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IV.

FURTHER PAPERS

RELATING TO

THE SLAVE TRADE:

VIZ.

Communications to the Admiralty, and Instructions to

Naval Officers ;

Since the 6th of February 1821.

Ordered, by The House of Commons, to be Printed,
22 April 1822.

(A.)

SCHEDULE OF PAPERS,

Containing Copies, or Extracts, of all Communications received by the Lords Commissioners of the Admiralty from the Naval Officers stationed on the Coast of Africa, or in the West Indies, since the 6th February 1821, relative to the state of the Slave Trade.

- N° 1.—Extract of a Letter from Commodore Sir Geo. Ralph Collier, bart. and K. C. B. senior officer of H. M. Ships and Vessels employed on the Coast of Africa, dated the 10th January 1821, and addressed to J. W. Croker, esq. - - - p. 1
- N° 2.—Extract of a Letter from Commodore Sir G. R. Collier, dated 4th February 1821, to J. W. Croker, esq. - - - - - ibid.
- N° 3.—Extract of a Letter from Commodore Sir G. R. Collier, dated 4th March 1821, to J. W. Croker, esq. - - - - - ibid.
- N° 4.—Copy of a Letter from Commodore Sir G. R. Collier, dated 4th March 1821, to J. W. Croker, esq. with one Inclosure from Captain Leeke, of H. M. Sloop Myrmidon - - - - - ibid.
- N° 5.—Copy of a Letter from Commodore Sir G. R. Collier, dated 10th March 1821, to J. W. Croker, esq. with one Inclosure from Lieutenant Hagan, of H. M. Brig Thistle - - - - - p. 2
- N° 6.—Copy of a Letter from Commodore Sir G. R. Collier, dated 12th March 1821, to J. W. Croker, esq. with one Inclosure from Captain Kelly, of H. M. Sloop Pheasant - - - - - p. 3
- N° 7.—Copy of a Letter from Commodore Sir G. R. Collier, dated 12th March 1821, to J. W. Croker, esq. with two Inclosures, from Captain Kelly of H. M. Sloop Pheasant, and the President of Elmina Castle - - - - - p. 4
- N° 8.—Copy of a Letter from Commodore Sir G. R. Collier, dated 19th March 1821, to J. W. Croker, esq. with Copy of a Declaration written on the face of the royal passport of the Portuguese Brig Victoria - - - - - p. 6
- N° 9.—Copy of a Letter from Commodore Sir G. R. Collier, dated 31st March 1821, to J. W. Croker, esq. - - - - - p. 7
- N° 10.—Extract of a Letter from Commodore Sir G. R. Collier, dated 16th April 1821, to J. W. Croker, esq. - - - - - p. 9
- N° 11.—Extract of a Letter from Commodore Sir G. R. Collier, dated 6th June 1821, to J. W. Croker, esq. - - - - - p. 11
- N° 12.—Copy of a Letter from Commodore Sir G. R. Collier, dated 17th June 1821, to J. W. Croker, esq. with one Inclosure, from Captain Finlaison of H. M. Sloop Morgiana - - - - - ibid.
- N° 13.—Copy of a Letter from Lieut. Christopher Knight, commanding H. M. Gun-brig Snapper, dated 5th August 1821, to J. W. Croker, esq. - - - - - p. 12
- N° 14.—Extract of a Letter from Captain B. M. Kelly, of H. M. Sloop Pheasant, dated 22d September 1821, to Commodore Sir G. R. Collier - - - - - p. 13
- N° 15.—Extract of a Letter from Commodore Sir G. R. Collier, dated 7th November 1821, to J. W. Croker, esq. with three Inclosures from Captains Kelly and Leeke, of the Pheasant and Myrmidon, and Lieut. Knight of H. M. Gun-brig Snapper ibid.
- N° 16.—Extract of a Letter from Captain Kelly, of H. M. Sloop Pheasant, dated 3d December 1821, to J. W. Croker, esq. - - - - - p. 14
- N° 17.—Extract of a Report from Commodore Sir G. R. Collier, on the Coast of Africa, dated 27th December 1821 - - - - - p. 15
- N° 18.—Extract of a Letter from Captain Kelly, of H. M. Sloop Pheasant, dated 4th January 1822, to J. W. Croker, esq. - - - - - p. 31
- N° 19.—Copy of a Letter from Captain Kelly, of H. M. Sloop Pheasant, dated 16th January 1822, to J. W. Croker, esq. with one Inclosure from Lieut. Hagan, of H. M. Gun Brig Thistle - - - - - p. 32

(B.)

SCHEDULE OF PAPERS,

Containing Copies, or Extracts, of all Instructions issued by the Lords Commissioners of the Admiralty to Naval Officers, since the 6th of February 1821, relative to the suppression of the Slave Trade.

- N^o 1.—Copy of a Letter from Mr. Barrow to Commodore Sir George Ralph Collier, bart. and K. C. B. or the senior officer on the Coast of Africa; dated Admiralty-office, the 24th of May 1821, with two Inclosures - - - - - p. 33
- N^o 2.—Extract from the Instructions issued by the Lords Commissioners of the Admiralty, on the 31st of October 1821, to Commodore Sir Robert Mends, as senior officer of H. M. Ships and Vessels employed on the Coast of Africa - - - - - ibid.
- N^o 3.—Copy of a Letter from Mr. Barrow to Captain Phillips, of H. M. Sloop Bann; dated Admiralty-office, the 15th of March 1822 - - - - - p. 35
- N^o 4.—Copy of a Letter which has been issued to the Commanders of all such of H. M. Ships and Vessels as have been ordered, from the 6th of February 1821 to the 21st of March 1822, to proceed to either of the following stations; viz. Jamaica, Leeward Islands, South America, Cape of Good Hope, and East Indies - ibid
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IV.

Further Papers relating to the Slave Trade :

VIZ.

Communications to the Admiralty, and Instructions to
Naval Officers;

Since the 6th of February 1821.

(A.)—COMMUNICATIONS TO THE ADMIRALTY.

N° 1.—Extract of a Letter from Commodore Sir Geo. R. Collier, dated on board His Majesty's Ship Tartar, Santa Cruz Roads, 10th January 1821, and addressed to J. W. Croker, Esq. Communications to the Admiralty, &c.

I AM happy to say that these islands have not for some months been visited, as formerly, by any Spanish vessel bound on or from slaving voyages; though I understand that among the Cape de Verd islands, more than the customary trade in slaves is going on.

N° 2.—Extract of a Letter from Commodore Sir Geo. R. Collier, dated on board His Majesty's Ship Tartar, Sierra Leone, 4th February 1821, and addressed to J. W. Croker, Esq.

LIEUTENANT Hagan of the Thistle, with the same good success that has always recompensed his activity, is the only officer who has been so fortunate as to capture any slaving vessels during my absence from this coast.

Of the two, as per margin, one is said to be owned by persons claiming the British protection.

Two Sisters,
British sloop,
with 16 slaves.

Montserrat,
Spanish schooner,
with 85 slaves.

N° 3.—Extract of a Letter from Commodore Sir Geo. R. Collier, dated on board His Majesty's Ship Tartar, Cape Coast, 4th March 1821, and addressed to J. W. Croker, Esq.

HIS Majesty's sloop Morgiana, had arrived in these roads the day before from the Bight of Biafra, bringing in with her a slaving schooner, the Emilia, of from 140 to 150 tons, under Portuguese colours, captured under the slave treaties, three degrees north of the Line, and bound to St. Salvador; having on board at the time of capture, the incredible number (for such a vessel) of 396 slaves. The Portuguese master has the audacity to swear, that the schooner was not from near Lagos, but from Cabenda. The slaves, however, distinctly state the contrary; and from the little expense of water, when boarded (only four casks) it is evident she could not have been between forty and fifty days from Cabenda.

But if one circumstance will more strongly justify the opinion of Captain Finlaison (as well as my own) it is, that the wound caused on the breasts of the men and women by the application of a hot iron, bearing the particular mark of the individuals to whom those slaves may be consigned (and with which children of an extreme tender age are also branded) is, even now scarcely healed, and at the time of capture was so fresh as to leave no doubt on the mind of the surgeon, of the truth of the statement made by some of these unfortunate sufferers, as to time and place of sailing from.

N° 4.—Copy of a Letter from Commodore Sir Geo. R. Collier.

Sir, His Majesty's Ship Tartar, Cape Coast, March 4th, 1821.

I HAVE the honour to acquaint you that I sailed in His Majesty's ship under my command from Sierra Leone on the 12th February, and after examining the Bananas returned

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the Admiralty, &c.

returned to the mouth of the Sierra Leone on the 14th, to receive on board one of the Thistle's anchors, which had been left at Free Town to repair; from thence I sailed the next day to examine the Galinas, Cape Mount, &c.

Off the coast I was joined by the Myrmidon and Thistle, and I beg to lay before you, for the information of their Lordships, the copy of a letter from Captain Leeke of His Majesty's sloop Myrmidon, giving me his reasons for detaining a Spanish schooner, which, though avowedly engaged in the illegal traffic in slaves, had no slaves actually on board, but on her weighing, however, from her anchorage off the Galinas, several articles were thrown overboard; and as slaves have unquestionably been so removed from slaving vessels before, it is not ungenerous, under all the circumstances attending this vessel's case, to believe the possibility of such an occurrence in the present.

Not any person on board acknowledges to be the master or supercargo, not any ship's papers or pass are to be found; neither is there any log-book, or any account of the remaining stores or provisions; and two sets of colours were found, American and Spanish, on board the vessel.

Under all these circumstances I have felt it my duty to bring her down to Cape Coast Castle, where I shall have the depositions of such of the crew as can speak English, taken.

As a vessel without any papers or proof of nationality on board of her, had been liberated by the judge of the vice-admiralty court at Sierra Leone some time ago, Captain Leeke declined taking her to Sierra Leone, and I therefore gave her convoy to the Gold Coast. So soon as the examinations are concluded, I shall direct her being convoyed a few degrees to the southward, and leave her with such Spaniards as are on board of her, to return either to the Havannah, or to renew her transgressions off the Galinas, and I have no doubt but she will be again fallen in with by some of the cruisers.

I regret to say a French brig, crowded with slaves, sailed from Trade Town the day before the Myrmidon was off.

J. W. Croker, Esq. I have, &c. (signed) *George R. Collier*, Commodore.

(Inclosure in N° 4.)

Sir, His Majesty's Sloop Myrmidon, off Bassa Cove, 20th Feb. 1821.

BEING at anchor under Cape Mount on the evening of the 16th instant, a schooner hove in sight round the point; upon her making us out, she immediately bore up and made all sail to the S. W. I by this time was under weigh, and made all sail in chase, but from the many changes of wind, I was not able to get up with her till the next day at noon; she proves a Spanish schooner, the Charlotta, of two guns and twenty-two men, evidently well armed, and calculated for a privateer; and her not having a paper of any description on board, certainly proves that she is upon this coast for no very good purpose; and as our trade has of late suffered much by being plundered by vessels of this description, I have deemed it my duty to detain her till I have the honour to fall in with you. The master of the schooner, with the whole of her cargo, was landed nine days ago at the Galinas, for the purpose of purchasing slaves. The mate asserts that the papers, log-book, &c. were taken from him by a privateer off the Cape de Verd islands, about twenty-seven days ago; but a man on board, by name Thomaso Bueno, positively swears that she has never been boarded by a vessel of any description since sailing from the Havannah. The French brig that was off Trade Town, sailed from that place two mornings ago with two hundred and fifty slaves on board.

I have the honour, &c. (signed) *Henry J. Leeke*, Captain.

Commodore Sir George Collier, K. C. B.

N° 5.—Copy of a Letter from Commodore Sir G. R. Collier to J. W. Croker, Esq.

Sir, His Majesty's Ship Tartar, Accra Roads, 10th March 1821.

I HAVE the honour to transmit the copy of a letter from Lieutenant Hagan of his Majesty's brig Thistle, addressed to Captain Kelly, and which has been forwarded to me by that officer.

I had noticed the circumstance of Lieutenant Hagan's success in my letter No. 8; but as I think the detail creditable to him, and as I know the great difficulty of effecting a capture by surprise in such rivers as Little Cape Mount, I cannot avoid transmitting

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transmitting it to their Lordships, and by it their Lordships will observe, that the Slave Trade is likely to continue on the coasts of Western Africa, under cover of the French flag. Communications to the Admiralty, &c.

I have the honour to be, Sir, your most obedient humble servant,
 (signed) *George R. Collier, Commodore.*

J. W. Croker, Esq.

(Inclosure in N° 5.)

Extract of a Letter from Lieutenant Hagan, Commander of His Majesty's Brig Thistle, to Captain Kelly of His Majesty's Sloop Pheasant, dated Sierra Leone, 8th November 1820.

I HAVE the honour to report for your information, that on the return of His Majesty's brig under my command from the Cape de Verd islands, I seized, on the 12th of September last, off the Rio Pongos, the sloop Two Sisters, having on board sixteen slaves, the property of a British subject.

On our arrival at Sierra Leone on the 18th of September, I lost no time in completing our water and provisions, and having, in obedience to my orders, proceeded to leeward as far as Trade Town, I obtained information of a Spanish schooner lying in Little Cape Mount river. I proceeded there, and, having availed ourselves of a heavy shower of rain, the boats were dispatched, under the orders of the master, on the 16th of October, who was fortunate enough to surprise them. She proved to be the Spanish schooner Montserrate, having on board eighty-five slaves. There being but one officer at that time doing duty, I was obliged to return to this anchorage with the prize.

I feel gratified in being able to report, that the coast between this and Cape Palmas is again cleared of slave traders, with the exception only of two French schooners and one American.

N° 6.—Copy of a Letter from Commodore Sir G. R. Collier to J. W. Croker, Esq.

Sir, His Majesty's Ship Tartar, Accra Roads, 12th March 1821.

ALTHOUGH I am aware that Captain Kelly of His Majesty's sloop Pheasant has forwarded to their Lordships his letters of the 9th August, detailing, among other events, the circumstances attending the attack made by the boats of His Majesty's sloop under his command, upon a small vessel, probably a Portuguese slaver, near Cape Clara; and lamenting as I do the want of success on this occasion, I am, notwithstanding, induced to send an extract from one of those letters by way of duplicate, as it affords me the opportunity of bringing the name of Lieutenant Joseph C. Jellicoe before their Lordships, as a very zealous and meritorious officer, and who upon this occasion received a severe wound, from a piece of langridge, in the throat.

Lieutenant Joseph C. Jellicoe, who has before lost an arm, as I believe, in His Majesty's service, appears on this occasion to have narrowly escaped with life; and, under the circumstances of climate, his recovery appears miraculous.

I am confident their Lordships will consider I only do my duty in making this statement, and in forwarding the within extracts.

I have, &c. (signed) *George R. Collier, Commodore.*

J. W. Croker, Esq.

(Inclosure in N° 6.)

Extracts from a Letter from Captain B. M. Kelly of His Majesty's Sloop Pheasant, dated Cape Coast, 9th of August 1820.

I AM sorry to have to report, that on the afternoon of the 9th ultimo, while running from Gabon to Corisco Island, for the purpose of redeeming the remaining survivors of the ship Liverpool's crew, a small schooner was seen at anchor close in shore, about nine miles north of Cape Clara, near which, on the beach, were some armed natives, who fired on a boat which I had sent to sound along the coast. I instantly hauled the ship in, and sent the boats, manned and armed, under the orders of Lieutenant Jellicoe, the first lieutenant, either to destroy or to bring the schooner off. On their approach, it was found she had been hauled on shore, and was secured by two anchors on the beach, and, on their attempting to board her, a large body of natives rushed from behind the bush, and discharged a heavy volley of musquetry, which killed one seaman, and wounded Lieutenant Jellicoe, five seamen and one Kron man.

Lieutenant Jellicoe, conceiving that any further attempt against such superior numbers, almost concealed from their view by the bush or thicket, would be attended

with

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the Admiralty, &c.

with a great sacrifice of lives, very prudently returned on board. I then decided on running the ship in as close as possible, and endeavour to effect the destruction of the schooner and a few visible huts with the guns. At five o'clock I anchored in three fathoms, but, from the water running off very shallow from the beach, we were then only in long range.

After firing for a short time (our situation being a critical one, having a reef both head and stern not more than two cables length off, and fearing the ship might take the ground as the tide fell), I again got under weigh and stood out to sea at sunset.

