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FURTHER

PAPERS RELATING TO THE SUPPRESSION OF THE
SLAVE TRADE.

VIZ:

A.

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 1st of January 1820; relative to the State of the SLAVE TRADE.

B.

Copies or Extracts of all INSTRUCTIONS issued by the Lords Commissioners of the ADMIRALTY to Naval Officers, since the 1st of January 1819; relative to the Suppression of the SLAVE TRADE.

*Ordered, by The House of Commons, to be Printed,
2 April 1821.*

A.

Admiralty Office, 21st March 1821.

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 1st of January 1820; relative to the State of the SLAVE TRADE.

- No. 1.—Extract of a letter from Commodore Sir George Ralph Collier, bart. and K.C.B. senior officer of His Majesty's ships and vessels employed on the coast of Africa; dated the 2d January 1820, and addressed to J. W. Croker, esq. p. 5.
- No. 2.—Extract of a letter from Commodore Sir G. R. Collier; dated 13th January 1820, and addressed to J. W. Croker, esq. - - - - - *ibid.*
- No. 3.—Copy of a letter from Commodore Sir G. R. Collier; dated 23d January 1820, and addressed to J. W. Croker, esq.; with an enclosure from Captain Leeke, of His Majesty's sloop Myrmidon - - - - - p. 6.
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- No. 7.—Copy of a letter from Commodore Sir G. R. Collier; dated 14th February 1820, and addressed to J. W. Croker, esq. - - - - - p. 16.
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- No. 11.—Copy of a letter from Commodore Sir G. R. Collier; dated 21st February 1820, and addressed to J. W. Croker, esq.; with three enclosures - p. 23.
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B.

Admiralty Office, 21st March 1821.

SCHEDULE OF PAPERS,

Containing Copies, or Extracts, of all INSTRUCTIONS issued by the Lords Commissioners of the Admiralty to Naval Officers, since the 1st of January 1819; relative to the Suppression of the SLAVE TRADE.

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- No. 11.—Extract from the instructions issued by the Lords Commissioners of the Admiralty, on the 3d of November 1819, to Commodore Sir George Ralph Collier, bart. and K.C.B. as senior officer of His Majesty's ships and vessels employed on the coast of Africa - - - - - p. 84.
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- No. 15.—Extract of an order issued by the Lords Commissioners of the Admiralty to Commodore Sir George Ralph Collier, bart. and K.C.B. senior officer of His Majesty's ships and vessels employed on the coast of Africa; dated the 29th of November 1820 - - - - - p. 87.
- No. 16.—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 27th of March 1819 to the 21st of March 1821, 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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A.

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 first of January 1820; relative to the State of the SLAVE TRADE.

No. 1.—Extract of a Letter from Commodore Sir G. R. Collier, dated on board H. M. ship *Tartar*, Porto Praya, 2 January 1820; and addressed to J. W. Croker, esq.

I HAVE great satisfaction in stating, that since I was last at this anchorage, a new Governor in chief has arrived, a Portugueze naval officer of talent and respectability; who appears to have the singular merit of being sincere in his wishes, to prevent illicit trading in slaves; nevertheless, from the many small craft at this anchorage from Senegal, Goree, &c. I fear the facilities thereby offered of transmitting Slaves in small numbers from the coast, is such as easily to elude his good intentions.

A Spanish schooner, and her tender, were here under suspicious circumstances, though avowedly for the west coast of Africa; and the Governor General assured me a larger one was in the neighbourhood of Bissao. He likewise informed me, there was a report of an English sloop of war having either gotten aground in, or near the Gambia, or else being lost.

No. 2.—Extract of a Letter from Commodore Sir G. R. Collier, dated on board H. M. ship *Tartar*, Sierra Leone, 13 January 1820; and addressed to J. W. Croker, esq.

I BEG leave to report to you, for the information of the Lords Commissioners of the Admiralty, the arrival of His Majesty's ship *Tartar*, under my command, in this river, accompanied by His Majesty's brig *Thistle*, last from the river Gambia.

The conduct of the respective commanders, as per margin, in the execution of their Lordships orders, for the suppression of Slavery, appears to me to have been marked by considerable zeal and indefatigable perseverance; their success has been proportionate, and I may presume to add, the check given to the slavers cannot fail of having very beneficial effects to that cause their Lordships have so much at heart; but the boldness of the masters and crews of the slave vessels is something extraordinary; and if more of the small class of vessels of war, gun-brigs, or schooners, could be spared for the same service, full employment would be afforded them, being a class of vessels best calculated to come on the slaver by surprize.

The knowledge the slaving masters have of the treaties formed with Great Britain, and their respective sovereigns, leads to the most successful results, and it is only by great cunning (or great accident) they can be surprized with slaves on board. In some instances, while the boats have been rowing to the slave vessel, the relanding of the slaves has been effected, and then paraded upon the beach, compelled to dance, and make every sign of contempt for the boats crews, which the ignorance and brutality of the slave factors, or masters, could suggest.

A.

Communications received by the Admiralty from Naval Officers.

Captain Strong,
Morgiana;
Captain Leeke,
Myrmidon;

Lieutenant Hagan,
Thistle.

A.
 Communications
 received by the
 Admiralty from
 Naval Officers.

But these are not the only difficulties His Majesty's naval officers have to surmount, as every sort of objection has been urged even by the foreign Commissary Judges against the condemnation of slave vessels.

In the case of one of Lieut. Hagan's captures, the circumstance in the treaty of slaves being marked in the plural was nearly fatal, the Dutch Commissary Judge insisting that a slave being found on board *a slave ship*, though he had been purchased for sale, was not sufficient for the condemnation of the vessel, agreeable to the meaning of the treaty. In another case, it was objected to as not being consistent with the spirit of the treaty, that the ships boats should effect the capture out of gun-shot from the man of war.

I shall, however, make a more particular detail in a future letter, of all the circumstances which appear to me to militate against the active exertions of His Majesty's officers; and though I may not, by the present opportunity, send all the papers and copies of letters I could wish, I shall do so by a second, which offers in a day or two, after the departure of the ship *Mary*, by which vessel this letter will be forwarded.

No. 3.—Copy of a Letter from Commodore Sir G. R. Collier; dated January 23, 1820, and addressed to J. W. Croker, esq.; with an Enclosure from Captain Leeke, of His Majesty's sloop *Myrmidon*.

Sir,

THE enclosed copy of a letter I have received from Captain Leeke, and I called upon the officers for a particular statement, that I might lay it before the Governor of this colony; so soon as I have his Excellency's answer, and the matter has been inquired into, I shall transmit the same to my Lords Commissioners of the Admiralty, in case any reference should be necessary to any other branch of His Majesty's Government.

I have, &c.

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

J. W. Croker, esq.
 &c. &c. &c.

His Majesty's ship *Myrmidon*, off Cape Mount,
 December 15, 1819.

Sir,

I HAVE the honour to inform you, that this morning at day-light, having fallen in with and detained a Spanish schooner, the "*Virgen*," on suspicion of piracy, I sent Lieutenant Belcher, second lieutenant of this ship, to take charge of her, with a party of twenty-five petty officers seamen and marines. At this moment a fleet of schooners hove in sight, when I made her signal to chase, doing the same with the ship I have the honour to command. At eleven I had brought to and boarded three schooners, one of them with one hundred and forty slaves; but being under French colours I could not detain her, though I am satisfied that she was carrying on this disgusting traffic for the Spaniards, having seen a paper to that effect on board her. A short time after this Lieutenant Belcher, in the schooner, made sail in chase of a large brig, the ship being at this time out of sight; the moment he got within gun-shot of her she hoisted Spanish colours, and fired her broadside into the schooner, hove up, and run on shore; the slaves immediately jumped overboard; the vessel, I am happy to say, has been totally destroyed, having her back broken and three shot holes through her bottom. Lieutenant Belcher's conduct upon this occasion, as well as those placed under him, has been such as to merit my warmest thanks and approbation.

I have the honour, &c.

(Signed) *Henry J. Leeke*, Captain.

Commodore Sir G. Collier, bt. and K.C.B.
 &c. &c. &c.
 Coast of Africa.

SUPPRESSION OF THE SLAVE TRADE.

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No. 4.—Copy of a Letter from Commodore Sir G. R. Collier; dated 24th January 1820, and addressed to J. W. Croker, esq.; with thirteen Enclosures from Captain Leeke, of His Majesty's sloop Myrmidon, and Lieutenant Hogan, commanding His Majesty's brig Thistle.

A.
Communications
received by the
Admiralty from
Naval Officers.

Sir,

I HAVE the honour to forward copies of letters, as per margin, detailing some of the proceedings of His Majesty's squadron on this coast; and I likewise forward copies of some papers transmitted to me by Lieutenant Hagan, respecting the proceedings in the court of the mixed commissioners.

I did intend entering more largely upon the subject of the difficulties experienced by naval officers in their proceedings against slave vessels, in the court of the mixed commission now alluded to, but the commissary judge, Mr. Gregory is not well enough to see me; I must, however, in the mean time, strongly request their Lordships will do me the favour to question Captain Strong, late of Morgiana, upon these matters; the circumstance of the court being declared a secret one, appears to my humble judgment not only quite useless, but throwing an unnecessary obstacle in the pursuit of justice, and an odium neither within the meaning of His Majesty's Government, nor answering any good purpose.

I have, &c.

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

J. W. Croker, esq.

Myrmidon,	15 December 1819
18	—
1	January 1820.
13	—
Thistle,	10 November 1819,
17	—
19	—
25	—
26	—

No. 3.

Sir,

His Majesty's brig Thistle, Sierra Leone,
November 19th, 1819.

ENCLOSED I send you a copy of the letter addressed by me to the British and Netherlands mixed court of justice, requesting permission to appoint a person to manage my prosecutions; as also a copy of the minutes registered by the court on that subject; these, if found correct, I have to request you will certify to be true copies; and I beg also to request, I may be furnished with attested copies of any further records which may be entered, relative to the schooner Eliza and Virginie, captured by me, and brought before your honourable court.

I have the honour, &c.

(Signed) *R. Hagan*.

To D. M. Hamilton, esq.
Registrar, &c. &c. &c.

Colony of SIERRA LEONE.

No. 1.—To the Commissary Judges and the Commissioners of the Arbitration, composing the mixed Court of Justice established in this colony, by His Britannic Majesty, and His Majesty the King of the Netherlands.

Gentlemen,

IN conformity to my instructions, as Commander of one of His Britannic Majesty's vessels, stationed on this coast for the suppression of the Slave Trade, I detained on the 9th and 10th ultimo, two schooners sailing under Netherlands colours, engaged in that nefarious traffic, and have brought them into this port for adjudication.

On this day, having previously taken the preliminary steps, I attended your honourable court, for the purpose of proceeding against the said schooners, when to my utter surprize, it was intimated to me, that I would not be permitted to avail myself of the ordinary professional assistance in conducting the prosecution.

I need only advert to the eighth article of the treaty, and to the various annexes, to bring to view the serious responsibility in character and fortune attached to the captors of slave vessels; and when it is considered, that the duties of my command, as well as my ignorance of the process of courts, totally preclude my interference or personal attendance in protracted cases, I do trust, that it will be admitted, I have a right to and require every advice and assistance I can properly procure.

A.
Communications
received by the
Admiralty from
Naval Officers.

No. 4.

From you therefore, gentlemen, I claim the right of appointing a proper person to act for me, and attend to my interest before your honourable court; a right which the seventh article of the regulations of the mixed court recognizes on the point of claimants, and which I the more confidently claim from its strict conformity to the law of nature and of nations, indeed, a right coeval with the existence of courts of justice, and which will not, I do hope, be denied for the first time in a court, the basis of which is that of justice and philanthropy.

Anxiously trusting to a favourable answer, I remain, gentlemen, with the utmost respect,
Yours, &c.

(Signed) *R. Hagan*, Lieutenant and Commander.

His Majesty's brig *Thistle*,
Sierra Leone, November 10th, 1819.

No. 2.—British and Netherlands mixed Court of Justice, Sierra Leone.

Before Thomas Gregory, esq. commissary judge, and Edward Fitzgerald, esq. commissioner of arbitration, on the part of His Britannic Majesty; Dome Sertima, esq. commissary judge, and Eli Pierre Guillaume Bonnanorie, esq. commissioner of arbitration, on the part of His Majesty the King of the Netherlands;

President, Daniel Molloy Hamilton, esq. notary public registrar,
Thursday, 11 November 1819.

AN application in writing was received and read from Lieutenant Robert Hagan, commander of His Majesty's brig *Thistle*, who personally appeared, and refused to proceed in the cause of the schooner *Eliza*, captured by him under Netherlands colours, unless the said application for leave to appear and carry on his cause by proxy was answered in writing. The court resumed the consideration of the subject, of allowing the admission of proctors, upon which the court was divided in opinion; the British commissioners being of opinion, that the same ought to be allowed when prayed for by the parties, as requisite for conducting their cause; but the Netherlands commissioners being of contrary opinion, no decision was come to.*

Afterwards, on the same day,

Before Thomas Gregory, esq. commissary judge, on the part of His Britannic Majesty; and Dome Sertima, commissary judge, on the part of His Majesty the King of the Netherlands;

President, Daniel Molloy Hamilton, esq. notary public registrar.

Robert Hagan, esq. was called in, and informed, that he might peruse the minutes of the court this day, which contained what was done in pursuance of his written application to the court.

Copied from the minutes of the court, November 12, 1819.

(Signed) *J. O. N. Walsh*.

No. 4.—To the Commissary Judges and the Commissioners of Arbitration, constituting the mixed Court of Justice of His Britannic Majesty, and His Majesty the King of the Netherlands.

Gentlemen,

ON the 10th instant, I did myself the honour to address you, requesting permission to prosecute, by my attorney or agent, the schooners *Virginie* and *Eliza*, seized by me, and brought before your court for adjudication; to this application, I received no other answer than a permission to peruse "minutes," entered on your records, declaring, that "no decision was come to," and that the registrar "should grant no attested copy thereof, nor communicate any other answer."

Understanding

* Ordered, that the registrar may allow Lieutenant Hagan to peruse the minutes of this day, but that he grant no attested copy thereof, nor communicate any other answer to Lieutenant Hagan's letter.

SUPPRESSION OF THE SLAVE TRADE.

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Understanding that the court had thought proper to proceed in the cases of the said schooners, and although debarred of any professional assistance, I still supposed I would myself be allowed to prosecute; with this view I addressed the registrar of your court on the 19th instant, requesting copies of the proceedings, or records, taken in the case of these vessels; and to this application also, I received no other answer than a verbal declaration, that he could not comply with it.

A.
Communications
received by the
Admiralty from
Naval Officers.

No. 4.

Thus, therefore, gentlemen, am I without the right to prosecute in the usual manner, by proctor, and in a court, the proceedings of which are secret, denied the means of prosecuting personally; for I do conceive, and doubt not, on consideration, it will so appear to you, that attempting to prosecute, without a knowledge of the proceedings taken, would be totally nugatory and useless.

Under all these circumstances, Gentlemen, circumstances in which no British subject, in a British territory, was ever before placed, I feel myself imperiously called upon, by my duty to my Sovereign, to my country, and to humanity, respectfully, but firmly, to demand from your justice a final decision on the above points, whether I am personally to have permission to prosecute, and if so, whether I am to have a right to demand copies of proceedings, to administer special interrogatories to witnesses, and generally to enjoy (subject to the orders of the court) every facility necessary to prosecution.

On this subject I feel the more earnest, from a report having reached me, that the court had difficulty in the case of the *Eliza* schooner and certainly nothing can more strongly show the necessity of granting my demands, than that circumstance; for how can justice be attained, if *ex parte* evidence is taken, and no prosecution admitted, to place the case in its proper light before the court.

Again appealing to your justice, and expressing my utmost respect,

I have the honour, &c.

(Signed) *R. Hagan.*

H. M. brig *Thistle*, 22d November 1819.

Special Interrogatories put by Commissary Judges to John Descombe, master of the schooner *Eliza*, with his Answers thereto.

First:—For what purpose had you a Danish flag on board?—For no particular purpose.

Second:—At the time of your capture, you have stated, there were thirty or forty canoes alongside; what did so many canoes alongside?—He knows not.

Third:—Have you received any passengers on the coast of Africa, and what have become of them?—Has received fourteen or fifteen on the coast, of the natives; believes they all left the vessel at the time of capturing, but cannot say if so. One native, found on board at the time of capture, was taken on board the capturing brig.

Fourth:—Were you and your crew taken on board the capturing brig?—They were all taken out, himself alone being sent back on board his schooner forty-eight hours afterwards.

Fifth:—How many slaves were put on board the schooner *Eliza*, also, how many crumen?—There were fourteen or fifteen slaves from the *Virginie*, and fifteen crumen; he knows not from whence they were all victualled, from his provisions from the 14th October to 6th November.

(Signed) *John Descombe.*

Taken and sworn at Free Town, Sierra Leone, the 13th day of November 1819; before Thomas Gregory and Dome Van Sertima, esqrs. in the presence of

(Signed) *D. M. Hamilton, Reg'.*

A.
Communications
received by the
Admiralty from
Naval Officers.

No. 4.

Special Interrogatories put by Commissary Judges to James Rogers, chief mate of the schooner *Eliza*, with his Answers thereto.

First :—Where were you born?—In the Island of Saba, in the West Indies.

Second :—Where do you reside?—At St. Thomas Island, in the West Indies.

Third :—Of what prince or state are you a subject?—Is a Dutch subject, and has always been so.

Fourth :—Who is the owner of the vessel about which you are examined?—Captain Descombe.

Fifth :—Who are the owners of the cargo?—Believes a person named Jacobs.

Sixth :—How many passengers have you had on board during the voyage?—They had two from said Island of St. Thomas, and had several natives on the coast, from one time to another.

Seventh :—Where are the said passengers?—One is here, the other they have left on the coast; the whole of the natives passengers went on shore, except one, who is on board the capturing brig, upon the schooner running aground.

Eighth :—At what place was the passenger now on board the capturing brig to be landed?—Does not know.

Ninth :—Were you and whole crew taken out of the said schooner upon the capture thereof?—The whole.

Tenth :—What became of the said native passengers?—They all left them when the vessel grounded.

Eleventh :—Did you know of any person killed about the time of capture?—No.

Twelfth :—Why did the captain run away from the brig?—For fear she was an insurgent privateer.

(Signed) *James Rogers.*

Sworn at Free Town, Sierra Leone,
13th November 1819.

Special Interrogatories put by Commissary Judges to Charles Ferdinand Nelthropp, a passenger on board the schooner *Eliza*, with his Answers thereto.

First :—Where were you born?—At Copenhagen.

Second :—Where do you live, and how long have you lived in that place?—Has been travelling about the West Indies ten years, but his place of residence is Santa Cruz, in the Island of St. Thomas; has lived there the last eighteen months; is a Danish subject; has never been a subject of any other state; is not a married man.

Third :—In what capacity do you belong to the vessel about which you are examined?—As a passenger, but also to assist the captain in writing, if he required it.

Fourth :—Who are the owners of the vessel about which you are examined?—The said James Descombe.

Fifth :—How do you know the said James Descombe is the owner of the vessel?—By his informing deponent so.

Sixth :—Who is the owner of the cargo of the said vessel?—A gentleman of St. Eustatius, but he knows not his name.

Seventh :—How many passengers were on board the said schooner?—Only himself, from the West Indies.

Eighth :—How many passengers were on board at the time of capture?—At the time of capture there was one passenger left on board by the crumen.

Ninth :—Where is the said passenger?—Supposes he is on board the brig.

Tenth :—What was the name of said passenger, and what his rank, occupation, and for what port was he to be conveyed?—Does not know his name, his rank was among the sailors, whatever the crumen told him to do he did, does not know where he was to be conveyed.

Eleventh :—Did the crumen or other natives bring any other passengers on board, except the one mentioned?—Yes, several; eight or ten.

SUPPRESSION OF THE SLAVE TRADE.

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Extract of a Letter from Lieutenant R. Hagan, Commander of His Majesty's brig *Thistle*, dated at Sierra Leone, 25th November 1819, and addressed to J. W. Croker, esq.

A.
Communications
received by the
Admiralty from
Naval Officers.

No. 4.

I HAVE the honour to report, for the information of the Right Honourable the Lords Commissioners of the Admiralty, that in proceeding along the coast on my passage to Biafra, in obedience to their Lordships orders, I detained, on the 9th and 10th of October, two schooners, under Netherlands colours, from *St. Eustatius*, one having on board thirty-two slaves, and the other one, although before detention the latter had on board sixteen or eighteen; they effected their escape on shore prior to our boat boarding; our crew having then been considerably weakened, and the prisoners numerous, I deemed it necessary to return to this port; proceedings were immediately instituted against them in the mixed court, and although considerable, and I believe unnecessary delays have occurred, they have been both condemned as prize.

Sir,

Thistle, at Sierra Leone, 26th November 1819.

I HAVE the honour to enclose, for your information, the copies of all letters which I have addressed to the Secretary of the Admiralty since my sailing from England, which I trust will meet your approbation.

I feel it my duty to lay before you the proceedings of the British and Netherlands courts of justice; and I trust, Sir, the resistance I have offered to their arbitrary unjust and unprecedented conduct, will not be considered as assuming to myself a power inconsistent with my character as prosecutor; the surprize I felt on learning I could neither employ any one to carry on the prosecution, or do it myself, called forth letter (No. 1); and although they had said an answer in writing would be given, I was only allowed to peruse the minutes of the court, as per No. 2.

Notwithstanding the decided opinion of the court, the British judges permitted the proceedings to go on; having no access to papers, all the proceedings being secret, and hearing by chance only that the Netherlands judge had refused to condemn the schooner with one slave, and being told also, that charges were made and entered against me in the records of the court, *although the British judge considered my explanations fully sufficient*, I made another effort by my letter, No. 3, to which I received a verbal refusal. As the case was now to come before the arbitrator, I was still anxious to put things in a fair light, and therefore made another application to the court by letter, No. 4; they then permitted copies to be taken of the proceedings.

I have the honour to enclose a copy of interrogatories put by the judges, by which, Sir, you will observe, that hardly one question was put that could serve to elicit truth or detect falsehood; I immediately drew up special interrogatories, and I hope they have served to bring to light many points in corroboration of my original declaration.

It would be presumptuous in me, Sir, to comment on these extraordinary proceedings; but I beg leave to observe, that unless agents or proctors are sanctioned by the court, and unless they are permitted to put such special interrogatories as they may deem necessary, the most clear and otherwise positive evidence would be useless.

Mr. Sertiman, the Netherlands commissary judge, has in all these proceedings been the advocate of the slave-dealers, and not the impartial judge;—he declared on his arrival, that a vessel with one slave was quite sufficient evidence; his conduct in the case of the *Eliza* has been quite the reverse to this opinion.

The case having come now fairly before the arbitrators, she was condemned; a circumstance I have reason to apprehend would not have occurred, had I not persevered in demanding a knowledge of the proceedings.

I sincerely trust, Sir, my conduct will be thought deserving your approbation; and should representations be sent to England on the point in question by Mr. Sertiman, that the explanation I made in court for taking a part of the slaves out of *Virginie*, as also the remaining seamen, will be satisfactory; Mr. Gregory, the British judge, has not even insisted on any explanation being recorded in court.

A.
Communications
received by the
Admiralty from
Naval Officers.

No. 4.

His Excellency Governor Mac Carthy having requested me to take him to the Gambia (a copy of whose requisition is also enclosed), I have considered it my duty to comply, and shall make every exertion to join you as early as possible.

I have, &c.

(Signed) *R. Hagan*, Lieutenant and Commander.

Commodore Sir Geo. R. Collier, bart.
and K. C. B.

His Majesty's sloop Myrmidon, Sierra Leone,
January 13, 1820.

Sir,

HAVING obtained from several persons at Sierra Leone, information of a number of vessels being at anchor off the rivers Gallinas, Manna and Lagesey, for the purpose of carrying on the traffic in slaves, I immediately put to sea, for the purpose of intercepting them. On the 10th December, at sunset, being close in with the first mentioned river, I dispatched Lieutenant Nash, first of this ship, with the pinnace and cutter, properly armed, and furnished with an extract of the late slave treaties, to examine any vessels he might find there; and I am happy to say, that the next evening he succeeded in getting alongside the largest schooner, and the only one that had slaves on board at the time, the others having landed theirs on discovering the Myrmidon in the morning, and after a slight resistance took possession of her; she proved to be the *Bella Dora*, a Spanish schooner of 150 tons, two guns, a complement of twenty-five men, and part of her cargo, consisting of one hundred and twenty-two slaves, bound to the Havannah.

