

THE BRIG WAS BOTTOM UP.

SHE HAD NEARLY 300 SLAVES ON BOARD.

THEY WERE BEING TAKEN TO MEXICO TO WORK AT STARVATION WAGES—ALL SUPPOSED TO BE LOST.

BY TELEGRAPH TO THE TRIBUNE.

San Francisco, Nov. 20.—In a brief dispatch from Manzanillo comes news of the wreck of the brig *Tahiti*, with every soul on her, 270 South Sea slaves, missing. This wreck is a noteworthy one, as it marks the failure of the first extensive attempt at "black-birding" on the Pacific Coast. The brig *Tahiti*, it will be recalled, touched in Drake's Bay, fifteen miles north of Golden Gate, early in September, crammed with Gilbert Islanders, under contract to coffee planters in the San Benito district of Mexico. All the horrors of the slave traffic on the African Coast were recounted during the few days the *Tahiti* lay in Drake's Bay in distress.

The American steamer *Roseville* arrived at Manzanillo on Friday from Islapa, and her captain reported that he had passed the wreck of the *Tahiti* eleven miles southwest of Lizard Point. She was floating bottom up, with her rudder gone and the ballast shifted. It was evident that she had capsized while on the starboard tack, as all her port rigging had been cut away in an attempt to prevent her going over. The disaster had occurred thirty days before they sighted the hulk.

The steamer stopped and sent a boat off, but not a living thing could be found. The vessel's interior could not be searched to determine how many of the islanders' bodies were still between decks. The brig's yawl was still by her, but her two small boats were gone. This gives little hope that any lives were saved, for only the yawl would have stood any chance of surviving the storm. From Manzanillo inquiries were sent to many points on the coast, but not a survivor was reported as having made the shore.

The *Tahiti's* cargo of contract slaves was obtained on Gilbert Island. There the people were nearly starving, and they were easily induced to sign a contract to work for three years at \$8 per month, with the provision that at the end of the term they were to receive a free return passage. H. H. Leavitt, of New-York, was a three-fourths owner of the brig, and Captain Ferguson owned the remaining fourth.

On September 30 the brig put in at Drake's Bay for repairs to her rigging. Dr. Gibson, the surgeon, left the vessel and returned to San Francisco. He declared he would not remain longer on board if he were paid a fortune, as she was unseaworthy, and there was also a chance of trouble with the islanders. August 19 the brig was caught in a squall. The topsails were blown into shreds and both foresail and mainsail were carried away. The vessel lurched in the heavy sea, and the islanders, cooped up in the hold were thrown into deadly terror. After the wind subsided light sails were rigged, and the vessel next put into Drake's Bay for repairs. Ferguson on account of sickness in his family was forced to stay here, and Captain C. Erickson took charge. A strong effort was made to induce the Government to stop the shipment of these laborers to Mexico, but it failed, as the ship's papers were declared all right. The islanders were simple people and evidently knew nothing of the hard work in store for them. They refused to accept half-dollars for some pretty curiosities, but readily sold the same articles for a nickel, with which they were familiar. Few could speak any English. Besides the captain and the 270 islander, the *Tahiti* carried three mates, a physician, Dr. Scrymser, two cooks and twelve seamen. Not a word has been received from any of these by their friends in this city.