It is with much satisfaction I have to add, that, through the skill and attention of Mr. William Clarke, acting surgeon, all the wounded are again returned to duty (although most of the balls or pieces of iron had to be extracted from their wounds), except Lieutenant Jellicoe, who was severely wounded in the front part of the throat by a piece of langridge, which carried away the whole of the muscle, and injured the trachia or wind-pipe. I hope I shall be pardoned by stating, in justice to the claims of a deserving officer, that Lieutenant Jellicoe lost his left hand in his country's service when a midshipman, for which he has never received any remuneration. May I also be permitted to suggest, that it would give great encouragement to the Kron men to enter the King's service, if the man wounded on this occasion was paid the small pension (to which he would be entitled if he went to Greenwich to present his smart ticket) by the Governor of Sierra Leone.

Killed	- -	Richard Thomas, able seaman.
Wounded	-	Joseph C. Jellicoe, lieutenant, badly.
		Joseph Pickford, caulker - slightly.
	-	Ed. Kennedy, quarter-gunner - -
	-	David Lyon, able seaman - - -
	-	Chas. Fraser, able seaman - - -
	-	Jack Davis, Kron man - - forefinger left hand amputated.

N^o 7.—Copy of a Letter from Commodore Sir G. R. Collier to J. W. Croker, Esq.

Sir, His Majesty's Ship Tartar, Accra, 12th March 1821.

THE accompanying copy of a letter from Captain Kelly, of His Majesty's sloop Pheasant, having been transmitted to me by that officer, as well as the answer to it by the President of Elmina Castle, I think it proper to send copies of the same, as well as to offer some observations thereon, for the information of my Lords Commissioners of the Admiralty, in case any question should arise.

The assumption made by Captain Kelly, of many Portuguese vessels engaged in the Slave Trade having, whilst lately passing the Gold Coast, obtained supplies of canoes at Elmina Castle, appears certainly to rest upon the authority of the English governor-in-chief; and although, I dare say, the circumstance is as therein stated, yet I cannot believe but the canoes supplied were ostensibly required for a legal trade, though of legal trade on the leeward coast at least, along the Bights of Benin and Biafra, the Portuguese have none, unconnected with that of dealing in human beings.

There is, however, one part of Captain Kelly's assertion in his letter to the President of Elmina, which I feel it necessary to dissent from, lest their Lordships should recommend to His Majesty's Government some measures founded upon it.

It is "that the surf, upon the whole line of coast in the Bight of Benin, precludes the possibility of carrying on this traffic without the assistance of these canoes from the Gold Coast."

Between Quitta and Popoe, the Road of Whydah, Porto Novo, and Lagos, the usual haunts of the slavers in this Bight may be said to be enumerated. Off Benin slave vessels are seen occasionally, but these two last named places have rivers so important, that vessels of upwards of 150 tons may pass their bars.

At three of these places canoes can be hired for the purpose of sending off slaves, or even legitimate commerce if required; and at Whydah I saw several canoes above the beach; and some of these canoes came off to the Tartar with a present from the King of Dahomey's brother; indeed the numerous pullam or canoe trees in the interior, furnish evidence as to the possibility of a supply within themselves, so that if the selling or letting out these canoes be absolutely prohibited, still it appears to me that more effectual laws must nevertheless be adopted, to prevent the slave carrying from that coast.

It is the assistance and supply of men on these occasions that becomes more important than even their canoes.

The hiring of a canoe by a slaver, is in fact hiring so many Fantee labourers, (for the Popoes and Dahomians will not trust a renegado slave-trader afloat); and in general the terms are, in addition to their daily hire, the canoe itself, after the accomplishment of the object of the voyage; for the Fantees themselves will rarely engage without means assured to them of a safe return to the coast; and the value of their services consists in their superior dexterity in the management of their canoes; for though the establishments on the sea coast of Benin are small, and principally the factories of Europeans, yet the inland navigation is considerable; but the canoe men of this Bight are little acquainted with the surf on the beach, though quite equal to paddling on the numerous lakes and rivers which line the back of this tract of coast.

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The custom of procuring canoes on the Gold Coast is certainly continued, and the Portuguese master readily makes oath to the legal object of his voyage, and the purity of his intentions when required to do so. In short, when only waiting the favourable moment to ship off his cargo, I have known the master to swear he came for palm oil, though his hold stowed with water casks and farina, sufficiently attested a different object.

I have the honour to be, Sir, your most obedient humble servant,
(signed) *George R. Collier*, Commodore.

John Wilson Croker, Esq.

(First Inclosure in N° 7.)

Sir, His Majesty Sloop Pheasant, Cape Coast Roads, 27th Dec. 1820.

SINCE my arrival at this anchorage, it has been communicated to me by Governor Smith, that a vast number of Portuguese vessels, employed in the Slave Trade, have recently passed down the coast, and that the whole, or the greater part of them, have been provided with canoes from Elmina; and as the violence of surf on the whole line of coast in the Bight of Benin precludes the possibility of carrying on this traffic without the assistance of these canoes, the supplying of them is most decidedly aiding and abetting in the Slave Trade; and as such conduct appears to me to be in direct violation of the proclamation of his Majesty the King of the Netherlands, forbidding his subjects from trading in slaves, and of affording assistance to others in so doing, and as it is also an indirect infraction of the treaty entered into by our respective sovereigns for the abolishing of the Slave Trade.

I feel it my duty, in the absence of Commodore Sir George R. Collier, Bart. and K. C. B. as the senior officer of His Majesty's ships employed in these seas for the purpose of carrying that treaty into effect, to make this representation to you in the hope that you will immediately adopt such measures as will effectually put a stop to any further canoes being so supplied to these vessels. From the assurance contained in the letter, which I had the honour to receive from you yesterday, of the desire of his Netherland Majesty's officers to effect every thing in their power which may tend to check this infamous traffic, I feel convinced every attention will be paid to this representation.

I am, Sir, your most obedient servant,
(signed) *B. Marwood Kelly*, Commander.

J. Vousthout, Esq. Governor of Elmina.

(Second Inclosure in N° 7.)

Sir,

Elmina Castle, 28th December 1820.

I HAVE received your letter of yesterday's date, informing me that Governor Smith has acquainted you that a vast number of Portuguese vessels, employed in the Slave Trade, have recently passed down the coast, and that the whole or greater part of them have been provided with canoes from Elmina.

I have to thank you for the frankness wherewith you acquaint me with your author, and beg to remark at the same time, that as Governor Smith appears to be so well acquainted with what happens at Elmina, he certainly ought to give you still more useful information about who are the persons that are thus aiding and abetting the Slave Trade, according to your opinion.

I have not the least doubt as to the accuracy of your statement about the violence of the surf in the Bight of Benin, and that it is impossible to carry on this inhuman traffic without the assistance of canoes, but I wish to ask you, if you are of opinion that legal trade, such as for ivory, palm oil, &c. &c. can be carried on at these places without them?

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the Admiralty, &c.

And will you further allow me to ask you if it is true or not that some months since a British schooner has left Cape Coast Roads for leeward, with a large canoe supplied by that place ?

I can assure you I am utterly unacquainted that any canoe or canoes are provided from this place to Portuguese vessels, and I am at all times ready to make the most solemn affirmation, that neither I nor any of his Netherland Majesty's officers have known of such a supply, much less that it should have been with our sanction and approbation.

Moreover, I have to observe, that although the providing of canoes is in your opinion such a direct violation of the proclamation of his Majesty the King of the Netherlands, and only serving to afford assistance to the Slave Trade, it has, notwithstanding, not pleased my government to furnish me with any positive orders on the subject. More than once it has been asked by the government on this coast, if it was allowed, lawful or not, to provide vessels with canoes ; yet never any other answer has reached us than that the point was kept in consideration, out of which I should be glad to know if any prohibition can be drawn ?

For prudential reasons, however, the supply of canoes was put a stop to ; and I was in the certain idea, that this provision had entirely ceased, when your letter of yesterday acquainted me that it was otherwise known in Cape Coast Castle.

I will not say any thing about so many other places where vessels may be supplied with canoes. It is well known to impartial persons, that both to windward and to leeward are places admirably fitted for the purpose.

The positive measures which you hope I will immediately adopt to put a stop to the (as you say) still existing supply of canoes, could not be more positive than those which are made use of by the government of this place ; and I flatter myself, that as I faithfully adhere and cause others to adhere to my King's proclamation and treaty, it will be quite unnecessary for any person to prescribe me any new instructions.

I have the honour to be, Sir, your most obedient servant,
(signed) *J. Vousthout.*

B. Marwood Kelly, Esq. C. R. N. &c.
senior officer of H. B. M. ships and
vessels, coast of Africa.

N° 8.—Copy of a Letter from Commodore Sir G. R. Collier to J. W. Croker, Esq.

Sir, His Majesty's Ship Tartar, Bight of Benin, 19th March 1821.

CONTEMPLATING the various reports of Portuguese and Spanish slavers being on the coast at leeward, and which (though at variance with Captain Kelly's opinion to me) appeared in some degree corroborated in his letter to the President of Elmina Castle, I proceeded from Accra on the 12th instant, for the purpose of reconnoitring the Bight of Benin, near Whydah, taking the Thistle gun-brig with me.

In my way down I examined the river Volta, for reasons, however, not connected with any suspicion of the Slave Trade existing there, and at the Danish fort of Adda, on the right bank of this river, I learnt that some slavers were in the neighbourhood of Quitta.

Having spent sufficient time to enable me to decide upon the merits and capabilities of this river, of which so much has recently been said, I proceeded off Quitta, where I learnt that a French slaver had a few days before put to sea with 380 slaves on board, procured from the leeward of that fort, and that two others were on the coast.

As the Thistle was sent ahead under disguise, a coasting schooner, said to be English, was examined ; and from circumstances connected with her, I have many doubts as to the legality of her pursuits, but I shall make this a subject of future report when better informed.

Off Whydah the Thistle boarded a Portuguese brig, the Victoria, whose cargo was nearly landed, having, in addition to her royal licence, abundant proof that her object was slaves ; none were however embarked, and after a proper examination, the vessel was liberated. I am induced to mention this circumstance to show to their Lordships how difficult it is, under the present treaties, to suppress this traffic.

This vessel sails from the Brazils for a cargo of slaves, to be received at Cabenda, south of the Line, and the master's reasons for a deviation from his pretended instructions are, that the demand for slaves at Cabenda had been so considerable, that none were to be had ; but though his water-casks were full and complete, his farina, as food laid in, and shackles for his slaves ready to send on shore, still he pretended

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pretended palm oil was the object of his voyage. A domestic slave on board declared to me they had not been this voyage to Cabenda, and that they had only returned from the Brazils a few days. Indeed it appeared she had completed her last voyage, out and home, with a full cargo of slaves, in little more than four months; and from the intimacy which appeared between the master and the natives, I have no doubt of the fact, more particularly as she is consigned to Senor de Souza (the celebrated chacha at Whydah) a banished felon from the coast of Brazil. As I judge the brig will be ready to slip out in a couple of weeks, I shall direct the Pheasant to be off the roadstead.

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the Admiralty, &c.

I close this, as my object is only to show their Lordships, that with all the vigilance possible, the chances are against seizing slave vessels on this part of the coast, within the strict meaning of the existing treaties; and although it is a positive fact, no description of country produce is ever shipped in Portuguese vessels from this part of the coast, yet hundreds of vessels under that flag anchor here during the year.

I have the honour to be, Sir, your most obedient humble servant,
(signed) *George R. Collier*, Commodore.

J. W. Croker, Esq.

P. S.—I take leave to inclose a copy of the opinion I have endorsed on the face of the brig *Victoria's* royal pass, which I did in the hope it might meet the eye of some civil officer in the Brazils, by which her entry being known, the legality of her voyage might be traced.

(signed) *George R. Collier*, Commodore.

(Inclosure in N^o 8.)

Copy of a Declaration, written on the face of the Royal Passport of the Portuguese Brig *Victoria*, at Whydah, the 17th day of March 1821.

I, the undersigned, Commodore of His Britannic Majesty's ships and vessels upon the coast of Africa, for the suppression of the illegal traffic in slaves, (particularly north of the Line), do declare that the Portuguese brig *Victoria*, whereof Manoel Cardozo dos Santos is master, was found by me laying off the slave town of Whydah, in the Bight of Benin, north of the Line, on this day, the 17th of March 1821, where she could only be for the purpose of illegally purchasing slaves; that although her log asserts that she has already been at Molembo, where she remained three days, and which port she is said to have left on the 2d of March, and that she arrived here the 10th, after so short a passage as of itself to prove the log a fabrication, but which circumstance being denied by some individuals belonging to her, leaves no doubt on my mind as to her voyage having been made direct from Bahia to Whydah, unless, as in the case of the *Emilia* slave brig, captured by the *Morgiana*, the town of Onim or Logos, a few miles east of Whydah, which has been by the *Emilia's* master christened Malembo, may have been the port touched at by the *Victoria*; but as my conviction is the *Victoria* has come here for a cargo of slaves, and as she has evidently acted contrary to her royal Portuguese passport, which prohibits her from entering any port where the Slave Trade is not permitted to the subjects of Portugal, I have therefore considered it my duty to warn the master of the consequences of his violation of the said passport, and do likewise denounce him to his government, by marking the circumstances on the face of this royal passport, as I shall by letter to my own. Given under my hand, on board his Britannic Majesty's ship *Tartar*, off the town of Whydah, in the sixth degree of north latitude and second degree of east longitude.

(signed) *George R. Collier*, Commodore.

N^o 9.—Copy of a Letter from Commodore Sir G. R. Collier to J. W. Croker, Esq.
His Majesty's ship *Tartar*, N. W. Bay, Island of Fernando Po,

Sir,

31st March 1821.

I HAVE the honour to report to you, for the information of the Right honourable the Lords Commissioners of the Admiralty, the successful results arising from my examining the rivers of Bonny and New Calabar.

Having spent some days in surveying the coast between Formosa and Fourchee Point, in order to fix the actual position of the former Cape, in which I accidentally learnt Captain Kelly and myself differed materially, I was preparing the boats of the *Tartar* to proceed with the *Thistle* off the east entrance of Bonny River, when a schooner was seen at anchor in that channel. As the *Tartar* could not weather the

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west Sand Head, she was anchored, and Lieutenant Hagan soon after made known that the boats would be useful. In the meantime, a large canoe (which it afterwards appeared had been employed piloting the schooner down the river) came off to the Thistle (then under Spanish colours), to inquire if she was a slaver.

The canoe people took alarm, and were in the act of paddling off, when Lieutenant Hagan, with that presence of mind and activity I have so long known him to possess, jumped into the canoe, followed by a sailor and Krew man, and prevented a retreat.

Fearing our boats might not arrive in time, and as the evening was closing, he decided upon turning the services of the canoe to the best advantage, and ordered Mr. Charles Lyons (an admiralty midshipman, but acting for the time as master, and an officer of great merit), to push off with thirty men, and carry by stratagem what he certainly could not have effected otherwise without considerable loss of lives.

As the officer and seamen were all secreted in the bottom of the canoe, the surprise was most complete: the Bonny people answering, when hailed, all was well; that the brig was a Spaniard for slaves, and the ship was English, for oil. The stern-chasers of this daring slaver were then abandoned, and the supercargo retired with his officers to the cabin. This afforded those in the canoe the opportunity of boarding; but a firing instantly commenced from the cabin, by which Mr. Lyons was slightly hurt, as well as one seaman and a marine.

The drunken obstinacy of the supercargo, who, as well as the master, is American, English and Spanish by turns, compelled a return of the fire; and I lament to say, that some of the female slaves jumped overboard, and were immediately seized by the sharks swarming round the vessel. The canoe during the bustle unluckily escaped, and made immediately for the harbour of Bonny, by which information was given of the approach of the boats.

This detained vessel proves the Anna Maria, a Spanish schooner, from Cuba to this coast, Juan de la Roach, or La Roche, master, but, by his papers, under engagement to follow the orders of his supercargo, who is to be privately considered as the captain. Of this person's nationality I can say nothing, but that he is either American or English, though he maintains he is a naturalized subject of Spain, and living at Cuba. Of his mind and disposition I have seen enough to pronounce him as great a villain as can be; and I am almost tempted to believe his assertion, that he would rather have blown the schooner up than allowed her to have been taken, had time permitted his opening the magazine. Indeed, his maniac-like state, when first brought on board this ship, fully justifies the conclusion and the reports made of him by Lieutenant Knight.

It now becomes a part of my duty to inform their Lordships, that in this vessel there were near 500 souls, of which number upwards of 450 were slaves. The males, with the exception of those styled domestic slaves (whose duty is to attend upon the others), were all linked in shackles by the leg in pairs, some of them bound in cords; and several had their arms so lacerated by the tightness, or long continuance of this restraint, that the flesh was completely eaten through.