As soon as the other schooner observed her to be taken possession of, they fired their broadsides into her, and at the moment of her slipping her cable they did the same, and to the number of five hove up in a line, and each gave the *Bella Dora* three or four broadsides. I am happy to say, we lost no men in this little affair, and but one wounded, a musket ball having gone through his arm.

Considering the great disparity of force, the determined conduct of the renegadoes, now usually employed in illicit trading, I cannot refuse myself the satisfaction of bringing Lieutenant Nash's conduct before you, and of expressing my high approbation of all those serving under him on this occasion.

I have the honour to be, &c.

(Signed) *Henry J. Leeke*, Captain.

Commodore Sir G. R. Collier, bart.
and K. C. B. &c. &c. &c.

Sir,

La Virgine, Cape Sierra Leone, 1st January 1820.

HAVING proceeded, by your orders, to gain intelligence of the boats of the Myrmidon, by keeping in-shore, and landing when an opportunity presented, I have to state, that, on the morning of the 23d December, finding myself close in-shore, with a heavy surf breaking to the northward, and the current drifting me fast towards it, I anchored in five and a half fathoms, within musquet shot of the land, and sent Messrs. Baker and Evans to gain information, both as to the name of the place, being 7° 30' north by account, and likewise respecting the boats; at three the boats returned with the information, that they had met a Mr. Kearney, captain of the African corps, and by instructions given by me, had stated to them the vessel was an American, come for slaves, but had been driven from Gallinas by a man of war. As I expected they would be more communicative, I likewise directed them to say we wanted a cargo of slaves. Mr. Kearney then deposed, he had landed the cargo of a slave schooner the day the Myrmidon hove in sight; that he had embarked 150 slaves on board a French schooner, bound to Martinique, and, by his own confession, was the greatest slave-dealer on the coast, having embarked almost every slave bought between Cape Ann and the Gallinas; he further deposed, that for fear he should be detained, he employed a black man, who acts as clerk, and purchases the slaves in his name. He supplied us with stock, &c.; promised to bring more in the morning; would then see our cargo, and in ten days would supply

SUPPRESSION OF THE SLAVE TRADE.

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supply us with a cargo of slaves. He had a small schooner inside the bar, which, he said, contained part of a cargo he had received, in return for slaves. At four, finding we could get no further information, and the tide had changed, I weighed and stood to sea, having previously ascertained the latitude of Cape Ann to be, by Myrmidon and double altitudes, $7^{\circ} 32'$ north, instead of $7^{\circ} 7'$ north, as given by Novie. On the 26th, being in latitude $7^{\circ} 30'$ north, I found the water shoal from twelve to five fathoms, then to three and a half, five, seven, twelve, eight, &c. continuing very irregular; and a strong current setting to the eastward at three, we saw the land on the lee-bow, which proved to be the Bananois, having made an E.N.E. passage over the shoals of St. Ann, from the latitude of $7^{\circ} 50'$ north, to $8^{\circ} 10'$ north. On the 28th, I anchored off the Carpenter, as per instructions should I part company.

I have, &c.

(Signed) *Edw^d Belcher*, Lieut. H. M. S. Myrmidon.

STATEMENT, being the substance of a conversation held by the Undersigned, with Captain Kearney, late of the Royal African Corps, and now on half-pay, residing chiefly at Cape Shilling, on the coast of Africa.

THE undersigned having been ordered by Lieut. Belcher, to proceed round Cape St. Ann, to gain information respecting the boats of the Myrmidon, &c. were met by Captain Kearney, to whom we represented ourselves as belonging to a schooner from New York, come for a cargo of slaves; at which he expressed great pleasure, and said, that in two or three days he would procure us 300 slaves, which we might embark from the beach to the southward of Cape St. Ann. He took us on board his little schooner, which he informed us he purchased at Sierra Leone; that he traded in her, to all appearance, for the produce of the country; but, said he, "I buy nothing but slaves; my object is to make a little more money, then I'll embark 300 or 400 slaves on board a large schooner, which I have at the Gallinas, and go in her myself to the Havannah."

He then showed us the hold of the schooner, which contained coarse handkerchiefs, rum and tobacco. We inquired where he purchased those articles; he answered, that he received them in part payment for 150 slaves, which he sold at the Gallinas a short time before, to the captain of a French schooner, called the "Marie," from Martinique.

He further stated, that the chief part of the trade in slaves, between Cape St. Ann and the Gallinas, was carried on by himself, and agents, which he employed; that he had information transmitted from Sierra Leone of every man of war which sailed from that place, and that he never failed to apprise his friends of it, that they might escape capture; that the appearance of the Myrmidon off the Gallinas, had completely alarmed the slave captains, who trusted in the superiority of their schooners sailing, found that the Myrmidon could come up with most of them; and the captain added, with a strong Irish brogue, that, "By Jasus, the Myrmidon had given the slaves a breakfast one morning, and returned the evening of the next day, and gave them a ball and supper;" that, upon this occasion, he was up the Gallinas, in his small schooner, and assisted one of his friends to land his slaves, then immediately came up to Cape St. Ann, for fear that the captain of the Myrmidon might detain him on suspicion.

We observed, that he, as a British subject, run a great risk in engaging in this traffic; to which he replied, that no one ever suspected him, as he was empowered, by a deputation from the Governor of Sierra Leone, to seize all persons and vessels carrying on the Slave Trade.

Given on board H. M. ship Myrmidon, Sierra Leone,
this 14th January 1820.

(Signed)

John Baker, Master's Mate,
John Evans, Clerk.

A.
Communications
received by the
Admiralty from
Naval Officers.

No. 4.

A.
Communications
received by the
Admiralty from
Naval Officers.

His Majesty's sloop Myrmidon, off Cape Mount,
December 15, 1819.

Sir,

I HAVE the honour to inform you, that I have this day fallen in with another schooner, and, after a chase of three hours, succeeded in driving her on shore; and I have the satisfaction to say, that she is totally destroyed. Her cargo of slaves were driven on shore by the inhuman crew, except nine, whom, I am happy to say, I was fortunate enough to save from being drowned, and they are now on board this ship.

I have the honour to be, &c.

(Signed) *Henry J. Leeke*, Captain.

Commodore Sir G. R. Collier, bart. and K.C.B.
&c. &c. &c.
Coast of Africa.

No. 5.—Copy of a Letter from Commodore Sir G. R. Collier; dated
24th January 1820, and addressed to J. W. Croker, esq.

Sir,

As I am on the eve of sailing to the northward, with His Majesty's brig *Thistle* in company, in the hope of checking a considerable Slaving Trade, which, from the very best information, I understand is carrying on about the Rio Ponga and Nemez. I think it proper to leave under charge of the Governor duplicates of some letters I had the honour to address to you, and which were forwarded by the *Mary* on the 22d.

His Majesty's ships *Myrmidon* and *Morgiana* sailed on the 26th for the *Galinas* and Cape Mount; I was induced to send these two ships together, that their boats might be protected, in case of either of the sloops being led off in chace. The *Morgiana*, after having examined the *Galinas*, is to proceed to Cape Coast Castle, and deliver letters and orders to Captain Kelly, who I have directed, in case of the Pheasant being sickly, to proceed to Ascension to recruit the health of her crew; the *Morgiana* will return by the same route to this river.

The *Myrmidon*, after cruizing a few days, is to return to this anchorage, and thence proceed by the northern coast as high as the Gambia, before she strikes off for Bona Vista, where I have directed her commander to ship the stores still left at that island, and return along the northern coast to this anchorage, to complete provisions.

My reasons for not bringing away all the krew's other remaining stores, I have already stated in No. 4, as well as its duplicate.

A few days will probably be sufficient to complete my purpose to the northward, when I shall again return to this river, before I proceed down the coast, which it is my intention to examine only by day, anchoring after dark.

The *Thistle* being in want of krew men, will most likely go down about the same time.

I have, &c.

(Signed) *G. R. Collier*, Commodore.

J. W. Croker, esq.

No. 6.—Copy of a Letter from Commodore Sir G. R. Collier; dated
2d February 1800, and addressed to J. W. Croker, esq.

Sir,

THE belief I expressed in my letter, No. 17, of the 24th January last, as to the Slave Trade being still carried on to a considerable extent in the neighbourhood of the Rio Pongas, will, in the report I have now the honour to submit to the Lords Commissioners of the Admiralty, be fully verified.

I am therefore to request, you will acquaint their Lordships, that I sailed from Sierra Leone on the 25th ult. having the *Thistle*, Lieutenant Hagan, in company.

The *Thistle* communicated, as we passed, with the Isles de Loss, and from the report of the senior gentleman at that establishment, my former suspicions were corroborated, and I obtained the additional information, that a French brig was supposed to be there, commanded by the former master of the French brig *Louis*,
when

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when captured by the colonial schooner, at that time commanded by Lieutenant Hagan. The declaration of this daring violator of his country's laws, appeared so well attested, and his threats against the Thistle were of so extraordinary a nature, that I considered myself justified in ordering the Thistle over the bar of the Rio Pongas, in order to afford a protection and point of retreat for the boats of this ship.

The shoals off the river Pongas afford a strong security to the slaver, and although the Tartar could barely see the passage of the Sand Bar (which is the southern entrance into the river), yet at low water she had only four fathoms and a half water.

Having anchored there, so as to prevent the escape of any vessel by that passage, I dispatched the Thistle to the north entrance, or Mud Bar, about 10 or 12 miles, sending three boats from this ship, under Lieutenants Marsh, Knight, and Mr. Christie (late acting Lieutenant), accompanied by a party of marines, and this day I was rejoined by Lieutenants Marsh and party, as also by the Thistle, having in company a fine Spanish Hermaphrodite schooner, of 180 tons, with a part of her cargo of slaves, and a Dutch brig of the same tonnage, intended for a cargo outwards of 300 slaves each, the Dutch brig having, however, still fewer slaves on board than the schooner.

The anxiety of the slavers is so great, that perfect surprize is almost impossible; but the acquaintance Lieutenant Hagan has of the custom of the slavers, and his knowledge of the river, and the different slave establishments maintained there, is so excellent, that I was aware all that could be done might be expected, and I am happy to say the decision of Lieutenant Marsh, in command of the boats, was so prompt, and he was so well supported by the officers and petty officers of the Tartar and Thistle, that both captures were made almost without blood shedding; the slavers had the temerity, however, to receive our boats with a fire of small arms, but the rapidity of our boarding party made it unnecessary to return them a discharge of more than one gun! I mention this, to show their Lordships that the slavers in general, being renegadoes, or the refuse of every country, testify a contempt for all law, and are, when approached, kept in awe only by the certainty of being overpowered; and if attempted to be boarded by apparent inferiority of force, their resistance is determined, and is esteemed the more glorious as it may have proved destructive.

From the reports of Lieutenants Marsh and Hagan, I learn, that after the Thistle had anchored, and the boats had succeeded in capturing the two slaves, as per margin, they proceeded to Kissing, a branch about 10 miles, and thence as high up as Bangolan, where the celebrated Ormond has his town and factory. At the former place, a band of near 200 natives and renegadoes had been hired and placed under arms, to defend the slaving craft in the river, and from some such force an irregular firing was occasionally made through the jungle on the boats.

Near Kissing factory, an American built schooner, and manned by a crew of Americans, was then waiting a cargo of slaves. At Bangolan, two other schooners, both Americans, were also laying there, the one destitute of hands, and seized for an alleged debt by the late noted slave factor, Curtis sen.; the other with the remnant of her crew, who must in all probability, ere the approaching tornades, follow their companions, who have fallen the victims of the climate, waiting a cargo.

Although the results of this little affair have not fully answered my expectations, yet I rejoice, that upwards of 80 slaves have been liberated; another day, and some hundreds more would have been embarked; but in all probability, the look-out at the entrances of the river would have been increased, and a total disembarkation might have been effected.

As I have already mentioned the names of the senior officers, employed on this service, it may not perhaps appear irregular my placing the names of the mates and midshipmen in the several boats, on a list, as per margin; and in case at any future period of promotion, their Lordships should think proper to select any of the junior officers on the African station, Mr. M. B. Jones, of the Tartar, and Mr. R. Inman, of the Thistle, who have passed their examinations some years since, may, I hope, appear not undeserving their Lordships notice.

I have, &c.

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

J. W. Croker, esq.

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Communications
received by the
Admiralty from
Naval Officers.

No. 6.

Marie, Francisco.

Tartar,
M. B. Jones,
J. A. Bainbridge,
R. W. Meeke.
Thistle,
R. Inman.

A.
Communications
received by the
Admiralty from
Naval Officers.

No. 7.—Copy of a Letter from Commodore Sir G. R. Collier ; dated
14th February 1820, and addressed to J. W. Croker, esq.

Sir,

I BEG you will be pleased to acquaint my Lords Commissioners of the Admiralty, that since my return to this river, from off the river Pongas, my utmost exertions have been made to expedite the trial of the two vessels mentioned in my letter, No. 21 ; the St. Francisco has been condemned, and the slaves, 69 in number, liberated and delivered with the vessel to the proper authorities.

The brig Marie, under Netherlands colours, is now on trial, the proceedings having commenced this day ; but although I have urged the court to allow the interests of the officer detaining the slave vessel to be represented by some person duly qualified to act as proctor, in order to do away the necessity of his waiting the conclusion of the trial, the Dutch commissary judge has decided against it, as well as against the commander of the British man of war being present during the trial.

I do not presume to say, that my proposal is perfectly consistent with the rules of all courts, but I trust, it will appear evident to their Lordships, that the least possible delay should be given to the proceedings, and that the attendance of the captain of a man of war should not only be dispensed with, but that he may be allowed to employ a proctor, or some such person to attend to his interests during the trial ; the very circumstance of his being liable to a severe penalty for demurrage, appears in my humble opinion, to warrant such an indulgence.

I have the honour to remain, &c.

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

J. W. Croker, esq.

No. 8.—Copy of a Letter from Commodore Sir G. R. Collier ; dated
14th February 1820, and addressed to J. W. Croker, esq.

Sir,

Although it is my intention to address you by a schooner on the eve of sailing for England, yet as the ship Dowson may sail before her, I have to acquaint you, for the information of their Lordships, that His Majesty's ship Myrmidon arrived here on the 8th instant, bringing in with her the vessels as per margin ; but as their cases appear involved in much uncertainty, I cannot express any particular opinion just now.

I enclose the duplicate* of a letter I have addressed you on the subject of the difficulties and delays we meet with in the courts of the mixed commission, and I regret to say, the plan now commenced by the slavers, of declaring upon oath that the men slaves had been received as hired men to navigate the vessel, and the slave boys as servants, is likely to encourage the trade, and increase the difficulty of condemnation, it being almost impossible to effect the capture by such complete surprize as to prevent the escape of a large proportion of the slaves ; the contempt in which the slave-masters now hold the treaty is such, as to induce them to boast of their evasions, and confess themselves waiting for the number of slaves they have agreed for ; and in some instances they have carried this so far, as to point out their live cargo upon the beach, waiting only the absence of the ship of war, to load.

The flags of France and America are now generally adopting, as the best cover to illicit slaving, and the unpleasant situation this places His Majesty's officers under, who are charged with preventing this traffic, must be evident to their Lordships, and will, I hope, induce them to give me some specific instructions upon this head.

The Thistle has arrived here, but without having succeeded in the object I had in view, of recovering a part of the Marie's cargo at Kissing in the Rio Pongas.

I have, &c.

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

J. W. Croker, esq.

La Marie, French schooner ;
St. Salvador, Portuguese schooner ;

L'Arrogante, Independent privateer brig under Artigas Flag ;

Two Spanish schooners, her Prizes, viz.
El Carmen,
Anna Marie.

* See Letter, No. 7.

SUPPRESSION OF THE SLAVE TRADE.

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A.
 Communications
 received by the
 Admiralty from
 Naval Officers.

No. 9.—Copy of a Letter from Commodore Sir Geo. R. Collier, dated 15th February 1820, and addressed to J. W. Croker, Esq. with three enclosures.

Sir,

H. M. Ship Tartar, Sierra Leone, February 15, 1820.

THE Union merchant schooner being on the eve of sailing from this for England, I take leave to acquaint you, for the information of my Lords Commissioners of the Admiralty, that it is my intention to proceed to the southward immediately after the condemnation of the Dutch brig Marie; and that from particular information I have received I shall order the Thistle down the coast, at least as far as Cape Palmas; and that the Myrmidon will, previous to her going to Bona Vista, reconnoitre the entrance of the Rio Nunez, where a slaver is reported taking in a large cargo. I enclose the letters and papers as per margin.

I have, &c.

(Signed) *George R. Collier*, commodore.

J. W. Croker, Esq.

Tartar :
 List of Vessels de-
 tained.
 Weekly Account.
 Sick Report.
 Myrmidon :
 Ditto.
 Thistle :
 Ditto.

A.
Communications
received by the
Admiralty from
Naval Officers.

LIST of VESSELS detained for illegally trafficking in Slaves, by the Squadron under the command of
between the 20th January

Enclosure
(N^o 1.)
in Commodore Sir
G.R.Collier's letter
to J.W.Croker, esq.
dated 15th of Fe-
bruary 1820.

By what Ship.	Date.	Name of			How rigged.	Number of		
		Vessel.	Master.	Owner.		Men.	Tons.	Guns.
Tartar and Thistle	30 Jan. 1820.	Francisco -	- - -	- - -	Herma- phrodite.	-	-	-
	-	Marie - -	Francisco Vigne.	- - -	Brig - -	25	-	-
Myrmidon & Morgiana	25 Jan.	La Marie -	Guidot - -	- - -	Schooner	16	140	-
	-	St. Salvador	Alvarez - -	Martinez -	Ditto -	24	270	8
	30 -	L'Arrogante	Simon Metcalfé.	- - -	Brigantine	38	241	1
	-	Anna Marie	Partlon - -	- - -	Schooner	-	-	-
	-	El Carmen -	- - -	- - -	Ditto -	-	-	-

Enclosure
(N^o 2.)
in Commodore Sir
G.R.Collier's letter
to J.W.Croker, esq.
dated 15th of Fe-
bruary 1820.

LIST of VESSELS detained for illicit Trading in Slaves, by the Squadron under the

By what Ship.	Date.	Name of the			How Rigged.	Number of		
		Vessel.	Master.	Owner.		Men.	Guns.	Tons.
Morgiana - - -	10 Aug. 1819.	Nuestra Senora de Regla.	Don Santiago Mazomo.	Don Diego Benites.	Schooner	18	2	54
	18 Sept.	Fabiana - -	Don Juan Garcio.	Don Jose Nunès.	- Ditto -	24	4	117
	26 Oct.	Cintra - -	Juan Dupouy	Antonio Joachim Mez.	- Ditto -	15	2	137
	10 Dec.	Esperanza -	Don Pedro Martin Pina.	Jose Xavia de Aranza- mendi.	- Ditto -	21	1	130
Myrmidon - - -	11 Dec.	Bella Dora -	- - -	- - -	- Ditto -	25	2	150
Thistle - - -	9 Oct.	Eliza - -	Jn ^o Discomb	J. Discomb	- Ditto -	14	1	70
	10 -	Virginie - -	Conesse - -	- - -	- Ditto -	1	2	38

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Commodore Sir George R. Collier, bart. K. C. B. Commander in Chief on the Coast of Africa, &c. &c. &c.
and 16th February 1820.

A.
Communications
received by the
Admiralty from
Naval Officers.

Where			N ^o of days out.	Cargo.	In what Latitude and Longitude, or what place detained.	Under what Colours.	REMARKS.
From.	Bound.	Belonging.					
-	-	-	-	69 slaves	Rio Pongas	Spanish -	Vessel and cargo condemned by court of mixed commission.
-	-	-	-	12 slaves	- Ditto -	Netherlands	Under trial, but the court refuse to examine evidences to prove all the slaves are such.
-	Martinique	-	-	104 slaves	River Gallinas.	French -	Slaves to be landed, and the vessel sent on to Goree or Senegal.
Bonavista	Havannah	Bonavista	-	1 slave -	River Manna.	Portuguese	Cargo of 200 slaves ready at Manna.
Baltimore	On a cruize	-	-	Privateer	- Ditto -	Artigas's -	Pirate.
Matanzas	For slaves to the Galinas.	-	-	General cargo of goods.	- Ditto -	Spanish -	Several slaves ready at Gallinas.
Cuba -	For slaves to the Galinas.	-	-	- Ditto -	- Ditto -	Spanish -	200 slaves ready to be embarked at Manna.

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

Command of Sir George Ralph Collier, Bart. K. C. B. Commodore, on the Windward Coast.

Where			N ^o of days out.	Cargo.	In what Latitude and Longitude, or what Place boarded.	Under what Colours.	REMARKS.
From.	Bound.	Belonging.					
Havannah	To the southward of the line.	Havannah	79	Muskets, powder, cottons, &c. &c.	Lat. 4° 43' N. Lon. 9° 3' W.	Spanish -	One slave found on board her, and the captain on shore at Little Bassa.
Ditto	Ditto	Ditto	87	Provisions, muskets, &c. &c.	Lat. 4° 10' N. Lon. 7° 52' W.	- Ditto -	Thirteen slaves found on board, taken from Trade Town, where the master and two men were left on shore.
Bristol, U. S.	Bonavista	Bonavista	78	26 slaves.	Lat. 6° 29' N. Lo. 11° 12' W.	Portuguese	The slaves were to have been taken to Trinidad de Cuba.
Porto Rico	To the southward of the line.	Porto Cavallo.	109	Tobacco, cloth, rum, knives, and tin ware.	Lat. 5° 49' N. Lon. 9° 57' W.	Spanish -	Forty slaves found on board, taken from Little Bassa, Grand Bassa, Grand Coro, and River Sestos.
-	Havannah	-	-	122 slaves	-	- Ditto -	-
St. Thomas's, West Indies.	Trading voyage.	St. Eustatius	82	Cottons, cloths, tobacco, and beads.	Lat. 4° 38' N. Lon. 9° 40' W.	Netherlands	Had 1 slave on board; observed several others landed per canoes.
St. Eustatius	-	Ditto	-	Cloths, muskets, tobacco, cutlery, and ivory.	- Ditto -	- Ditto -	Had 32 slaves on board; the captain and crew, except one man, had abandoned her, therefore could not ascertain further particulars.

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

A.
Communications
received by the
Admiralty from
Naval Officers.

Enclosure
(N^o 3.)
in Commodore Sir
G.R. Collier's letter
to J.W. Croker, esq.
dated 15th of Fe-
bruary 1820.

DATE of DETENTION.	Name of the			How Rigged.	N ^o of		
	Vessel.	Master.	Owner.		Men.	Tons.	Guns.
1819:							
10 December - - -	Bella dora -	- - -	- - -	Schooner	25	150	2
1820:							
25 January - - -	La Marie -	Guidot - -	- - -	- D ^o - -	16	140	-
—	St. Salvador	Alvarez - -	Martinez -	- D ^o - -	24	270	8
30 January - - -	L'Arrogante	Simon Metcalfe	- - -	Brigantine	38	241	1
—	Anna Marie	Partlow - -	- - -	Schooner	-	-	-
—	El Carmen -	- - -	- - -	- D ^o - -	-	-	-

N^o 10.—Copy of a Letter from Commodore Sir G. R. Collier, dated 16th February 1820, and addressed to J. W. Croker, Esq.; with four enclosures.

Sir, His Majesty's Ship Tartar, Sierra Leone, Feb. 16th 1820.

I BEG you will be pleased to lay before the right honourable the Lords Commissioners of the Admiralty the within copies of letters from captain Leeke of H. M. Sloop Myrmidon, and captain Sandilands of the Morgiana; and to the statement made by those officers I beg leave to add, that it appearing that the slaves detained on board the French schooner Marie, were shipped by, and, it is considered, from documents found on board, partly on account of, Mr. Kearney, a British subject residing at Kent Town, near Cape Shilling in His Majesty's dominions.

The law officers have recommended that, with respect to the slaves, a prosecution be entered on immediately; in any case I shall desire captain Leeke to give convoy to the schooner herself to one of the nearest French ports, there to be delivered over, with her stores and crew, to be proceeded against as the French authorities shall think proper, taking for my guide their Lordships orders relative to the Sylph French slaver, formerly detained by captain Hunn of the Redwing; and I hope this line of conduct will meet their Lordships approbation.

The want of a Portuguese judge or commissioner appears to threaten a bar to the proceeding against the Portuguese schooner, unless Mr. Gregory shall feel the orders he has received relative to the immediate trial of a Portuguese slaver, detained last year by the Pheasant, as applicable in the present instance.

