

Mr Donaldson

Dear Sir

I have written some
of "Schr. Chitlida" voyage
and life at "Grist Mill"
with Mrs Jackson

Very Respectfully Yours
Capt. Wm Foster

Sept-29th/90

I think the above was
written by Mrs Foster

Last Slaver from
U. S. to Africa. A. D. 1840.

Schr. Glorinda built in
Mobile Ala. by Capt Wm Foster
A. D. 1837:

Fitted out for the
coast of Africa to purchase a
cargo of Slaves; cleared and sailed
from Mobile March 4th with the
following cargo: 25 casks of Rice,
80 casks of angident Rum, 30 bbl Beef,
40 bbl Pork, 3 bbls Sugar 25 bbls Flour, 4 bbl
Bread, 4 bbl Molasses, 25 Boxes dry goods,
and sundries, 125 casks water; and
nine thousand (\$9,000) dollars in gold;
9 men for the mast; first and
second mates and myself made 13
in all on board:

March 7th crossed Mobile Bar,
with fair winds, and made
island of Cuba 3 1/2 days:

from thence to Bermuda.
 had rough weather. Spung
 main boom, and other damages:
 March 14 Off Bermuda 60 miles north,
 encountered a heavy gale of wind,
 lasting nine days, with great
 damage to vessel, having shipped
 a sea which carried overboard
 every thing on deck, except two
 boats, one fastened on top of
 midship house, and one on
 cabin house, also carried away
 boat Davits, and half the steering
 wheel, and split the Rudder
 head in three pieces: Portuguese
 "Law of War" chasing us from 8 a.m. to 6 P.M.
 Squalls all day, and about dark our
 foresail went out of the bolt rope, in
 splinters: the most exciting race I ever
 saw.



Apr 14th sighted

the island ofogo Cape De Veidei

16th two day later came to anchor
in Porto ~~de~~ Praya, Cape De V.
While running to land at "Fogo"
(8 a.m.) we sighted a Portuguese
Man of War running for us, we
changed course to get away from
her not wishing to be boarded
so early on the voyage, as he
would follow us for capture.

Now having arrived at
Porto Praya Cape S. V. came
the trouble to save the vessel;
my crew refused duty, and
I thought my voyage broken
up, however I made a bargain
with my crew to double their
wages, from first agreement
in Mobile, and they went

to work cheerfully to repair
 the vessel; and did not
 have any trouble with the
 American Consul, notwithstanding
 his tact at guessing, as to my
 whether bound; but gave me
 clearance, to trade on the coast
 of Africa, and recommended
 to me to go to the island of
 'Anabon' and sell my cargo, as
 there was a famine on the island;

Apr 23rd set sail to trade
 on the coast, while getting
 under way, to leave Porto-
 'to Praya', not knowing the
 current; we were the vessel
 around, and run into a "Man-
 of War" and carried away, her
 bunks, sail, and main
 Boom. I thought she would
 intercept us with shot, but
 did not; blowing a fine
 breeze at the time we were



Soon out of reach of
guns; had fine breeze
off coast of Cape Palmas!

Arrived at Whydah May 15th 18th

anchored 142 miles from the
shore, at 4 P.M. a boat boarded
us the same evening, to know
our business: I told him I wished
to exchange commodities, and therefore
would have to see the Prince and
Officials: - The sea rolling at a fearful
height at the time we could not
land in our boats: - but the natives
had boats, 60 feet long manned by
20 natives; ~~and~~ darted through
the waves like fish; Having gotten
ashore safely. I met with an Inspector
who kindly congratulated me, and
gave me in charge of three natives,
who put me in a hammock with
canopy, and carried me into the
City of Whydah, six miles distant:

upon arrival. I found splendid accommodations, for traders, I spent the night in "Merchant's Exchange". Having breakfasted early I with Ciccone sallied forth to see the city, and transact my business with the Prince; Ciccone presented me to the ebony Prince a man of 250 lbs avoirdupois;

Presentation consisted of myself and fifty officials, all of whom fell on their knees in acknowledgement of "His Majesty". We then partook of social drink, and then I told him my business, that I had nine thousand dollars in gold and merchandise, and wanted to buy a cargo of negroes, for which I agreed to pay one hundred dollars per head: for one hundred and twenty five, after detaining me eight days, I thought him purposing my capture;

