

*She is Seized at Port Jefferson, L. I.—  
Brought to New-York and Overhauled—  
Curtain Outfit—Is it a Pleasure-Trip? A  
Slave Hunt, or a Filibustering Expedi-  
tion?*

Public attention was last Winter several times called to the splendid performances of a fine new schooner-yacht, named the *Wanderer*, and owned by J. D. JOHNSON, Esq., which sailed from New-York on a pleasure trip to the South. Her arrival at Charleston and Key-West in unprecedented time; her trip across to Havana in company with the frigate *Wabash*, which happened to be there at the time; her visit to New-Orleans and the admiration which she excited in all these places for her fine proportions, and her fast sailing, were announced from time to time, through the Press, and were the subject of much pride among the yachting men. After an absence of about four months she returned to New-York, arriving here on the 11th of April, and proceeding to Port Jefferson in three days afterwards. Here she has remained ever since, in charge of ship-keepers, until the events which have again brought her before the public, under circumstances which, it is alleged strongly implicate her fitting out for the Slave-trade, or for a filibustering expedition. But, to return a moment for a description of the vessel.

The *Wanderer* was built for J. D. JOHNSON, Esq., of Islip, by J. ROWLAND, under the supervision of Capt. T. B. HAWKINS, and was launched on the 19th of June. She is 243 tons burden, is 95 feet length of keel, 10½ feet depth of hold, and 26½ feet beam; her spars are not out of proportion for length, or size, and do not rake so much as other vessels of her class. She has long topmasts, on which she carries large gaff topsails; she also sports a long flying jib boom. Her draft of water is 9½ feet, her bow is concave, after Steers' model, and her run is so sharp and clean that one would be at a loss to tell where the water would touch it after it passes her midship lines. Her decks, which are of narrow planks, are so scrupulously white that one instinctively looks for a mat on which to wipe his feet on stepping over her rail. The sides of the gangway ladder are ornamented with brass work representing harps. Portions of the steering apparatus are also made of the same material, the whole being kept perfectly bright. No expense has been spared to make the cabin and staterooms all that could be desired for comfort and luxury. Fourteen hundred dollars were spent in the one item of upholstery; and every other part of the vessel corresponds in elegance and convenience. Her entire cost was \$25,000. That a vessel so costly, and so well adapted for a gentleman to spend his elegant leisure in, should be selected as a slaver, appears absurd upon its face; since two or three vessels, better calculated for the slave trade, could be purchased for the money.

Shortly after she arrived from her Southern trip, Mr. JOHNSON received a letter from Colonel Wm. C. CORRIE, of Washington, proposing to buy her, and asking his price for the vessel as she stood, with all her equipments. After a brief correspondence, Colonel CORRIE came to New-York and closed the bargain, paying \$22,000 for her. The whole business of fitting her out was now intrusted to a friend of the Colonel's who was supplied with funds for the purpose. A check for \$6,000 was handed over to him to get her in readiness for sea, and Colonel CORRIE was not again seen at all in connection with the vessel. It is not known that he ever went up to Port Jefferson to see her.

About two weeks ago, Mr. SYDNEY S. NORTON, the Surveyor of the port at Port Jefferson, had his attention attracted to the yacht by the arrival of several water tanks, and other articles sent down by a packet from New-York. His further observation satisfied him that some illegal expedition was on foot, and he accordingly sent word to the U. S. District-Attorney, stating the grounds of his suspicions. Hereupon a warrant was issued, and Deputy U. S. Assistant Marshal O'KEEFE went down to Port Jefferson on Thursday last to watch the movements of the suspected vessel. He put up at the hotel, without entering his name on the register, but the inquisitiveness of the landlord finally obliged him, O'KEEFE says, to write something, so he wrote "O. MAURICE" in the hotel register. On Monday a lighter schooner appeared at the place with a large quantity of provisions; she came inside and anchored near the yacht. Affairs remained in this condition for another day and night, when it became apparent that suspicion on board the yacht was awakened that the vessel was watched. The messenger who had been sent with information to the City, meantime, returned, and with him, in the same stage, some half dozen seamen, neither of whom could speak English. A part of them went on board the yacht. Late on Wednesday night, Captain FARNHAM, the well-known filibuster associate of WALKER, also made his appearance at Port Jefferson, and circumstances immediately connected him with the expedition. Meantime, word had been sent to New-York, which induced the United States authorities to send down the cutter *Harriet Lane* at once. She made her appearance off the port Tuesday morning. By this time Captain CORRIE, observing that he was suspected, changed his purpose of going to sea by the way of Montauk Point, and before the Marshal and his associates were aware of it, the lighter schooner with her load of provisions, and the yacht, were both under way heading for New-York, as he had determined to disarm all suspicion, by coming directly to this City, and taking the supplies on board here. The *Harriet Lane* was now run alongside, and requiring them to heave to, the United States Marshal took possession of both vessels. They were taken in tow, and brought to New-York late on Wednesday evening, and anchored off the Battery.