The circumstances of piracy attending the schooner under the flag of the chief Artigas, appear to be involved in so much doubt and uncertainty as to the proof of piracy, and threaten so much difficulty, that I do not feel myself equal to afford their Lordships that information my desire to make them acquainted with all the transactions upon this station would lead me to: I shall however desire captain Leeke, whatever may be decided upon, to remove such persons as by her muster-roll appear to be British subjects, to the Myrmidon.

I have the honour to remain, &c.

J. W. Croker, esq.

(Signed) *George R. Collier*, commodore.

(Enclosure.)

H. M. Sloop Myrmidon, off Manna River,
25th January 1820.

Sir,

Enclosure
(N^o 1.)
in Commodore Sir
G.R. Collier's letter
to J.W. Croker, Esq.
dated 16th of Fe-
bruary 1820.

IN pursuance of orders I had from you to put to sea in H. M. sloop under my command, with the Morgiana in company, to cruize between Cape St. Ann and Cape Mount, for the purpose of intercepting vessels carrying on an illegal traffic in slaves, I beg to inform you, that this morning, at daylight, the River Gallinas bearing E. S. E. three miles, I discovered six schooners at anchor, five of which, upon our approach, hoisted Spanish colours, the other French; the latter having

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between 26th November 1819, and 13th February 1820.

A.
Communications
received by the
Admiralty from
Naval Officers.

Where			No of Days out.	Cargo.	In what Latitude and Longitude, or Place detained.	Under what Colours.	REMARKS.
From.	Bound.	Belonging.					
Havannah	- -	- -	-	122 slaves	River Gallinas.	Spanish.	—
Martinique	- -	- -	-	104 slaves	- D° - -	French.	—
Bona Vista	Havannah	Bona Vista	-	1 slave -	River Manna.	Portuguese	Cargo of 200 slaves ready at Manna.
Baltimore	on a cruize	- -	-	Privateer	- D° - -	Artigas -	Pirate.
Matanzas	for slaves to the	Gallinas	-	General cargo of goods.	- D° - -	Spanish -	Several slaves ready at Gallinas.
Cuba - -	- D° - -	- -	-	- D° - -	- D° - -	- D° - -	200 slaves ready to embark at Manna.

(Signed)

Henry J. Leeke,
captain.

having slaves on board, and being in the midst of so many Spanish vessels, gave cause for suspicion. The boats, which were sent away before day-light, accordingly went alongside, and upon examination of the documents found on board, I have every reason to believe the slaves to be the property of a British subject residing on the coast, by the name of J. O. Kearney. Upon mustering the crew, few were found to be the subjects of France, and those not sufficient to entitle her to the protection of that flag; I have therefore, in conjunction with captain Sandilands, of H. M. ship Morgiana, thought it right to detain her, and send her into Sierra Leone for adjudication. She proves to be the La Marie, of 120 tons, with part of her cargo on board, consisting of 103 slaves.

From the information I have since received, I am positive the slaves on board are the property of the said J. O. Kearney; and that almost every slave that is shipped from the Gallinas is procured by him, or his agents.

I have, &c.

(Signed)

Henry J. Leeke, captain.

Sir G. R. Collier, Bart. K. C. B.
commander in chief, Coast of Africa.

(Enclosure.)

H. M. Sloop Myrmidon, off Manna River,
January 25, 1820.

Sir,

I BEG to inform you, that this afternoon, while running along shore between the rivers Gallinas and Sagury, in company with H. M. ship Morgiana, I observed several schooners at anchor off Manna; one under Portuguese colours was observed to hurry several blacks into a boat. I immediately despatched Mr. Smith, acting lieutenant, with the cutter, to board her. By this time the boat had pushed off, and was pulling with great eagerness towards the shore; our boat was fortunate enough to come up with her, and found one man who had been taken on board the schooner, and sold as a slave for four bars. He was on his passage to be confined on shore, with 200 slaves, part of the above schooner's cargo, and which I had seen her *twice* land, when chased by this ship during our last cruize. The crew of this schooner consist of twenty-four men, all of which, except four or five, are Americans. Under all these circumstances I have thought it my duty to send her into Sierra Leone, to be tried for a breach of the Slave Laws. She proves to be the St. Salvador, of 260 tons, eight 24-pounders, and twenty-four men.

I have, &c.

(Signed)

Henry J. Leeke, captain.

Sir G. R. Collier, Bart. K. C. B.
commander in chief, &c. &c. &c.
Coast of Africa.

Enclosure
(N^o 2.)
in Commodore Sir
G.R. Collier's letter
to J.W. Croker, esq.
dated 15th of Fe-
bruary 1820.

A.
Communications
received by the
Admiralty from
Naval Officers.

Enclosure
(N^o 3.)
in Commodore Sir
G.R.Collier's letter
to J.W.Crocker, esq.
dated 16th of Fe-
bruary 1820.

H. M. Sloop Morgiana, off the River Gallinas,
25th January 1820.

Sir,

BY desire of captain Leeke I beg to acquaint you, I have detained and sent to Sierra Leone the French schooner La Marie, with 105 slaves on board, taken possession of by this ship this morning. I have every reason to believe that the slaves on board are the property of a British subject, of the name of J. O. Kearney, resident at the River Gallinas, where the schooner was at an anchor with five Spanish slaving vessels, but without any on board. La Marie took the whole of her slaves on board at this anchorage.

I have, &c.

(Signed) *Alex. A. Sandilands*, commander.

Sir G. R. Collier, Bart. K. C. B.
commander of H. M. Ships and Vessels
on the Coast of Africa.

(Enclosure.)

Sir,

Gallinas, 26th November 1819.

YOU will please to get your vessel nearer the Bar, to expedite the landing of the cargo. You will also put what quantity of goods then the boat and canoes can safely carry in them, and send an officer to deliver the goods to Mr. Cleveland, who will wait at the Kroomens place to receive them.

Yours, &c.

Captain Guiot, (Signed) *J. O. Kearney*,
Schooner La Marie.

Witness,
Alex' A. Sandilands, com'r.
Alex' Reach, purser.

(Enclosure.)

Gallinas, 25th November 1820.

Articles of Agreement drawn up between J. O. Kearney and Mr. Sheacke, on the one part, and captain Guiot, of the schooner La Marie, on the other part.—The said Mr. Sheacke and J. O. Kearney do agree to pay unto captain Guiot 105 slaves, none to be under four English feet, and to be as equally proportioned, men, women, boys and girls, as can be. The said captain Guiot does agree to pay the whole of his cargo for the said slaves, as per *facture* (invoice). The whole of the above to be paid within forty-two days from the date hereof.

(Signed) *J. O. Kearney*,
for Mr. Sheacke.
J. O. Kearney,
V^m. Guiot.

(Enclosure.)

Sir,

H. M. Sloop Myrmidon, off Manna River, 30 Jan. 1820.

Enclosure
(N^o 4.)
in Commodore Sir
G.R.Collier's letter
to J.W.Crocker, esq.
dated 16th of Feb-
ruary 1820.

I BEG to inform you, that this evening, at half past eight, Cape Mount bearing S. E. by S. five or six miles, I observed three sail, and a great deal of firing off the river Manna; and as it was then calm, I despatched the boats of this ship, with those of the Morgiana, under the orders of lieutenant Nash, to chase and examine the strangers. At eleven the boats succeeded in getting alongside the largest; she proved to be a patriot privateer brigantine of 240 tons, one long twenty-four pounder on a sweep a-midships, and a complement of forty men, under Artigas's flag; the other two strangers were Spanish schooners, her prizes, that had been captured in the morning, after a sharp action.

Having obtained good information of this vessel having boarded a French schooner a few days before, and robbed her of a great part of her stores, consisting of rope, pitch, tar, sails and several smaller articles, and having treated the captain and his crew in a very inhuman way, by taking them out of their vessel, and keeping them under hatches on board the said privateer for upwards of sixteen hours, whilst their own crew were turned on board to plunder. In addition to this, an American complained to me that the pirate, with Spanish colours hoisted, went alongside an American schooner, and without hailing, fired a volley of small arms into her, and

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I am sorry to add, severely wounded one of her crew. The vessel, I find, was fitted out at Baltimore, and has not been to any port in South America. The chief part of her crew, and some of her officers, are British subjects, and I very much fear the above is not the only act of piracy they have been guilty of.

I conceive that I should ill be doing my duty were I not to detain her as a pirate. I have therefore sent her, with the two Spanish schooners, to Sierra Leone, that she may be tried in the proper court.

I feel great pleasure in again bringing lieutenant Nash's conduct before you; and beg to express my thanks to him, and lieutenant Head of the *Morgiana*, with all those employed under them, for the spirited manner in which they boarded the pirate, the crew of which were all at quarters and prepared for resistance.

I cannot conclude my letter without mentioning the very great assistance I have received from captain Sandilands of His Majesty's Sloop *Morgiana*, during the short time he has been under my orders.

I have, &c.

(Signed) *Henry J. Leeke*, captain.

Sir George Ralph Collier, bart. K. C. B.
commander in chief, &c. &c. &c.
Coast of Africa.

A.
Communications
received by the
Admiralty from
Naval Officers.

N° 11.—Copy of a Letter from commodore Sir Geo. R. Collier, dated 21st February 1820, and addressed to J. W. Croker, Esq.; with three enclosures.

Sir, His Majesty's Ship *Tartar*, Sierra Leone, 21 February 1820.

A VARIETY of circumstances have prevented my proceeding to sea so soon as I had intimated to their Lordships; and many of these circumstances have been so intimately connected with the courts of the mixed commission, the judges of which court appear so generally disunited in opinion, that I am obliged to transmit to their Lordships the copy of a letter I have felt myself called upon to address to the Registrar of the British and Netherlands court; and as I consider myself bound to appeal to their Lordships for a redress of the grievance myself, and the officers of the squadron consider they labour under, as connected with the proceedings of the mixed court of justice, I have felt it proper to accompany the letter I allude to with the sentence of the court, and depositions of two witnesses, taken at my own expense, which evidence would have been still further corroborated by that of others, had the health of the notary public allowed him to examine them; the death of the two European witnesses is also a circumstance of sincere regret to me.

I hope their Lordships will excuse the observation I make, that while either of the judges shall become so decisively the advocate and friend of the slave-dealer, and so long as no punishment awaits Europeans convicted of slaving, it must be obvious that the trouble and expenses the Government is at to drive the slave-dealer from the northern shore of Africa becomes in a great measure useless.

The *Thistle* sailed to the southward on the 19th, with orders to make the land near St. Ann's shoals, as I despatched my boats in shore at the same time, in the hope of surprising Mr. O. Kearney, a British subject, proved to be connected with the slave-trade. The *Myrmidon* sails this day for the northward.

I have been employed the last twenty-four hours heaving up a mooring chain with two anchors of 40 cwt. each, which have destroyed many cables, and which no person in the colony knows when or by whom they were laid down; the whole is now landing, and I am getting under weigh.

I have the honour to remain, &c.

(Signed) *George R. Collier*, commodore.

J. W. Croker, esq.

(Enclosure.)

Sir,

H. M. Ship *Tartar*, Sierra Leone, February 19th 1820.

I BEG to acknowledge the honour of the receipt of your letter, accompanying the sentence of the court of the mixed commission, in the late trial of the brig *Marie*, by which it appears that this brig has been condemned, with two slaves out of twelve, actually seized on board of her.

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Enclosure
(N° 1.)
in Commodore Sir
G. R. Collier's letter
to J. W. Croker, esq.
dated 21st of Fe-
bruary 1820.

Until

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Communications
received by the
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Naval Officers.

Until expelled the British and Netherlands mixed court of justice in the trial of the brig *Marie*, seized by me under Dutch colours, I had always entertained the idea that all *courts of justice* in the British dominions were not only open to the parties interested in the different causes therein, but for all persons in general.

I had also supposed, that a party interested in any suit in any court of justice held within the British dominions, might avail himself (at his own expense) of the assistance of such proper persons as might appear to him most likely to prosecute or defend his cause to the best advantage; this is not only denied, but the parties to the suit, whether captors or captured, are not allowed to prosecute or defend their own respective causes; so that here is, I believe I may venture to say, the most extraordinary of all courts of justice I ever heard or read of (different from that of the barbarous nations of Africa, who are known never to condemn, until the palaver, as they term it, is fairly talked, and in open court too), in a court of justice with Judges, but without parties, until such time as the captor may find himself a party by being arrested in person, and perhaps unable to pay the amount of damages awarded against him by the secret sentence of this court, from which there is no appeal.

But although, Sir, from this sentence there is no appeal, the right of protesting against the proceedings of the court is not denied the individual who feels injured by what I consider the illegal proceedings of the same.

The opinion expressed by one of the Judges, that the presence of the captor is refused on the ground that he may intimidate the captured during the examination of the latter, can only apply to cases where the registrar or examiner by him deputed, takes such examination, which is usually the case, I believe, in courts that follow the practice of the Civil Law; but when in court the Judges in person choose to take such examination, would they not be acting unbecoming the trust reposed in them by their respective sovereigns, if they allowed any person whatever to intimidate another in the court where they presided?

But, Sir, it is not the exclusion of the parties during the examination of witnesses that I complain of, but their exclusion altogether, either personally or by proxy; that the causes are carried on altogether secretly; that the sentence is given secretly, without either party being allowed to be present to plead, or in any manner to interfere with his own cause, and this in a court without appeal, and with power to confiscate property, and to award heavy damages, and without being obliged (as therein decreed) to cite, or even hear, the parties interested.

I therefore claim, as the commander of the British squadron on the coast of Africa for the suppression of the slave-trade, that the respective commanders of the ships of war under my command, who are bound by their orders to seize vessels carrying on an illicit traffic in slaves, and are in the execution of such orders liable to the payment of heavy damages, perhaps by the mere chance of the drawing a lot, may be allowed to employ and substitute in their stead proper persons to take care of their interests, especially when obliged by duty to be absent from the place where the court is held. Secondly, that the court, during the time of examination of witnesses, may be open at least to the parties interested. And, lastly, that the parties be allowed to examine such witnesses, and put such interrogatories to them, provided the same are not improper, as they may deem beneficial to their cause, and may be openly allowed to plead their own causes in court, and have every reasonable facility allowed them in carrying on the same; and until the same is allowed, I protest against the proceedings of the court, as arbitrary and unjust, and as inconsistent with the established rules of nations. I request these observations may not only be laid before the court, but that an answer may be returned to the same.

Yet, Sir, I cannot close this protest without remarking upon the extreme injustice of the court towards me in the late trial.

It is already before the court, by public documents bearing the signatures of the parties themselves to the agreement, that by a certain day three hundred slaves were to be furnished by the Curtis's, of Kissing Town, to captain Francisco Vigne, as well as five or six prime slaves payable on demand; all these papers are in your possession.

From these documents, the fact of the twelve Africans being received on board the *Marie* as part of the cargo so long promised, could have been easily traced, had not the proceedings of the court been closed in a hasty, unjust, and I may almost say, clandestine manner.

I was promised by the court, that the special interrogatories I sent in should be put to the master of the brig, Mr. Vigne, and I was preparing others for the seamen.

I was

SUPPRESSION OF THE SLAVE TRADE.

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I was promised also, that the two seamen, either American or English, found on board of her, should also be examined, and I had special interrogatories to be put to them likewise.

I was further promised by the court, that some of the most intelligent of the Africans, if not the whole of them, should also be examined; and though these men, with proper interpreters, had been in attendance during the two days of the trial, yet no sooner had I quitted the steps of the court-house door than your court of justice decided it had not evidence enough to condemn the vessel, and declined either a short delay to ascertain whether the master was actually too ill to attend in person, or the indulgence, till I was informed that all it had promised and stood pledged for had been revoked.

In consequence of which most unjust decision I am deprived from following up my claim on behalf of myself, officers and crew, for the bounty which would have been granted for the remaining ten slaves.

A precedent has been established, authorizing a slave-master to embark any number of his slaves as the crew of his ship; thus claiming a sentence in his favour, and perhaps recovering damages from the British captain, if this slave-master has the hardihood to swear that he does not know the Africans he has bought are slaves. And I would ask of the Court, where are the slave-dealers who will not swear any thing favourable to their own views and pursuits?

The legal certificate of emancipation usually granted and recorded, has been denied to these ten unfortunate slaves.

The opportunity lost of proving wilful perjury against Mr. Francisco Vigne, as well as one of the crew of the brig, thus defeating the ends of justice, as well as depriving me of my natural right to a fair and impartial vindication of the motives which induced me to declare, upon my honour, that there were twelve slaves on board the brig when detained, and forcing me either to submit to the degradation of my own honour, or compelling me to the expenses and delay of desiring that affidavits through a notary public might be taken of the depositions of the witnesses not examined by the court, two of which being men passing for Christians, have, unfortunately for the ends of justice, though most luckily for the master of the brig, died before their voluntary depositions could be taken in writing!

I offer no other apology for the time of the court which I may now occupy, than my regret that its own measures should have compelled me to it.

I have the honour to remain, &c.

(Signed) *George R. Collier*, commodore.

To the Registrar of the Court of the
British and Netherlands mixed Commission,
Sierra Leone.

(Enclosure.)

British and Netherlands mixed Court of Justice, Sierra Leone.

Before Thomas Gregory, Esquire, Judge, on the part of His Britannic Majesty; and Dowe Von Sertima, Esquire, Judge, on the part of His Majesty the King of the Netherlands.

Present:—Robert Barry Fitzgerald, Esq. Deputy Registrar.

Tuesday the fifteenth day of February, in the year of our Lord
One thousand Eight hundred and Twenty.

Maria brig, Francisco Vigne, Master.

Our Sovereign Lord the King
against

The said Brig Maria, Francisco Vigne, Master, her Tackle Apparel and Furniture, and the Goods, Wares, Merchandise and Slaves on board the same, taken by His Majesty's Ship of War Tartar, Commodore Sir George R. Collier, Bart. Commander, and brought to Sierra Leone.

The said Commissary Judges having examined the paper writings of the said brig, and received the depositions of the said Francisco Vigne, the master, Francisco Jourdon, the boatswain, and Joseph Pearson, a seaman on board the same, as well as the declaration of Sir George R. Collier, the captor; and having refused to admit the interrogatories exhibited by the said captor, to be put to the said Francisco

A.

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Enclosure
(N^o 2.)
in Commodore Sir
G. R. Collier's letter
to J. W. Croker, esq.
dated 21st of Fe-
bruary 1820.

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received by the
Admiralty from
Naval Officers.

cisco Vigne, on the ground that the same were unnecessary, and that the said Francisco Vigne was too ill to be brought to the court, or to be moved from the hospital in which he was lodged, pronounced the said brig *Marie*, her tackle, apparel, and furniture, and the goods, wares and merchandise laden therein, to have been at the time of the capture and seizure thereof engaged in the traffic in slaves, and as such subject and liable to confiscation, and condemned the said brig, her tackle, apparel, and furniture, and the goods, wares and merchandise laden therein as lawful prize, and as taken in such illegal traffic by His Britannic Majesty's ship of war *Tartar*, commodore Sir George R. Collier, bart. commander; and moreover pronounced the said slaves, natives of Africa, to be emancipated from slavery, and to be employed as servants or free labourers; and also that it had been proved, that at the time of passing the said sentence two boys did compose the whole of the slaves so decreed to be emancipated.—

These are to certify, that the foregoing is a just and true copy of the original decree or sentence, made in the British and Netherlands mixed Court of Justice at Sierra Leone, in the cause therein mentioned.—Extracted from the Registry of the said Court, this 19th day of February, in the year of our Lord 1820.

(Signed) *D. M. Hamilton*,
Registrar.

(Enclosure.)

Enclosure
(N^o 3.)
in Commodore Sir
G. R. Collier's letter
to J. W. Croker, esq.
dated 21st of Fe-
bruary 1820.

BY this public Instrument of Declaration, Be it known, That on the 16th day of February, in the year of our Lord One thousand Eight hundred and Twenty, before me Daniel Molloy Hamilton, Notary Public, duly admitted and sworn, residing and practising in the colony of Sierra Leone, personally came and appeared, Tombo and Balfa, two male natives of the Timmaney country, who through the interpretation of James Thompson, a native of the Timmaney country, and resident of the said colony, (the said James Thompson being first duly sworn on the Holy Evangelists, truly and faithfully to interpret) declared; and first the said Tombo for himself declared, that on going to the river Scarces for the purpose of trade, he was seized by one of his countrymen, on the pretence that declarant's father owed him money when he was carried to the Rio Pongas, and there sold as a slave to the late Benjamin Curtis. And the said Balfa for himself declares, that he was sold for adultery, and afterwards taken to the Rio Pongas, and sold to the said Benjamin Curtis; and the said Tombo and Balfa declared, that they were each sold about three months since to the said Benjamin Curtis. That Tom Curtis, the son of the said Benjamin Curtis, sold them about three days before the death of the said Benjamin Curtis, to the captain of the schooner *Maria*, now lying in the port of this colony, and in which they and ten other male slaves were brought to the said port, two of which, being boys, have been taken from the said schooner within the last two or three days, leaving these declarants and eight others on board. That after they were sold, these declarants, two of the said other eight men, and two other men that were sent away in a boat for Ria, and were not captured with the vessel, were chained together by their necks, and employed conveying the cargo, which they saw taken from on board the said schooner *Maria*, to the stores of the said Tom Curtis (the said cargo being bartered for them and others, afterwards to be brought from the River Scarces); and that these declarants, and the other four chained by their necks, were employed in rolling the rum, tobacco, and other articles of the said cargo, that was heavy and in casks; while two others of the said eight slaves were ironed together by their legs, and were employed in carrying the iron bars, and other articles of inferior weight to those in casks; that the latter two men slaves were first carried on board the said schooner in one of her boats; and afterwards these two declarants, and the other four men, were taken on board, they were chained together by their necks; that when these latter arrived on board, their heads were shaved, and they found seven slaves on board who had been shipped before them. That one boy slave was afterwards brought on board by a white man, unknown to these declarants; that they were all every evening about five of the clock, put below under the hatches, which were locked, and a tub was given them for receiving their natural evacuations; that they were all treated as slaves, and not as freemen, on board the said schooner, being at times severely beaten, and generally kicked and knocked about; that the boys before mentioned to have been taken out within the last two or three days, and these declarants, and the others, were all treated alike as slaves.

In faith and testimony whereof, I have hereunto set my hand, and affixed the seal of my office, the day and year first above written.

(Signed) *D. M. Hamilton*, notary public.

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No. 12.—Copy of a Letter from Commodore Sir G. R. Collier, dated 28th February 1820, and addressed to J. W. Croker, Esq.

A.
Communications
received by the
Admiralty from
Naval Officers.

Sir,

H. M. S. Tartar, off Cape Mount, February 28, 1820.

I BEG leave to acquaint you, for the information of the Right honourable the Lords Commissioners of the Admiralty, that H. M. ship Tartar under my command sailed from Sierra Leone on the 21st inst. having first landed a mooring-chain, with two anchors of 40 cwt. each attached to it, which had been hooked by the Tartar's best bower. When this chain was laid down is uncertain, but it has hitherto been a great nuisance to His Majesty's ships.

This morning I was joined by the Thistle, lieutenant Hagan. The three boats, which had been despatched from this ship on the 19th, under lieutenant Marsh, joined in the night, but without having succeeded in gaining particular information of Mr. O. Kearney, the British slave-dealer, who was lately resident at the new town of Kent, near Cape Shilling.

The alarm of the Tartar's coming to the southward had been spread, and almost all the slavers between the Sherbro and Cape Mount had put to sea.

The boats of the Tartar, which had rendezvoused on board the Thistle, detained a schooner under the French flag, having fifty slaves on board, procured at the Galinas, being part of her cargo of two hundred and odd promised.

This vessel, the Catherine, from and bound to Guadaloupe, was boarded in the belief that she was Spanish; and as she has a proportion of her cargo of slaves on board, I conceive I cannot do less than follow my former decision, of sending her into Sierra Leone, in order to be conveyed to the nearest French port; and I am in hopes she may arrive in time to accompany La Marie, French slaving schooner, already under charge of captain Leeke, of the Myrmidon, to be delivered over (as directed by their Lordships in the case of the Sylph) to the nearest French authorities; I shall therefore direct the Thistle to see her into Sierra Leone.

Of those slaving vessels who had put to sea on the first alarm, two, as per margin, have been fallen in with and detained by this ship; they are under the Spanish flag, having an American, as well as a Spanish master and crews, as equally composed, from Matenzas, in the island of Cuba; and by the engagement they are under to the Spanish Government they are not to slave north of the Line, yet they came for this purpose in sight of the coast occupied by His Majesty's subjects. Parts of their cargoes are landed, and in charge of Mr. O. Kearney. It is my intention to give them convoy south of Cape Palmas, so far in their way south of the Line, and warn them of the danger of their returning to this part of the coast; a measure which, I conceive, will tend very much to confound their projects, and embarrass those now under agreement to supply them with a cargo of slaves.

