

CONCLUSION.

In closing this volume, I fain would name and do honor to the benevolent Americans who delivered me from the horrors of slavery, but am compelled to pass slightly over the affair, for fear of ill consequence to my benefactors, who are again on a whaling voyage, and, most probably, will visit the same port for refreshments; when, should the authorities be aware of the fact, they would be liable to a heavy penalty; for, under the present harbor laws, "the master of any vessel, making a port of V. D. L., under whatever pretext, must report every circumstance connected with her cargo, and muster all her men in presence of a harbor master, who will visit her. * * *

Also, he shall make the day of sailing known, so that a District constable, with his *posse*, may visit the ship and search her thoroughly, with a view to prevent the escape of prisoners on ship board; who will remain until the anchor is tripped, and the sails shook out, when the papers shall be given to the master, and the vessel to the pilot, who will see her beyond the heads before dismissing her. * * *

And further, should any fugitive be found secreted, by the knowledge of the master, the vessel shall be detained until he shall have paid a penalty of fifteen hundred pounds sterling; otherwise she shall be forfeited and sold." * * *

These laws are, indeed, so strict, that but very few ever succeed in such attempts at escape; yet many try it, not, however, by the knowledge of the master. Notwithstanding the almost impossibility of getting away, Mr. Chandler and myself, both being employed on one farm, had early formed the design of flying from our prison, at the first opportunity; but did not very soon find ourselves properly situated for it. In August, of 1841, as before re-