To give their Lordships an idea of the crowded state of this vessel, it will only be necessary for me to refer to her tonnage; but of the disease and sickness which had thus early been generated (for she had only cleared out the day before), their Lordships may form an estimate when they learn that thirty of these beings, scarcely human, were obliged to be removed to the Tartar, in the severest stage of dysentery, and many under fever; and before I could allow her to weigh anchor from the Sand Heads, six times that number had been removed, literally to give room for the working of the vessel. The cries and shouts of those in irons in the slave room for water and for air (at least from signs this interpretation was given), added to the confusion, and making her voyage otherwise impracticable.

The melancholy picture this vessel exhibited of the depravity of those who now follow up this trade, and the misery inflicted upon the unfortunate beings in their power, may be imagined, but cannot be described. Yet, that their Lordships may form some opinion of the state of desperation to which the misery of these unfortunate slaves had reduced them, I shall state, that although most of them were still in irons, and every English officer and man armed, and though blunderbusses were pointed (as left by the Spaniards over the quarter-deck barricade) among the slaves, yet a rising was attempted by them, which, highly creditable to Lieutenant Knight (then in charge), was subdued without having recourse to fire-arms.

As the Spanish crew of this vessel had been actively employed in cutting away every rope within their reach, their personal confinement became an indispensable measure; and situations were thus exchanged with them and some of their late slaves. Communications to the Admiralty, &c.

On examining her papers and crew, it appears she is the same vessel as was last year brought into Sierra Leone by His Majesty's sloop Myrmidon, and there liberated, as none of the courts at Sierra Leone were considered competent to investigate her case; and, after being refitted, she proceeded off the Galinas, and, I have no doubt, proceeded on to Cuba with a full cargo of slaves. The excuse for the authorities of the Havannah granting her the protection she has, is founded on the circumstance I have now alluded to.

The boats from this ship, under Lieutenants Marsh and Graham, on ascertaining the fact of a Portuguese slaving ship being in the river Bonny, pushed on, and, after a tedious row, boarded her, receiving a fire of grape and musquetry, when her crew ran below. She proved to be the Portuguese ship Donna Eugenia, Manoel Jose Silveira master, and Manoel Lewis dos Santos owner, from Pernambuco, having a royal pass to slave at Cabenda and Malemba, south of the Line, and, like others, forbidden to proceed north of the Line. As she had been but a few days in the river, she had only a proportion of her cargo on board, eighty-five slaves, male and female, being all that were found; nor am I inclined to believe that any had been sent on shore, as the boats quickly followed the native canoe.

I have now to report, that, having removed upwards of 200 of the slaves from the schooner Anna Maria, all her sick, as well as nearly the whole of her crew, and supplied her with good water, I dispatched her for Sierra Leone, and proceeded with His Majesty's brig Thistle and the Donna Eugenia to this anchorage. The water on board the slave ship being extremely bad, I have availed myself of the excellent opportunity I have of completing her with water and yams for 200 slaves, and having filled her to that number, shall dispatch her in the course of the day for Sierra Leone.

The prejudices the slaves naturally have against white men, and the difficulty of making those who are sick or diseased understand our wishes and motives, make their recovery from illness at all times extremely difficult and doubtful; and though some are already dead, I persuade myself their Lordships will consider that I could not do otherwise than receive those I now have on board, the chances of disease spreading in the detained vessels being considerably greater than in His Majesty's ships, where so much more precaution may be taken.

Were I not so very near the river of Old Calabar as I now am, I do not think I should consider myself warranted in examining that river; but the reports I have heard, and the great good which I am told may spring from the presence of His Majesty's officers to the British ships legally trading in that river, induces me to spend a few days more in this Bight before I proceed to Princes Island.

I have the honour to be, &c. (signed) *George R. Collier*, Commodore.
John Wilson Croker, Esq.

N^o 10.—Extract of a Letter from Commodore Sir G. R. Collier to J. W. Croker, Esq. dated His Majesty's Ship Tartar, King George the Fourth's Bay, Island of Fernando Po, the 16th of April 1821.

THE boats of the ship, under the command of Lieutenant Marsh, with Lieutenants Knight and Graham, were dispatched up the river Old Calabar to reconnoitre the anchorage off Duke's Town.

The result of this examination has been the detention of two slave vessels under the Portuguese flag; the one a schooner, named the *Constantia*, of seventy-three tons, belonging to Senor Caetano, Raimundo de Novaes and others of Princes Island, having on board the great number of 250 slaves. The master of her has declared on his oath that he was from Cabenda, south of the Line, and that having missed the Island of Princes, where he was bound with his slaves, he had put into the Old Calabar river for the purpose of obtaining supplies of provisions for his slaves, but without having been able to obtain them. It is somewhat curious that he has a log corresponding with this assertion, the fabrication of which it is unnecessary to prove, and I only mention the circumstance to show the little value the illicit slavers affix to any sacred obligation.

The crowded state of this vessel exceeds even those I have before seen, and although it is clearly substantiated that many of these unfortunate beings had not

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the Admiralty, &c.

been more than twenty-four hours on board the *Constantia*, (and that some of those had been kidnapped by the Portuguese master) when captured by His Majesty's boats, yet death had already commenced his career, and one slave woman was found nearly buried amongst the living, and before reaching the ship, a male slave died also, in my firm belief, from the cruelly crowded state of the slave room, which, not only from its close and confined state, and the natural effluvia arising from various causes, was offensive in the highest degree, but was still further increased from the accidental circumstances of the capture taking place before she had cleared the river, and the day on which the sun was vertical, and season when tornadoes of rain were frequent.

As I feel it an imperative duty to remove all the male slaves from the *Constantia*, before dispatching her for Sierra Leone, I shall do so, leaving only a few to fulfil certain duties; by this means, accommodation may in some degree be afforded for the female slaves, amounting, as I understand, to seventy-seven, (for the crowded state of this vessel has prevented the possibility of ascertaining the exact number correctly), and in order that their Lordships may see the necessity which existed, I shall be excused for stating below the actual dimensions of this vessel, and the proportions of space allotted for so many human beings; at the same time, it is proper to observe, that the after part of the upper deck and fore-castle must be occupied by the crew, while the main deck has the boat, the caboose for cooking, as also the yams for the slaves provender, with water casks at each side of the gangway. I am, in consequence, obliged to remove almost every Portuguese to the *Tartar*; indeed nothing but the distressed state I am in, from the number of sick slaves and foreigners I have now on board, and the opportunity afforded by the *Thistle* giving them convoy and protection, would permit me to send the *Constantia* for adjudication, as she is scarcely trustworthy by herself, and least of all to perform such a voyage as one from the extremity of this Bight to Sierra Leone, and at this season of the year.

The other detained vessel is the *Gavião* from Pernambuco for Cabenda, (furnished with a royal pass to carry slaves), but interdicted from trading north of the Line, though *St. Thomas's* is introduced into the license, which, if it means the Island, has certainly been the result of trick or connivance. The log-book of this vessel, which appears to have been kept correctly, indicates her having been at Cabenda, which I am disposed to believe, because the master states he carried soldiers from Pernambuco, and the royal pass allows her to proceed and to receive on board at Cabenda (being to the south of the Line) 357 slaves. From the coast of Africa she proceeds to *St. Thomas's* Island, thence to *Princes* Island, and from thence to Old Calabar, for the purpose of taking on board (as the master states) palm oil.

The *Gavião* had arrived a few days previous to our boats, and I understand did not intend to take a crowded cargo. She had commenced paying some of her port dues, and had, in consequence, began slaving the day previous to her detention; and that this was the master's object the within letter, from the native chief, will be a satisfactory proof, as three slaves, independent of any others sold by subordinate traders, had been bargained for, and actually delivered over to the master on board the *Gavião*, by the duke himself; that they had not been paid for previous to her capture, is a circumstance lamented by that chief in a very natural way.

After the letter had been dispatched to me by the chief, I received a verbal message from him, saying that two of the three slaves he had sold to the Portuguese brig had been recovered, they having been landed from the brig while the boats were boarding, but that the third must be still on board: and it appears, that, owing to the circumstance occurring in the night, the boats in mistake first boarded an English merchant ship laying near the *Gavião*, which, creating an alarm on board that brig, advantage was then taken of it, and having only a few slaves on board, and a canoe alongside, the attempt was made to get rid of them, in which, with respect to the two above mentioned, the Portuguese certainly succeeded, and the sailors so employed returned to the brig when in our possession.

Whether among the eight slaves found on board the brig, the slave of the chief *Ephraim*, shall be one of that number, or whether he may have been disposed of in a more secure manner, must be hereafter decided; but as a Portuguese sailor was found in the brig's hold endeavouring to force a pair of trowsers upon a slave, and this slave had neither a name, nor could he speak or understand either Portuguese or the native language of Calabar, I am inclined to believe he is

one amongst those sent from the interior, and probably the identical slave sold by Duke Ephraim. In this belief, at least, he was sent on board the *Thistle*, and the brig *Gavião* brought down the river by the lieutenant in command. Communications to the Admiralty, &c.

In a conversation I have since had with the master, he appeared ignorant of his having so many as eight domestic slaves on board, but on referring to the *contre maestro*, he said they were taken on board at Princes Island.

On a reference to her roll d'equipage, it does appear she had four domestic slaves on board on sailing from Pernambuco, whose description however does not answer to either of the eight mentioned, nor are there any additional number of slaves as domestic ones certified on her roll d'equipage, which bears the proper signature of having undergone examination at Port Antonio, Princes Island. It is therefore an almost unquestionable fact, that if a part of these slaves were not procured in Calabar, they must have been since quitting the coast of Brazil; and I should hope, if I am to expect reasonable justice from the mixed commission, that this brig will also be considered as having not only violated her engagement, but that she has been trading in slaves contrary to the existing treaty.

I have been more minute in this, as well as in other cases lately reported to their Lordships, because I am aware of the necessity which now exists, as I know from past experience, the interest every slaver has in disproving the charge against his vessel, tempts them to swear to the most evident falsehoods; and it is with concern I have remarked, the most extravagant assertions have been recorded in the mixed court, as proofs of innocence.

N° 11.—Extract of a Letter from Commodore Sir George Collier to J. W. Croker, Esq. dated, His Majesty's ship *Tartar*, Sierra Leone, 6th June 1821.

ALTHOUGH Captain Leeke was not successful in falling in with any of the slaving vessels employed in that traffic between Rio Grande and the Cape de Verds, yet as it was known the *Myrmidon* was on that part of the coast, it is probable that the slave expeditions were suspended for a time, and I am assured that the appearance of such a vessel of war at Portendie, strengthened the respect the Moors were inclined to pay from the proper conduct of Lieutenant Evans of the *Snapper*.

I cannot close this letter without an attempt at doing justice to the zeal and perseverance manifested by Captain Leeke on this part of the coast between St. Ann's Shoal and Cape Palmas, for he has literally so worried the slavers, whose haunts he knew pretty well, as to have left scarce any thing to be done.

The only foreign vessel, French excepted, I have heard of as having been slaving between this and Cape Palmas was the *Carlotta*, the identical one I had before taken down to Cape Coast, and who had no sooner beat up again than she commenced her former traffic; and a few days since, having near 270 of her slaves on board, she upset in a squall off the Galinas, and only three or four of her crew were saved; of course the slaves in irons had a very sorry chance. The master and survivors are now here, and I hope to see them.

A Portuguese brig of large dimensions, had however sailed from St. Jago for Cacheõ, in the Rio Grande, the master boasting he had a royal pass to carry away 1,000 domestic slaves. I have received this information through such unquestionable authority, that though I scarcely credit the fact, yet, if corroborated, I shall feel it proper to order a particular look out in that neighbourhood.

N° 12.—Copy of a Letter from Commodore Sir G. R. Collier, dated 17th June 1821, to J. W. Croker, Esq.

Sir, His Majesty's ship *Tartar*, off Sierra Leone, 17th June, 1821.

As I have reason to believe, that the within letter, from Captain Finlaison, reporting the detention of the *Emilia* Portuguese slaver, did not accompany my letter N° 18, of the 4th of March last, or its duplicate; I feel it proper to inclose the copy, in order that it may be laid before my Lords Commissioners of the Admiralty.

I am, &c.

Geo. R. Collier.

(Inclosure in N° 12.)

Sir, His Majesty's Sloop *Morgianna*, Coast of Africa, 15th February, 1821.

I BEG leave to acquaint you, that in returning from the Bight of Biafra, for the purpose of meeting you at Cape Coast, agreeably to the orders of Captain Kelly of His Majesty's ship *Pheasant*, being in latitude 3 deg. 50 min. north, and longitude 3 deg. 30 min. east; I captured after a short chase, on the 14th instant, the Portuguese schooner

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the Admiralty, &c.

schooner *Emilia* of 158 tons, having on board 396 slaves, and according to the information I have been able to obtain, out only two days from the river *Lagos*. From the very crowded state of her decks, and fearful of disease breaking out amongst the negroes, I considered it my duty (notwithstanding the great inconvenience) to take 100 of them on board the *Morgianna*.

I am, &c.

Wm. Finlaison.

Sir Geo. R. Collier, Bart. and K. C. B. Commodore of
His Majesty's ships and vessels on the coast of Africa.

N^o 13.—Copy of a Letter from Lieutenant Christopher Knight, commanding
His Majesty's Gun-brig *Snapper*, to J. W. Croker, Esq.

His Majesty's Gun-brig, *Snapper*, Duke's Town,
Old Calabar River, August 5th, 1821.

Sir,

I BEG leave to inform you for the information of my Lords Commissioners of the Admiralty, that on the 1st of August, being off the bar of this river for the purpose of intercepting any slave vessels that might be coming out from it; I boarded an English trade ship which had just come down, and that ship having the pilot of the river on board, I sent for him, and compelled him to take the *Snapper* up, though he was very unwilling to do so.

On the first night of entering the river I dispatched the boats of the brig, on having learned from the master of the ship boarded, that there were three vessels of different nations taking in slaves from Duke Ephraim, the chief man of this part of the country. Being much in want of wood and water, both of which can most easily be procured here, and as the Slave Trade is carried on at those towns to a very great extent, the river being navigable to them with great ease, by means of pilots, though they are fifty miles from the entrance, I judged, as no ship of war was ever up at the towns before, that the appearance of one might have some effect towards showing the natives that it is our determination to lessen at least this inhuman traffic, if not in our power yet to prevent it totally. These considerations made me resolve to follow the boats up all the way, and to take this opportunity of supplying our wants, although the rains are heavy at this time; but it is not the rainy season that is to be dreaded as the most sickly on this coast, the foggy months that immediately follow are what ought to be most sedulously avoided; of this I speak from unquestionable authority, from numerous sources, and from some little experience, the *Snapper* not having a sick man on board, but, on the contrary, every person is in excellent health, though we have not had a dry day for several weeks.

I found the boats, under Mr. Cowie the acting master, and Mr. Jeazes master's mate, had captured a Portuguese schooner named the *Conceicao*, with fifty-six slaves on board, the property of the governor of Princes Island, who has a constant succession of vessels carrying slaves to that island, where he sells them at an advanced price to such as are afraid to venture on the coast, but can buy them under the protection of the Portuguese flag and batteries, and can get in a few hours to the south of the Line.

The two other vessels lying here are a Spanish felucca and a French brigantine, but the former not having any slaves actually on board, was not taken possession of, and the latter only examined and found belonging to Cayenne. In order to make my letter as short as possible, I shall merely say of the captured vessel, that as the slaves were just embarked they are in good condition, and the number does not form a fifth part of what were to have been taken in; I shall, as soon as possible, send her to Sierra Leone for the judgment of the mixed commission.

Allow me, Sir, to call the attention of their Lordships to the very great distance from these rivers to that port, which cannot fail to produce a great mortality among the slaves, as in the case of the Tartar's prizes, and to be a great risk to the lives or healths of our seamen and officers who have to navigate them up, the vessels being always in the most loathsome state imaginable; and to send medical assistance is not possible. Eight weeks is by no means to be considered a long time to perform this difficult passage.

I am very sorry to inform you, Sir, that the most horrible practice of human sacrifice (of slaves) is carried on here to an extent that I could not have believed mankind in any state to have been capable of, much less people, who in all other respects have arrived to an astonishing degree of civilization, and have left all other Africans that I have seen, very far behind them.

Yesterday

Yesterday I had the mortification to see five heads and bodies lying in the market place, that had been offered up at a funeral in the morning. The number in the year must be excessive, as were Duke Ephraim to die, a thousand would be thus sent to accompany him. Communications to the Admiralty, &c.