Esperanza
schooner.
Anita brig.

There are still several vessels in the small rivers upon the coast, waiting their cargo of slaves.

In the Sherbro the boats boarded a Spaniard, having her rudder unhung; she could not be brought out. The master reports her having struck crossing the St. Ann's shoals, where she lost it. In Little Cape Mount river two schooners were also lying, one French, the other Spanish, waiting their return cargo of slaves. The crew of the latter either were, or pretended to be, all sick; and as the Bar was difficult, she was allowed to remain. Two French vessels, and one under the American flag, were also at anchor between this and the Galinas; and a Spanish schooner was warned off.

By this detail their Lordships will see that the slave-trade is not only likely to increase on this coast, but that the flags of France and America will probably, in another year, cover the whole line of the windward coast, and be used for the worst purposes, unless their Lordships shall, by approving of my conduct in the detention of such as may actually have slaves on board, countenance a perseverance in the line of conduct I have adopted.

I have the honour to be, Sir,

Your most obedient humble servant,

Geo. R. Collier, commodore.

J. W. Croker, Esq. &c. &c. &c.
Admiralty.

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N^o 13.—Copy of a Letter from Commodore Sir G. R. Collier, dated 7th March 1820, and addressed to J. W. Croker, Esq.

Sir, H. M. Ship Tartar, off Cape Palmas, March 7th 1820.

I BEG leave to acquaint you, for the information of the right honourable the Lords Commissioners of the Admiralty, that soon after day-light on the 2d instant, while in chase of two schooners to windward off Trade Town near Grand Bassa, and evidently slaving, though under French colours, a third schooner was seen to leeward, running under all sail to the S. W. As I had no doubt in my mind but she had her cargo of slaves, I immediately bore up in chase, and having been favoured by a fresh breeze, I closed with her at sunset; she proved to be the *Gazetta*, American-built schooner, under Spanish colours, from the Havannah, on a slaving voyage upon the windward coast, having eighty-two slaves on board, being a few more than half of her intended cargo. Her crew composed, as these vessels crews invariably are, of a motley group of nearly all nations; and as some of them appeared to be men of the most daring characters, I felt myself justified in removing a large number of the crew to this ship; though indeed, independent of the safety of my own people, the general health of those remaining on board the *Gazetta* would alone have induced me to receive sixteen of these renegadoes; for with the addition of the prize-officer and his crew, there would not have been a sufficiency of space for each person to have stood, particularly as I had felt it an act not only of humanity but necessity, to release the slaves, who were linked with irons by the legs and wrists, in couples. The gratitude of these poor beings for this kindness is beyond description.

I offer this explanation to their Lordships by way of apology, in case (as was threatened at Sierra Leone, by some of the foreign Commission,) a complaint should be presented against me to their Lordships, to whom I feel confident the necessity of the measure will appear evident.

I despatched the *Gazetta* the next morning for Sierra Leone, and stood myself in-shore to rejoin the two Spanish vessels I was conveying to the southward, as well as one of this ship's boats and tender.

On the morning of the 4th I made the land, when I closed with the two schooners I had previously been in chase of, and was also joined by lieutenant Finlayson, who reported his having boarded these vessels; and though there were slaves on board of each, yet as they were under the French flag, I could not spare a sufficiency of men to send by Sierra Leone to Goree; but as there were circumstances of great doubt as to these vessels' nationality, I felt myself justified in detaining them till I had duly examined their papers, as well as into several circumstances which I feel it proper to detail to their Lordships.

From on board the Spanish schooner *Gazetta*, I had, among other people, removed three American seamen, who had been landed from the *Swift* schooner, under Spanish as well as American papers, said to have been taken by a South American privateer, while these men, with their master (the late B. Richards of New York,) were on shore at Trade Town, and since armed and cruising on this coast as a privateer. From the report of these men I learnt that Mons. Sanguines, the master of the *Jeune Estelle* French schooner, had a few days before landed at Trade Town with part of his crew armed, and taken by force from Wm. Ward, the mate of the *Swift*, fourteen slaves, which had been part of the *Swift's* cargo, and left him by the master of the *Swift*, by will, previous to his death.

On the return of lieutenant Finlayson, who had boarded the *Jeune Estelle*, I was much shocked to learn, that after the positive declaration of Mons. Sanguines that he had no slaves on board, that while examining the platform and hold, his curiosity was excited by a cask carefully closed at the bung-hole, by canvas nailed over it; on knocking the hoops off, two female children were discovered almost suffocated, who had been headed up in the cask, and stowed in the hold to avoid discovery. These children were ordered on board the *Tartar* to be questioned, when the American mate of the *Swift* declared solemnly they were two of the fourteen slaves seized by force from him at Trade Town by Mons. Sanguines in person, being a part of those left him by the will of captain Richards; and this not only assented to in part by Mons. Sanguines, but corroborated by the children themselves. Under these circumstances I should have felt myself justified in sending the *Jeune Estelle* to Goree or Senegal; but her actual state and condition appeared so bad as not to warrant the risk of the passage during the tornados, which have

Jeune Estelle.
Joseph.

have already commenced. I therefore decided upon retaining the two slave children, and indorsed his papers with a notification to that effect. In the belief that some other slaves might be on board, I desired that all the casks in the hold might be examined, and sent Mons. Sanguines to his schooner, to attend that no injury to the vessel or cargo might occur. While this examination was taking place, Mons. Sanguines confessed he had one slave still on board, secreted between the casks; and in fact the plank on which they were standing being removed, a male slave was found lying between the casks, and supporting on his back the plank forming the deck. The situation of this unfortunate being was deplorable; but as he did not appear to be one of those taken by violence from Trade Town, I felt rather glad at an excuse for leaving him, in the hope that in case of a future chase, it might prevent Mons. Sanguines taking more effectual means of ridding himself of such evidence of his violation of all laws human and divine.

The other schooner, the *Joseph*, Mons. Foucard, master, evidently American as well as French property, having, though with twelve slaves on board, declared solemnly that he was not aware that he was acting contrary to the existing laws of France, I warned him of his danger by indorsing his papers; and in the evening of the 3d instant, off Krew, she parted company, with, I doubt not, the full determination of beating again to the northward, to complete her cargo of two hundred and fifty slaves.

I have the honour to be, Sir,
Your most obedient humble Servant,
(Signed) *George R. Collier*, commodore.

John Wilson Croker, Esq. &c. &c. &c.
Admiralty.

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No. 14.—Extract of a letter from Commodore Sir G. R. Collier; dated 17th March 1820; and addressed to J. W. Croker, Esq.

H. M. ship *Tartar*, 17th March 1820.

THE *Morgiana* unluckily sailed two or three days prior to my arrival, taking with her the *Prince of Brazil* packet, and her tender, *Jane Nicol*, which it appears captain Sandilands felt it necessary to do, in order to lay all the circumstances attending her detention before the Vice-Admiralty Court at that place; a large number of natives, who are stated to have been hired by Mr. Robertson, were on board, and as many of them had declared they were detained against their will, captain Sandilands decided upon the measure he has taken. I have recommended Mr. Robinson, the managing owner, and now here, to follow in the *Snapper*, and I understand he will.

I am also sorry to state that a large Portuguese brig, full of slaves, which had been detained by captain Kelly, and despatched for Sierra Leone many months ago, has never been heard of. The impropriety of retaining a large proportion of the natural crew in a detained vessel, composed of the vilest possible class of people, is so evident, that I cannot suppose her to have been cut off, but rather hope she may have been captured by some one of the many Spaniards who infest the windward coast under the various protections and disguises they assume, from America, Cuba, and Martinique, or the Insurgent chiefs in the *Oronoko*, and the *Plata*.

No. 15.—Copy of a Letter from Commodore Sir G. R. Collier, dated 17th March 1820, and addressed to J. W. Croker, Esq.

Sir,

H. M. Ship *Tartar*, 17th March 1820.

THE circumstances which have led me to detain the British schooner *Errato*, of Sierra Leone, will be best explained by the following detail; and which I beg leave to submit for the information of the Right honourable the Lords Commissioners of the Admiralty.

I had proceeded to the river St. Andrews, to the eastward of Cape Palmas, upon information that a large vessel was to be there for slaves. Some such a vessel was reported by the chiefs of the town to have been there some weeks before; but from the immense crowds of children which lined the beach on my landing, I had my doubts whether the *Tartar* had not been mistaken for the vessel I was in quest

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quest of. She had been described as a ship, having French and Spanish papers and I believe her name *El Neptuna*.

Following up my inquiries, I received a confused story of an English schooner on the coast, the master of which, a Mr. Williams, had, a day or two before, shot two of his crew, who had forcibly taken his vessel.

On the 10th instant, off Lahon, this schooner was seen, at which time she was crowded with canoes, which were passing to and from the beach. It occurred to me she was re-landing slaves, and a boat was sent as soon as possible. The officer who boarded reported her to have been partly in possession of the natives, who, however, abandoned her on the Tartar heaving in sight. As she proved the *Errato*, the officer brought with him the master, and two of the crew, four being all who remained on board.

Having ascertained that Mr. Williams had, a few days before, shot Samuel Hough, one of his crew, on a charge of mutiny, and that he had afterwards allowed the man to go on shore at Lahon, where his mate, and one other seaman, had also sought an asylum, conceiving their lives endangered by remaining on board, I considered I should best promote the ends of justice by detaining Mr. Williams, who described his intention of proceeding to Cape Coast Castle; and that much of the mystery might be removed by recovering the men from the negro village of Lahon, as well as prevent them the opportunity of settling themselves as slave-factors, an event frequently brought about from similar accidental circumstances.

I therefore left one of my boats, under lieutenant Marsh, with the Tartar's tender, to cover them from the weather, with instructions to demand the three English, as British subjects; and last night this officer joined, bringing the wounded man and his companions.

From all I can learn, the assertion made by Mr. Williams, that his crew were in a state of mutiny, is unfounded. Off the slave-town of Gallinas Mr. Williams had, by his crew, recovered the anchor and cable of a slave-schooner, chased and captured by H. M. sloop Myrmidon, for which he had promised salvage, in the shape of grog, to his crew, but which he afterwards declined acceding to, and an altercation took place. This over, Mr. Williams armed himself with a pistol, and on a sailor again coming aft to ask the promised salvage, Mr. Williams fired his pistol. The bullet entering the left arm, lodged in the breast. The bullet has been extracted by the surgeon of this ship, and if the fever does not increase the man may yet recover.

From the depositions of the crew, it appears the sailing-master of the vessel, on a non-compliance with the agreement Mr. Williams had made at Sierra Leone, the mate, and two seamen, had also left her at the Gallinas, not considering Mr. Williams (who now acted in some shape as the master) bound on a legal voyage, as well as from his not fulfilling his agreement; the mate and two seamen were however persuaded by Mr. Williams to return on board, and were promised that provisions and other points complained of should be rectified. In the mean time Mr. Williams had commenced an exchange of his cargo with several of the foreign vessels about the Gallinas, and tobacco and American rum, and some other articles, were exchanged for gunpowder.

Of the correctness of this transaction as regarding the plantation laws I am not prepared to speak; but as I consider Mr. Williams not a proper subject to be at large till his conduct has been judicially inquired into, I have felt it proper to place him in security, without however removing him from his vessel; and as I found that neither was he, or any of his remaining crew, the least acquainted with navigation, I have been obliged to send proper officers on board to take charge of the schooner, and with them, from the weakness of the crew, a few seamen also; and so soon as some circumstances are more fully inquired into, I propose, if the facts I assume are supported by evidence, to send the vessel to Sierra Leone, and lay the whole of the circumstances before the Vice-Admiralty Court.

The *Errato* is, I understand, the joint property of Mr. Williams and his brother now at Sierra Leone.

I have the honour to remain, Sir,
your most obedient humble servant,
(Signed) G. R. Collier, commodore.

J. W. Croker, &c. &c. &c.
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No. 16.—Extract of a Letter from Commodore Sir G. R. Collier, dated 22d March 1820, and addressed to J. W. Croker, Esq.

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I HOWEVER regret to state, that the Portugueze brig *Vulcano*, the last vessel detained by the *Pheasant* (and as I understand from captain Kelly, reported to their Lordships), has not been heard of since she was despatched from the Bight of Benin; my belief therefore is that she has been boarded by some slaving vessel in quest of a cargo, and captured. My opinion of these gentry being (and that founded upon strong authority) that they are capable of committing any crime or outrage, leads me to conclude that neither Mr. Cassel (the midshipman in charge of the *Vulcano*) nor any of his crew, except the black men, will be heard of again. I have therefore directed captain Kelly to discharge the whole from his books to the supernumerary list.

No. 17.—Copy of a Letter from Commodore Sir G. R. Collier, dated 3d April 1820; and addressed to J. W. Croker, Esq.

H. M. S. *Tartar*, Port Antonio, Prince's Island,
3d April 1820.

Sir,

AS the ship *Indian*, of Liverpool, will sail in the course of a few days for England, I avail myself of lieutenant King's offer, who commands her, to report to you, for the information of their Lordships, my having anchored here in H. M. ship *Tartar*, under my command, on the 1st instant, for the purpose of watering the ship.

In running across the Bight of Benin and Biafra, I did not see a sail, though a small slaving vessel, with a cargo, arrived here while I was off the island, waiting the breaking up of one of the heaviest tornadoes I have experienced.

From lieutenant King I learn her cargo of slaves was landed at the steps of the house of signor Ferrara Gomez, who is still acting governor.

I intend returning by St. Thomas to the Gold Coast, from whence I shall proceed by the southern passage, and touching at Ascension, for Sierra Leone. I forward my letter No. 35, by this opportunity, and I have the honour to transmit a state and condition of the ship, also a sick report.

I have the honour to remain, Sir,

Your most obedient humble servant,

(Signed) *George R. Collier*, commodore.

John Wilson Croker, Esq.
&c. &c. &c.

No. 18.—Copy of a Letter from Commodore Sir G. R. Collier, dated May 13, 1820; and addressed to J. W. Croker, esq.; with eight enclosures.

Sir,

H. M. S. *Tartar*, Sierra Leone, May 13, 1820.

I AM to request you will be pleased to acquaint the Right honourable the Lords Commissioners of the Admiralty, that His Majesty's ship under my command left the island of Ascension on the 2d instant, and arrived here on the 10th, having previously anchored the night before off the river's mouth.

I had left instructions with the several commanders of His Majesty's ships and vessels to be at this anchorage on or about that day, in order to make the arrangements necessary previous to the setting in of the rains, and the departure of this ship for England.

I found at anchor His Majesty's ships, as per margin; and I soon learnt from captain Leeke, in consequence of the unfortunate attack upon the *Thistle's* boat, in the Rio Pongas, detailed in lieutenant Hagan's letter (a copy of which I herewith transmit,) that, in conjunction with his Excellency Governor Mac Carthy, he had decided upon proceeding immediately for that river, taking with him the ships of war lying here, and a proportion of about 150 soldiers of the West-India regiment, in garrison at this place, in the hopes of recovering some of the boat's crew, and either by securing the person of Curtis, senior, or by a prompt punishment on the offenders, prevent a repetition of the offence.

Myrmidon.
Morgiana.
Snapper.
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As I did not anchor till after dark, I could not immediately communicate with the Governor. His Excellency, agreeably to my request, transmitted me the next day a copy of his instructions, to the commanding officer of the troops, and I felt I could not do otherwise than concur in the measure Captain Leeke and himself had previously arranged; I nevertheless considered it proper to impress on the mind of Captain Leeke, that he was upon no account to authorize any inland operations, and not to extend his stay in the river beyond two or three days, as the rainy season is just commencing, which I think likely to be severe.

The extent of the shoal outside the bar of the Pongas prevented the co-operation of large ships; but the bar is practicable for the gun brigs; the anchorage very good within, and I understand such vessels can approach within gun-shot of Curtis's factory.

I fear the whole of the boat's crew (with the exception of two black men,) as well as Mr. Inman, the officer, have been killed; and I lament to add, that I learn, through Mr. Wilson, who resides in one of the branches of the Pongas, that every indignity, and the most barbarous mutilations, were exercised on those who fell.

Although I am sure Lieutenant Hagan's conduct proceeded from the best motives, yet I cannot but lament very much, that any representation should have led him to demand the restitution of the vessel seized by Curtis, because the British subjects, trading in the river, have been repeatedly cautioned on the risk they run of having their property seized by such persons as Curtis. This man, as well as his late father, had long been known as the most active of slave dealers, although both had tendered the oath of allegiance through the Governor of this place. The former has lately suffered very considerably, by the activity of the squadron in suppressing the Slave Trade; and his rancour against Lieutenant Hagan is unbounded; I believe it was under the impression of his being in the pinnace, that the boat was fired into.

I do myself the honour to transmit copies of the several papers relating to this distressing occurrence; and I think it proper to send them by the first merchant vessel, to guard against any misrepresentation reaching their Lordships.

I take leave to enclose a copy of my order to Captain Leeke, as well as of Governor Mac Carthy's to Major Chisholme.

I have the honour to remain, &c. &c.

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

John Wilson Croker, esq.
 &c. &c. &c.
 Admiralty.

His Majesty's sloop *Myrmidon*, Sierra Leone,
 11th May 1820.

Sir,

In consequence of a communication made to me by Lieutenant Hagan, commanding His Majesty's gun-brig *Thistle*, that an officer and six of his crew had been most cruelly and inhumanly murdered, by a man named Curtis, in the Rio Pongas; that five were severely wounded, and two detained, together with a boat and some stores, belonging to His Majesty; I deemed it expedient, in your absence, to immediately consult with His Excellency, the Governor of this colony, as to the steps necessary to be taken, in order to have the men and property restored, and to visit the perpetrators of such brutality with a severe punishment. It being his opinion, in conformity with mine, upon the subject, that we ought immediately to proceed to the river Pongas, with as formidable a force as we could assemble, and demand restitution of the property and men detained, as well as reparation for the insults offered to the British flag; I had therefore given directions for the boats of the squadron to be prepared without delay, and His Excellency the Governor having assisted me with 150 of his troops, and two field-pieces, under the command of Brigade Major Chisholme, they were embarked last night, and it was my intention to have put to sea at day-light this morning, had you not arrived in this river last evening. I have now to report, that the sloop I have the honour to command, together with the *Morgiana*, *Thistle*, and *Snapper*, are in every respect ready for this service.

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I trust the arrangements made by His Excellency the Governor and myself will meet your approbation, and that you will allow me to proceed and put into execution any orders you may be pleased to give me on this occasion.

I have the honour to be, &c. &c.

(Signed) *Henry J. Leeke*, Captain.

Commodore Sir Geo. R. Collier,
&c. &c. &c.

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P.S.—Enclosed are the communications which I have received from Lieutenant Hagan on this subject.

By Sir G. R. Collier, bart. K.C.B. Captain of His Majesty's ship *Tartar*, and
Commodore of His Majesty's ships and vessels on the Coast of Africa, &c.

Memo.

It is my direction you take under your command His Majesty's ships, as per margin, and with the troops you had embarked prior to my arrival, proceed off the Rio Pongas.

*Morgiana, Snapper
Thistle.*

Having anchored His Majesty's ship, under your command, near the principal entrance of that river, as circumstances will admit, you are to dispatch the two gun-brigs, with the colonial schooner, across the bar, sending all, or such a proportion of the troops as you may find most convenient, and such boats as may be necessary.

You will either proceed yourself, or send Captain Sandilands, to direct the measures which it may be necessary to adopt, to fulfil the wishes of the Governor of this colony, and its dependencies, against Curtis's town.

As so much will depend upon accidental circumstances of tides and weather, general instructions only can be given. You are therefore to understand, that although my first wishes are, that perfect unanimity should prevail between the two services, that I do not by any means desire that any part of the ships crews should be landed, that duty being entirely left to the troops under Major Chisholm; but above all, should circumstances render it absolutely necessary for a short time, none of the crews are to sleep on shore.

Your object will be to endeavour to recover the persons of any of the *Thistle's* crew who may be alive, also her pinnace, and the British vessels seized by Curtis; to secure the persons of the chiefs concerned in the murders, and to inflict such vengeance upon Curtis, by burning his slave establishment, houses, and property connected with it, as may be practicable, and to return out of the river in the shortest space of time, using your utmost endeavours to prevent the property of innocent persons from suffering, and by marking in the strongest manner possible, that the object you have in view is solely against Curtis and his property.

As covering from the weather for the people is of *the first importance*, the brigs will proceed as high as possible up the river, as well for this purpose, as to enfilade the turn of the river near Curtis's town.

From the great local knowledge possessed by Lieut. Hagan of this river, I recommend him strongly as a person well fitted to afford you useful information; and I recommend the greatest caution to be observed in guarding against any ambush, that appearing to be the particular mode of defence adopted by the natives. As to measures to be taken for landing, your own judgment, and a view of the banks of the river, will readiest decide; but although a flag of truce, under certain circumstances, might be useful, yet prompt and decisive measures will be the best to adopt.

Avoid any delay from agreeing to lengthened *palavers*; but promise security to any chief, but those actually engaged in the murders, who may be inclined to visit Sierra Leone, for the purpose of entering into a more solemn promise of future good behaviour.

Bear in mind the advanced period of the season, and on no account be tempted to remain in the river beyond a few days.

You will dispatch the *Morgiana* as soon as possible to this river, and return yourself with the brigs, without loss of time, unless you should feel it necessary to leave in the mouth of the river one of the brigs, for some particular object, in which case the schooner had better remain with her until over the bar.

You

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You will assure those of the chiefs, not concerned in the attack on the boat, that if they chuse to remain friendly towards the English, their property and vessels, if not engaged in the Slave Trade, will never be molested by any British ship of war; but severe retaliation will always attend any insult or aggression on their part.

Given under my hand, on board His Majesty's ship Tartar, at Sierra Leone, this 11th day of May 1820.

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

Hy. J. Leeke, esq.

Commander of His Majesty's ship Myrmidon.

P.S.—You are to communicate with the Isles de Loss for information in passing.

INSTRUCTIONS for the Guidance of Captain Chisholm, Brigade Major to the Forces, commanding the Troops intended for an Expedition in the Rio Pongas.

ON a reference to the letter I had the honour of addressing to Captain Leeke, a copy of which is enclosed, you will understand the views under which the expedition is undertaken; and as circumstances may and will probably occur, which it is not in my power to foresee, I can only give you a general outline for your guidance, relying upon the exertions of the officers and men of the royal navy, your zeal and experience, and the discipline and bravery of the troops, for a successful termination of operations.

You are aware, that nothing will tend more to ensure success, than a mutual good understanding with the officers and men of the navy; and you will not fail to impress that opinion upon the minds of the troops under your command.

The approach in vessels and boats will, of course, depend upon Captain Leeke. I conceive, by covering the landing of the troops by the firing of guns or carronades, will ensure a safe landing.

As great inconvenience, delay, and most probably accidents would arise, from making use of musquetry whilst the boats are rowing towards the landing place, you will please issue the most positive orders, that none shall fire together, or at random. In the event of a party from the natives firing from behind bushes, on open ground, it may be adviseable to employ a few good marksmen to fire deliberately, one after the other, as they may be called on to do, by name or number.

On reaching the shore, in order to prevent the danger of ambuscade, a proportion of the troops are to be directed to extend to the front and on the flanks, and, under the protection of the skirmishers; the remainder will either advance in line or column, according to the nature of the ground, to seize on the principal buildings, and such persons as may be found.

You will protect the people unarmed, the old men, women, and children, from any attack. In the probable event of the place being found deserted, you will issue directions to secure the property from plunder, and according to the information you may obtain, you may immediately proceed to the town of the head chief, in the interest of Curtis.

From such chiefs as may be assembled or taken, you will demand the immediate surrender of Curtis and his associates, together with all his property in merchandize, slaves, &c.

Should the giving up Curtis be obstinately refused, and should it appear also, that his head chief has participated in the murder of the sailors of the Thistle, in that case, you will seize upon that chief, and set fire to his house.

In your general conduct towards the chiefs and inhabitants, you will act with discrimination, treating all those who may have behaved friendly with kindness, and protecting their property from all manner of insult.

You will impress upon their minds the necessity, for their own future welfare, of giving up Curtis and all his associates in blood; holding out to them, that in the event of their refusing so to do, their river will be blockaded, and they will be debarred from any intercourse in and out.

From the advanced period of the year, it is necessary every possible dispatch be used to bring the expedition to a close; and you will consider yourself as hereby authorized

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authorized (provided the information we at present possess should be found correct) to take as prisoners the whole of the principal persons who participated in the attack of the boats, or who afterwards mutilated the remains of the crew, together with their property, and, on your retreat, to set fire to their habitations.

