves from Africa on the Savannah river. With their champagne they drank success to all such future enterprises. The fact of the landing, if confirmed, affords quite a commentary on that portion of the report of the Secretary of the Navy, in which Mr. Toucey states that all rumors of attempts to land cargoes of slaves upon our southern coast had proved unfounded. The funds with which Capt. Corrie fitted out the Wanderer for the voyage were supplied from an appropriation (probably the \$120,000 claim referred to by the Evening Post's Washington correspondent) which southern influence extracted from Congress to satisfy a claim he held against the government.