To my expostulations with him on the subject, he answered, that as we hinder the sale of their slaves, they take such means to rid themselves of them. To this I could only reply, that I would not permit it in sight of my brig. The death of any person, who is considerable enough to possess or purchase slaves, and many other ceremonies, are excuses for this barbarous custom, which is performed with singular ferocity, being accompanied with dancing, music, and shouts of joy, while the heads of the victims are tossed about in all directions. A few days ago, there were twelve beheaded on the beach, in sight of the crews of all the shipping, three of which were English, that trade here for the palm oil; I must, however, add, that the superstition of these people appears to be invincible, though many are very sensible men, and almost all speak English with fluency. I trust, Sir, I have said nothing in this letter that is improper or ill-timed; I have endeavoured only to say what I thought it necessary for their Lordships to be acquainted with, and I shall only further say, that the French flag is flying on all parts of the coast for the purpose of slaving; and that the Portuguese carry it on also exceedingly. The squadron, of which I lately formed one, boarded in the Bight of Benin a short time ago, twelve slave vessels in two days, but there were no slaves on board them.

(signed) *Christopher Knight*, Lieutenant and Commander.

J. W. Croker, Esq.

N^o 14.—Extract of a Letter from Captain B. M. Kelly of His Majesty's Sloop Pheasant, in Sierra Leone, dated 22d September 1821, and addressed to Sir G. Collier.

At Lagos, I directed Snapper to examine the vessels at anchor, while the Myrmidon and Pheasant went in pursuit of a brig that had made sail from it on our approach, but which, I am sorry to say, effected her escape; on the evening of the 23d, the Snapper rejoined off Cape Formosa, but from its being late, and the weather unsettled, did not communicate, and the next morning at day-light she was again out of sight; I continued cruizing off Cape Formosa the whole of that day, in hopes of falling in with her; the following morning a vessel was seen from the mast-head to the southward of us, made all sail in chase, Myrmidon in company, at 10 made her out to be a schooner, and at 2-30 the Myrmidon brought her to, when she proved to be the Portuguese schooner Adelaide, from Padagary in the Bight of Benin, with 232 slaves on board.

N^o 15.—Extract of a Letter from Commodore Sir George Collier to J. W. Croker, Esq. dated Knowle Cottage, near Exeter, 7th November 1821.

THE within letters from Captain Kelly of the Pheasant, and Captain Leeke of the Myrmidon, with their accompanying papers, having just reached me, I feel it proper to transmit them without loss of time. 3.

(First Inclosure in N^o 15.)

Extract of a Letter from Captain Kelly of His Majesty's Sloop Pheasant, to Commodore Sir G. Collier, dated Sierra Leone River, 24th September 1821.

I BEG leave to inclose the copy of a letter I have this day received from Lieutenant Knight, commanding His Majesty's gun-brig Snapper, reporting his proceedings since parting company from the Pheasant, on the 21st July last, at Lagos, in the Bight of Benin.

You will perceive by Lieutenant Knight's letter, that he has taken the Snapper up the Old Calabar river, and, with his boat, has succeeded in capturing a Portuguese vessel with fifty-six slaves on board, belonging to Princes Island. Lieutenant Knight has also forwarded to me a list of two vessels he boarded in that river, a Spaniard and a Frenchman, which were preparing to take in slaves, but had none on board; also a French schooner off the mouth of the river.

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the Admiralty, &c.

(Second Inclosure in N° 15.)

Extract of a Letter from Captain Leeke of His Majesty's Sloop Myrmidon, to Commodore Sir G. Collier, dated King George the Fourth's Bay, Island of Fernando Po, August 6th, 1821.

I HAVE the honour to send for your information, a report of my proceedings from the day of my parting company with you in Sierra Leone river, up to the present date.

On my way down the coast, owing to the incessant rains, I could not get an observation for several days, and the strong currents set me so close in towards the land, that I was unable to fetch further down than the river Grand Sestos. I did not meet with any vessels on the windward coast, although it was reported that many under the French flag, are trading there for slaves.

At Cape Coast I found His Majesty's sloop Pheasant, and delivered your letter to Captain Kelly, who immediately gave me an order to place myself under his command. After remaining there a day or two, we weighed and proceeded to Accrah, and by Cape St. Paulo to the Bight of Benin, in which place the slave vessels are actually swarming; no less than thirteen were spoken between Whydah and the river Lagos, seven of which (six large brigs and a ship of about 400 tons), were laying at the latter place waiting for cargoes; one of them, a brig, upon descrying us got under weigh and effected her escape by the darkness of the night. On the 5th ultimo, off Cape Formosa, a vessel was seen soon after day-light; all sail was made in chase by both ships, and at three o'clock p. m. we took possession of her. She proved to be the Adelaide Portuguese schooner, of 126 tons, 26 men, and had on board 232 slaves, 19 of which have since died, owing to their dreadfully crowded state, and the very severe rains we have experienced.

(Third Inclosure in N° 15.)

Extract of a Letter from Lieutenant Knight, commanding His Majesty's Gun-brig Snapper, to Captain Kelly of the Pheasant, dated on board the Snapper in Old Calabar River, 7th August 1821.

I CAME to off the bar of this river, where I determined to wait as long as our water would last, not knowing in what direction to seek you further.

While waiting there, on the second day, an English oil ship came out, which I boarded, and taking the pilot from her, compelled him to take the Snapper up, having learnt from the master of the ship, that there were three small vessels taking in slaves at Duke's Town.

I found on reaching Duke's Town, which is fifty miles up, that the boat had captured the Portuguese schooner Conceicao, with fifty-six slaves on board; the other two, a Spaniard and a French brigantine, had not any slaves shipped.

Before the arrival of the brig at the anchorage, the natives showed a disposition to rescue the schooner, which, as the country is exceedingly populous, they might easily have done: one or two shots were actually fired at her from the town.

As no vessel of war was ever up at these towns before, I think our presence may have a good effect.

The Comus was half way some years ago; but until the boats of the Tartar and Thistle went, in April last, the slavers had little or no apprehension; and, indeed, if a pilot cannot be procured, the risk of taking a ship up cannot be recommended.

Slaving will hereafter be carried on with much caution. Both the Spaniard and Frenchman had slaves purchased, but were afraid to embark them until ready to sail.

N° 16.—Extract of a Letter from Captain Kelly of His Majesty's Sloop Pheasant, to J. W. Croker, Esq. dated on board that Sloop in Sierra Leone River, 3d December 1821.

I HAVE the honour to report, for the information of my Lords Commissioners of the Admiralty, that I put to sea from this anchorage on the 1st of October last, and having learnt that there were some slave vessels at anchor off the Galinas, I proceeded direct for that river. On my arrival there on the 10th of the same month, three schooners and a brigantine were seen, all of whom immediately weighed on our approach; the schooners having much the advantage of sailing, got away, although pursued for twenty-four hours.

The following morning I put back for the brigantine, who, finding she could not escape, again anchored, and on the 12th we boarded her, when she proved to be Le Pilote,

Pilote, Louis Etienne L'Avergne master, of and from Nantz, trading, as he (the master) said, for palm oil. Communications to
the Admiralty, &c.

I also learnt from him that the schooners were French, but had no slaves on board; one of them was called l'Espoir of Nantz, the others belonged to Martinique, their names he did not recollect.

Le Pilote belongs to Haentjens el Frere of Nantz, and cleared out from Parmbanf on the 14th of July last.

I hauled to the northward, with an intention of visiting Goree and Gambia, and then looking into the Casamaza River, where I had learnt an extensive Slave Trade was carried on with the Cape de Verd islands, by French vessels from Goree. Owing to light winds, I did not reach the latter island till the 11th of November, and again sailed the following day for the Gambia, off which I anchored the next morning. From all the intelligence I could here collect, it appeared that my information respecting the Casamaza was either unfounded or much exaggerated.

I beg leave to inclose a list of nine French vessels boarded by the Pheasant and Snapper, in their late cruizes on the windward coast.

The circumstance of two of them having their cargo of slaves on board when boarded by the Snapper, viz. La Caroline and Le Pilote, the latter of which had been boarded by the Pheasant only a short month before, and reported as trading for palm oil, will prove to their Lordships how well grounded are our suspicions of these vessels, belonging to the subjects of his Most Christian Majesty.

N^o 17.—Extract of a Report from Commodore Sir George R. Collier, on the Coast of Africa, dated 27th December 1821.

THE former reports I have had the honour to lay before my Lords Commissioners of the Admiralty will, I trust, be considered so generally descriptive of the actual state of the several forts and establishments under British control upon the shores of Western Africa, as not to require much remark from me now; I shall therefore only, in as limited a manner as possible, speak of their present condition.

Some rivers and places have, however, been visited during my late cruize, which, in my two former voyages to Africa, circumstances had prevented my examining. Of these, therefore, it may be necessary that I should speak somewhat in detail, and then proceed to consider the actual state of the Slave Trade, which is still in full activity upon a long line of coast from Cape St. Paul, the western point of the Bight of Biafra, to the Equator, the vast extent and numerous population of which offer excessive profits to the supporters of this frightful traffic, who, indifferent to every feeling but that of gain, disregard the decrees of their own governments, either presuming they are never meant to be enforced, or from their pursuits never being interrupted by cruisers bearing their flags. The trade, north of the Equator, is still carried on under certain colours (excepting when met by British cruisers) with impunity, and in violation of actual treaties.

In offering some remarks on the present condition of the settlements, I shall commence with Sierra Leone, considering that the most important under the immediate control of His Majesty's government upon the coast of Western Africa.

The public buildings have not advanced so rapidly as I believe had been expected; but it is nevertheless gratifying to observe that the roads in the neighbourhood of Free Town and those in the mountains have been much improved, and that the bridges have been constructed of more durable materials than heretofore; considerably more ground has been cleared in the environs of the mountains; numerous stone and brick houses are supplying the places of the former wooden habitations in Free Town; population increases; and British adventurers show less dread of the climate and pestilential vapours from the surrounding creeks. Yet, as in all other tropical climates, one season frequently occasions more mortality than another, without any sufficient cause appearing. The streets of Free Town are, however, as much over-run with grass and indigo as formerly,—a great evil, and to be remedied only by the most positive municipal regulations. Some trees, it is true, have been felled within the town, but, unluckily, almost those only which should have been preserved, being full-grown pullam (silk cotton) trees, protecting by their shade the little ravine near the fish-market, in which a spring of pure and excellent water is fed and issues, being the sole supply of the town, and applicable to the use of the shipping. Underwood will probably shoot up where these lofty trees stood, and protection to the spring in this spot will be thus afforded. Underwood, however, is injurious to health, while tall, magnificent, full-grown trees, allowing a free circulation

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tion under their branches, offer a salubrious shade in the extreme heat of a tropical sun, without the danger of collecting miasmata or those noxious vapours arising from the heavy dews of Africa. But as these trees, in their late situation really valuable, are now destroyed, it is to be regretted that so many others, in the town, of low growth, affording no advantage, are still suffered to remain, serving only to increase the damps, and thus prove of injury to health.

The population of Free Town is rapidly increasing, and as an ample supply of fresh water must, in a dry season in such a climate, ever be an object of the utmost value—to secure this, I would suggest the laying of iron pipes from the hills, when the supply of water from the great fall in the mountains might be easily conducted to the north part of the town, and this object could be effected at a small expense.

With the increase of population, buildings and commerce (as I believe in most other parts of the world), theft has increased also, and is the subject of complaint generally by the better class of inhabitants; and I am aware that much of this evil may be justly attributed to the crews of the slave vessels brought to Sierra Leone for adjudication. These men are, beyond all question, from the captain to the cabin-boy, the vilest and most depraved class of human beings; in my belief, there is not a crime they consider one, and therefore whenever a prospect of robbery with impunity offers, I can have no doubt any one of the crew of a slave vessel would never for a moment hesitate. Some plan of security should, in common justice to the inhabitants of Sierra Leone, be found against the depredations of these most worthless wretches, and during the time of their remaining at the colony they should not be permitted to wander where they choose.

The Kron men who occasionally arrive at Sierra Leone are also said to be the perpetrators of many thefts; but I never saw a more honest race of people than those I have had in the Tartar, and know not of a solitary instance of loss by the means of one of them. It is true the head man of each party becomes responsible whilst on board ship for the good conduct of the rest, and though this cannot be on shore, where they are so numerous, I would propose that every Kron man employed on shore, when detected of robbery or other crime, that, instead of prison confinement, he be branded on the arm with the word "Thief," removed from the colony, and not permitted to return. A very few of such examples would do more in the suppression of theft by the Kron men than all the existing modes of punishment. In all the British colonies, persons of every description are required to give notice of their intention to leave them. Kron men could not be expected to do this, but they might, on leaving the colony of Sierra Leone, present themselves to the collector of the customs, which would check the practice of leaving the colony clandestinely.

Upon the whole, Sierra Leone may be said to be improving, and if the encouragement hitherto shown shall be continued to the British merchant, no reason appears to me why this colony shall not, in the course of time, amply repay anxiety and care, and the expense so liberally bestowed by the mother country.

Every year some new prospect of improvement opens to the view of the merchant, an intercourse with the interior of Africa now fairly promises ultimate success, and which must be productive of benefit to Great Britain; and it may be even expected, some years hence, caravans shall resort to the neighbourhood of Porto Logo (on a branch of the Sierra Leone) to convey articles of British manufacture into the very interior of the continent of Africa.

The late salutary measure of possessing ourselves by purchase of the right to the little cluster of islands named Bananas, close to Cape Shilling, is one from which the best possible good must arise, if properly maintained. The clearing of these islands has only commenced; the situation of them commands the coast laying within them and Cape Mana, and their importance to the prosperity of the British colony may be of the first consideration.

The Isles de Loss, which mark the northern boundary of the Sierra Leone colony (for I view the River Gambia as distinct), do not at present appear to have increased in trade since the first year of my arrival, but they are admirably placed for the ultimate purposes of the general establishment; and the late disputed right to our lawful possession of them by the natives on the neighbouring shore, it might be desirable to put at rest for ever; more especially as this could be effected at the cost of only a few hundreds of pounds.

The natives from this part of the coast, extending to the Sierra Leone river, are a mixture of Mahomedans and Pagans, a circumstance to be regretted, as checking civilization and improvement, the ceremonies of the Mahomedans being received
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by the Pagans with the greatest respect, and becoming the more attractive as appearing only an improvement upon their own customs.

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the Admiralty, &c.

From the Isles de Loss British influence ceases, until we reach the Gambia; and this vast tract of country, intersected by numerous and magnificent rivers, is devoted to the purpose of crowding the slave depôts of the Cape de Verds, and, to facilitate this object, the Portuguese establishment in the Rio Grande, lately in a state of decay, has since been restored and improved, and its garrison increased.

Following my course now to the Gambia, I have great satisfaction in reporting that the settlement of Bathurst is fast improving in trade and commerce with the native Africans. The merchants are likely to benefit in a very high degree by the revival of the gum trade with the Trarzar Moors at Port en Dick; application was made to me for some naval protection, and, in consequence, I appointed a gun brig to this service, directing the officer commanding to afford all possible aid to the merchants engaged in the revival of this valuable commerce; and it is with extreme satisfaction I state a treaty was the result, and the British merchants engaged in the trade have assured me that gum, to the full extent of what may be required by Great Britain, may now be had in exchange for British goods, instead of obtaining this important article by the medium of France; and this promises to render our loss of the Senegal river unimportant.

Other intermediate parts of the coast having been noticed in my former reports, the Point of Cape Palmas next offers.

In the line from the Saint Ann's Shoals to this Cape (usually termed the windward coast) during the season of rains, the navigation is most unpleasant, and, from the frequent southerly squalls, voyages to the southward are generally tedious and protracted. In the fairer seasons, however, the land and sea breezes are regular, and from the Shoals of Saint Ann to Cape Palmas a current sets, at the rate of one mile and a half to two miles an hour, taking the line of coast for its direction.

As it may serve to correct mis-statements, I think it proper to remark that the representation by Robertson, of there being at Cape Palmas a harbour for large ships, has no foundation. I can speak of my own unsuccessful endeavours to find one, and those also of Captain Finlaison of the *Morgiana*, and Lieutenant Hagan of the *Thistle*, and I have found the representations of this officer, Robertson, and also of another, Hutton, so full of mis-statement, that my belief is, many of the circumstances they detail as facts are entirely unfounded.

The reefs and sunken rocks at the distance of eight or nine miles from Cape Palmas, render this part of the coast very dangerous to approach, and demand extreme caution until a ship is absolutely to the southward of the small rocky island which almost joins the Cape itself. There, however, the anchorage is good and safe, except in the season of the rains, when it becomes altogether dangerous to approach, and quite unsafe to anchor at, and should not be hazarded unless pressed by some overbearing circumstance or particular necessity.