In performance of these instructions, you will duly consult with Captain Leeke, or such other officer as may accompany the expedition on land.

(Signed) *C. Mac Carthy*, Governor.

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His Majesty's brig *Thistle*, off Isles de Loss,
8th May 1820.

Sir,

HAVING visited the Rio Pongas, in conformity to your orders, but without success, and afterwards proceeded to leeward, without being able to detect any vessels with slaves actually on board, I returned to these islands, for the purpose of gaining information of certain vessels supposed to be then ready; on my arrival I received a letter from Michael Proctor, esq. a merchant here, complaining of the piratical seizure of his vessel in the Rio Pongas, and this being fully substantiated by his protest, copies of which are herewith inclosed, I considered it my duty to repair there and demand her release; for which purpose, and also to examine any vessel in the river, I dispatched, on the 4th instant, Mr. Robert Inman, Admiralty Midshipman, in whose skill, bravery, and local knowledge, I placed the firmest reliance; copies of my orders to that officer, as also my letter to Mr. Curtis, are inclosed for your information; but with feelings of sincere regret I have to report, that Mr. Inman, in execution of his duty, fell a victim, with five or six others of the boat's crew, to the savage barbarity of the natives, under the immediate orders and direction of Mr. Curtis, senior. In the absence of positive information, I am not able to detail the particulars attending this daring and atrocious violation of their wonted good conduct; but it appears too true, that after the death of the officer, the crew, finding a further resistance useless, laid down their arms, and then the loss which I have to lament took place. No quarter was given by these merciless savages, and not while one remained unhurt, did they cease to pour in a most dreadful fire; two have, I believe, escaped, and eleven have been killed or wounded; the wounded, are in the hands of Mr. Curtis, and I hope Mr. Wilson, a British merchant residing in the river, to whom I am indebted (although at the risk of his life) for this information, will be the means of restoring them to the service. On gaining this information I had but one alternative, our provisions being all expended, except three days, no pilot to carry His Majesty's brig across the bar, and then without the means of carrying into effect my original intention, or of retaking the boat from them, which, together with her stores, are retained, I consider it my duty to repair to Sierra Leone, to report these events to you, or, in your absence, to the senior officer, for the purpose of obtaining a sufficient force to punish such a daring outrage.

I should do injustice to my feelings were I to neglect reporting, that the most savage and horrid barbarities were committed on the bodies of the unfortunate officer and men who fell on this occasion; and I feel assured, that unless a most prompt and severe punishment is inflicted, that in other parts of the river they will grasp the first opportunity for similar acts.

I have the honour to enclose copy of a letter I thought necessary to address the chiefs on the subject, who, I believe, do not want inclination, and for no other reason than our checking the Trade in Slaves, in that and the neighbouring rivers.

I trust, Sir, you will consider, that although this event has proved unfortunate, I have done my duty. I had every reason to believe, from Mr. Proctor's report, and from my knowledge of the natives of that river, for four years or more, that no resistance would be offered to the boat, and in the absence of regular information I cannot report the cause of the attack, but I have no doubt that the natives were the first aggressors.

I have the honour to be, &c. &c. &c.

(Signed) *R. Hagan*, Lieut. and Com^d.

Commodore Sir G. R. Collier, bart. and K. C. B.
&c. &c. &c.

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Naval Officers.

His Majesty's brig Thistle, off Rio Pongas,
6th May 1820.

Sirs,

A RUMOUR having reached me, that the boat belonging to His Majesty's brig under my command, which was sent to demand the release of a sloop seized by Mr. Thomas Curtis, had been detained by him ;—I could credit almost any act of insult reported to me as that of the traders and chiefs of the Rio Pongas, but I still cannot suppose, that however inclined they might be, they dare take such a step ; should the boat not return by to-morrow, I shall consider what now appears incredible, as having actually occurred, and act accordingly.

I take this opportunity to caution each of you, that this act will not be considered as the individual one of Mr. Curtis, but that of all ; you will individually and collectively be considered responsible not only for her detention, but for every act of violence and insult offered to the nation in the persons of the crew ; and if you wish to avoid our just indignation, cause her to be instantly released, else your punishment will be equally great with the first delinquents.

In expressing my firm determination to inflict, if permitted, a punishment equal to your old, as well as present deserts, and *that* at no distant period.

I remain, &c. &c.

(Signed) *R. Hagan,*
Lieut. commanding His Majesty's brig Thistle.

To the Traders and Chiefs
of the Rio Pongas.

P. S.—Recollect your towns and vessels are at our mercy.

Crawford's Islands, Isles de Loss,
May 5th, 1820.

Sir,

I BEG leave to enclose you a public protest, made by me before B. O'Bierne, esq. notary public of these islands, by which you will perceive, that on the 21st ultimo, while I was on shore, transacting business, and endeavouring to collect debts which are due to me, to a large amount, in the river Pongas, my sloop was piratically seized and detained, with three British subjects then on board, by two sons of the late Mr. Benjamin Curtis.

As a British subject, I conceive myself entitled to protection against such acts, and appeal to you for redress, hoping you will take immediately such steps as you think proper thereto, and to cause the parties to be brought to justice.

I take this opportunity to observe, that unless some severe measures are adopted against the parties, and their connections in the river, it will be unsafe for any British subject to transact any legitimate business in the Rio Pongas, where it seems no respect is paid to either persons or property.

I have the honour to be, &c. &c.

(Signed) *M. Proctor.*

To Lieutenant R. Hagan,
commanding His Majesty's brig Thistle.

By this public Instrument of Declaration and Protest, Be it known, that before me, Brian O'Bierne, of the Isles de Loss, Notary Public by royal authority, duly admitted and sworn, and in the presence of witnesses hereunder-mentioned, personally came and appeared, Michael Proctor, sole owner of the sloop Catherine, of the said Isles de Loss, of the burthen of 24 tons, or thereabouts, who declared and made oath, that on the 21st day of April last past, John Mills Curtis and David L. Curtis, did violently and illegally, and, as it appeared, by the advice and orders of Thomas G. Curtis, all of the Rio Pongas, seize and carry off, the said sloop Catherine, together with her crew, cargo, &c. then on board ; and the said Michael Proctor doth solemnly protest against the proceedings and parties therein concerned, inasmuch as the late Mr. Benjamin Curtis was indebted to the said Michael Proctor, in the full sum of six hundred dollars, and that the said sloop was employed by him, Michael Proctor, to recover such debts ; but on the alledged insufficiency of the
said

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said Thomas G. Curtis, not only the said sum was denied, but the said sloop seized and detained from prosecuting her voyage, by which the said Michael Proctor has suffered in the sum of three thousand five hundred dollars.

Sworn before me, at Crawford's Island, Isles de Loss, May 1st, 1820.

(Signed) *B. O'Bierne*, Collector and Notary Public.

Witness :

R. Hagan, Lieutenant and Comm' H. M. brig Thistle.

R. Olpherts, Comm' Isles de Loss.

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Admiralty from
Naval Officers.

His Majesty's brig Thistle, off Rio Pongas,
2d May 1820.

Memo.

It is my direction you proceed up the Rio Pongas to Mr. Thomas Curtis, and present the accompanying letter, demanding its fulfilment immediately. Should he refuse to give up the vessel therein named, you will not only seize her, but all other property you can find, particularly boats and canoes, excepting those of the latter, who may belong to the Beyoo nation. Your particular attention is also directed to that part of my letter demanding a boat, hawser, and other articles, belonging to the late British schooner Matchless; and she, if found, will be brought to this vessel.

As our provisions are nearly exhausted, and the season far advanced, you will use every exertion to return as soon as possible. You will take with you a Rroo canoe, which you can use in any way advantageous to the service, dispatching her back as early as possible to me.

(Signed) *R. Hagan*.
Lieut. & Com'.

To Mr. Robert Inman, Admiralty Midshipman,
H. M. brig Thistle.

His Majesty's brig Thistle, off Rio Pongas,
2d May, 1820.

Sir,

Mr. Proctor, merchant, of the Isles de Loss, having represented to me, by a letter of yesterday's date, that his sloop, having on board goods to the amount of seven hundred dollars, had been seized, together with her crew, by your people, I have to demand their instant release, as well as a remuneration for the delay and loss which you have occasioned to Mr. Proctor. It appears necessary to caution you against piratical acts of this nature; be assured the time is very near, when these and other acts of violence, oppression and insult, will be punished, and on your head it will certainly fall heavy; while there is yet time, by a different conduct, to avert what will inevitably become your fate as well as others, I advise you to reflect; recollect your present system cannot possibly last, situated as your river is, within thirty miles of a British colony, and a force equal, on all occasions, to redress wrongs and punish violence.

In further prosecution of my duty, I demand also the boat, hawser, and various other articles, belonging to the late British schooner Matchless, now in your possession, which boat was also carried away in a piratical manner. As it may be still possible, that you were actuated by better motives than can now appear to me, I pledge my honour, if you send any one to me to explain your reasons, and should you have any just cause to complain of the said Mr. Proctor, or his agents, I shall do all in my power to have justice done; and the person so sent shall have full liberty to depart at any time.

Any delay in the delivery of these things will be considered as a refusal.

I am, Sir, &c. &c.

(Signed) *R. Hagan*,

Lieut. commanding His Majesty's brig Thistle.

Mr. T. Curtis,
Rio Pongas.

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No. 19.—Copy of a Letter from Commodore Sir G. R. Collier, addressed to J. W. Croker, esq.; with an Enclosure from Captain Leeke, of His Majesty's sloop Myrmidon.

His Majesty's ship Tartar, Sierra Leone,
May 23d, 1820.

Sir,

I BEG you will acquaint the Right Honourable the Lords Commissioners of the Admiralty, that His Majesty's ships*, as per margin, under the direction of Captain Leeke, and forming the naval part of the little expedition to the Rio Pongas, returned to this river during the course of the day, bringing back the detachments of His Majesty's 2d West India regiment, under the command of Brigade Major Chisholm.

* Myrmidon,
Morgiana,
Snapper,
Thistle.

From the accompanying letter, forwarded me by Captain Leeke, their Lordships will have a perfect idea of every circumstance connected with the recovery of the surviving seamen, belonging to the Thistle; and on this occasion the assistance and friendship of Ormond, of Bangalan town, a dealer and trader in one of the branches of the Pongas, was particularly useful and important. This man is one of those engaged in procuring slaves; yet his determined conduct in resisting the demand of Curtis, to deliver up the British subjects who had fled to him for protection, offers, I humbly conceive, the opportunity of perhaps recovering this man from the degraded state into which he has for some time fallen; or at all events, of proving to the Chiefs of that part of Africa, that all which is required of them by His Majesty's Government, is strict neutrality.

The severe example which has been made of Mungo Brama, the Chief under whose protection Curtis and his brothers acted in the late affair, and who had himself disinterred the bodies of the unfortunate men who had been killed, exercising indignities of the most barbarous kind, will, I trust, be attended with the happiest consequences, and certainly prevent, for a very long time, the repetition of any such conduct as marked the latter acts of the Curtis's and Mungo Brama!

The fate of Mr. Inman is by me sincerely lamented; and had Curtis and his brothers contented themselves with making him a prisoner only, I do not know that Mr. Inman's conduct, when examined, might have been considered entirely free from reprehension! After being wounded, while in the pinnace, in two places, he was taken on shore, stript naked, and supported by some of the slaves, or brothers of Curtis, was then coolly and deliberately put to death.

If their Lordships shall feel disposed to approve the measures which were thought necessary to adopt for the recovery of the seamen, I must beg to resign every pretension to merit on the occasion, in favour of His Excellency Governor Mac Carthy, whose thorough knowledge of the disposition and minds of the native Chiefs, gave the best pledge for the successful results; if, on the contrary, their Lordships shall think we were not authorized to employ the measures we have, I am far from wishing to shrink from the avowal, that I certainly had it in my power to prevent it; and if they shall, as I trust their Lordships will, approve of the prompt and decisive measures adopted in the execution of the chastisement so well merited by Mungo Brama and the Curtis's, that the whole of the praise and credit is due to Brigade Major Chisholm, Captain Leeke, and the respective officers under their command, observing, that the excellent local knowledge Lieutenant Hagan has of the river and country, and the zeal evinced by Captain Stepney and Ensign Spence, of the 2d West India regiment; Lieutenants Ryves, Head, Nash, Hagan and Smith, of the Royal Navy, contributed very materially to the successful conclusion of this affair,

I take leave to mention, that Captain Leeke speaks in high terms of the good conduct of Mr. John Baker, master's mate; to which I add the name of Mr. John Hinchliffe, a volunteer from this ship in the Thistle.

I have the honour to be, &c.

John Wilson Croker, Esq.
&c. &c. &c.

George R. Collier, Commodore.

His Majesty's sloop Myrmidon, off the Rio Pongas,
19th May, 1820.

Sir,

AFTER receiving your orders of the 11th instant, I immediately put to sea, with the squadron you did me the honour to place under my command, consisting of His Majesty's

Majesty's ships Morgiana, Snapper and Thistle, and proceeded off this river, where I arrived on the 15th, when having anchored this ship and the Morgiana, as close as possible to the bar, I embarked with the whole of the troops and marines, under the command of Brigade Major Chisholm, on board the two brigs, and proceeded with the boats of the squadron as far as the upper works of this river, where having obtained good information that Curtis, who had heard of the expedition, determined upon an obstinate resistance, and that he had received great reinforcements from the interior of that part of the Foulah country immediately under his influence; we lost no time in taking up a position before his town, and putting in execution the orders I had received from you, with the view to obtain the release of the unfortunate men who had been wounded and taken prisoners from the boat of His Majesty's brig Thistle; previous, however, to any attempt at hostilities, I dispatched a letter to the native Chiefs and traders in the other branches of the river (a copy of which I enclose,) promising them protection and assistance, provided they were not in league with that barbarian Curtis, and that they would instantly evince a friendly disposition by meeting me on board His Majesty's brig Snapper, otherwise I should proceed, in conjunction with the land forces, to the destruction of their towns and factories. Upon our arrival before Curtis's town, I could not but remark how correct the information was I had previously received, as every preparation was made to give us a warm reception; a mud walled battery of four guns (nine and six pounders) was erected on a commanding height, and pallisades were thrown up at intervals to prevent the advance of the troops, who, together with the seamen and marines, were by this time in the boats approaching the landing-place. A flag of truce was, however, in advance of the headmost boat, at a proper distance; but this was totally disregarded, for the moment the boat bearing this flag touched the shore, a heavy firing commenced both from the battery and soldiers in ambush; this was instantly returned by the two brigs and boats, which, together with some well-directed volleys of musketry from the troops, soon silenced the battery, and forcing the enemy from their ambush, put them to flight. Our men, with great spirit, pursued them to the battery, and in a very determined manner took possession of it, together with three towns belonging to Curtis, which were immediately set on fire and burnt to the ground.

Not having hitherto heard any tidings of the unfortunate men we were anxious to release from a situation worse than death, and learning that there were several other towns, within two miles, belonging to Curtis and his family, where, perhaps, they might be concealed, I judged it expedient (in conjunction with Major Chisholm) that the troops should proceed and destroy them likewise. This was so ably and coolly carried into execution, by that officer and those employed under his command, that I had the satisfaction of seeing, in the short space of an hour, four more towns in flames, which, together with all the property, consisting of a quantity of ivory, rice, rope and cotton goods, were totally consumed. By the time this service was completed, night was fast approaching, and the season of the year making it of the first importance that no one should remain on shore after dark, the whole party returned on board at sun-set. I now profited of an opportunity of dispatching a messenger to Yondy Condy, the king of that part of the country, and sent to him to say; that if he chose to exert his authority, and would cause the two wounded men to be restored to us immediately, further devastation should be avoided; not, however, receiving any reply to this demand, by six o'clock the next morning, it was agreed by Major Chisholm and myself, that the troops, with the seamen and marines, should again land and destroy Mungo Brama's town, (he being the father of Yondy Condy, and the co-partner and great supporter of Curtis). This was executed with the same promptitude and coolness, which, I have great pleasure in saying, marked their proceedings on the former day. This town contained property of great value, and it being the eighth already destroyed, the effect so necessary to be produced was now accomplished. King Yondy Condy becoming alarmed for his own safety, thought proper at length to accede to our demand, and I had the happiness to recover, through his influence, what I considered the object of our wishes, the two wounded sailors we were in search of, and which amply rewarded us for the fatigue we had undergone. I have further the satisfaction to add, that Mr. Ormond, a principal trader in another branch of the river, having communicated to me, by a letter through Mr. Wilson, that the four remaining seamen, belonging to the Thistle, were under his protection, and that he would deliver them up to me. I immediately dispatched a boat for them, and I feel great pleasure

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sure in saying, that they returned to us in perfect health. This circumstance, together with the severe punishment we had inflicted upon the cruel murderers of their unfortunate companions, completely, and, I trust, satisfactorily terminated our expedition; and certainly with considerable less loss, than, all circumstances considered, I had contemplated; one man only, the corporal of marines, belonging to the *Morgiana*, having died from excessive fatigue; one marine of this ship badly wounded in the shoulder; and two soldiers of the second West India regiment, slightly wounded by musket balls; formed our total loss. I am sorry to report, that, during the service, the *Snapper's* main-mast was badly wounded, a nine-pound shot having entered the heart of it, about twelve feet above the deck, and that she has also suffered in the hull. I trust that the steps I have taken, in pursuance of your orders, will meet with your entire approbation; and when you take into consideration the many disadvantages of country and climate our seamen and soldiers had to contend with, you will, I trust, be assured they all well performed their duty. I take this opportunity of thanking Captain Sandilands, of the *Morgiana*, for the very great support he rendered me upon all occasions. To Brigade Major Chesholm, who commanded the detachment of troops, and with whom I acted in conjunction, I beg to return my most sincere thanks, for the very great assistance he gave me upon every occasion, and I cannot but remark his cool and determined conduct during the whole of our proceedings; as likewise to Captain Stepney, Ensign Spence, and Mr. M^c Laughlin, of His Majesty's second West India regiment, who acted under his command; and it will afford me much satisfaction, if you will mention them in the strongest manner to His Excellency Governor Mac Carthy. I feel great pleasure in bringing before you the conduct of Lieutenants Frederick Ryves and H. Head, of H. M. ship *Morgiana*, who commanded the boats during the operation of landing, and to their intrepid and cool judgment I attribute the little loss we sustained in so doing. They were afterwards employed in the boats, and on shore, and to these officers I am likewise much indebted for the success which followed.

However grateful it would be to my feelings, I fear it would be trespassing too much on your time, were I to mention the conduct of every officer who merits my warmest approbation; but I cannot omit expressing, in very strong terms, the cool and steady conduct of Lieutenant Nash, of the *Snapper*, and Lieutenant Hagan, of the *Thistle*, who were employed for many hours, under a vertical sun, in removing the guns from, and destroying the battery, and frequently, in the absence of the troops, were exposed to an irregular fire from numerous parties of the enemy's skirmishers. I cannot conclude this letter without expressing my thanks to Mr. F. A. Smith, first and acting lieutenant of this ship, for the great assistance he rendered me during the day. Allow me to take this opportunity of mentioning to you Mr. John Baker, master's mate of this ship, who commanded the barge, and was the first person who took possession of the battery; he is a very zealous, active young officer, and has several times before distinguished himself in the boats belonging to this ship.

I have the honour to be, &c.

Henry J. Leake, Captain.

To Commodore Sir George Ralph Collier, bart. and K.C.B.

&c. &c. &c.

Coast of Africa.

No. 20.—Copy of a Letter from Captain Sir. G. R. Collier, dated 16th September 1820, and addressed to J. W. Croker, esq.; transmitting his Second Annual Report upon the Settlements on the Coast of Africa, dated 16th September 1820.

Sir,

I BEG leave to transmit herewith my Second Annual Report upon the Settlements on the Coast of Africa, in obedience to the commands of their Lordships; and I trust the detail into which I have entered, will not be considered irrelevant to the objects of my command.

I have the honour to be, &c.

George R. Collier, Captain.

John W. Croker, esq.

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(Enclosure in Letter No. 20.)

Second ANNUAL REPORT upon the Settlements on the Coast of *Africa*; by
Commodore Sir G. R. COLLIER, bart. dated 16th September 1820.

THE REPORT which I have now the honour to submit, by command of my Lords Commissioners of the Admiralty, may be thought to embrace many subjects unconnected with the duties of a naval officer. Nevertheless, as my remarks will, I trust, generally appear to be connected with the objects of my command, I shall hope for the same considerate indulgence I experienced upon a former occasion; and viewing the increase of our African colonial prosperity as the best pledge for the freedom of Africa, their Lordships will receive every communication I make, and information I offer, however trivial, as embracing these combined objects; viz. the general improvement of our western African colonies, and the completion of that desirable result, the abolition of Slave Trading, agreeably to the existing laws of Europe.

(Enclosure in
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Second Annual
Report of Sir
G. R. Collier, bart.

The more effectually to do this, I shall feel it necessary to speak of some of the foreign colonies upon the seas and shores of Western Africa, within the limits of the station under my command; and in doing so, I shall endeavour to avoid, as much as possible, all other matter than what may appear to be immediately connected with the now universally forbidden (by the civilized world) trade of Slave carrying, north of the equinoctial.

The increasing prosperity of the Canary Islands appears to me to give the best proof that Slavery upon the coast of Africa is unnecessary. Fettered as these islands have been by harsh laws, and governed as they are, by those who appear to me only to have studied the multiplying of the severity of these laws; yet, the enterprize of British industry and capital give a stimulus to trade, which neither the bigotry of custom, nor tyranny of power, can entirely subdue. Cultivation increases under many disadvantages, and, I believe, unaided by slavery. Nevertheless it is, at these islands that vessels frequently change their nationality; and the Spanish flag and papers have here been purchased, as at the Havannah and St. Jago de Cuba; and vessels certainly destined for the Slave Trade are, at the Canary Islands, frequently to be found refitting, though, I believe, principally on the outward bound voyage.

Canary Islands.

The cluster of the Cape de Verds, which immediately follow the usual line of route to Africa, present, however, a very different scene to the foregoing. Slavery here forms the basis upon which every speculation is founded, and it is the link on which every feeling hinges.

Cape de Verde
Islands.

The convenience and the security this cluster affords to the slave dealer, have long made the harbours of the Cape de Verds a focus for vessels of all nations; and though I am willing to give Admiral Puciche, the Governor, credit for his good intentions, yet I can never believe, that the numerous small craft, which run from Senegal and Goree to these islands, go there for the mere purpose of legal traffic. In all these vessels, small schooners and sloops, under the French flag, I observed slave children. It is true, there were others on board who were, though slaves, acting as part of the crew; and they were sent alongside the Tartar, with some trifling article, or some weak excuse, for the purpose of lulling those suspicions they found had been excited. But the children of eight and nine years of age could never have constituted a part of the vessel's crew; and I am now satisfied, that those children are sent from Goree and Senegal to fill the hold of some vessel, whose cargo has been contracted for, the run from the coast being always certain in three or four days, and the unfrequency of navigation between the main and the cluster, gives a security to the commerce hardly to be met with any where else. A Spanish schooner, of 200 tons and 50 men, was at Porto Praya when I was last there, in my passage out; I was credibly informed she had arrived the day before with a number of slaves, though I was told by the Governor she came from the Havannah. His Excellency had, however, since his arrival, exhibited different feelings to those of his predecessor, having seized a vessel with slaves, protected by a passport from the former Governor, on the plea that it had been illegally granted. The party holding the pass, maintained it had been regularly paid for; and that therefore the circumstance of the Governor's being superseded, ought not to invalidate the

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power he formerly held. This, I think, shows, that slave carrying may be connived at; but I am fully warranted in my assertion, that slaves are continually brought over from the French settlements, under the French flag, and frequently by the French themselves, but still more commonly by the Portuguese, from Bissagos and the Rio Grande. Whether this commerce will be persevered in after May 1820, I cannot say; but a clipper schooner, under the American flag, was undergoing a transfer of name and nationality at the moment I refer to.

From the Cape de Verds I would pass over to the French presidency of Senegal; but not having been there, I should only give the reports of others, and my distinct object is now to report what I can substantiate myself.

Island of Goree.

At Goree every circumstance combined to show, that although the laws of France appeared to have forbidden the dealing in slaves beyond the necessities of the respective colonies upon the coast, yet the Slave Trade was in full force. Throughout the town of Goree, within the walls of every plot of ground, negro huts were established, and I soon learnt the slaves I saw were the property of individuals dealing in them. The extraordinary disproportion of women and children to men, induced me to inquire the cause. The males, I was told, were employed in agricultural purposes on the main, and the women and children were merely retained for domestic objects; a circumstance not credible, because their numbers and occupations evidently contradicted it. Besides, the orders which have been frequently discovered on board slave vessels, always advised the securing, first, a large proportion of children, then young women, and lastly men.