(but during this time I thought it not waste, as I was storing up ^{knowledge} the many things it takes to make up the world; among the many things that attracted my attention, as we repaired to the place of worship, which consisted of a large square of ground with a wall ten ft high upon which was covered with snakes - trees in them were loaded with the repulsive things, swelling in their deified relation; Devotees attending, had them wound around their necks and waists, & had the appearance of our rattlesnake.) - from thence I went to see the King of Dahomey;

Having agreeably transacted affairs with Prince, we went to the warehouse where they had in confinement four thousand captives in a state of nudity from which they gave me liberty to select one hundred and twenty-five as mine offering to brand them for me, from which

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I peremptorily forbid: commenced taking on cargo of negroes, successfully securing on board one hundred and ten;

I told interpreter, if he would send the negroes down to the warehouse on the beach, and deliver them on board by 10 A.M., I would transfer my cargo to him, to which he agreed; I went on board at 6 A.M. and had my cargo thrown overboard in water tight-casks, and they sent their Surf men who swam the casks ashore safely; early in the morning I went on board, and left the first mate on shore, to tally them aboard; after securing 75 aboard, we had an alarming surprize, when man aloft with glass, sang out "Sail ho" Steamer to leeward ten miles; I looked and behold, black and white flags, signals of distress, interspersed the coast for fifteen miles and two Steamers hove

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in sight for purpose of
capture: The crew thinking our capture
inevitable, refused duty, and wanted to
take my boats from the vessel and go on
shore but could not have landed with our
boats owing to the surf; while getting
underway two more boats came along
side with thirty five more negroes,
making in all one hundred and ten,
left fifteen on the beach having to
leave in haste; All under headway
both Steamers changed their course to
intercept us; the wind being favour-
able; in a short time we knew we
were out sailing them; then my
crew show'd their appreciation, for
not letting them take my boats: to
go on shore, in four hours were out of
sight of land and Steamers: Twelve
days out from Whyda, sighted Cape
Palmas and Man of War, we thought

we were captured, in a short time
 came a heavy squall, and we were
 safe; next day struck northeast trade
 winds, and going twelve to fourteen
 miles per hour, on June 30th made
Abaco light; and came through the
 hole in the wall; in coming on the
 Bahama bank at 8 P.M. came running
 on to a sunken ship, with stansions
 in sight: the lookout sang out "hard
 a starboard", and we passed the
 ship within ten feet, next day
 passed "Tortugas", and two men
 of war, in sight, but took no notice
 of us, as we disguised our vessel by
 taking down square-rail yards, and
fore topmast; appearing as a common
 coaster; and sailed for Mobile,
 coming through Pitabay channel,
 into Lake Pontchartrain, and anchored
 off "Point of Pine" Grand Bay Miss;
 July 9th Went ashore, gave a resident
 twenty-five dollars, for horse and

buggy to take me to Mobile.

There I got a Steam Ferry to tow
Schn up Spanish river into the
Ala. river at "Twelve Mile Island"

I transferred my Slaves to a river
Steamboat, and sent them up into the
canebrake to hide them until further
disposal. I then burned my Schn.
to the waters edge and punk her;

July 9th When anchored off "P. of D." Miss.
The mates and crew did not want me
to leave the vessel until they were paid for
voyage, and said they would kill me if I
attempted to take the negroes ashore without
their money. Capt Tim Meeker and party were
to have met me there for the purpose of landing
negroes, and pay the crew off; and I had made
arrangements with the mates and crew, to take
the vessel to Tampico, & change her name and
get clearance for New Orleans - The parties failing
to meet me in time, compelled me to come off to
Mobile; I hired a tug & went to the vessel, to

to tow her up to Mobile into Spanish River,
and now refused to let me have her, because
I didn't have time to get the money to pay
them: I came back to Mobile, and took on
board the tug five men and \$8,000 dollars
landed at vessel 9 P.M. went aboard
and settled with them according to my
first agreement in Mobile:

We put the mates and crew on steamer
and sent them to Montgomery on their
way to the northern States:

Your most obedient Servt.,
Capt. Wm. Foster;