At Cape Palmas a small fort established might be a check to the Slave Trade, and, by extending communication with the natives, promote Christianity, and thereby civilization.

Rice, Malagetta pepper, the teeth of the elephant and the hippopotamus, are the principal articles of commerce in the neighbourhood of this Cape.

Close off the mouth of the Palmas River small vessels anchor, but the entrance into the river is so shallow that a boat at low water can pass only with difficulty. The town is upon a hill, on a very small promontory, on the right side going in. The houses are of the rudest construction, circular, and drawing to a point at the top, but this particular form is some defence in the deluging season of the rains.

The population of Palmas is very limited, and a chief called King Brown, governs it. A few miles to the north are two other towns, and I was sorry to observe that the frequent wars between the petty chiefs had been revived; these are carried on more in stratagem than in open hostility, and the capture of a fishing canoe with three or four natives is a triumph, and one or more of the unfortunate party invariably sacrificed.

The religion of the people of Palmas is Fetishism, as it is north and east of the Cape; but I observed a stronger inclination in the natives of Palmas to change religion, manners and customs, than I ever noticed amongst any of the native hordes in Africa, and the chief, King Brown, seemed desirous of British protection, and appeared to consider that the Tartar had come to the Cape to afford him this. An old English flag, taken from a slaving vessel, was given him, and was hoisted

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by him.—The arms of the Palmas are spears; though when their war canoe goes out, a few old musquets appear. This canoe is formed from one pullam tree, and measured nearly ninety feet, containing, when I saw it, about one hundred people. The timber of Palmas is the common African. A British adventurer, a considerable distance from the Cape, has established a plantation and factory, and, profiting by the low price of labour of the natives, has lately carried on a very successful trade in palm oil and ivory. He very prudently quits the coast as early after the commencement of the rains as possible, and returns with the dry season.

In concluding my remarks on Cape Palmas, I think it proper again to notice the publications of Robertson and Hutton; they have both recommended, that His Majesty's packets from India and Brazils should touch at Cape Palmas; their extreme ignorance of the navigation of the African seas, and of the winds and currents, only can excuse such absurd suggestions. I notice the presumption of these authors lest they should carry that further by some spurious statement of public benefits to His Majesty's post masters general, and thus mislead.

Running eastward from Cape Palmas, until I reach the British possessions on the Gold Coast, I continue my Report with Dix Cove, now the most western post.

The favourable opinion I have of Dix Cove, as a depôt for naval and victualling stores, will, I think, be confirmed by my successor. Fresh water, I am satisfied, may be procured by sinking wells, if the spot selected be not too near the beach; but, at all events, an extension of the tank offers no difficulty. If Dix Cove shall be chosen as a naval and victualling depôt, the expense of canoe hire, which is so considerable at Anamaboe and Cape Coast, will be wholly spared. Succondee, as a depôt, was suggested by a well-informed servant of the African Company, and in consequence, this year I visited the place, entirely for the purpose of judging by personal observation. Their Lordships will remember, that the fort of Succondee was completely destroyed by the French, and it has remained in ruins ever since. The expense of constructing another fort, is the first objection I make, and the advantage of landing under the lee of a projecting point, is not equal in benefit to this charge, and the flat is so extensive at low water, as to make it impossible at any time of tide to beach an empty boat. If, however, the advantage of a beach without any surf shall become the consideration, a mole or pier, to be carried out on the reef of slaty rock extending from the point, will be indispensable. The supply of water at Succondee will be entirely from the tanks, and it seems to me, that forts would be multiplied without any good whatever, unless being somewhat nearer the Presidency of Cape Coast than Dix Cove is.

Commenda, the next British fort, has most properly been abandoned, and of British settlements, the Presidency of Cape Coast, comes next in succession.

In the town of Cape Coast, I was much struck with the great improvements since my former visit. Lanes and alleys, so narrow and so crowded as materially to check circulation of air, had been removed, and a broad spacious street was forming. Some land on the hills has been cleared of underwood, thereby contributing to the health of the inhabitants, and fresh water has been found near the skirts of the town, which satisfies me that a constant and considerable supply may be obtained by sinking wells on this spot; and if the old well and tank, established long since for the use of the natives, were repaired, an ample supply of water for the wants, not only of the inhabitants, but of the shipping, might be depended upon.

I am induced so particularly to notice this, from the circumstances of my having been compelled to solicit as a favour the small supply of fifty tons of water from the Dutch Governor of Elmina, for the use of the Morgiana and her slave prize; the tanks of Cape Coast being so reduced at the time, as not to furnish more than a very limited allowance to the inhabitants.

The defences of Cape Coast have been improved equally with the town. I had frequently expressed to Governor Smith my opinion, that on a commanding hill, the erection of a martello tower would prove the best protection that could be afforded, and serve as a complete check against all the attempts the Ashantee king might ever make upon the town.

Governor Smith having decided upon the measure, the work was commenced; but it proceeded slowly until the following event showed its importance, and roused the inhabitants of Cape Coast to a full sense of the danger to which they remained exposed, until the martello was completed.

A murderous chief in the neighbourhood of Cape Coast, sacrificed with the most extraordinary and protracted torture, an unfortunate Fantee slave. In the hope of checking these horrible acts within British influence, Governor Smith sent a party of the

the Cape Coast garrison to surprise the offending chief and his followers; in this attempt resistance was offered, and the party from the garrison firing, the chief and several of those partaking in his barbarous practices were killed. Communications to the Admiralty, &c.

The Ashantee king had, since his treaty with Mr. Dupuis, considered the Fantees, under the protection of the British at Cape Coast, as his subjects, and in consequence demanded of Governor Smith compensation for the death of those who fell on the occasion I have related; and with his demand he intimated, that resistance to it would be followed on his part by measures of hostility.

This threat, which excited great alarm, every one knew was to be parried only by showing it could not be attempted without danger; and Governor Smith decided with great promptitude upon completing the martello tower immediately. To accomplish this, not only the personal labour of the black population generally was required, but it was indispensably necessary to subdue amongst the natives also many of their most favourite prejudices, and entirely to destroy their reverence for many objects deemed by their ancestors for ages past to be Fetish, and held in the highest veneration. A rock was to be blasted, an object of their constant worship; houses were to be destroyed, in which their families for generations past had been buried; and these were held so sacred, that the Fetish men predicted destruction to all who submitted to their removal. The difficulties of Governor Smith were considerable, and a man of less firmness might perhaps have given way. Governor Smith persevered, and he is the first man, I believe, who has yet so decidedly interfered between the native African and his objects of worship.

Every obstacle that stood in the way of completing the martello tower, and rendering its powers of defence perfect, was removed; the natives in the town of Cape Coast, notwithstanding their priests threatened them with all evils, for the first time disregarded their threats and predictions, and assisted so earnestly in the construction of the martello tower, that before I left Cape Coast, I had the satisfaction of seeing it completed, and furnished Governor Smith with four of the Tartar's guns. I left Cape Coast in security it had never known before, bidding defiance to the Ashantee chief, and the thousands he had so often threatened to bring against it.

I cannot, in fairness and justice to Governor Smith, conclude this part of my Report without adding, that by making this effort to subdue the false notions of the people in the vicinity of Cape Coast, he has so far reduced their confidence in their Fetish men, that in my belief, a great stride has been made towards their future improvement and civilization.

Anamaboe follows in the line of coast, and it is justice only to state, that in the fort cleanliness and good order are every where found; but if it is intended to preserve its means of defence, the present guns and carriages, generally speaking, require to be replaced by new. The native town, so large and populous before the attack of the Ashantees, is now reduced to insignificance, and, I may add, almost to ruin; and the natives remaining, are principally those connected with, or dependant upon the few Europeans stationed within the fort, by whom all that now exists of commerce is conducted. The path leading to the interior, is that by which the communication is carried on with the Ashantee capital.

The surf on the beach is so violent, and I may add, frightful, that Anamaboe should be the last place on the coast for a naval or victualling depôt. Curiosity once led me to cross this surf, and the necessity of returning to my ship, alone compelled me to repeat it. The channel for the canoes is very limited and between two small rocks, and the least inattention or want of management, when the surf is what is termed "bad," would subject Europeans attempting to land to inevitable destruction. The natives who manage the canoes are never in any danger of this sort, as the moment a canoe is upset, quite indifferent to their European passengers, they swim through the surf, however great it may be, with the most perfect confidence, and from constant practice, in the most perfect security.

The last and most eastern British establishment upon this part of Africa is Accra; its longitude has been fixed by the result of several observations, at only five miles west of Greenwich.

The native district of Accra is small and is confined by the river Succombe on the west, and the small creek close to Prampram may be considered its eastern boundary; the extent of British Accra in land may be about eighteen miles.

The British fort of Accra is small, its walls are decaying, and its defences are most imperfect, yet, I am of opinion, Accra deserves support and improvement; it is well placed for trade, but, in other hands, it would be the resort of the slave dealer.

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The Dutch still hoist, occasionally, in the ruins of their fort at Accra, the colours of their nation.

Danish Accra, about three miles farther to the east, is protected by one of the most respectable castles upon the coast, named Christianburgh.

The streets of the towns of Accra are confined and dirty, but there are some respectable houses of Europeans, and there are buildings in the skirts of the towns formed with taste and views to comfort, ornamented with gardens and shrubberies.

The land in the boundaries of Accra is generally more rich and fertile than most other parts of this coast; beef is here fattened and furnished in any quantity required by the navy; sheep, pigs, poultry, fruit, and tropical vegetables, are very reasonable in price; and the abundance of Indian corn or maize, at all times to be obtained, make Accra to shipping preferable to any spot on the whole coast.

The distress of the natives for water is sometimes very great; and in the dry season they have been compelled to bring this necessary article from the river Succombe, a distance of nine or ten miles. The difficulty of obtaining it, at certain seasons, I am perfectly aware of, but great as it may be, it would not in my humble judgment authorize the expense of the plan proposed of conveying water by pipes into the town of Accra; most of the European houses are already furnished with tanks, and no one built in future will, I apprehend, be without.

The removal of the establishment of Accra to the river Succombe, as suggested by Robertson, would destroy the value the settlement at Accra has, for the prodigious surf at the mouth of the river Succombe would make an establishment there unavailable to shipping; and the moment the British fort at Accra was abandoned, the native towns of British and Dutch Accra would again become slave marts. That I might satisfy myself whether the suggestions of Robertson really promised the advantages he states, I visited the river Succombe expressly for the purpose.

Tribute is paid to the Ashantee king; and of late he has demanded this of British subjects residing even in the town.

Having concluded my remarks on the British settlements on the Gold Coast, I am induced to offer some observations, the result of personal investigation upon the river Volta, not much known to, and very rarely, I believe, visited by Europeans.

The river Volta unquestionably has its source in the kingdom or country of Ashantee, and empties itself on the coast to the westward of Cape St. Paul: some officers have asserted the Volta to be the mouth of the Niger; but this theory is too extravagant to be entertained; it is assuredly founded only in complete error and misconception.

In proceeding along the coast from the westward, the breakers upon the bar of the Volta afford timely notice of its entrance, which, by a series of observations, I ascertained to be in 5 degrees 48 minutes north latitude, 0 degrees 50 minutes east of Greenwich. The line of the bar gives a false appearance of width to the Volta, as it extends along the coast in a southerly direction, between which and the beach the channel to the entrance of this river lays. Thus the bar becomes some miles in length, though the river at its mouth is not one mile across.

There are two passages over the bar of the Volta, entirely distinct from each other, one at the eastern extremity, the other nearly on the middle of the bar, but at low water neither of them safe for a boat; and, in my opinion, at any time of tide much too dangerous for any craft to navigate, exceeding the size of large boats or sloops.

After crossing the bar, the channel to the mouth of the river, for upwards of two miles, is along the eastern shore, and this channel affords security to small vessels until within a lagoon laying above the bar, when the river branches off in four directions, and here it is that navigation, excepting by boats or very small vessels, ceases.

The eastern branch of the river runs in that direction till it reaches the Danish settlement of Quitta, and, connecting with the rivers emptying themselves in that part of the ocean, affords the means of communication with Popo, Wydah, and even Logos, the great emporiums for the barter of slaves in the Bight of Benin.

The most western branch leads by an extremely small channel to the river, on which, at the distance of about ten miles from the bar, and on the right bank, I found the fort of Adda, where the river again widens, but contracts again in about a mile; and here, what at a distance seemed a beautiful landscape, proves no other than a defensive swamp.

The fort of Adda, bearing the flag of Denmark, in the dry season is surrounded by marsh and bog; in the rains it must be almost inaccessible. The person in charge of this fort, and those about him, though all natives, were so strongly marked with sickness and disease, as to induce no surprise on being told by them that Europeans had not been before seen at their fort for many years.

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the Admiralty, &c.

Destructive to health as the situation of Adda at all times must be, yet the population appeared more numerous than, with so little to invite residence, I should have expected; neither art nor industry however appeared amongst the inhabitants: poultry and pigs seemed their principal objects of barter, and these were reasonable and in plenty.

The other branches of the Volta are formed by several small islands, amongst which the boats of the Pheasant searched in vain for the Danish settlements of Adda; and it was perhaps accident that directed me to it, or I might (as Captain Kelly was) have been satisfied that the fort of Adda no longer remained.

At Adda my search ceased; I had neither object nor time to advance; but I was there told boats might proceed thirty or forty miles further up, when canoes only could navigate there in about eight days paddling, taking the advantage of tides. Comassie, the capital of Ashantee, was but of short distance. Whether this information be correct I had no means of determining, though I know not why I should doubt it.

My object for entering the Volta, and exploring it as I did, was to satisfy myself how far the report given by that enthusiast Robertson was founded; and the result of my observation is, that no situation can be more undesirable for a British establishment (so strongly recommended by him) than the banks of the Volta; but it will be with their Lordships to decide whether, hereafter, it may not be a desirable object, so far as the geography of Africa is concerned, that this river should be traced with accuracy to its source.

Leaving the Volta, and rounding Cape St. Paul, the Bight of Benin is immediately entered; the configuration of the coast is laid down with considerable accuracy by De Mayne, and the Honourable Captain Irby, till reaching Logos.

During the rainy season, more particularly in the Bight of Benin, considerable traffic is carried on in slaves; but as they are usually removed to Whydah, I shall pass over the intermediate towns of Popo, Porto Novo, and Badagary, and proceed to Whydah at once.

Whydah, in 2 degrees 14 minutes east longitude, and 6 degrees 20 minutes north latitude, is the sea-port of the celebrated African chief, the King of Dahomy, whose capital, Abomey, is about seventy miles distant, in a north line.

The landing at Whydah is on the beach, through a dangerous surf; at the back of the beach is a river communicating from Popo, and I believe on to Logos.

When the Slave Trade was sanctioned by all the powers of Europe, the English and French had forts and establishments at Whydah, as well as the Portuguese: the two former have abandoned their forts; but the latter remains, and the Slave Trade at Whydah is conducted to a very great extent by a Portuguese renegado, named De Souza, who, banished from the Brazils, has fixed himself at Whydah, where he is the agent or slave-factor to the Brazilian nation, and lives in prodigious splendour; assumes the rights and privileges of a person in authority, granting papers and licences to the slave traders in all the form and confidence of one empowered to do so by the Portuguese government. The extent of the Slave Trade at Whydah may be judged of by the number of Portuguese vessels anchoring off this Port and Logos annually, being generally calculated at 100, and for no other purpose than to obtain slaves. These vessels, if met at sea and boarded by a British cruizer, report themselves bound to Cabenda and Molemba, and, if they have left the coast of Benin a day only, they declare themselves to have sailed from the above-mentioned ports, or even from the more southern parts of the coast of Angola. Thus, though a vessel receiving a cargo of slaves at Whydah is subject to capture, provided she be met with before she passes the limits of seizure, she avoids this by her short run, until she is in security by passing south of the Line; and then, if met with and boarded, the master has a ready answer. The ship's log, if fairly kept, will be at variance with his declaration; but the hazard to an officer is so great by a capture, however supported by written documents, and this so easily overturned by the affidavits, so readily made by every Portuguese in the vessel, before the mixed commission, that against the evidence of plain facts and common sense, prudence and self-defence will generally prevail, and the slaver will escape detention.

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Proceeding now to the river Logos, still further eastward in the Bight ; here, as at Whydah, the dealer is furnished with slaves, though by the treaty with Portugal he is forbidden. Both at Logos and at Whydah the slaves are housed until it is ascertained, by the absence of British cruizers on other duties, interruption cannot be offered, when in a few hours the whole cargo is embarked, the vessel is at sea, and in a couple of days she is within protected limits ; and once south of the Line, she proceeds on her voyage in security, for if intercepted by a British cruizer when south of the Line, her statement that she comes from Cabenda or Molemba is protection to her.

