

to service and labor contrary to the provisions of the fourth section of the act of Congress, in the said seventh article mentioned." The case will be called up on the 28th inst., at Savannah.

The Yacht Wanderer.

A VISIT TO THE CRAFT—THE SPECULATION—THE LIBEL AGAINST THE VESSEL.

A Savannah correspondent of the Philadelphia Press has visited the slave-yacht *Wanderer*, and writes:

"This afternoon, by the courtesy of the officers of the *J. C. Dobbin*, I was enabled to visit this now too famous craft, the *Wanderer*. She is a perfect model. A schooner of 225 tons, very sharp, tall masts, immense yards and sails. She was built for fast sailing, and she does it. The Lieutenant of the *Dobbin* told me that when they were bringing her round from Brunswick she sailed right away from the cutter.

The *Wanderer* is well known in New-York. She once, I believe, belonged to the Yacht Club, and was owned by a Colonel Jounson. That gentleman was in command of her at the regatta at Brunswick, Ga., about one year ago. I saw the flag of the New-York Yacht Club on board of her this afternoon. She is fitted up as yachts generally are, very elegantly. The cabin and the captain's state-room are even luxurious. Mirrors, satin-wood furniture, damask and lace curtains, elegantly framed engravings, Brussels carpets, a library of choice books, expensive nautical instruments—these form the attractive features of the 'yacht.' The slave deck, where human beings were packed 'spoon-fashion,' muskets, pistols, boarding-pikes, large water-tanks, all betray the disgusting and horrible nature of the last voyage of the 'slaver.'

Considering the small size of this schooner, which was built only for pleasure, and with no view to the accommodation of a cargo, it seems almost incredible that so many living beings could have been carried in her; and if no more than three hundred were imported—it is thought there were even a greater number—the close packing must have been horrible, and this voyage of the beautiful pleasure-yacht *Wanderer* was one in which the most cruel and savage practices of the Slave-trade must have been resorted to.

The retreat of the 'gallant' Capt. CORRIE from his craft must have been rather precipitate, for he left 'all standing'—books, papers, charts and many things that will aid in the conviction of those concerned in this inhuman traffic."

The Washington correspondent of the Philadelphia *North American* writes:

"From intelligence received here, no doubt exists but the Africans recently landed in Georgia were brought over in the yacht *Wanderer*, which was purchased in New-York for her superior sailing qualities and accommodations, and fitted out expressly for this abominable traffic, as a pecuniary speculation. The venture may have cost some forty or fifty thousand dollars in all, including a liberal bonus to the sailors, who are likely to be the only sufferers, though the projectors are well-known to everybody but the very vigilant officers of the law. It is intimated that a quarter of a million was the profit which four or five persons divided, but when we reflect that eighty or ninety of these unfortunate creatures were consigned to an ocean grave, there will not be many to envy the sharers in guilty gains, every dollar of which must leave a stain behind that no waters can wash out, and a memory that will cling to the blighted posterity of those who have trafficked in blood.

The attempt to withdraw public attention from the real criminals, by a rumor that the *Wanderer* only served as a tender to an undiscovered slaver, is a weak device, which has not misled anybody but such as desired to be deceived. Her internal construction was so arranged as to be readily removed, and replaced when the cargo was delivered. This was done in such haste, that many positive traces were left which furnish conclusive circumstantial proof of the piratical service in which she was engaged. To the credit of the South, it may be said that there is but one member from that section who openly avows himself in favor of the opening of the Slave-trade. Mr. McRAE, of Mississippi, occupies that 'bad eminence.'"

The "libel" against the yacht *Wanderer* contains eleven distinct counts, of which the first and eleventh are as follows:

First—That the said yacht, schooner or vessel, called *Wanderer*, of the burden of two hundred and thirty-four tons and eighty-four ninety-fifth parts of a ton, or thereabouts, being the property of a citizen or citizens of the United States, was heretofore, to wit: on or about the third day of July, in the year of our Lord 1858, by some person or persons, being a citizen or citizens of the United States, or residing within the same, to the said attorney unknown, for himself or themselves, or for some other person or persons, either as master, factor or factors, owner or owners, fitted, equipped or prepared, within a port of the United States, that is to say, within the port of Charleston, in the State of South Carolina, and within the jurisdiction of the United States, for the purpose of carrying on trade or traffic in slaves to some foreign country, to the said attorney unknown, contrary to the provisions of the first section of the act of Congress, approved on the 22d day of March, 1794, entitled, "An act to prohibit the carrying on the Slave-trade from the United States to any foreign place or country."

Eleventh—That on or about the fifth day of October, in the year of our Lord one thousand eight hundred and fifty-eight, divers negroes, mulattoes and persons of color not being inhabitants nor held to service and labor by the laws of either of the States or Territories of the United States, were taken on board of, received and were transported by the said yacht *Wanderer*, by a citizen or citizens of the United States, or other person or persons resident within the jurisdiction of the same, to the said attorney unknown, from one of the coasts of Africa, or from sea, or from another foreign place or country, for the purpose of holding such persons as slaves, or to be held