Goree, the most barren of all the sterile parts of Africa, does not produce even water for the consumption of the inhabitants, and the wells there are upon the island afford it of so brackish a quality, that it can only be used for culinary purposes. No vegetation thrives on the island, and the little soil there is, has been imported with difficulty and expense. The garrison is, however healthy, the troops well disciplined, and the Governor attentive and obliging, and the inhabitants are acknowledged in their hearts to be English.

In viewing the defensive works of Goree, there was nothing to create surprize at the circumstance of this island changing masters so frequently as it did during the revolutionary war. Indeed, the nation possessing the naval superiority upon this coast, can always summon this spot, whilst its inhabitants depend upon the opposite shore for their supply of water. That tanks, as upon the gold coast, should not have been built and covered in, appears to me extraordinary, as the store by water-casks must necessarily be confined, and always uncertain.

Moorish Prisoners.

Upon the whole, I consider Goree, were it possessing water and provisions, a spot capable of making a tedious and protracted defence against a very superior force. In the public works, either repairing or constructing, I particularly noticed the appearance of a party of about 50 Moors employed as slaves. At the moment they rested, an involuntary exclamation of joy burst forth from the groupe, on some among them discovering us to be English. I stopped for a moment, and in the pause two or three appeared to address me in somewhat different dialects; *Sabaan*, *Sahoorlgs*, was distinctly uttered by one, and the Turkish mode of salutation was adopted. The person who thus appeared to address me seemed a man of polished manners, and evidently anxious to engage my attention. The French commandant did not appear inclined to sanction this, and the black superintendent, with the insignia of authority usually carried by overseers in slave colonies, gave the word to reload, which was obeyed, though with evident reluctance.

I inquired of His Excellency the Governor of Goree, how these men came so situated; and I learnt they were part of a caravan taken by the troops of Governor Schmaltz on the banks of the Senegal, for *trading with a native district then at war with the French*. Their camels had been sold at Senegal, and they were transported for security to the island.

What these people may have been reserved for, I do not presume to conjecture; but if the system of retaliation shall be pursued by the Moors, (and for this they will have abundant opportunity on the long line of the banks of the Senegal,) the French Government will then only have to thank the mistaken policy of the Governor in chief for all the misery that may arise to themselves. It has been asserted, that other such prisoners have been shipped off for more distant settlements than Goree.

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Of the fact, however, that cargoes of slaves are so disposed of, there can be no doubt, and the swarms of American vessels with (among others) French flags and papers, from Martinique, upon this coast, will best prove how little the consequences from detection are dreaded, and with what confidence and security slave dealers, under the French flag, act.

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Of the political conduct of the Governor-general of the French settlements in this part, I have no right to offer an opinion, so long as this shall not militate against the honour of my own country, or against the natural rights of British subjects. But the insolent communication Governor Schmaltz lately made to the Governor of Sierra Leone, as it may hereafter involve the squadrons of the two services in controversy, may perhaps be considered proper for me to notice, in order to prevent future misunderstanding.

With the reply lately to a communication addressed to Governor Schmaltz, came a notification to Governor Mac Carthy, of Sierra Leone, forbidding any British vessels to appear within the limits of the shores of the French territory, from the Senegal to the Gambia, under the penalty of a capture. As the trade of the Gambia is increasing every season, it seems to me an occurrence almost impossible to prevent, that a British vessel, while in her way to the Gambia, shall not be occasionally found within the limits prescribed. Indeed, the possession of St. Mary's Island and Bird Island, at the entrance of the Gambia, appears a paradox, if such pretensions are permitted.

Rising jealousy
between Senegal
and the Gambia.

That the trade of the Gambia shall be, as in the Senegal, exclusively French, is no more my intention to discuss, than to examine the right the British flag has to be flying on the shores of its entrance. But if ever an infant colony deserved well of the mother country, St. Mary's in the Gambia is the one.

The long established possession of St. James's Island, about 25 miles up the river, gives, I consider, equal pretensions to the British merchant as to the French. The one power has had an establishment on a small island for many years; the other in a small town (Albreda, below Fort James,) built in an unhealthy country, which, though all but abandoned, appears reclaimed only to restore the miseries of the Slave Trade once more.

Of the right the British possessed to seize vessels under the French flag, fitted for the trade and having slaves on board, while passing the British fort, I do not presume to judge; but if the act was unauthorized, the recovery of the vessel again by an armed force appears equivalent; I sincerely hope these differences will be so adjusted by the respective Governments, and the several duties of British naval officers so defined, that in bringing public offenders to justice, neither the servants of one or other nation, may risk any other imputation than a commendable zeal in the cause of humanity.

The great width of the entrance to the Gambia appears, at present, one of the greatest objections to a successful and permanent commerce; the shoalness of the water to so considerable an extent from the coast, and the lowness of the land, both of St. Mary's and the opposite coast, have very properly been shown to navigators, by erecting flag staffs of vast height both on St. Mary's and Bird Island. But although these may answer the purpose of leading marks and warning to the stranger, (which upon so flat and level a coast is very convenient,) yet the middle ground and western flat should be buoyed off without delay, and where the revenue is increasing so rapidly as at Bathurst, the expense would scarcely be felt. At present, a vessel unacquainted is obliged to seek a pilot to windward, and those from Goree are either so ignorant or so negligent, that the greatest risk is incurred in trusting to them. With the precaution of the western flat buoy, as I recommend, I have no hesitation in saying, the navigation of the Gambia will not only become safe, but practicable for men of war. Within the river, the anchorage is excellent, the water deep, the ground good, and the landing perfectly secure and convenient.

The island of St. Mary's, upon which Bathurst, the capital, is rising with the same rapidity that the most healthful climate and most fruitful and productive country could ever desire, is a barren sandy spot, in many places scarcely above the level of the sea; indeed a large proportion of it is evidently thrown up by the force of the surf on the sea shore, and appears composed of large beds of shell, principally the African cockle. The island of St. Mary's is divided from the main by one or two swampy creeks, which overflow during the season of heavy rains. A dyke, however,

Bathurst Town,
St. Mary's.

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however, thrown up to the N.W. of the town (and which I understand is proposed,) may effectually protect the residents from the unpleasant if not dangerous predicament, they must, in the present rains, be subjected to. Of the healthfulness of St. Mary's, I am not disposed to say any thing; nor would I wish to crush the enterprize of those whom circumstances have led to establish themselves upon so singular a spot. When an attempt shall be made to clear away the mangrove, which bounds one side of the island, and the dyke proposed shall be completed, it is probable sickliness of climate may be considerably reduced.

In the mean time, buildings combining neatness and beauty are appearing, and though every necessary is obtained from the opposite shore, yet population is rapidly increasing, and St. Mary's bids fair to rival every spot upon the lengthened line of coast of western Africa, in commerce and industry.

The selection of such an officer as the present Governor (Captain Grant,) appears the best security to the attainment of all desirable objects which can be hoped for from this new establishment.

The whole country, south of the Gambia, until you pass Cape Roxo, and enter the spacious mouth of the Bissaos or Bissagos, is intersected by branches of different rivers and creeks, connecting the mazy windings of the Gambia with the unexplored sources of the Rio Grande and Geba, whose entrance is divided into a northern and southern channel, by the cluster of low and dangerous islands of Bissagos.

Bissaos Channel.

The grand entrance of Bissaos has lately been surveyed by order of the French Government, and I believe it has been executed with that correctness which has usually marked such undertakings. The object beyond the general benefit to mankind I do not apprehend was any; nevertheless, I considered it proper to obtain a copy of the same, a duplicate of which I shall furnish, for their Lordships information.

River or Rio
 Grande.

Upon the island Bissaos, which gives name to this channel, and indeed river, the Portuguese have long carried on an exclusive Slave Trade. The fort and settlement I have had no opportunity of acquiring any satisfactory information of. All that I know is, that it is the grand depôt whence slaves in thousands are now shipped under the flags of Portugal, Spain and France; and I am credibly informed, that English and American vessels have been purchased by individuals of the above nations, and thus provided with duplicate and indeed triplicate sets of ships papers; they enter this as well as the southern entrance of the Rio Grande for cargoes of slaves, protected from the vigilance of any naval power, and claiming, when at anchor, the rights of Portuguese subjects. Thus it was that a French cruiser, two years since, was said to have captured three vessels slaving under the British flag, for having their original papers on board, and observing a man of war under French colours, the best security apparently left was to assume the flag whose nationality might, in some degree, be corroborated by the build and original papers of the vessels. And so it is, I have no doubt, with many of the vessels upon which the French and American flags alternately wave.

A British trader was lately placed under blockade in the Rio Grande by a schooner of 18 guns, and the master was threatened to have his vessel sunk, if he attempted to move, till the schooner, then under Spanish colours, had sailed; (from a combination of circumstances, I have no doubt this identical vessel was at the Cape de Verds when I was last there). To make sure of the detention of the British trader, the Spaniard unbent every sail on board her, and assured her master the threat he had made should be executed, if he bent a sail while the Spaniard remained there. It is scarcely necessary to say, she sailed with a full cargo, amounting to 420 slaves.

The facility afforded to this traffic in the Rio Grande, and indeed in the River Noones, which is closely connected with it, may easily be judged of, from the innumerable intersections the charts of the rivers expose; the Rio Geba and the Grande are, in all probability, only branches of the same river, and ranging over an extent of five or six hundred miles of a populous country, afford facilities to the Slave Trade difficult to be reduced, so long as the flag of Portugal, at Bissaos, protects miscreants of every nation.

To check this part of the Slave Trade, either a close blockade by small craft, anchoring within the Bisagos shoals, or a cruiser kept off the entrance and Cape Roxo, will be necessary; but this latter plan would materially interfere with the application of the naval force upon other points of the windward coast.

Had

Had the settlement formed at Bulam, under Lieutenant Beaver, been established at a more favourable time of the year, and had krew men been employed, aided by some hundreds of the redeemed negroes, instead of the motley groupe of Europeans, collected from the worst parts of London, and composed of the most unfortunate description of people, that company would long since have established a firm footing upon this coast, and would now have been conspicuously instrumental and useful in destroying the Slave Trade, which still flourishes around it. That Bulam was unhealthy is certain, and the natives hostile to the British settlers no less so; but the former may be accounted for by the reasons I have given already, and the latter is now well understood to have been produced by the agency of the Portuguese, and the influence of the slave dealer.

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Island and late
Settlement at
Bulam.

The intricacies of the channel, leading to the establishment, are accurately described by Lieutenant Beaver; but they appear to have been easily surmounted by those who felt interested in the success of the enterprize; and though it may be long before Bulam shall become a place of trade, yet as a point, from which the rivers on each side of it can be best watched, it becomes desirable for a native force under the British protection. Indeed it seems to me to form a connecting link from the Gambia to the Isles de Loss and Sierra Leone, and as such will, I hope, be repossessed.

In the country of the Bogos, and nearly north by compass from the Isle de Loss, from 35 to 40 miles distance, are the mouths of the Rio Pongas, a river long celebrated for the facilities it has afforded to the Slave Trade, and no less remarkable for the dearly bought success of these adventurers, by its deadly climate; death frequently arresting the progress of the principals, at a moment when their object has been all but completed, and the cunning and villainy of the European settlers, and their descendents, sacrificing those of the survivors by a disguised poison, given with much art, and whose subtle powers the natives are well acquainted with, and against which the miserable sailor (who in some instances has engaged in the traffic, really not knowing the extent or nature of the voyage he entered upon at the Havannah) has no resource. Thus, the entire crew of a vessel has disappeared almost at once, and thus the property, confided in an unguarded moment to miscreants of all nations, has been claimed and disposed of by the chiefs of the factory to whom it had been bartered, and the slaves reserved for the next comers.

Rio Pongas.

In the month of February, when the Tartar's boats were in the river, three vesels, under Spanish and American colours, were circumstanced as I have just described. Of the masters, supercargoes and crews of *two*, not one person remained; and of the third, the skeleton of her crew lived only because the supercargo, who had recently sailed for the Havannah, had promised to return with an assorted cargo, and efficient crew, to redeem his pledge and recover his vessel.

The principal entrances to the Rio Pongas are three; the northern one is little used, the most southern has a sand bar, making it dangerous to cross; but as a point for escape, in moments of danger, or as a nearer road of communication for boats and canoes, with the smaller slaving creeks and rivers laying between it and the Sierra Leone. The middle entrance is the one used by slaving vessels, and it is known by the name of the Mud Bar; but the shoals which guard these entrances, extending in flats of some miles before the water deepens to four fathoms, make it dangerous for ships of war, and give a security to those engaged in this traffic, not to be met with in any part of the windward coast, south of the shoals of St. Ann.

This bar can be crossed, however, with safety by His Majesty's gun-brigs, and classes of vessels not drawing more water than 10 or 12 feet. Sloops of war have entered the river, but the undertaking is not only dangerous to such a vessel, but the difficulty of retreating again makes it extremely hazardous to the crew from the great chance of fever, if detained in the river more than a few days.

On each side of this river, and on all the islands which the various creeks within intersect, the mangrove tree continues its slow but sure progress, and as the torrents of rain pour down, the rapidity of the stream brings mud and branches of other mangrove trees, which, depositing and entangling themselves on the banks, gradually increase the size of these islands, and consequently diminish the width of the creeks. There is, however, a considerable depth of water within the bar, the sides of the creeks are steep and bold, and the navigation, which extends several miles, not dangerous.

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The principal creeks in the Rio Pongas are those leading to Curtis, Lawrence, and Ormond's slave factories; there are many other establishments of the same kind, but it will be sufficient that I name these.

When I was at anchor in the Tartar, off the mouth of the Pongas, Curtis, the father, died, and his family and friends were performing certain idolatrous ceremonies, which in Africa are expressed by a corruption of the English word "custom," which is now adopted generally, and the performance of all ceremonies are described or termed by the natives as making of custom.

Capture of two
slaving vessels in
the Rio Pongas.

While the numerous progeny and friends of Curtis, the father, were "making custom" over the remains of this miscreant, His Majesty's gun-brig Thistle entered the river, attended by all the boats of the Tartar. Of the various French, American, Spanish and Dutch slaving vessels in the creeks, one of each of the two last nations only were surprized, having a proportion of their slaves actually on board, so that the others were left to pursue their illegal traffic, but of these only one or two had their crews on board.

Gross partiality
of the Dutch Com-
missary Judge.

In one of the vessels here detained by the boats of the Tartar and Thistle, was a French gentleman of Goree and Senegal, and though his visit was, as he stated, purely friendly, there was evidence enough to show the connexion he had with the ultimate destination of Mons. Vigne, the master of one of the captured vessels, whose papers of naturalization, as a Dutchman of the Island of St. Martin, were scarcely clear of the sand which had been applied to the Dutch Governor's certificate. The Dutch brig, with 14 slaves on board, and the Spanish schooner with 69, were both taken into Sierra Leone, where the most liberal construction was put on the good intentions of the master, now Signior Vignes (and formerly of Gibraltar); and though the slaves were brought in irons to the vessel, and their heads shaved by one of the crew, as is the custom in slave vessels, and that the slaves were locked under hatches for the first night, and that these poor wretches confessed to their being sold by Curtis, the father, a few weeks before, yet such was the influence the French visitor had over the mind of the Dutch commissary judge, at Sierra Leone, that the judge declared the slaves could not be so considered, because Mynheer Vignes asserted they were, to his belief, only hired. It did, however, happen, that in the calculation they had made, this captain had forgotten two slave boys, who were also on board; the consequence was, that this vessel was condemned, though the wretched excuse of the mate having sent the slaves on board contrary to the wish, and *without the knowledge*, of Mynheer Vignes, was professed to be believed. Thus was a wretch, protected through the friendship of the Dutch Commissary Judge, and the imbecility of the British, while the odium was thrown on the mate, who had been left at Kissing Town (Curtis factory) waiting the remainder of 300 and odd slaves; the contract for which, with the several documents relating to the transaction, in the hand writing of Curtis and Vignes, had been found in Mynheer Vignes' writing case, and lodged in the Dutch court of the mixed commission.

Singular protection
afforded to Vignes.

Not only was Vignes acquitted of any participation in the intention of slaving, but a trial for perjury, which crime I could have proved, was quashed, and for the infamous slave dealer, a *safe conduct back to the Pongas* was demanded and obtained by the same Dutch Commissary judge. And the recent cruel and cold blooded murders since committed at Kissing, or Curtis Town, in the Pongas, on the officer and crew of the Thistle's boat, have, upon the affidavits of some of the survivors, been traced to this lawless and merciless wretch Vignes, who was authorized by the Dutch Commissary to proceed to the Pongas, for the purpose of protecting his property in that river, instead of being sent for trial, as a Dutch subject, for a violation of the laws of his country, to the kingdom of the Netherlands.

But I now pass by Mynheer Vignes, and proceed to the subject from which I unavoidably digressed.

In the several branches of the Pongas the remains of the former slave factory establishments are still kept up by individuals, who, originally acting as agents, became, on the general abolition of the trade by the British Legislature, principals. These persons, the surviving few of some hundreds of original adventurers, of hardy constitutions, rude habits, and little education, were well calculated for the task they had undertaken; they assimilated themselves to the manners and customs of the country, and soon became powerful as chiefs. By marriage with the native women they had large families, a guarantee for their respect to the customs of the country, and a pledge for

SUPPRESSION OF THE SLAVE TRADE.

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for their personal continuance in it, thus consolidating their interest, and uniting their fate with that of the country.

With the exception of Curtis (the father) it is of the descendants of these people I speak. They are of course mulattoes; but when the commercial resources of England were thrown open to Sierra Leone, these individuals, as well as their parents, came over, claimed the protection of British laws, and the indulgence of British generosity: their misdeeds were forgotten, and their errors forgiven, and, in return, they swore allegiance, as British subjects, to the King, and promised duly to observe the existing laws;—how far they complied is not necessary to observe.

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Laurence, the eldest son of these persons, is now king or chief of the people called Soozes, or Sosoos. He has a large slave establishment on one of the creeks, named, from his father, "Laurence Factory." He is a man of acute penetration, deals in slaves, as he states, in virtue of the right of the laws of his own country, but at the same time does not disown the right which every European nation has to discourage slavery in their own country and colonies, and discovers more information and intelligence than might be expected from a man in such society, and of such pursuits. Curtis, in power, follows Laurence, and by connecting himself in marriage with the family of Mungo Brama, another chief, (and king of the country at the back of Curtis Town,) and, by the wealth he has acquired in slaving, was nearly as powerful as Laurence. Of the fifty children this man has left behind him, by various women and slaves, those by his first wife appear only to pretend to any of the power and consideration of the father; there are several brothers, all connected in the same pursuits, and established at one factory.

Laurence Town,
in the Pongas.

The crimes of this horde have, however, been lately visited, by an unexpected punishment, brought about by an accidental circumstance, which I sincerely deplore, and which the satisfaction I feel, that their slaving factory no longer exists, cannot compensate for the melancholy death of a gallant young British officer, and principal part of his boat's crew. But as the detail of the circumstances attending the cause and result of this affair have been laid before their Lordships, and His Majesty's Ministers, I feel it necessary only to introduce the affidavits of four of the survivors, who were rescued from an untimely and barbarous death, by the promptitude and decision of those intrusted with the execution of the Rio Pongas expedition.

Murder of Mr.
Inman and Thistle's
boat's crew.

"Personally appeared before me, Charles Mac Carthy, esq. Captain and Governor General of Sierra Leone and its dependencies, John Albert and John Powell, seamen of His Majesty's brig Thistle, who, being sworn on the Holy Evangelists, depose and make oath, that they composed part of a boat's crew sent from His Majesty's brig Thistle, up the River Pongas, for the purpose of demanding the release of a certain British vessel, which, together with her crew and cargo, had been forcibly seized in the Rio Pongas, by order of Thomas Curtis; that these deponents having been wounded, they, with seven others, including the officer, were dragged on shore, stripped and exposed to a vertical sun for a considerable time; but after a consultation between Mr. Curtis, Mr. Vigne, late master of a slave vessel, and two others, mates of slave vessels, it was agreed, that the Europeans should be put to death; but in consequence of the interference of a person, to the deponents unknown, and being men of colour, they were destined for slavery. The officer, seamen and marines, were shot, by order of Mr. Thomas Curtis, in the presence of these deponents, amidst the exulting cheers of many hundred persons. These deponents were detained in irons until the arrival of the squadron, when they were released and delivered over to the commanding officer of the expedition. These deponents also make oath, that the bodies of the deceased were disinterred by order of Mungo Brama, the king of the country, and carried away by wolves and birds.

Sworn before me,
this 2d June 1820.

(Signed)

John Albert, ✕ his mark.
John Powell, ✕ his mark.

(Signed) C. Mac Carthy, Governor.

Witness, R. Hagan, Commander of H. M. brig Thistle."

"Personally appeared before me, Charles Mac Carthy, esq. Captain and Governor General of Sierra Leone and its dependencies, &c. Henry Richardson and Justice Williams, who depose and make oath on the Holy Evangelists, that they composed

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posed part of the boat's crew of His Majesty's brig *Thistle*, who was sent up the Rio Pongas, for the purpose of demanding the release of a vessel belonging to a British merchant, which, together with her crew and cargo, had been seized by order of Thomas Curtis of that place, and that no satisfactory answer having been given, the officer, Mr. Inman, persevered in demanding her release; that the said crew having gone on board the said sloop, for the purpose of refreshing themselves, they were violently assaulted by the natives, under the directions and superintendence of Thomas Curtis and brothers, and the whole of their arms, with the exception of one pistol, having been taken from them, they were in the act of pushing the boat off, for the purpose of returning to the *Thistle*, when they were again assailed with warm water and stones, and subsequently by several severe discharges of small arms, which wounded, in a few seconds, eight, and killed the coxswain; that having no means of defence, and apparently no hope of escaping, but by swimming, these deponents, with two others, leaped overboard, and having swam across several rivers or creeks, they were, with the greatest difficulty, enabled to escape to the factory of Mr. Wilson, of that river; and Mr. Curtis, having demanded their delivery, as being his prisoners, they were given over to the care of Mr. Ormond, whose greater influence enabled him to preserve them for the service.

Sworn before me, at Free Town,
Sierra Leone, this 2d June 1820.

(Signed) Henry ✕ Richardson.
Justice ✕ Williams.

(Signed) *C. Mac Carthy*, Governor.

Witness, R. Hagan, Commander of H. M. brig *Thistle*."

The opportunity for declaring the Rio Pongas in a state of blockade appears to me to have now offered so advantageously, that I would strongly recommend the measure. It would of all others tend most effectually to destroy the Slave Trade in that river, and not in any degree interfere with the natural trade of civilized nations.

This opportunity lost, of crushing, so unexpensively, a large and thriving branch of the Slave Trade, may not again offer; nor can any other nation take umbrage at a measure frequently adopted in times of war. For this purpose, it will only be necessary to station a small schooner at the Isles de Loss, as head quarters, and of which spot, as I have but little more to add till I reach the shores of Sierra Leone, I shall next speak; and though I paid but an imperfect visit to these islands, yet this short inspection fully convinced me of the necessity that existed for our obtaining possession of them. The anchorage round the Isles de Loss varies much, but the protection afforded by the cluster gives security to any ship refitting at any period of the year, when the same is practicable, for I am not supposed to include the rainy season. The healthfulness of the harbour must be evident, as the sea breezes blow without check, and apprehension from the land-wind ought to be trifling.

Crawford's Island, upon which the Government establishment is fixed, is however again rapidly returning to its original state, and the same indifference to the growth of bush and underwood, is here as visible as in some parts contiguous to Free Town itself. The fact is, the underwood in Africa once cut down, and the large trees felled or burnt, the work of clearing the land is too frequently considered as finished; whereas, the same operation must again be more carefully performed the ensuing spring, or the bush-wood rises with a rapidity of growth exceeding its natural powers, and spreads with an increase hardly to be believed! Nor, in many cases, will the second application of fire totally destroy the life of the tree. In this case, blasting the root by the assistance of an augur hole and gunpowder, is the most effectual and the least expensive method.