A reference to any chart of the African shores will at once give their Lordships an understanding how far the Portuguese act up to the treaties they have made.

I am now arrived at that part of the coast which may justly be considered the great focus of the Slave Trade. I shall therefore hope for their Lordships excuse in entering somewhat more into a description of this coast than, were it unconnected with the Slave Trade, would be necessary.

The whole range of coast from the island of Cape Formosa, (for an island it most unquestionably is) to the bar of the entrance of the rivers New Calabar and Bonny, is one regular flat, covered with the bush and trees incidental to Africa, overtopped by the lofty pullam tree. This straight line of coast is only broken at intervals where openings are found as at the mouths of rivers.

Of these openings there are six, some of them however may only prove deep inlets. In former charts they have been described as rivers, and I have not sufficient knowledge of them to confirm or contradict their being so, although their entrances were in general examined with the greatest care and attention by the officers sent for that purpose ; and the result of their opinion was, that the whole of these openings communicate with each other, making the coast so many detached islands. Formerly off these rivers vessels engaged in the Slave Trade used to anchor, but since the general prohibition of this traffic, they seek shelter within the creeks and rivers, and, in consequence, those of Bonny, New and Old Calabar, and Camaroons have become the great marts.

The trade in slaves was formerly carried on along this coast by the assistance of canoes, and small numbers of slaves were thus picked up on the voyage ; but the whole now centres off and in the rivers, where regular rendezvous have been established at those I have just named.

The slave market of the New Calabar town and river is supplied from the country westward ; Bonny and its river from the east ; Old Calabar from the country on each side of its banks, and for hundreds of miles in the interior ; while the river Camaroons is furnished by various districts, and thus affords a mixed supply of negroes.

Bonny, though it may be considered a bar river, is nevertheless accessible to ships of four or five hundred tons. There are two passages into the river, the most western being over the bar, on each side of which sand banks are seen, and become a guide to the channel ; which I place in about the lat. of 4 deg. 23 min. north, and from long. 7 deg. 11 min. to 7 deg. 18 min. east. This channel is the most accessible to ships entering the river ; but the easternmost I consider more convenient for ships quitting the river. The channel appears to be formed by the rush of water from rivers forcing a passage between the bar and the eastern shore ; the tides therefore become rapid, and one or two shoals laying in the channel are liable to shift. The general tendency of the current is strong to the eastward, and if due allowance be not made for it by anchoring in time, it may sweep a vessel past the entrance, and thus carry her on round the entire great Bight of Biafra. It is this strength of current which has occasioned the great inaccuracy in point of longitude, generally remarked along this range of coast.

The breakers connected with the bar of Bonny are extremely dangerous, and at low water a boat cannot in safety attempt a passage, excepting by the eastern channel, but this channel, though narrow, is navigable to boats and vessels, if common precautions be used, and advantage of the ebb or flood tide, agreeably to circumstances, taken ; for the bar does not, in point of fact, extend quite close over to the point of Rough Corner, probably from the great rush of the ebb tide ; but the channel abreast of Rough Corner is very confined.

To the northward of the bar the river divides from its mouth, which is formed by the points of Fouché to the west, and Rough Corner to the east ; the western branch having assumed the name of New Calabar River, and the eastern one retaining that of Bonny.

The New Calabar is supplied by innumerable streams from the kingdom of Benin, to which her town is said, but on what foundation I know not, to be tributary.

The river Bonny, on the eastern side, appears to offer more advantages for trade than New Calabar. The town is upon the left bank, is very populous, and is situated upon an island; and off the town is an anchorage in ten, twelve and fourteen fathoms water.

The trade in palm oil, which a few years ago was encouraged by the chiefs of Bonny, is again lost; and the little to be procured is merely sufficient to load the tenders of one or two Liverpool traders at Old Calabar, which are sent here for the express purpose of collecting it.

From the eastern part of Bonny bar to Tom Shots Point, at the entrance of the great river of Old Calabar, the distance measured by chronometer is between seventy and eighty miles, nearly in an east line. The coast is low, flat and level, bounded on a sandy beach, on which the surf beats with considerable force.

The mouth of Old Calabar River is so extensive that the land from Tom Shots Point cannot be seen from its opposite coast named Backassy. The entrance is difficult and dangerous, though the breakers on the west bank, described so full of danger, are in fact the principal guide to the channel over the bar, which close to them has the deepest water.

Backassy, from which a mud flat extends some miles from the eastern bank of the river, divides the Old Calabar from the Rio del Rey, and makes it to me doubtful whether Backassy be not an island.

After passing the bar of Old Calabar, the river widens very considerably, though there the channel soon narrows again, and becomes extremely shoal, except in very confined parts. The intricacy of the river Old Calabar also increases as you pass on to the northward; and the difficulty of navigation, from local causes, becomes so great, that without a native pilot it would be impossible to reach that branch called the Tall Trees. It is here the usual anchorage commences, which continues along the arm of the river, till abreast of Duke Ephraim's town, the general resort of slaving vessels, as well as of the legal trader. The distance from the bar to this town is estimated at sixty to seventy miles.

The channel near the Tall Trees is so narrow, that although the stream is of considerable width, the sails of vessels when coming down the river from Duke's Town are frequently entangled with the projecting branches of the trees, so steep is the right bank at this particular spot.

The Rio del Rey on the eastern side of Backassy was formerly a rendezvous for the slave trader, but the chief, Ephraim, has forbidden the trade, in consequence of the occasional attacks (as said) of freebooters who have visited this part of the coast.

The Rio del Rey is very spacious at its mouth, and, though much less difficult to navigate, has not the advantage of being so connected with the rivers in the interior as Calabar. From the Rio del Rey the land suddenly tends to the southward, till it opens the celebrated river of Camaroons, situated at the foot of the most remarkable mountain in Western Africa.

The latitude of its peak I estimated to be 4 degrees 12 minutes north; it appeared to be the highest land I had seen since the Peak of Teneriffe.

Having thus traced the coast as far as personal observation had enabled me, I shall briefly remark, that the rivers I have named within the line of coast from Cape St. Paul to the Peak of Camaroons, having been visited by myself or officers of the Tartar, I am authorized in naming them as those from which immense supplies of slaves are drawn for the foreign colonies of every maritime power in Europe, Great Britain and the Northern States alone excepted; and that Spaniards and Portuguese, regardless of treaties, still carry on an almost boundless traffic in slaves, where they are expressly by those treaties excluded.

I now beg leave to draw the attention of their Lordships to the island of Fernando Po.

This island, very rarely visited, and little known, appears to possess capabilities of soil of the most valuable of our West India colonies; it has very many local advantages, and seems, by its geographical situation, to be placed by nature for the ultimate destruction of the Slave Trade.

I understood His Majesty's government was desirous of every information that could be afforded of Fernando Po, applications for countenance and protection having, as I had also heard, been made by merchants of Liverpool and Glasgow, wishing

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wishing to form establishments on the island;—the report I now offer to their Lordships will therefore, I hope, not be unacceptable.

The island of Fernando Po, situated in the Bight of Biafra, in shape is an irregular triangle, and its size about that of Dominica.

Reports so various and contradictory had reached me of the resources and productions of the island, and of the character of the inhabitants, that I decided upon visiting Fernando Po, so soon as the other duties of my command permitted; and in the mean time, I ordered the *Morgiana* to examine it, and provisional directions were also given by me to the commander of the *Pheasant* for the same service. Circumstances having, however, prevented the execution of my orders to the *Morgiana*, and the result of the observations by the *Pheasant* being so very imperfectly furnished me, I gladly availed myself of the first convenient occasion of examining the island myself.

In the month of March 1821, I arrived in the *Tartar* at Fernando Po, anchoring in the North-west, or, as I have named it, King George the Fourth's Bay. I made with the utmost care a trigonometrical survey of this part of the island, and which I have already had the honour of forwarding to their Lordships.

My survey will, I presume to think, prove a very accurate plan of that part of the island in which North-west or King George the Fourth's Bay is situated. Its latitude will be found 3 degrees 30 minutes north, longitude 8 degrees 38 minutes east; but it remains with me to state such nautical remarks as a survey will not express, then offer my observations on the climate and natural productions of the island; and, lastly, the character, customs and number of its inhabitants, so far as my opportunities gave the means of judging.

On the 29th March 1821, the *Tartar* anchored in North-west Bay.

This bay is situated as its name imports. It has the high peak on its eastern side, and a mountain on its west; the land between forming a saddle, till uniting with a ridge of mountains seen when going in.

On approaching Fernando Po from the northward and westward, with the intention of anchoring in North-west or King George the Fourth's Bay, little more information is requisite than that which respects the situation of Goat Island and the reef of rocks laying to the N.N.E. of it, distant about five miles; all but one of which being covered at high water, makes the reef dangerous in the night or thick weather.

Goat Island is small and low, containing not more than twelve acres, some lofty trees of the teak species are growing upon it, and these being separated into two clumps, make the island more distinguishable, and become to the navigator his guide in the choice of anchorage in the bay.

Upon Goat Island there is not any water, and the little soil lays on a bed of granite. The landing is difficult, excepting at two very small sandy coves, and these might easily be protected. To the eastward of Goat Island, the channel is practicable by boats only; and no ship should attempt to pass between it and the island of Fernando Po.

There were some remains of miserable huts on Goat Island, indicating occasional visitors; but these I found had lately left them for Fernando Po.

The high peak of Fernando Po, to the east of the North-west, or King George the Fourth's Bay, cannot at all times be seen; but where it can, by keeping to the westward of it, and the peak a point on the larboard bow, you will not fail of soon raising Goat Island, which, at the distance of four leagues, appears a little advanced from the back ground, though at that distance but slightly distinguishable.

In case the eastern or high peak of Fernando Po is not visible, the saddle as before described becomes an excellent mark to run for the anchorage.

In steering in for North-west, or King George the Fourth's Bay, so soon as Goat Island is distinctly seen, it is necessary to get to the westward of it, to avoid a reef of rocks about five miles to the N.N.E. which, in tornadoes or thick weather, is very dangerous. By keeping Goat Island a point on the larboard bow you run into soundings, and may prepare to anchor in North-west, or King George the Fourth's Bay, where there are tides. The highest rise of the spring tides I found only seven feet. In the offing, the general set of the current is to the eastward.

The N.W. point of King George the Fourth's Bay is known when coming from the westward by two detached trees standing on the point near this point; and to the westward a small irregular reef of rocks is observable at low water; but the reef does not extend a quarter of a mile into the sea; and this appeared to me the greatest distance any of the rocks run from the several points on the N.W. shore.

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The coast along this side of the island of Fernando Po is very steep, until the approach to Two Tree Point, when soundings are found, but only with the deep sea lead, a mile or two from the shore; thence to the cod of the bay the soundings are gradual to fifteen or sixteen fathoms, where it becomes proper to anchor; and here a ship rides about one mile from the shore.

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The best marks for anchoring are to bring Goat Island in one with the Dry Rocks, forming the north-east point of the bay, and the western point of land bearing west by north. The watering place is then convenient, and its situation not to be mistaken, being the principal river in the bay, and nearly south-east of the anchorage; this I chose for watering the Tartar, but there are several other small rivers equally convenient, if more ships than one be present at the same time.

When anchored, it is proper to steady by the stream anchor; the ground is mud until it mixes with the sand upon the beach, which is black and shining.

The east side of North-west, or King George the Fourth's Bay, has a rocky margin at high water, full of small coves; at low water, the rocks at those points show themselves a cable's length in the sea.

The south side of the bay has a black sand, which extends from the first to the second river, thence to the west angle of the bay; the beach then becomes pebbled, and is rocky. There are two rivers at the west end of the bay, whose entrances are much smaller and shallower than either of those on the eastern side; but my opinion is, they all communicate, as along the whole line of the back of the beach in North-west, or King George the Fourth's Bay; the east river may be traced about thirty or forty yards from the coast. The water here is excellent; and in the event of the natives being troublesome, ships may water in perfect security by felling a few trees, and forming them as a breast-work.

Wood may be had, in any quantity, either from the beach or at the mouths of the rivers emptying themselves into North-west Bay. The wood most easily cut we found to be the shingle, or lath-wood; the tree is tall and straight, and splits readily.

The rocks are covered with an oyster; the shores, at or near high water mark, abound in fish, and at the entrance of the river, described Fish River, we hauled the seine with great success.

The land and sea breezes are regular, except when interrupted by tornadoes, which frequently blow with considerable force, and, influenced by the adjacent mountains, from all quarters of the compass.

Of the climate of Fernando Po, I can judge only by comparison with that of Princes Island, but two degrees south of it, my second visit so closely following the first, that, from actual experience, I can report only what I found the climate at one particular season, and this at that period when the sun is nearly vertical: at this time heavy rains, accompanied by violent tornadoes, were frequent, but not of long continuance; and on their clearing, the effect of the vertical sun was felt with increased inconvenience.

In the morning, and on the setting of the sun, the sides of the hills were covered with thick vapours; and heavy fogs were then usually hanging about the lowlands.

Tornadoes seem more frequent and more violent about the neighbourhood of Fernando Po than any other part of the gulph of Guinea; and they are not confined to any particular quarter of the compass.

Around that part of Fernando Po we explored, a belt, I should judge, in depth about a quarter of a mile, of thick wood, impenetrable from its closeness, gave security to the natives from the lawless attacks of pirates and slave traders. Forest trees of enormous size are here intermixed with a greater variety of shrubs and bushes than I ever observed, even on the coast of Brazil.

Within this belt, wherever the coast is flat, rivulets and small lakes overflow the country, and make the jungle still more difficult and impenetrable to the stranger.

Above and beyond the protection thus afforded, in several detached patches on the slopes of the hills, cultivation is carried on, apparently with ability, reflecting much credit upon the natives; and here their permanent residence seems to be, as the few huts we found on the north-east point of King George the Fourth's Bay seemed only temporary, and used by those employed in fishing.

It is not in my power to describe the habitation of these islanders situated on the hills, as the approach to them was through an almost impenetrable jungle; Lieutenant Marsh attempted to pass this, but he was obliged to relinquish it; the two or three huts upon the north-east point of the bay, were of the rudest and most miserable construction.

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The soil of Fernando Po appeared imbedded upon a foundation of granite and mica, and sand-stone was also found; generally, the soil itself was a rich loam, well suitable to produce all that is raised in the British colonies in the West Indies, though, like all uncultivated land in climates where vegetation is so rapid, excepting the spots cleared by the natives, and on the sides of one of the western mountains, which exhibits an appearance as if cultivation had at some former period been successfully attempted, the whole is over-run with timber and underwood; the clearing of this must be attended with great labour and expense; but if ever the attempt should be made, the hiring of Krew men would certainly be the cheapest means; unless the natives should by any inducement be themselves disposed to submit to such labour.

Among the natural productions were cocoa nuts, and yams of the most superior quality and flavour: to us they proved of the first importance; and these I found in great abundance, procuring not only sufficient for the companies of His Majesty's ships Tartar and Thistle gun brig, but also for several hundreds of slaves, in four vessels I had shortly before captured.

A few iron hoops which I directed to be cut into small pieces, were eagerly accepted by the natives in exchange for all we required; and a very ample supply of negro food was thus obtained at a cost too trifling to be calculated.

Goats and fowls appeared occasionally, but in small numbers; and the fowls we procured were very inferior.

The timber on the island was of great variety, but the pullam or silk cotton tree, so useful in forming canoes, was, above all others, conspicuous. I observed a species of African teak, also the lignum vitæ, and a tree having a dark red wood capable of affording a dye.

The timber suitable for shingle for covering houses, was very general; a species of wild nutmeg, and the gum tree of the Gambia; I also noticed the calabash tree likewise, and a vast variety of others bearing a palmated leaf of great size, with a white odoriferous flower.

Of fruits we saw but few; the papan and cocoa nut were common; and I picked up several seeds of the erasmus or cormantine apple of the Gold Coast, whose fruit is a pleasing acid; the doom tree of Africa, remarkable for affording a poisonous decoction from its bark, was also observed; and the manchineal of the West Indies, with all the tribe of the palm and cocoa.

The palm wine of Africa is here made in great quantity, and is of most excellent quality; the trees growing to an extraordinary height.