An inspection of the yacht by the Assistant United States District-Attorney Mr. DWIGHT and the Marshal, was made yesterday morning, but there was nothing discovered to implicate the vessel in the Slave trade. The examination of the lighter's cargo, however, showed that an extraordinary voyage of some kind was contemplated. There was any quantity of barrels, boxes, bags, and baskets; consisting of beef and pork, hams, vinegar, potatoes, bread, rice, Champagne, brandy, and sundry other kinds of liquor in abundance; olives and olive oil in large quantities; cigars, preserved meats, and condiments—in a word, the most curious *mélange* that was ever seen on board a vessel before; the whole making a year's supplies for an ordinary vessel's crew. There were, it was stated, fourteen large water tanks put on board, and there were also three or four others found on board the lighter. This craft was found without a license.

The crew being mustered were found to consist of the following persons: Wm. C. CORRIE, Captain; W. V. BROOKS, sail-master; Capt. T. B. HAWKINS, her former captain, and DANIEL BETTS, HENRY HEATH and FRANK HEATH, who were on board for the purpose of delivering the yacht at New-York; Antonio Barber, Italian; Joseph Williams, Greek; John Mikes, Russian; Nicholas Barbas, Trieste; Frank Raymond, English, (doubtful); John Smith, Italian; Demetrias Nichols, Greek, and Joseph Conaffe, Italian. There were several small pieces of ordnance about deck, and below one of the staterooms which was fitted up as an armory by her former owner still contains muskets, pistols, boarding-pikes and heavy cutlasses, enough to arm 30 men.

It is due to Capt. HAWKINS, her former commander, to state that he cannot, by construction, be reckoned as implicated in any unlawful objects, on account of his connection with the yacht.

Col. CORRIE, the present owner of the *Wanderer*, belongs to Charleston, S. C., and he is said to be connected with the most respectable and wealthy families of South Carolina. He has resided for five years at Washington, and has recently succeeded in obtaining a grant of some \$200,000 in favor of his family founded upon some revolutionary claim. His manners are those of a well-bred gentleman, and he expresses great indignation at the arrest of his vessel under the charge of being engaged in unlawful pursuits. He afforded the officers every facility for making a thorough investigation of the affair. He was but recently admitted a member of the New-York Yacht Club, and was yesterday dressed in the uniform worn by the fraternity. Col. CORRIE will be recognized as the gentleman who was a second in the unpleasant affair between Commanders BOUTWELL and RUMR. He says he has valuable estates in Trinidad, which it is his intention to visit, with a view of adjusting affairs which have gone wrong there since the introduction of the apprenticeship system. Captain FARNHAM appeared perfectly open to the fullest investigation—turned his trunks inside out, and assisted in opening all the lockers and drawers on board the yacht, to allow the officers to hunt for mysterious papers. It is needless to say the officers found nothing to attract notice.

Thus far the whole affair is involved in doubt. There are, of course, all sorts of speculations as to the destination of the vessel, the strongest party believing that she is going on a filibustering voyage either to Tampico or to St. Domingo. Though not formidable as a war vessel, she would be an excellent tender to a small squadron, and filled with fighting men, would be more than a match for some larger craft. Some even surmise that she is intended as a privateer, and is going to the Gulf to capture the *Styx*. She still remains in the custody of the Marshal.