

height and color, or any other you think has run off.

Give my respects to your partner, and be sure you write to no person but myself. If any person writes to you, you can inform me of it, and I will try to buy from them. I think you can make money, if we do business together; for I have plenty of money, if you can find plenty of negroes. Let me know if Daniel is still where he was, and if you have heard anything of Francis since I left you. Accept for yourself my regard and esteem.

REUBEN B. CARLEY.

JOHN C. SAUNDERS.

The fellow named Kephart in the foregoing letter, is described as a "tall, sallow man, of about fifty," with a "cruel look, a power of will, and a quickness of muscular action, which render him a terror in his vocation," viz., a policeman, whose duty is to take up negroes who are out after hours in the streets. For this offence the unfortunate wretches are subject to a punishment not exceeding thirty-nine lashes! Men, women, and children, all the same. Kephart stated in the "Rescue Trials," held in Boston during the years '51 and '52, that he was paid fifty cents a head for taking them up, and fifty extra when he was employed to whip them. This worthy does not confine his flogging to these cases, but will do a similar job for hire. This is called "private flogging," and men and women, and even children, as the case may be, come under his lash. In fact, he says that "he never refuses a good job in that line." However, the Mr. Haley of "Uncle Tom" was a trader, not a policeman; as a sample of commercial correspondence, witness the following:

Halifax, N. S., Nov. 16, 1839.

DEAR SIR,—I have shipped in the brig Addison—prices are below:

No. 1. Caroline Ennis, . . .	\$650,00
" 2. Silvy Holland, . . .	625,00
" 3. Silvy Booth, . . .	487,50
" 4. Maria Bullock, . . .	475,00
" 5. Emmeline Pollock, . . .	475,00
" 6. Delia Averit, . . .	475,00

The two girls that cost \$650 and \$625 were bought before I shipped my first. I have a great many negroes offered to me, but I will not pay the prices they ask, for I know they will come down. I have no opposition in market. I will wait until I hear from you before I buy, and then I can judge what I must buy. Goodwin will send you the bill of lading for my negroes, as he shipped them with his own. Write often, as the times are critical, and it depends on the prices you get, to govern me in buying. Yours, &c,

G. W. BARNES.

Mr. Theophilus Freeman, New Orleans.

In "Chambers' Miscellany," Tract 27, we find the following account of the "Transfer of Negroes to the Planting States," a transaction strictly mercantile, and one which is often of great moment to those engaged therein. A market has to be made, the prices canvassed and the supply entered into as keenly as if flour was the commodity, not blood.

"The transfer of negroes from the places where they are reared, is usually effected by a class of dealers, who receive and execute commissions, or purchase negroes on speculation, and keep them in premises for exhibition and sale. Washington, in Columbia, which is the seat, and under the special sway of the general government of the United States, forms a convenient entrepôt for this kind of commerce. In this city there are numerous warehouses for the reception of slaves; and hither resort all the slave-owners in the neighborhood who have stock to dispose of, attracted by such advertisements as the following:

CASH FOR NEGROES.—We will, at all times, give the highest prices, in cash, for likely young negroes of both sexes, from ten to thirty years of age.

J. W. NEAL & Co., Washington.

CASH FOR FIVE HUNDRED NEGROES, including both sexes, from ten to twenty-five years of age. Persons having likely servants to dispose of will find it their interest to give us a call, as we will give higher prices in cash than any other purchaser who is now or may hereafter come into the market. FRANKLIN & ANFIELD, Alexandria.

"There are three modes of conveying gangs of negroes to the place of their final destination—by sea, by a river passage down the Ohio and Mississippi, and by a march overland. The first of these has been very generally adopted as being the least expensive; vessels being freighted at Richmond, Norfolk, and Baltimore, for the purpose of taking the cargoes of negroes coastwise to New Orleans or to intermediate ports. This species of conveyance, however, is not without danger. On a late occasion the negroes on board one of these coasting slavers broke into rebellion, vanquished the officers, and carried the vessel into an English port, where they were immediately free. The passage down the great central rivers of North America is generally adopted by slave-traders along their banks; that is, in Kentucky, Tennessee, and the north-west of Virginia. Till lately, the negroes used to be carried down the Ohio and Mississippi in large clumsy floats, or boats made to stand a single trip. Now, however, the steamers, which are constantly plying up and down the river, are used for the purpose of conveying negroes from the interior to New Orleans; and at certain seasons of the year the traveller on a pleasure trip down the Mississippi is sure to have the company of a large number of negroes from Kentucky, who lie stretched along the deck, inhaling the steam from the engine, and affording abundant amusement to the tobacco chewing portion of the passengers, who will make a negro's woolly head, or his eye, or his half-open mouth a mark at which to squirt their abominable saliva. Sometimes, in these passages down the river, the poor negroes plunge overboard and drown themselves. The overland land journey is the mode of conveying slaves adopted by traders at a distance both from the sea and the river. The journey is always performed on foot by the negroes; the chained gangs which they form, when three or four hundred of them are marched along together, are called *cuffles*; and the white commandant gets the expressive name of *soul-driver*."