The natives of Fernando Po are in general of middle stature, very athletic, and of large muscle: the full grown women still more so. The natives appeared healthy, and I did not observe any particular marks of disease or infirmity amongst them, so frequently to be noticed in those of other parts of Africa; but my stay, not embracing in both periods more than ten or twelve days, was too short, and my means of judging too limited, to speak otherwise than very generally; but their appearance of health cannot determine what effects the climate might produce upon Europeans, unaccustomed to the rains, damps and vapours, which in every part of Africa, and indeed in all tropical climates, so often generate fever and destroy European life. But no doubt can remain of this universally acknowledged fact, that as the island became cleared of wood and brush, it would be more healthful.

Neither men nor women wore any other covering than a belt formed of grass, or plait of some vegetable round the waist; many had only a single cord, made from the bark of a tree neatly twisted, and within this, a few green leaves were stuck. Boys and girls who had not reached to the years of puberty, were without any covering whatever.

On the arm a small braid was fixed, which answered the purposes of ornament and of use, the rude knife carried by each person being therein placed, and with it a small sprig of a flowering shrub: the latter we considered a token of peace.

On the wrist several had a braid of plaited bark, three, four, and five inches thick; sometimes ornamented with a bead, apparently made from bone and shells: others of the natives had similar braids ornamented with a few glass beads, obtained, probably, from Portuguese traders; round the necks of others were hung pieces of coral, broken shells, teeth, and the bones of animals.

The hair of these islanders were matted into several locks; a mixture of palm oil and red ochre affords a protection against the rain as well as against vermin; The whole body was smeared over with this composition, even to their hands, and gave them the appearance of North American Indians rather than African negroes.

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The women were all scarified in the face, and many had small gashes, appearing as if lately made; all wore a cap or bonnet, platted so neatly and so firmly as to resist water; several had these ornamented with feathers, but without taste or uniformity. Communications to the Admiralty, &c.

Spears appeared the only weapon; these were made of the iron wood, and so neatly barbed that I mistook them for metal, nor was the point less hard or sharp; each native carried half-a-dozen in his left hand, as a supply.

One of these was thrown at a calabash, about twenty paces distant, with tolerable accuracy, and with some degree of exultation, till with a pistol bullet the calabash was shivered to pieces; at the report the natives all fell flat, apparently to avoid the supposed danger; every one seemed confounded, and appeared to acknowledge the superior power of the weapon, which on being given to them they examined with great curiosity, but after seeing it cocked no one would touch it. The canoes of these people, though large, were of the worst description I had seen; their paddles were disproportionably small, their cable or painter made of a vine, very similar to the water-vine of Sierra Leone.

The chiefs were only distinguished by a stick, the top of which appeared ornamented in a manner a Portuguese sailor has a rattan. The chiefs seemed to possess great power, as on one occasion, when the natives crowded over a line I had drawn on the sand, as one not to be passed, they were beaten back with extreme violence by those who appeared with the mark of authority.

What may be their objects of worship I saw nothing to judge of, never witnessing any of their ceremonies.

The number of these islanders cannot, from all I saw, be considerable; for as, I believe, the appearance of several vessels at one time was never until then known by the present generation at Fernando Po, curiosity or a desire to exchange their produce for what we had to offer in return brought to our view the greater part of the natives. I should estimate the population of the island at not more than 2,000. Indeed I am convinced that a few hundreds were the very utmost we ever saw collected together.

Of the natives of Fernando Po every person will be disposed to speak as he may by actual experience find them. I had heard them reported by Lieutenant Hagan, who had visited Fernando Po in 1816, when in command of the Colonial schooner, as extremely savage and untractable, never to be trusted, and as it were to complete the character of disgust, others had represented them to be cannibals. In landing, therefore, on the island, I used the precautions prudence would naturally dictate, and in my first dealings I trusted to them but little; I however soon found that I had no reason to be suspicious, or to look for treachery; it was nevertheless necessary to guard against petty theft, to which the temptations appeared stronger than the nature of those people could resist.

There was a degree of jealousy shown by the natives with whom our traffic commenced, towards such of their countrymen who came from the interior to offer their produce; the party with whom we were bartering appeared indignant at the approach of the new comers, and arming themselves with their lances, sallied forth along the beach to prevent what they considered intrusion. On this occasion we observed angry menaces, but a palaver took place, and the advancing party retired to the other extremity of the beach, and all further show of hostility ended.

There was at first, on the part of the natives, shyness and suspicion towards us, but these soon wore away, and in the conclusion they appeared satisfied we meant them no ill. The short time the Tartar remained at Fernando Po did not afford me the means of acquiring any knowledge of the language, but it did not appear to bear affinity with any I had ever heard on the African coast, or any settlements I had visited in the interior.

Having concluded my remarks on the island of Fernando Po, and the several settlements in Africa visited during the last year of my service upon that coast, it becomes, as I humbly apprehend, my duty to show to their Lordships what at present is the real and absolute state of the Slave Trade, and, in my endeavours to do so, I entreat their Lordships to believe that I neither exaggerate nor extenuate any occurrence whatever.

Witnessing, as I have for the last three years, the Slave Trade in all its horrors, it would give me the sincerest satisfaction if I could with truth report that it was really declining; but if I did so I should only mislead their Lordships, and, as I think, thereby compromise my own character.

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the Admiralty, &c.

It is true that certain powers have abandoned the trade entirely, and others have professed and even engaged to confine it to within certain limits, but notwithstanding, my full persuasion is, this infamous traffic in amount is no less than it was; and numberless opportunities of personal observation justify my saying, that in the manner of conducting it in cruelty and brutality it cannot be surpassed.

I am aware of a Report, made by two public officers of the colony of Sierra Leone, by no means in accordance with the above declaration. The returns, however, made by officers under my orders, of the vast number of slaving vessels seen in all parts of the coast, even where the trade is forbidden, my own actual personal experience, and the representations and affidavits of masters of British merchant ships engaged in legal trade, in constant view of the slaves, most unhappily, as I consider, refute the statements I refer to, and require me most unreservedly to repeat (though with the deepest concern) that in the year 1821 this trade was in its fullest activity.

Their Lordships will receive full confirmation of my statement, if it be required, when they shall be pleased to refer to the letters transmitted by the officers acting under my command; these will show what must be the enormous drain upon the miserable population of Africa, when, within the interval of a few days, slave vessels are seen by these officers on one part of the coast only, (and that on which Portuguese and Spaniards are by their treaties forbidden to trade) sufficient to remove several thousands.

Very early in 1821, so close to the British settlements as the Galinas, the schooner *Carlotta* was boarded by His Majesty's ship *Myrmidon*, the master and supercargo were then said to be on shore contracting for a cargo.

The vessel was under the colours of Spain, but she had no papers whatever; and though there seemed no doubt that she, like very many others similarly circumstanced, was at at one period of the year engaged in the piratical cruising, and in slaving when it seemed to offer better prospects, and it was acknowledged by part of the crew that the object of the vessel was slaving, (but this was qualified by stating that the slaves were to be embarked south of the Line), yet not having any slaves on board, although the want of papers would seem to found a reasonable suspicion of her being a pirate, it was not thought prudent to take her to Sierra Leone for adjudication. But as I considered it my duty to frustrate the evident intentions of the *Carlotta*, if possible, I took her in charge from Captain Leeke, and towed her to Cape Coast Castle, where, after receiving the depositions of the crew, I dismissed her; when no longer detained by me, she beat round Cape Palmas, back to the very spot she was first met, confirming my original suspicion of her object. Her cargo being prepared, she embarked 260 slaves; and the very next day, in a tornado, off St. Anns, for want of timely precaution upset, and, dreadful to relate, the whole of these wretched people, confined in irons, sunk with her. And I cannot help regretting that her master (who was the whole time on board in disguise, though sworn by himself to be left on shore) and two of her crew, contrived to reach Sierra Leone in a boat, where I found them, as humanity would induce, but as justice would forbid, lodged in the hospital, receiving all the comforts British charity would bestow upon those of better deserts.

In February 1821, Captain Finlaison of the *Morgiana*, reported to me his having captured the *Emelia*, from Onim, in the Bight of Biafra, with 369 slaves, and that many other slave vessels had been seen in the Bight.

The Portuguese master of the *Emelia*, affirmed, in my presence, that he came from Malembo, south of the Line, though it is proved that he left Onim only three days previously to his capture; and the wounds from the hot iron, on the breasts of the men, and the bosoms of the women, marking the property, being still fresh, gave further evidence of his falsehood.

Slave masters generally keep two logs, one for the purpose of navigation and the other to produce in case of detention by a British cruiser, as was the case in the present instance.

Within sight of a Danish fort, on the Gold Coast, a slaver was fearlessly shipping his cargo, when the Governor of Christianbourg secured the offender and liberated the slaves.

At Whydah, in March 1821, the Portuguese brig *Victoria* was boarded by my own boats; I found her landing the remaining part of her slave goods; her slave room, the fetters for confining slaves, and the whole of her equipment, showed her purpose; she had a passport or license from the government of Brazil, to return with between 600 or 700 slaves, to be received on board south of the Line only.

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Her slaves were in the slave rooms of De Souza, the Portuguese agent at Whydah, all ready for embarkation ; but the *Victoria* had not any actually on board, and therefore, though every circumstance I have stated, was, as I considered, most undoubted proof of her object, I dared not molest this vessel ; and in a few days after my leaving Whydah, she left it also, with a complete cargo, and within the three months previously, this brig had also taken from the same port upwards of 600 others.

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The fact of the *Victoria* having embarked her slaves north of the Line, may be readily traced at the Brazils, unless, on her arrival there, the passport for receiving a cargo south of the Line only should have been destroyed, or by connivance not required ; for on that passport I noticed most fully where I found her and her evident object, in the hope that it might lead to the punishment of the master, and the confiscation of the vessel.

In the river Lagos I had information in the month of March of there being three vessels slaving ; yet as I was aware notice of His Majesty's ship being at Whydah would be immediately conveyed to Lagos, I knew my only chance of capturing any of them was by keeping the sea and meeting them when their cargoes were on board.

In the river Bonny in March 1821, the Spanish schooner *Anna Maria*, of 170 tons, was captured by the boats of the *Tartar* and *Thistle*, and though her slave room was but two feet eleven inches high, she had no fewer than 450 slaves on board ; and that it may be understood how daring the slave traders are, this vessel ventured on the coast prohibited, at the time when it is considered best protected by his Majesty's cruisers.

In the river Bonny also at the same time, the Portuguese ship the *Donna Eugenia*, was captured by the boats of the *Tartar* and *Thistle*, with about ninety slaves, having but just commenced her slaving, and the information I had of French vessels having lately left the river, was confirmed.

The *Constantia*, of between seventy and eighty tons, with nearly 250 slaves, was captured by the boats of the *Tartar* and *Thistle* nearly at the same time with those before-mentioned, and it may not be improper here to remark, that this vessel appeared, on her condemnation, to belong to Colonel Xavier, the commandant of Princes Island, and governor in the absence of Gomez.

In my apprehension, from the experience of three years service in command on the coast of Africa, not any means would be so likely to check, in a most material degree, the Slave Trade in the Bight of Biafra, as the establishment of a small post, either at Fernando Po or Goat Island, and therefore I take the liberty of intreating the attention of their Lordships to the peculiar situation of these islands ; by a reference to the chart, or to the survey I have forwarded to their Lordships, it will be seen that a very trifling establishment at either of these islands, and a small depôt for the supply of His Majesty's cruisers in the neighbouring Bights of Biafra and Benin, the blockade of the rivers in these Bights might be carried on without any intermission, because the river Old Calabar would require to be actually visited only once in three or four weeks, and there is anchorage for cruisers between these islands and the slave rivers.

The cruisers, by resorting at Fernando Po, would thereby have the ready means of effectually blockading the river Bonny, New and Old Calabar, Del Rey, the Camaroons, and indeed all that line of coast to the river Nasareth, which lays only two miles south of the Line.

One sloop of war, one or two gun brigs, and these occasionally relieved, would be ample force for this service, and I have no doubt to interrupt the Slave Trade in these rivers, as to leave them open only to the flag of France.

Goat Island, looked at as merely a territorial possession, I am fully aware the advantages might well be questioned, but I have explained on what grounds it may be desirable.

In my Report of last year, I stated to their Lordships my full persuasion, that neither England's subjects, capital nor flag, were known in the Slave Trade in the course of my last year's service : by the capture of the *Anna Maria* my suspicions were raised, and I regret they were, by my absence when this vessel's case was decided at Sierra Leone, neither confirmed or removed ; her owner was clearly shown to be connected with the house of Messrs. Hutton and Bright of Cuba, her supercargo bore the English name of Mathew Smith, but when it suited, he had a Spanish name also ; several circumstances gave strong suspicion, but I had no means of investigation after the condemnation of the vessel.

With

Communications to
the Admiralty, &c.

With the exception of this case, of that of George Gardner, a mate of the *Anna Maria*, who confessing himself an English subject, was left for trial at Sierra Leone, and of two or three English seamen I found in the slave vessels, induced as they said, and as I believe, to embark in the understanding they were only to cruise under the colours of Artigas against the Spaniards; I had no reason to suspect a British subject engaged or concerned in the Slave Trade.

America has enacted very severe laws against her subjects convicted of being engaged in the Slave Trade; and if an individual so humble as myself might be permitted to speak in language of praise of a body of officers of another nation, I should add, that it became with me a measure of justice only to observe, that the American officers in command of the vessels of war employed by their government in the suppression of the Slave Trade on the coast of Africa, had on all occasions acted with the greatest zeal in the object; and it was extremely gratifying to me to observe that the most perfect unanimity prevailed between the officers of His Majesty's squadron and those of the American vessels of war engaged in the same view.

France.—Vessels under her flag are occasionally to be found on all parts of the coast, her colours being protection everywhere; but the principal resort of French slavers is in the river Bonny, where they are at most times in numbers, and where, as I was informed, they were establishing factors for the regular supply of their vessels. I had, for some weeks, on board the *Tartar*, a remarkably intelligent man acquainted with these parts, who informed me, that, within the last twelve months, he had seen in the two rivers of Bonny and New Calabar nearly a hundred sail of vessels for slaves, and that the greater proportion of these bore the white flag.

Spain, although by her treaty relinquishing the trade, her subjects infest the coast of Africa still, and in the period of the rains they become most active, as then, to afford some protection to the crews of His Majesty's ships from the destructive consequences of the most unhealthful part of the season, these necessarily run to the Cape de Verds or Ascension. And I am quite satisfied, as suits the views of the masters of the Spanish slaving schooners, they at one time act as pirates against all vessels, then under the flag of Artigas as South American cruizers, and then, when it shall better serve them, return to the practice of slaving; and a vessel under the South American flag, professing herself a cruizer, may wait a cargo of slaves off the port they may be collecting, without power on the part of a British officer to prevent her doing so, but at the risk of his ruin.

Portugal.—The Portuguese will cling to the Slave Trade as long as it shall be possible, the profits are so large as to induce all risks; and vessels of this nation range every part of the coast, whether north or south, enter every port and creek where a slave is to be purchased; and many small vessels under this flag are still employed in supplying the slave factories of Princes Island and St. Thomas.

Nothing can more strongly mark the indifference the people who navigate the slave vessels of Spain and Portugal show to the miseries they inflict on the unfortunate Africans in their grasp, than the manner in which they crowd them on board their schooners.

In two small vessels, the one only 73 and the other about 160 tons, captured nearly at the same time by the boats of the *Tartar* and *Thistle*, there were 700 slaves. The height of between-decks of these vessels was less than three feet; the slaves were all fettered in pairs, jammed (for so only can I speak when I describe their situation) one within the feet of the other. Fever, dysentery, and all the train of horrible diseases common to the African climate (increased by filth so foul, and stench so offensive as not to be imagined), had attacked many of them, and the evident consequences to probably the greater part of the slaves, determined me to seek a remedy, if possible. I consulted Mr. Patten the surgeon of the *Tartar*, Mr. Clark the assistant-surgeon, and Mr. Bennet the assistant in the *Thistle*, as to a remedy, if one could be found; the result was, a general inspection of the slaves, and every case of fever, dysentery, and other disease, to the amount of nearly one hundred, was removed to the booms of the *Tartar*; and though there seemed, and assuredly was, extreme risk in doing so, yet, by the precautions taken, and by the active and indeed never-ceasing attention of those valuable medical officers, the only person attacked with fever in the *Tartar* was the surgeon's assistant, but he recovered.

Several of the slaves died notwithstanding our best efforts, and I am fully persuaded, few of those captured would have lived, had I suffered those in fever to remain in the filthy and putrid dungeons of the slave vessels.

I will

I will presume to add one other circumstance,—that I ventured to order the shackles of every slave to be removed as soon after their capture as possible; when the alarm of the slave-masters became ridiculous, these men assuring me, that the life of no white person would be secure; but generally, so sensible were the poor beings who had been relieved, of their improved situation, that by all the means they could express themselves, they showed the utmost gratitude and thankfulness.