The Isles de Loss are five in number; three only are of any consideration. Crawford, in the centre, is the one occupied by *Government*, but it is at present little better than the most wretched banishment, and the wants and necessities of those upon it, ought to claim the greatest attention from the parent Government in the Sierra Leone. Tamara is the most extensive, and supplies the only good water. Factory Island is, however, the best calculated for the trade with the natives on the main, and some establishments have been formed by individual enterprize; but while the Slave Trade receives the encouragement it has during the last twelve months, other trade will linger, and even the common necessaries of life become uncertainly supplied. Off Factory Island is, however, an excellent station for a small cruiser, to watch or blockade the slave dealers from the Noones and the Pongas, to the Kessey and the Scarcies.

As,

As, in my former report, I intruded some remarks upon the colony of Sierra Leone, I may perhaps have their Lordships excuse in again venturing a few more upon the same subject. Indeed, the colony of Sierra Leone has been so differently represented, so much has been urged against its rising prosperity, and proposals said to have been made for its abandonment, that I consider myself as an impartial person, the one from whom opinion and remarks may be expected; and when I declare that I shall not swerve in any degree from the plain and simple matter of fact, I trust I shall have full credit with their Lordships, for I can have no local interest to bias me in any way.

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I do not presume to suppose that much useful or novel information will be thus laid before their Lordships, yet I cannot be ignorant, that, as some of the suggestions I have before offered have been adopted, by directions of His Majesty's Government, along the whole line of Western Africa, others may possibly be here found, not altogether unworthy of notice, if not of adoption.

The climate of Sierra Leone is, like all other tropical climates, divided into a sickly season, and one not positively so; for it may be considered too much to speak of Sierra Leone as ever absolutely healthful. Nevertheless, the month of December is here hailed with joy and delight by all classes of population, whether native or imported, and whether whites or blacks. The mortality on my last return to it, I found not by any means such as had been represented, and certainly not what in the same period had been experienced at Jamaica, in proportion to its population. Of the non-commissioned officers, however, arriving from the West Indies, I believe few escaped; they presumed falsely upon what they considered a preparation for the climate of Sierra Leone, and the liberties they took with their constitutions hastened an event which great care and attention only can guard against.

Colony of Sierra
Leone.

Of the crews of the timber-ships visiting Bance Island, many died; for these people, unaided by that relief their Lordships so properly and so liberally afford His Majesty's ships, by the invaluable services of our krew-men, and unprotected by those humane laws which were formerly in force, when exposed to the same climate, in carrying on the Slave Trade, by which the master was compelled to hire a certain number of krew-men, or native Africans, to relieve his crew, alike from the effects of the sun, as from the pouring rains. The sailor in the merchant service is now frequently compelled to work at all hours, on all days, and in all weather; and lastly, unfurnished, as the King's seaman is, with a blanket dress, perspiration is suddenly checked by a tornado, or the periodical rains, fever is thus generated, and death ensues; for though medical aid is within the reach of merchant ship-masters, the cases of disease amongst their crews are seldom sent to the Sierra Leone Hospital, till the crisis has arrived, and leaves no longer any hope. This is a subject I do presume most earnestly to recommend to the consideration of their Lordships. Merchant seamen have appealed to me, not only at Sierra Leone but to leeward, for redress to well-founded complaints of hard usage and over-work; but with the injunctions of their Lordships before me (in conformity with the petition of the ship-owners of London), I could only refer the cases of these men to the consideration of the magistracy of Sierra Leone, where it has seemed to me that private connexion or interest with the trade had no small influence in the judgment given.

Necessity for some
law in favour of the
sailor employed in
the African trade.

The complaint of a sailor is too frequently considered frivolous, as well from his own imperfect manner of stating it, as from the frequency of mixing unimportant matter with the actual cause.

The want of a regular hour of meal, as well as of stipulated rations, is in Africa one almost universal source of complaint, and the brutality of a merchant ship-master has been such as to induce the entire crew to desert, and seek protection in the uncertain friendship of an African savage, rather than place their lives at the mercy of individuals possessing neither honour nor justice.

I turn now to a more desirable subject, in speaking of the continued and increasing improvements of Free Town, which attracted my particular notice, and added to my respect for the governor, whose perseverance and indefatigable exertions, though almost unaided and unassisted in the great and laborious duties he has to perform, had effected more than I had thought possible. For it is not merely to the improvements of Free Town, nor to the comforts of the residents, that Governor Mac Carthy's mind is given, but likewise to the general increase of the colony, by attending to the population from one extremity of this peninsula to the other, by protecting the untutored and ignorant African, and giving the most patient consideration to his most minute grievances and wants.

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If I were to find any fault, it would be with colonel Mac Carthy's excessive anxiety for improvement, which I think induces him to undertake more than either his means or the colony can, at the same moment, accomplish, and his measuring the ability of others by his own extraordinary good health and powers of application in this climate.

In my former report I observed, that in public improvements the persons under surveillance of the law might, I thought, be employed. I was glad to see these people engaged in clearing the ground in the immediate neighbourhood of Free Town, and in removing the grass and indigo from the streets of the town; a measure which, if persevered in with care and attention, cannot fail to be highly beneficial to the general health of the community; for after a heavy fall of rain, and the sun striking on the ground with its vertical power, the vapours from the vegetable matter over-running the streets is so perceptible, that in drawing breath I have felt I was inhaling a vapour which I could but compare to gas from coal.

I cannot better mark the rapid vegetation of Sierra Leone than by noticing the following circumstance illustrative of it. When at Sierra Leone in January 1819, in an unoccupied lot of ground in Free Town, where two or three small trees had just sprung up, seedlings of the last year, I was induced from curiosity to measure and mark them in a particular way. On my return this year I observed the trees thus marked still standing, but their extraordinary increase made me doubt my own correctness; my initials on the bark, however, removed all doubt; they had grown up large trees, and were at least four times their former diameter.

Improper means
taken to form
inclosures.

Thus as almost every lot of ground possessed by an African is at first generally fenced-in with stakes cut from a soft bush, known on the Gold Coast as bearing the physic-berry, which striking root, and vegetating with the same ease as the willow does in England, one half of these lots assume the appearance of garden ground. The increase of trees within the limits of Free Town, in the space of one year, convinces me that if this practice of fencing be continued, though it may add very much to the beauty of the town, will increase, in a very high degree, the unhealthfulness of its climate, and add to that troublesome insect the mosquito, which last year, in Free Town, was hardly felt, but which, from the shelter it has received from the mode of fencing in that town, I now found as annoying as in parts of the world where it is most troublesome. My opinion was confirmed by the same remark from a very intelligent French surgeon, long resident in Sierra Leone.

To obviate this extension of vegetation, which I consider one of the causes of unhealthfulness at Sierra Leone, I would recommend that no trees but fruit trees be permitted to grow in Free Town, and even of those, none but the orange; nor should any lot be fenced round with stakes having vegetable life.

In every direction round the entire amphitheatre of hill and mountain by which Free Town is surrounded, the clearing of the wood has commenced; and though the season was too far advanced to do much, yet sufficient has been done to show that the governor is in earnest. But while this is doing, the hill on which the powder magazine stands ought not to be permitted to resume its original appearance: bush and underwood are again making rapid strides; and the labour expended a few years since, if a check be not given, will have been all applied without permanent benefit.

But while these checks are given to prevent the bad effects from miasma, improvements of another nature, though for a similar object, ought to be adopted, and buildings of a simple, but very necessary, nature, should be constructed and attached to *every house*. Nor does this to me appear the least of the evils deserving attention; for very few of the houses of Free Town possess this comfort but in the rudest way, and many are entirely without any such accommodation, the possession of which, in climates where exhalations are so offensive, and the black population is so increasing, may properly be considered of the class of healthful improvement.

Stone and brick buildings are now succeeding the wooden houses and crazy huts, of which in former days Free Town was composed; and the improvement by bridges of stone over the rough and craggy watercourses which the torrents have formed, is very considerable.

A reservoir is now forming for affording a more ready supply of water to men of war and shipping, without interrupting the demand for the town. This, as in my former report I observed, was much wanted. Still an additional conductor to this supply from the town must be prepared if Free Town continues to increase as rapidly as it has done since I have had opportunities of making any observations upon it.

SUPPRESSION OF THE SLAVE TRADE.

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The defensive works have been put into an excellent state, and some of the houses for the accommodation of the various servants of the colony are nearly completed, and not only with a marked attention to neatness, but to the personal comforts of individuals destined to occupy them.

The church, though a work of great labour, is going on with spirit and perseverance, but some time must elapse ere it can be opened. The barracks of the officers have been much improved, and a commissariat-store is constructing which will shortly be finished, and ought to relieve the colony of a considerable annual expense; but a public building for the officer in chief of this department, on a Government lot of ground, should follow, rather than allow the caprice of individuals to be exercised in the way I observed it very lately was.

On a late melancholy accident, terminating in the sudden death of the late commissary-general Le Fevre, the first exercise of duties devolving on his successor was to discharge the office and store, held at a very moderate rent by his predecessor, and to engage one at, I understand, a very advanced rate, sacrificing public conveniency and economy, to what I consider either the feelings of friendship, or else to those of party, which latterly has shown itself in this colony. I have heard the present rent to be between three and four hundred pounds a year, and the late rent was 120 *l.* and in my judgment the latter is not inferior in accommodation, security or convenience to the former.

If an arrangement could be made so that one of the main cross-streets of Free Town could be dedicated to houses for the class of public servants, who are either entitled to houses, or allowances for them, an eventual saving to Government would follow, the readiness of communication between individuals whose business must bring them together would be increased, and an example for symmetry and neatness established, likely to be pursued by every other class of society. In the season of tornados, as well as of the rains, the communication is now from necessity partially abandoned, or if maintained is under constraint, fear and alarm, from the distance and little connexion there is between those who ought to be at least near neighbours.

Before I conclude my observations upon the improved state of Sierra Leone, it is justice only that disposes me to notice the indefatigable exertions of the chief of the medical department, Dr. Nicoll. No part of the establishment of this colony reflects more credit upon the heads of departments, or does more honour to the mother country than the liberal manner in which this branch of public duty is supported in England, and conducted at Sierra Leone. And it is not merely in his professional duties that Dr. Nicoll shows his zeal for the public service. His unwearied researches as to the localities of the country, its capabilities and productions, as well as a close investigation into the causes of disease, and the best mode of treatment, make his life a most valuable one, and his death or removal would be an irreparable loss to the colony. Talent and science, industry and application, are in him conspicuously blended.

The comforts and conveniencies of the Hospital are very great, the site is well chosen, but the original construction was bad, and the decaying state of the building promises its speedy dissolution. Every repairing seems to me a doubtful remedy, the rot of timber, if not originally well chosen and properly grown, is here increased by the nature of the climate; and as it seems to me that a new military hospital, or the principal parts of a new one, will be necessary, I would suggest, as an experiment, that the supporting pillars, and some other parts, be made of *cast iron* prepared and sent from England, which, being frequently painted, would not only prove more durable, but I am confident economical as to the first expense.

The incessant employment here given to mechanics, carpenters and joiners in particular, may be accounted for in the never-ending demand for houses, and the necessity of getting over certain parts of the work before the setting in of the periodical rains, so that the price of labour, which to mechanics is generally from three to four shillings a day, rises frequently to something most extraordinary.

There is, however, in my conception, an error in the general construction of many of the public works.

From the particularly hilly nature of the ground of this colony, scarcely twenty houses stand on a level spot, and it frequently happens that many of the foundations are sapped, or the walls disturbed from the want of the precaution of having either an underground drain, or a channel cut to lead off the waters which come pouring down the declivities, sapping or destroying the stability of the buildings. The hospital, as well as the church at Regent's Town, are strong proofs of this.

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to protect the
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The manner in which the public schools are here conducted reflects the greatest credit upon those concerned in their prosperity, and the improvement made by the scholars proves the aptitude of the African, if moderate pains be taken to instruct him.

I have attended places of public worship in every quarter of the globe, and I do most conscientiously declare, never did I witness the ceremonies of religion more piously performed, or more devoutly attended to than in Sierra Leone.

I wish I could speak equally of the court of justice in this settlement. The circumstances which induce this remark are those connected with the trials of two individuals, of whose private characters I shall only observe, that one was compelled, as a revolting Maroon of the West Indies, to quit his country in obedience to the laws; the other, a British subject, did so to escape the laws. The former in a fit of well-grounded jealousy, ordered his wife out and shot, for which he was tried by a jury, equally composed of whites and blacks, and received the sentence of the law, which, for example alone, was at least necessary, independent of the atrocity of the act. The other prisoner, for an imaginary crime, presumed to have been committed by one of the sailors, went in search of his pistols, loaded them, and coolly waited the repetition of a threat, which certainly was not committed, and deliberately shot a seaman, under a pretence of mutiny, while the cook of the vessel was following his duties, and the other part of the crew were employed in their customary avocations.

The first felony was gloried in by the unhappy wretch who had perpetrated it, under the mistaken notion that he was authorized by law, but he nevertheless stood his trial with calmness, and bore his sentence with meekness. The second felony was no sooner committed, than fear operated in turn, and the show of kindness to the unfortunate sufferer proved conviction on the mind of the culprit of the atrocity of his own act; but by way of smothering the cries of justice, and destroying the proof of his own malignant spirit, the wounded sailor was permitted to land in a savage neighbourhood, where neither the aid of surgery, nor the benevolence of Christianity, could have a chance of operating in his favour.

But overtaken by the hand of justice, a bill of indictment was presented and found by a grand Jury at Free Town, and the master of the Errato was put upon his trial. The lenity of the judge was here as conspicuous as the insolence of the culprit was audacious. As the master of a merchant ship, he desired that his jurors should be so selected, and some of the masters of African traders were actually, in consequence, introduced to the Jury, contrary to the express words of the act, which declares it shall be composed of "Inhabitants of Sierra Leone."

Insolence and blasphemy were so interwoven in the defence and general conduct of the white prisoner, that the contrast with the conduct of the unfortunate black maroon must have struck every considerate person; and the apology offered by the by-stander for the forbearance of the Judges, was the belief that it was permitted only to convince his Jury that insanity was not temporary. And here a scene occurred, which, if I was not convinced it would be noticed by those whose duty and province it so eminently is to uphold the purity and awfulness of our most *sacred and binding forms* of religion, I should enter upon more at large.

It will be sufficient to state, that a negro, himself charged with robbery by the prisoner, was put on his oath, and an interpreter (a krew-man) likewise. The negro confessedly could not speak *a single word of English, nor did either understand the sacred obligation of a Christian oath*, nevertheless the form was executed, and, as might be expected, in a manner not only to throw ridicule upon the ceremony, but to bring contempt upon the sacred obligation it is meant to impose. The interpreter proceeded to declare, that the prisoner had been threatened in language and terms the most violent, repeating the actual words, "so as to threaten to take his life;" and though the impression this made upon the Jury ought to have been set aside by a remark from the Judge to the interpreter, that as the witness *could not speak a single syllable of English, it was not possible he could understand the conversation he pretended to detail*; nevertheless the Jury thought otherwise, and availing themselves of the charge from the Judge on the bench, that if they believed the African, in preference to the corroborated evidence of the other persons on board, as well as the wounded man, they would acquit the prisoner,—they did so accordingly! Had I not witnessed this transaction, I could never have believed an English Judge could have delivered such a charge to a Jury; for it must be remembered, that the negro, it was acknowledged, knew not one word of the language he professed to have heard.

That

That justice should always incline to mercy must ever be proper ; but that a Jury of Englishmen should, either from friendship or fear, forget the situation in which they stood ; or that a Judge, from whatever motive, should permit a prisoner when under trial to attack him with invective and abuse, is what, if again permitted, cannot fail to bring the dignified station he holds into contempt, and the professed equality of British law into disgrace.

I mention the case, in the hope, that if nothing else results from it, the religion of our state may not be insulted by a custom, which could not, I had supposed, have been tolerated in the most infantine condition of any colony ; and that as children and idiots are not permitted to take an oath, in the understanding that they cannot be acquainted with its nature or sanctity, neither will an African negro be sworn in any other way than agreeably to the custom of his Fetish, until his mind shall be enlarged, and his comprehension sufficiently cleared to understand something of the duty an oath enjoins, and that even then such evidence will be received with caution.

The custom which I observed in the present instance, of permitting the prisoner to carouse with his friends, among whom were some of the petty jury who were to decide his fate, in a room adjoining the court, at the very time the grand Jury were deliberating upon his indictment, appears so indecent a distinction between whites and blacks that I cannot avoid noticing it ; because I consider it the most effectual way of reaching the ear of the Judge.

The sudden and accidental death of the late Deputy Commissary-General of Sierra Leone, affords to the Government the opportunity of accomplishing what I had presumed to suggest in my last year's Report. As this gentleman died in less than an hour after the accident, it may naturally be supposed that some parts of his accounts may appear in an imperfect state, particularly when it is considered that the establishment under him, from climate and other circumstances, was very incomplete. This officer had fixed his private residence at Faura Bay upon the point of land formerly alluded to by me ; and since the charge of the naval provisions had devolved upon him, he had conformably, as I understood, with the wishes of the Victualling Board, in order to keep the military and naval stores distinct, converted an exceedingly dry and well-built house, contiguous to his own dwelling, to a naval victualling store, thus making our supplies quite distinct from the military and garrison, a measure I consider the most likely to ensure the fair distribution of the provisions actually intended for the navy ; and which, in the articles of wine and spirits particularly, is a measure of absolute necessity, or the squadron will be in the predicament of receiving American rum, of a most inferior and pernicious quality, which, though not affecting native troops, is well known to be highly injurious to European health.

As in the event of any deficiency in public accounts, and indeed conformably to the dying words of Mr. Commissary Le Fevre, that his house, farm and land should be held at the disposal of Government till his accounts should be settled, it appears to me desirable that the same should be retained by His Majesty's Government. I presume to suggest, that a valuation of the whole buildings and premises be taken, with a view of forming a small naval victualling establishment there, which, under the direction of a lieutenant, with a purser or clerk, might, in addition to a few Krewmen, paid in the country custom, (in goods instead of money) be all that would be required, and I am confident prove not only a material saving to the Government, but a check upon other branches of expenditure.

To accomplish this arrangement, certain trifling improvements would be required for the greater facility of removing and receiving provisions. The roadway leading to the landing being on a declivity must be improved, and if forty yards of iron railway were laid, this would be cheap and lasting. The wharf requires to be finished, and should be carried out so as to be useful at all times of tide. A well has been dug at a considerable expense, from which excellent water was procured, and may require a very trifling sum to make it quite perfect. Indeed the expense of all I have recommended must be of very small amount.

In addition to this spot being held as a victualling depôt, I would strongly recommend its combining also that for a small supply of naval stores, and for which the buildings I have mentioned are in every way sufficient. I recommend this as a deposit for naval stores also, from having observed on my arrival, that those saved from the Erne had been placed in a hired store in Free Town, the expenses of which would soon have exceeded the value of the stores themselves, but they have since been removed at my request to a part of the building occupied as a jail.

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There are many articles of naval stores which might be deposited in this proposed depôt, and thus prevent the necessity of purchase, which, as their Lordships may suppose, cannot at Sierra Leone be procured but at a very advanced rate, and to which I was lately obliged to submit.

Such an establishment as I recommend need only be on the most reduced scale, though it might hereafter, if necessary, combine the advantages of a small naval hospital, the point of land of Faura Bay appearing to me well calculated for such a purpose. A large proportion of the ground has been cleared, and if the productions (which were, I believe, principally meant experimentally) are not required, fruits, roots and vegetables (under the superintendence of a qualified person) highly important to ships returning for supplies, might thus be had at a very small charge. The officer commanding, if their Lordships thought proper, rewarded after a three years residence, by promotion; and this for three years service in such a climate would not, I humbly apprehend, be held too large a remuneration. Whether these suggestions shall be adopted in *toto*, or in part, I think some such arrangement, till a settlement of the commissariat accounts takes place, would be advantageous to Government. The experiment would cost so little, and the intermediate benefit prove so much in preventing the decay and ruin so likely otherwise to ensue, that if it were only placed as a victualling depôt, under charge of the senior naval officer, public benefit would result.

During the time His Majesty's ship Tartar was watering and wooding at Sierra Leone, I availed myself of the opportunity thus afforded, by devoting two or three days in inspecting the Lagoon in which Bance island is situated. The channel of this branch of the river I found by no means dangerous, and that it was navigable for ships of considerable burthen in great safety. Between Tagareen Point and Tasso's Island, there is a rocky reef, which dries very rapidly with the ebb tide, and from Tasso another runs off narrowing the channel here, and though there may be a passage between the north side and Nambannas Town, it is not used, nor did I pass through it in my boat.

Rounding Tagareen Point, which is the S. E. of the Bulam shore, the river opens to a considerable expanse; and while the island of Tasso intersects the main stream of the Sierra Leone, the river Bunce or Bunch on the right, gives a deceptive appearance to an actual small branch of the river; at the same time a creek on the left, though almost closed up by mangroves, affords a ready communication with other creeks leading to rivers which empty themselves (as the Scarcies) into the sea in the Bulam country, north of Sierra Leone, the application and conveniency of which for slave-trading I shall presently notice.

Of the river Bunce it is merely necessary to state, that after tracing its course a few miles over mud-shoals, impassable to canoes at low water, and bounded by swampy banks on each side, to the S. E. it loses itself in a swamp, on the verge of which the new town of Waterloo is in active progress. It is necessary I should observe, that on the right bank of this arm of the Sierra Leone, upon a sickly and dreadfully miasmatic spot, named Gambia Island, a French establishment once stood; and from the extraordinary measures lately threatened, and partially adopted by the French governor, Schmaltz, of Senegal, with respect to the river Gambia itself, I have no doubt but one of the motives which has induced governor Mac Carthy to extend the redeemed negro population of Sierra Leone to the source of the Bunce just noticed, was to confine the claim (if it ever should be revived by such a man as governor Schmaltz) to the mere speck improperly marked Gambia Island. For by as good right might the governor of Senegal erect an establishment here, and issue his decrees against the free trade of the British adventurer on either bank of that great and invaluable river the Gambia; the keys to which, Bird Island and Point St. Mary's, being in British possession, at least authorize an equality of right to uncontrolled navigation of the Gambia.

Passing to the west of Tasso, and between a few small islands on the Bulam shore, the two small islands marked in the chart "Bob's Islands" appear, and immediately after, that of Bance. Off the two former good anchorage is obtained; and those vessels not intended to ship timber from either Bance or Timboo, usually prefer this anchorage, as establishments are about being formed by other individuals, who have caught at, and are following up, the ideas of Mr. M^c Cormack, a person of great enterprise and talent, and with whom, as I have understood, the shipment of timber from Africa originated.

The islands of Bance and Timboo, the present rival establishments for the timber-trade in the Sierra Leone, are distant from each other three to four miles. The latter

is seen immediately you round the west point of Bance, or, as I call it, Slave Factory Point; four of the large pullom or silk-cotton trees, situated on that point, having been permitted to attain their utmost growth, to mark, as is the custom to this day along the whole coast of Africa, that slaves are there to be bought and sold.

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These islands, with Tasso and both banks of the river, give this part of it the appearance of a lake; while the Devil's Rock has here a central situation; the high land of Sierra Leone is seen at a distance over Tasso, and the majestic Sangree mountains, to the north, relieve the eye of the sameness of scenery formed by un-cleared clumps of mangrove, palm and pullom, and present a grandeur of scenery difficult to imagine.

Above Timboo, the river narrows again, being intersected by mangrove islands; but though it does not appear to be navigable for ships beyond this limit, yet large boats pass up some hundred miles; indeed the gentleman of whom I have already spoken, (Mr. M^c Cormack,) in quest of timber, and for the purpose of removing palavers, which the native chiefs instituted upon various pretences, told me he had himself frequently passed up more than one hundred miles.

Bance island is an extremely small one, but was, during the period of the slave trade, so well fortified as to offer resistance to a combined attack from both sea and land-forces under the French. A very few huts now remain upon it, and the small est part of the old buildings only are habitable, and these are occupied by the agents to the former bankrupt proprietors. In slaving-days the factory was not only well fortified, but its magazines were well adapted to that commerce, for which the island had been originally cleared, and the security afforded by stone and iron, proves not only how fearfully life was held by the servants of *this* African company, but the loop-holes for the blunderbuss and musquet, opening upon the female as well as male slave-yards, even from the banqueting hall (as it is still termed) of the factory, show that the convivial hours of the superintendents and slave-dealers were not free from the dread of insurrection. All was *barricadoed*, every window had its iron grate, every door had its iron bar, while the passages were so constructed that only one person could be admitted at a time, and the avenues so commanded, that a single discharge of grape and langridge must have overwhelmed all who were exposed to it. And though to this it may be added, that the walls of the slave-yards still prove the whole to have been so contrived as to prevent the chance of escape to the most resolute and infatuated of the miserable victims they inclosed, yet with all these precautions, insurrections, as on board the slave-ships, were not uncommon; and on one occasion the white managers were threatened; in the very moment they had dedicated to revelry and licentiousness; for which the unhappy slaves were all held responsible, and condemned to an atonement, by undergoing indiscriminate butchery, or suffering dreadful scarification from the *Cawkin*.