I speak of these circumstances with no view to personal merit, for I did what humanity, and therefore what my duty only required, and I am satisfied that every British officer on the coast of Africa would have done as much; but I state them merely to show how frightful the situation of the slaves is, when in charge of the Spanish and Portuguese slave-masters and their crews, and with what merciless indifference their miseries are received by these persons.

In concluding this Report, the last I shall probably have the honour of presenting on the Slave Trade, I hope I may be permitted to observe, that by their Lordships favour I was placed in command of His Majesty's naval force on the coast of Africa, that during the three years I have held it, I have endeavoured to perform with zeal and to the best of my ability, the very varied, and notunfrequently, distressing duties arising out of it; and I hope, that whenever I may have failed in any wish of their Lordships, good intention on my part has never been thought wanting.

If the progress of the ship be traced, it will appear she was seldom inactive, and I can confidently observe, that in a climate where care of health is generally thought so necessary, the consideration never dwelt one moment on my mind, where public duty was to be performed; and I think it will be found, that I left as little as possible to the report of others.

From their Lordships, during my late command, I received many marks of indulgence and favour, and these I beg permission very humbly to acknowledge; and if upon the whole I shall be considered to have conducted the service confided to me, satisfactorily, I beg very respectfully to assure their Lordships I have not another desire.

London, 27th December 1821.

(signed) *Geo. R. Collier,*
Late Commodore upon the coast of Africa.

N° 18.—Extract of a Letter from Captain Kelly, of His Majesty's Sloop Pheasant, dated on board that vessel in Sierra Leone River, 4th January 1822, to J. W. Croker, Esq.

I HAVE the honour to report, for the information of my Lords Commissioners of the Admiralty, that in consequence of a communication from Governor Sir Charles M^cCarthy, that intelligence had reached him of a Portuguese schooner being in the Rio Pongas taking in slaves, I directed Lieutenant Knight, of the Snapper, to proceed on the 19th ultimo with that brig and the Thistle, taking with him the boats of this ship and Myrmidon, for the entrance of that river; there to anchor the brigs, and then push up, with all the boats under his personal direction, and examine every creek and usual place of slave dealing in it; and if he should there find any vessels acting in contravention to existing treaties or orders, to bring them to this place for adjudication.

On the 28th the expedition returned, and Lieutenant Knight reports, that after a thorough search he only found one vessel, viz. the Spanish schooner Rosalia, from the Havannah, with a cargo of rum and tobacco, part of which was landed at Ormond's Town; who, together with a British subject by the name of Lightburne, residing in the river, had undertaken to furnish him with two hundred slaves in exchange; but as they were not embarked, and in short could not be found, no steps could be taken for the detention of the vessel.

I am happy to report, that from all the information Lieutenant Knight could obtain, only one vessel (containing a hundred slaves) had left that river for more than six months.

In order to prevent, if possible, the escape of the schooner now there, I have ordered the Thistle to cruise before the mouths of it, to interrupt her should she attempt to put to sea with slaves on board.

N° 19.—Copy of a Letter from Captain Kelly, of His Majesty Sloop Pheasant, to J. W. Croker, Esq.

Sir,

Sierra Leone River, 16th January 1822.

I HAVE the honour to report, for the information of my Lords Commissioners of the Admiralty, the arrival at this anchorage of His Majesty's gun brig Thistle, from

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the Admiralty, &c.

from the service on which I had ordered her, as communicated to you in my letter of the 4th instant, bringing with her the Spanish schooner Rosalia, captured in the Rio Pongas, with sixty slaves on board, the same vessel as was boarded by the boats of the squadron under the orders of Lieutenant Knight, of the Snapper, on the 24th ultimo.

I beg leave to inclose a copy of Lieutenant Hagan's letter, detailing the particulars of her capture, the result of the prompt and decisive measures adopted by that officer.

As I am directed by my orders to be near this anchorage on the arrival of the succeeding commodore, which Sir George Collier communicated to me as likely to have taken place in November last, and which has necessarily of late withdrawn my attention from those places to leeward of the St. Ann's shoals, as far as Cape Palmas, it is with peculiar satisfaction I have to communicate, that from all the reports brought by canoe men, which are frequently coming from thence, I have not learned that there has been any arrival of slave vessels on these parts of the coast since those French ones reported in my letter of the 3d ultimo.

T. W. Croker, Esq.

I am, &c. (signed) *B. Marwood Kelly.*

(Inclosure in N° 19.)

Sir, His Majesty's Brig Thistle, off Rio Pongas, January 13th, 1822.

I HAVE the honour to report, that in obedience to your orders I arrived off this river to watch the Spanish slave vessel lately examined in it; and having anchored off the sand bar, I proceeded up in the boats, to ascertain if she still remained.

I found she had dropped down some miles, and appeared to be making rapid progress in her equipment, and having learnt that many of her slaves were in irons on shore ready for embarkation, I considered it my duty to effect, if possible, their release.

For this purpose I called a meeting of the traders and chiefs, I represented to them that the British had made large sacrifices to the Spanish and other governments to induce them to abolish the trade in slaves, and that in consequence treaties the most solemn and binding had been made, not only for that purpose, but to give to the ships of war of either power a mutual right of police over the vessels of their respective subjects, and that by virtue of that power I claimed, on the part of their Britannic and Catholic Majesties, a release of the slaves then ready for embarkation in the schooner.

I have much pleasure in stating that measures were promptly adopted, and they, with the consent of the acting commander, Francisco, caused sixty to be embarked, when she was taken possession of; she proves to be the Rosalia, the property of Don Joseph Sole of the Havannah: sailed from thence under the command of Francisco de Hornes, who, with seven of the crew, fell a sacrifice to the climate during her stay of five weeks in the river.

I shall proceed without loss of time with the schooner to Sierra Leone, which I hope will meet with your approbation.

I am, &c. *R. Hagan*, Lieutenant and Commander.

Captain Kelly, H. M. Ship Pheasant,
Senior Officer on the Coast of Africa.

(B.)—INSTRUCTIONS TO NAVAL OFFICERS.

N° 1.—Copy of a Letter from Mr. Barrow to Commodore Sir George Ralph Collier, Bart. and K. C. B., or the senior Officer on the coast of Africa, dated Admiralty-Office, the 24th of May 1821; with two Inclosures.

Sir,

I AM commanded by my Lords Commissioners of the Admiralty to transmit to you a copy of a letter from Lord Castlereagh, conveying to their Lordships His Majesty's pleasure, that the commanders of His Majesty's vessels employed in the suppression of the Slave Trade, should be instructed to use their best endeavours to co-operate, as far as may be in their power, with such ships of the United States of America as may be placed on the coast of Africa for the same purpose; with a copy of a letter which I have received from Mr. Planta, stating more particularly the meaning attached by his Lordship to the expression "to co-operate," as used in the first-mentioned letter; and I am to signify to you their Lordships direction that you govern yourself according to the tenor of these letters, and that you make the same known to the commanders of His Majesty's vessels under your orders.

Instructions to
Naval Officers.

I am, Sir, your most obedient humble servant, (signed) *John Barrow*.

(Inclosure (A) in N° 1.)

My Lords,

Foreign Office, 13th March 1821.

IT appearing by a dispatch recently received from Mr. Stratford Canning, His Majesty's minister in the United States, that with a view to the more effectual prevention of the Slave Trade on the coast of Africa, the American government are anxious to give instructions to their vessels cruising upon that coast, as similar as circumstances will allow, to those under which our vessels are at present acting; I have to acquaint your Lordships that I have transmitted copies of these instructions to Mr. Canning for the above purpose, and that it is His Majesty's pleasure that an additional instruction be forthwith addressed to the respective commanders of His Majesty's vessels employed in the suppression of the Slave Trade, to use their best endeavours to co-operate, as far as may be in their power, with such American ships as may be placed on the coast of Africa for the same purpose.

I have the honour to be, &c. (signed) *Castlereagh*.

(Inclosure (B) in N° 1.)

Sir,

Foreign Office, 12th May 1821.

IN reply to your letter of the 6th ultimo, requesting, by direction of the Lords Commissioners of the Admiralty, to be acquainted with the precise meaning which His Majesty's Government may be pleased to affix to the term "to co-operate," in the instructions proposed to be sent to the vessels now cruising upon the coast of Africa, for the prevention of the Slave Trade, in the event of their meeting with any cruisers of the United States having the same object; I am directed by Lord Londonderry to state to you, for the information of their Lordships, that the meaning which his Lordship attached to that expression was, that the American government having refused to enter into any more intimate concert with the British government for the suppression of the illicit Slave Trade upon the coast of Africa, British vessels should, notwithstanding, be instructed to give such general assistance to any ships of war of the United States as might appear on the coast of Africa, towards the attainment of this common object, as was consistent with the existing treaties and rights of both nations, and with the friendly relations and perfect amity subsisting between them.

I am, &c. (signed) *Joseph Planta, jun.*

N° 2.—Extract from the Instructions issued by the Lords Commissioners of the Admiralty, on the 31st of October 1821, to Commodore Sir Robert Mends, as senior Officer of His Majesty's Ships and Vessels employed on the Coast of Africa.

You are hereby required and directed to put to sea in the ship you command so soon as she shall be in every respect ready, and to proceed with all convenient expedition

Instructions to
Naval Officers.

Pheasant, Myrmi-
don, Morgiana,
Snapper (G. B.),
Thistle.

expedition to the coast of Africa, where you are to employ yourself in affording such countenance and assistance to the British settlements, and such protection to the British commerce, as may be found requisite, and in preventing, to the utmost of your power, any illicit traffic in slaves by His Majesty's subjects, or by the subjects of the kings of Spain, Portugal and the Netherlands, with whom treaties, as hereinafter mentioned, have been concluded by this country respecting that traffic; taking under your orders, and employing upon the said services, the sloops and gun brigs named in the margin, which are now on the African station, and whose commanders are directed by the orders which we herewith inclose to you to place themselves under your command.

You are to proceed in the first instance to Sierra Leone, where you are to communicate with the governor, and to confer with him as to the best mode of effecting the objects you have in view.

You will assign such stations and give such instructions to the vessels under your orders as you may judge most proper with a view to the effectual fulfilment of those objects; and for which purpose, the several bays and creeks, particularly in the Bights of Benin and Biafra, must be diligently watched and frequently examined, to ensure, as far as practicable, by the force under your orders, the seizure of such vessels as may be liable thereto under the several acts and treaties for putting a stop to the trading in slaves.

We herewith transmit to you copies or abstracts of the several acts of Parliament relating to British subjects engaged in traffic in slaves, by which you are to be governed with regard to such British subjects as you may discover to be engaged in the said traffic, and to use every means in your power to carry into full effect the said acts.

With regard to vessels belonging to the subjects of the kings of Spain, Portugal and the Netherlands, we transmit to you herewith the following documents, viz.

Copies of the treaties or conventions concluded between His Majesty and those Sovereigns for the prevention of an illicit traffic in slaves by their respective subjects :

Acts of Parliament which have been passed to give effect to those treaties :

And instructions signed by us authorizing you, in conformity with the treaties, to search vessels bearing the flags of the said nations respectively.

You are to be strictly governed by these documents in your conduct towards the vessels in question; and you will take care that the commanders of the vessels under your orders also strictly attend to the same.

You will observe in the treaty with Spain, that the period for which that nation reserved to herself the right of trading in slaves to the south of the Equator is now expired; and consequently all Spanish ships which shall in future be found trafficking in slaves in any part of the coasts of Africa, whether north or south of the Equator, will be liable to be dealt with for condemnation as directed by the said treaty.

And you are to understand, that any ships of the three before mentioned nations, which may be captured for illicit trafficking in slaves, are to be sent for adjudication to the following places, as may be most convenient according to the situation in which the capture may be made; viz. ships of any of the three nations to Sierra Leone; or Portuguese ships to Rio de Janeiro; Spanish ships to the Havannah; and Dutch ships to Surinam; courts having been established at these places for the trial of offences of the above description, committed by vessels of those nations respectively, as above detailed.

Vessels under English colours may be sent to and tried at either of the places enumerated.

We send you herewith, the copy of a letter addressed by our Secretary, on the 24th of May last, to Commodore Sir George Collier, with copies of the two letters therein referred to, respecting a co-operation between His Majesty's vessels employed in the suppression of the Slave Trade, and such ships of the United States of America, as may be placed on the coast of Africa for the same purpose; and we require and direct you to observe the instructions contained in our Secretary's letter accordingly.

The ships under your command are to continue in the execution of the duties thus pointed out, so long as the weather shall not affect the health of their crews, so as to make it necessary, in the opinion of the commanders, to change the climate; when after completing their water, and getting such refreshments as they can procure at Cape Coast Castle, Princes Island, St. Thomas's Island, or Fernando Po,

(according

(according to the situation of the vessel) they are to proceed to Ascension to recruit and refresh the people; and after having so done, they are to return to such part of the coast as may at that period be supposed to be free from the rains; always preferring to return to the station assigned to them, if supposed to be equally open with regard to the state of the weather there.

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Naval Officers.

The Earl Bathurst having stated to us, that it is necessary to the public service, that the Governor of Sierra Leone should, as early as possible, visit the forts on the Gold Coast, in order to arrange their future establishment; and that it is desirable that he should be accompanied in this visit by the naval officer commanding on the station; you are therefore to receive the said Governor on board the *Iphigenia*, whenever he may desire for such purpose, and convey him to the several forts along the Gold Coast; and when he shall have executed the instructions he has received respecting them, you are to convey him back to Sierra Leone.

You will take every opportunity of transmitting to our Secretary, for our information, reports of your proceedings, and of those of the vessels under your orders; together with such observations as you may deem it advantageous for us to be made acquainted with, in regard to the station entrusted to your charge, and particularly as to the progress made towards the entire suppression of the Slave Trade.

When the rains have regularly set in on the coast of Africa, you are to proceed in the *Iphigenia* to Ascension to refresh your crew, &c.

After which you will proceed to Trinidad and Jamaica for the purpose of receiving at those places such refreshment and supplies as the ship and crew may stand in need of, &c.; and from Jamaica you are to make the best of your way to Spithead.

On your arrival at Spithead, you are to report the same, and your proceedings to our Secretary for our information.

Previously to your leaving the African coast, you will take care to give the necessary instructions to the officer next in command to you, for the guidance of the squadron during your absence.

N^o 3.—Copy of a Letter from Mr. Barrow to Captain Phillips, of His Majesty's Sloop, *Bann*, dated Admiralty office, 15th March 1822.

Sir,

IN reference to the order of my Lords Commissioners of the Admiralty, directing you to proceed to the African station, I am commanded by their Lordships to transmit to you copies of the treaties which have been entered into with Spain, Portugal, and the Netherlands, for the prevention of an illicit traffic in slaves, with copies of three acts of Parliament relating to them, and instructions signed by their Lordships, authorizing you to search vessels bearing those flags; in doing which, as well as in the whole of your conduct towards such vessels, you are to be strictly governed by the said treaties, and the instructions attached to them.

I also transmit to you herewith, abstracts or copies of the acts of Parliament prohibiting the traffic in slaves by His Majesty's subjects.

I am, Sir, your very humble servant, (signed) *John Barrow*.

Admiralty-office.

N^o 4.—Copy of a letter, which has been issued to the commanders of all such of His Majesty's ships and vessels as have been ordered, from the 6th of February 1821 to the 21st of March 1822, to proceed to either of the following stations; viz. Jamaica, Leeward Islands, South America, Cape of Good Hope, and East Indies.

Sir,

IN reference to the order of my Lords Commissioners of the Admiralty, directing you to proceed to the station, I am commanded by their Lordships to transmit to you copies of the treaties which have been entered into with Spain and Portugal, for the prevention of an illicit traffic in slaves, with copies of two acts of Parliament relating to them, and instructions signed by their Lordships, authorizing you to search vessels bearing those flags; in doing which, as well as in the whole of your conduct towards such vessels, you are to be strictly governed by the said treaties, and the instructions attached to them.

You will likewise receive herewith abstracts or copies of the acts of Parliament, prohibiting the traffic in slaves by His Majesty's subjects.

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36 IV.—FURTHER PAPERS *relating to the* SLAVE TRADE.

Instructions to
Naval Officers.

The foregoing letter, with the documents therein referred to, have been issued between the 6th of February 1821, and the 21st March 1822, to the commanders of the following ships and vessels of His Majesty ;

Surinam,
Forte,
Satellite,
Sophie,
Pyramus,

Aurora,
Doris,
Tyne,
Hyperion,
Glasgow,

Bustard,
Icarus,
Carnation,
Tees,
Scout.