Armed only with the irons and chains of those who were so confined, the slaves audaciously attacked the *Lock-up Keeper*, at the moment he made his entré to return them to their dungeons after a few hours basking in the sun; but thus bringing upon themselves the close fire of musketry through the loop-holes before mentioned, which they probably neither saw nor contemplated, though for which purpose a stand of arms was always kept ready, and marked loaded; and it is understood, that upon this occasion many obtained their only wish, a relief from their misery by the hand of death, for it can scarcely be supposed that much value was attached to the life of these beings, when a few rusty muskets or three or four bars of iron, was the cost per head.

At Bance, a little below the fort, there is an excellent wharf running from the landing-place, which gives it a present advantage over its rival Timboo, of which I shall next speak.

With the exception of a few orange and lime-tees, nothing now appears cultivated on Bance Island, though the soil, which covers a granite rock, seems highly capable of affording every tropical production. Indeed the rapid growth of vegetation promises once more to restore this island to its primitive state, as every thing useful is abandoned.

A few Timaneese occupy the two or three straggling huts on Bance; but, in what manner they are employed, or whether they form a part of the Williams's establishment, I do not know. Water of an indifferent quality is found on the island, but tanks were formerly established.

After the total abolition of the African Slave Trade by the British Legislature, Bance Island fell into rapid decay. Its magnificent buildings, as well as its gloomy prisons, equally felt the destructive powers of climate and of seasons, against which the incessant

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cessant and watchful care of man could only protect them. For the time they were totally abandoned, and for a time they afforded protection from the deluging rains of Sierra Leone to a party of troops stationed there to prevent any clandestine continuance of the Slave Trade, through the Rivers Scarcies, the Berriera, the Quapart, or any of those creeks, navigable for canoes on the right bank of this river; and it is much to be wished that an over-awing power of some sort were still extended thus far, as it is a circumstance lately of my knowledge, that the factories in the Pongas still hold communication with their agents in the interior of the country, from the facilities afforded by the various creeks and smaller branches of the Sierra Leone, connected with the rivers on the Bulam and Soozee shores.

From Timboo island, which is not more than four miles from Bance, timber, denominated African teak, as well as several other species, can be obtained from 20 to 40 feet long, and 14 to 24 inches square. Of this quality, and of such dimensions, from one to 3,000 loads might for the next three or four years be furnished, either by contract, or in such other way as Government might wish, and I should think upon advantageous terms. And if ever such a measure should be decided upon, I would recommend a correspondence upon the subject with Mr. M^c Cormack, now a resident at Timboo. I have had much communication with him in reference to a supply of timber; I have found him the best informed, and the most intelligent of any person connected with or in any way engaged in the trade. He has seen more of the shores from whence timber is to be had, and, I am of opinion, is a better judge of its quality, than any one I have met engaged in commerce in Africa, his experience has been great; and having obtained that by heavy imposition in the early part of his speculations, he is, I think, a person so much the less likely to be deceived again. In a few words, my opinion is, that in the judgment and integrity also of Mr. M^c Cormack confidence may be placed.

There are other small islands in this Lagoon, which may, at some future period, prove valuable; but the connection which Timboo and Bance have with the upper branches and stream of this river, give them a decided preference in respect to the timber-trade, and which still further predominates in favour of the latter, in point of anchorage and wharfage.

Nevertheless, when Timboo shall be cleared of timber, and underwood or jungle, its competition with Bance will be great.

Island of Tasso.

The island of Tasso, which divides the streams of the Sierra Leone above the town, is one, the right of possession to which ought to be decided; and if it is the property, as I believe, of Government, ought to receive an establishment of captured negroes. Its soil appears good, its plains would also supply cattle; and to those, especially of the redeemed negroes, whose inclination might be directed towards agricultural pursuits, Tasso island offers very many advantages.

The same motive which induced me to visit Bance island, a desire to obtain as correct information as possible, had also led me to visit the Bulam shore, immediately opposite to Sierra Leone.

The row across is frequently lengthened from the flatness of the middle ground, and the difficulty of landing is more generally so, from a long-extended flat, which drying at half ebb, leaves your boat among rocks and shoals. The day was, however fine, and the hospitable reception from Prince Alla Dalamoudy, the present chief of Medina, removed all regret at my visit.

The country appears raised considerably above the level of the sea, and the entrance to Medina is from the beach, up a steep winding path, which seems to have been so planned to secure it from attacks by water.

Dalamoudy's village, for such it is, offers a picture of neatness and cleanliness to the eye, which might serve as a copy to ourselves; not a blade of grass is to be seen within the walls of the village and fences, the ground is beat hard, it is dry and smooth, and so laid out that water will not lodge during the rains. The houses are perfectly round, or oval, neatly thatched in a pyramidal form, making a circular veranda; granary, armoury, and mosque, are all so many separate houses, but undistinguished.

Delamoudy's residence alone is noticed by being raised one story above the ground-floor. In person, this chief is a fine tall athletic black, bearing a strong resemblance to a Congo negro, but a much more dignified manner and address.

He speaks English fluently, and appears to know well the value of the British governor's friendship. He is not only a follower of Mahomet, but as chief of the country officiates as the high priest. I attended their mosque, and noticed that his followers appeared not merely devout, but enthusiastic.

I learn

I learn that within a short distance of Medina, that our Government has a plot of ground of one square mile. At present it produces some orange trees, and is otherwise overgrown with thicket.

The trade in slaves, which has of late been so much encouraged in the Rio Grande, Nunez and Pongas, has not failed of spreading its attractions even into the province under Delamoudy, and a slave boy, taken in the Dutch brig Maria, by the Tartar, was found to have belonged to Medina. His parents claimed him, declaring he had been stolen when sent to the banks of the river Scarcies for some domestic purpose, and thence carried and sold in the Pongas. Whether the parents had been concerned in this affair I do not know, but there were circumstances which induced me to believe it had not been purely accidental.

Rice is largely cultivated here, and gives full employment to the natives; and if the price were always maintained at Sierra Leone, it would be one of the measures productive of industry likely to destroy the still lurking inclination for the slave-trade; but as this cannot be assured, the quantity grown varies so much that an abundance in one year is almost sure of being followed by a scarcity the next. Of other productions I am not prepared to speak; but I observe that the market of Free Town, among other articles, is supplied entirely from hence with the gooroo nut, which must have been so frequently described that it is only necessary that I should name it; I believe it to be the boozee of the Ashantee. Indeed it is known over all parts of Africa, from the shores of the Red Sea, where I have seen it at Kosier, to the Bight of Benin. It is not only valued for the pleasant bitter it communicates to the palate, but likewise as being considered an excellent stomachic. Among the Mandingoes it is always a present, or a complimentary offering, to visitors or strangers, and is considered in all cases a pledge of peace. I have reason to believe this nut grows on the mountains of Sierra Leone, from seeing a pod containing the seeds near Regent's Town, though I could not ascertain the fact. The pod I saw contained eight nuts nearly the size of a chestnut, and was about sixteen inches in length, and I apprehend is the same that is in such repute in the states bordering on the great desert of Zahara.

I was led to remark the excellent substitute Delamoudy's women were preparing as flax, and I procured a specimen, with the branch of the tree, which I was afterwards pleased to find growing on the mountains of Sierra Leone. An intelligent native, who had been educated in England, named George Ferra, but who I believe has by no means proved grateful for the benefit, told me the Mandingo name for the tree was *bamadjee*. The flax is produced from the bark taken from the young shoots, which run out a considerable length. The leaf of the tree is broad and large, and the bark is macerated in water, and then beat and dried in the sun. The fishing-nets and net hammocks used by the Mandingoes (as in the Brazils,) are made from this flax, and appear equally strong with the best hemp.

Before concluding my remarks upon the river and settlement of Sierra Leone, it is proper I state, that in addition to the town of Waterloo, the new town of Kent, near Cape Shilling, is likely to terminate the southern boundary to the settlement of Sierra Leone. The Banana Islands, a small cluster lying within the shoals of St. Anne and that cape, now become necessary to consolidate the settlement of Sierra Leone; and I hope that governor Mac Carthy, with his usual foresight, will perceive the necessity of immediately occupying them. They are claimed by certain individuals descended from European and native parents, and from whom the fair purchase may be easily made.

The town of Kent is quite in its infancy, and I did not visit it on that account. But I lament to say, the late resident there, captain O. Kearney, formerly an officer in His Majesty's late 4th West-India regiment, (or else African Corps,) has not only disgraced himself, but his country also, by becoming a co-partner and an active agent for the French slaves about the Galinas and Cape Mount. Happily for the credit of Sierra Leone, and fortunately for the honour of the British name, his practices were discovered by the activity of His Majesty's cruisers; and though this person has fled from the British settlements, it is only to reside at the Gallinas, a few miles southward, where he is laying a foundation for a system of slave-trading, under the protection of the white flag. And here I should observe, that if the interruption which has been given by His Majesty's cruisers to this evasion of the law by the slave-trader, be not approved of by His Majesty's Government, it were better to desist altogether from offering any annoyance to the trade, recall our establishment from Sierra Leone, and abandon Africa to its fate.

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America has indeed set an example, but America has not the same kindred affection to the slave-trade which France must naturally feel.

An American vessel of war has arrived upon the coast, and disturbed the nest of slavers of that country, which swarmed between the river Galinas and Cape Mount; four of these vessels have been seized by Captain Trenchard, and I understand sent to America. They were, as all this class are, provided with two sets of papers, and mistaking the American for a British cruizer, were easily detected. Among the crews, a few, said to be English, were on board, five of which have been delivered to me through the means of the Snapper gun-brig. This most seasonable check to the trade will, I doubt not, have the happiest effects as soon as it shall be publicly known at the Havannah and Martinique. But the alarm will, I fear, soon subside, and the white flag will then be resorted to with more energy and boldness than it is even now.

From vessels I have spoken with, bearing the flag of France, though of American build, and openly slaving, protected by real or forged passports from those high in authority, from the reports of His Majesty's cruizers, and from a variety of other sources of information, I have no hesitation in estimating the amount of slaves carried off from the windward coast, under the flag of France within the last twelve months, at *ten thousand*.

American colony
in Africa.

Rejoicing, as I do, in the measure at last pursued by the American government, I lament the little respect they paid to the opinion most disinterestedly given by governor Mac Carthy, on the impropriety of the spot chosen for the site of the intended colony of American blacks in Africa. Had they traced the coast from north to south, and thence east to west, they could not have fixed upon a spot every way *so unsuited* to their purposes as the river Sherbro.

Every disadvantage which it appears possible to enumerate can be produced against its success, and scarcely any other benefit than that the landing may be more convenient for boats, is to be offered in its favour, and the distance the ship must anchor off, would I presume, even destroy the value of this advantage.

What I predicted on first hearing of the attempt, has been fulfilled, though in a much shorter space of time than I could have calculated; and if it be true, that to the death of the Rev. S. Bacon, I may add *that* of Doctor S. A. Crozier, an officiating physician, then I may say, every individual connected with the establishment is no more.

The consequences may be, that the imported blacks will mix with the neighbouring chiefs, and instead of aiding in the freedom of Africa, will probably be the means of fixing an additional rivet by becoming themselves factors for those engaged in the slave-trade.

Cape Mount, or Mesurado, would have held out different prospects, and would also have removed those feelings of jealousy so naturally excited from choosing a spot so closely connected with Sierra Leone. If ever the Sherbro shall become more healthful, it can only be useful to Sierra Leone.

From the river Sherbro, and the banks and shoals of St. Ann, which hermetically seal an approach from the southward, except to very small vessels I have little to add to my former observations upon the coast, till I draw near to the Krew country and Cape Palmas. I must nevertheless express my regret, that the hope I ventured to cherish, that the slave-trade was diminishing upon the windward coast, should prove to have been mistakenly formed, for this most abominable traffic upon that coast is actually increasing in a very great degree.

To establish this fact, with reference to the shores of the part of Africa I now allude to, I had taken considerable pains to examine most minutely the various rivers emptying themselves on the windward coast, and a fast-sailing vessel was procured at the joint expense of myself and some of the officers, for the purpose of affording a covering to the crews of the several boats employed in the service, where frigates and sloops of war could not approach, thus protecting them as well from the effects of sun and tornadoes, as from the injurious consequences of the night-dews and common rains, the Tartar keeping under sail in the offing, and in sight of signal. This arrangement, so far as the health of the officers and ship's company were concerned, proved a most material benefit, and though the vessel was purposely unarmed to avoid the chance of any deviation from my instructions, yet her utility in the object I had in view was so pre-eminently conspicuous, that the officers likely to be occasionally employed in boats requested to be allowed to take a proportion of the expense. Had there been a chance of any pecuniary emolument arising from this measure, as in time of actual war, I should not have felt it necessary to have noticed this circumstance; but the desire springing from the best feelings of the heart, and
which

which had been roused in this instance into an active benevolence, by the dreadful scenes occasionally witnessed in the suffering misery of the unfortunate captives from the African shores, I have felt it due to the character of my officers, to show, that the same philanthropic feelings which actuate the conduct of so large a proportion of our countrymen, are not confined to those resident on shore. Indeed, were it necessary, I could prove, that on some occasions, where I have had doubts as to further detention of slaving-ships, from the chance of incurring heavy damages, and perhaps entire loss of fortune, and whilst the slaving-vessels have been under examination by myself and officers, the whole crew of the Tartar have come forward, and in the most decorous, but urgent manner, have added their entreaties to the measure, offering their growing pay as a security for their proportion of the expense in case of the non-condemnation of the vessel by the mixed court at Sierra Leone; though it was explained to and fully understood by them, that as the law now stood no pecuniary benefit could arise to any one from head-money as formerly, even though the condemnation should actually take place. It therefore strongly proves what the misery and sufferings of the slave must be, until he may reach his point of destination, when they could produce such strong effect upon so many unlettered and uneducated minds as the crew of a man of war may be supposed to be composed of.

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The result of a most careful examination of the several rivers mentioned in the margin* by the boats of the Tartar, under the command of lieutenant, now captain William Finlayson, and lieutenant Digby Marsh, and protected by the vessel above mentioned, not only served to establish my present assertion of the great and extraordinary increase of the slave-trade upon the shores of the windward coast, but confirmed the opinion I gave in my first report to their Lordships, that the great pullom or silk-cotton trees are solely preserved in the margin of each river, the more readily to acquaint the slave-carrier, ranging along the coast, where he may be supplied with human beings."

*Cape Mount,
Half Cape Mount,
River Junk,
River St. John's,
River Sesters.

Had America, who, excepting Great Britain, appears more in earnest than any other nation, established her lately-attempted settlement at Cape Mesurado, or even at Cape Mount, she would at least have secured a more healthful and by far more convenient spot than her late ill-chosen one in the Sherbro. And an establishment by America, either at Cape Mount or Cape Mesurado, would have afforded to the friends of humanity the most rational hopes that in the immediate neighbourhood of the American colony the demand for slaves would have been checked, and thus a settlement would have been formed useful to the purposes of future civilization; and from its actual, though distant, intercourse with the frontiers of Gaman and Ashantee, have opened the line for lucrative speculation to the American merchant, and with the additional advantage of doing so without interfering in any way with the increasing prosperity of the British colony of Sierra Leone.

Indeed an American establishment at either of the points I have mentioned, with one by the British at Cape Palmas, would have formed a sufficiently connecting link, to have realized the hopes of the philanthropist, that Christianity would have been soon propagated north, south, and east, and slavery gradually abolished.

I, however, trust, it is not too late for America to remove the remnant of her establishment to one of the places I recommend, or else the Sherbro will only become a rendezvous for the contrabandist and slave-trader, to the injury of Sierra Leone, and the probable source of future disputes between the two countries.

From the extraordinary and lamentable mortality which has attended these transatlantic settlers on the woody and swampy shores of the Sherbro, my argument may be, I think, fairly supported, that as the land about Sierra Leone shall be cleared of a large portion of its forest and underwood, and the mangrove, which covers the neighbouring marshes, and fosters the deadly miasma incidental to all tropical swamps, that the colony of Sierra Leone will then cease to bear the reproach it does, of being the untimely grave of all European adventurers.

Indeed I believe, and from the observations I have made in other tropical climates from the same cause, there are years, when on a comparison with respect to relative numbers, a greater proportionate mortality will be found to have occurred at some of our oldest established tropical colonies, than at our very infant one of Sierra Leone, with all its disadvantages.

Although I consider the Gold coast more healthful than Sierra Leone, yet the deaths of Europeans on that coast have been nearly proportionate to those at Sierra Leone; but it must be remembered, that the servants of the African Company have not the same indulgencies as those of the King's on the Windward coast, and not
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being permitted to retain any portion of pay, in case of quitting the climate from ill health; every advantage ceases the day they embark, and thus it may happen that they remain so long as to make removal impossible.

On the Gold coast every new comer must undergo the ordeal of what is termed a *seasoner*, which is an attack of intermitted fever, and escaping that, he considers he has undergone inoculation against a repetition for at least the next six or seven years to come, but at which time I confess, the constitution appears to have undergone a change, which though not visible to those accustomed to the sallowness of each other's complexion, is but too apparent to the stranger.

On the contrary, at Sierra Leone several escape all attacks from fever the first year, though the second and third in this case, usually prove fatal. If this period be survived, years pass on, and temporary attacks of intermittent are no more thought of than a March cold in England. Nevertheless, recruiting the health by a trip to a northern climate, every three or four years, appears to me, a plan of all others most likely to be beneficial to the individual, and at the same time useful to the prosperity of the colony, and ought not to be discouraged.

Agues are, however, more or less the lot of those enjoying the best of health during the rainy and latter season. I quit this subject, though I fear not without the imputation of having engrossed more time than either my observations or professional pursuits entitle me to, and I again trace the line of the Windward coast.

Cape Mesurado, the Junk Rivers, as well as St. John's and the Sestres, are now celebrated for the conveniency they afford particular vessels engaged in the slave-trade. These three last rivers are passable for small craft and boats, and the whole intermediate space, comprising a coast of one hundred miles, is fully engaged in the slave-trade.

The anchorage off Mesurado is good, the land as high as at Cape Mount, and if cleared must prove as healthful a situation as the generality of the coast could afford. Kroomen may as easily be procured to assist in this primary and absolutely necessary undertaking, before a population (taken from the lowest and worst orders of society, as I apprehend that the two hundred people of colour were chosen in America) should be turned adrift on the shores of Africa.

The intermediate points between the North Sesters and Krew are peopled by the tribes called Fishmen, and from the readiness they evinced in giving information of the Spanish slave-traders, are, I consider, on the whole, inimical to the trade. Their natural habits, however, I know little of, but their dislike to the people of Krew is proverbial.

From the conviction in my own mind of the great utility the service of the Krewmen are to the British cruizers, in contradiction to the opinion of many of the colonists of Sierra Leone, I this year made a point of personally visiting the Krew country, and though I lament that the result has proved unfortunate to a favourite opinion of my own, I rejoice that I made this visit, because it has given me a better understanding of the country, and the habits of the people, than the reports of others could have afforded, and certainly materially changed the opinion I had formed previously of both.

The Krew coast itself is so dangerous from sunken rocks lying off in various directions, and this danger increased by the strength of the current and swell, that no ship of war should anchor in less than fourteen fathoms, which places her five or six miles in the offing.

The towns of Krew and Settra Krew, lie on each side of a small bay, and divided by a small bar-river, over which an impassable surf continually breaks. The beach is so flat, that none but the smallest of canoes, and only capable of containing four persons, can land, and these merely by a dexterity peculiar to the nature of this part of Africa, the beach being so flat, that the canoes are dragged up by hand, and every thing on board exposed to be wet by the surf.

A rocky point projects a small distance on the south side, which serves as a break-water to the swell, which would otherwise tumble in with considerable force on the shore. The shore within this point appears flat a considerable distance, and within the beach it scarcely seems to be above the level of the sea, little cultivation is therefore to be expected in the neighbourhood of the town; but I understand corn, rice, yams, and various productions of tropical climates, are produced in abundance.

The land on which the Krew-houses are erected is in the most neglected state, being overrun either with long grass, or a creeping weed, growing at the top of high-water

Krew, and Settra
Krew.

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water mark, which is preserved to consolidate the bank of sand thrown up by the sea on the margin of high water. Palm and cocoa-nut trees are common, pine-apple, banana, guava, and melon, the only fruits I saw; chillig and cotton bushes, interspersed in every direction, add to the wild and uncultivated appearance the country has.

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The king, who was an old man, had, like the other petty chiefs along the coast, assumed the christian name of George, appeared to be devoted to spirits and tobacco, and may be considered scarcely a remove from the brute species; his chiefs and head men were, however, much superior; and as all but his majesty spoke English with sufficient accuracy, much might have been gleaned of their actual state and condition, and the resources of the country, had the weather authorized my remaining longer on shore.

I found some of the Krew people acquainted with the virtues of many wild plants which grew around, and some of which I learnt, as *Tysans*, were considered a cure for complaints introduced by their constant intercourse with Europeans.

Of all the native houses I had seen on any part of the coasts of Africa, those of Krew carried the strongest marks of improvement; but I fear that this, after all, is the chief point in which they excel their brethren. The houses are much larger, being about twenty-four by thirty-six feet, and more lofty than any of the native huts. They are built of split cane, covered or thatched with a long dried grass, and protected by a projecting shed, every way capable of resisting the heavy equinoctial rains.

To guard (as I presume) against the effects of the swampy ground the Krew houses are built upon, a flooring is raised about three feet above the ground, neatly and tastefully matted all over with split reed or cane, excepting immediately at the entrance, where a space is left as a ladder to ascend the raised flooring, on which the pillow and the dinner are alike placed. A cooking apartment is screened off, and a fire-place raised upon the mat, composed of lime and stone, the smoke from which tends much to the healthfulness of the place, and prevents the intrusion of the mosquito, which abounds. Around are ranged trunks and band-boxes, containing all the riches, saved probably in five or six years servitude, either as labourers at Sierra Leone, or as assistants on board ship. Above, again, on shelves, crockery ware of every colour, sort and description, is placed with the same neatness and regularity as the best class of labouring people of England would bestow. Looking-glasses, spears, muskets and powder-horns, with cooking utensils, have each their several allotted places, and decency and good order appear to reign within. A granary is formed over the ceiling, and every family seems dependent on their own care and frugality for their supplies, as neither place of market, nor any object for sale or barter, appeared to be exposed to public view. Tea and coffee were served up at the house of a chief; and had I chosen to have waited, a dinner was in preparation, which would have done credit to our host; for at Sierra Leone many of the best cooks are Krewmen, and none are ever known to emigrate (excepting those who, from having committed some crime, are fearful of the consequences).

There is a particular sort of treatment by Europeans, necessary to ensure the faithful services of the Krewman; and harshness and severity never fail to give this people such an aversion to any particular employ, that they will sacrifice every thing rather than risk, for any purpose of gain, a repetition of severity or improper chastisement.

Nothing can overcome a dislike once formed against serving in a particular ship; nor can they bear the confinement sometimes imposed upon them when in port. After the work of the day is over, they usually expect to spend the evening on shore, in the Krew village established near Sierra Leone; and the punctuality with which they attend their morning's duty proves them not unworthy this consideration.

Accustomed heretofore to regularity of pay at the expiration of a few months, they cannot bear to serve beyond that period without there being some proof of good faith intended towards them; and as the head men are expected to produce double the return of the common man, as tribute to their king, they cannot understand the little distinction now made between their own pay and the common man's.

Viewing, as I have done, the utility of the services of these people in relieving my own from duties unavoidably producing sickness and disease, and observing the sudden alteration in their former eagerness to serve on board His Majesty's ships, I judged it best to attempt experimentally a remedy, in case my fears the ensuing season should prove correct; and I directed some of the captured negroes, whom the Dutch commissary judge refused to consider as slaves (because the slave-master said he had only hired them,) to be received on board one of the gun-brigs

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as Krew men, explaining to the negroes, as well as I could, that they would be considered and paid as Africans, if attentive and obedient, and ultimately landed at Sierra Leone. These men, when I left the river, had improved, not only in appearance, but in mind and manner also; their docile and good behaviour was by no means inferior to their activity and willingness; and I trust hereafter that they will become most useful on the river as boatmen, or on the coast in small craft. Their registry must, however, be granted, or they may be again liable to seizure by Curtis, that wholesale dealer in human blood, whenever an opportunity may offer to him or his followers.

Of the religion of the Krew people, I am sorry to say, I cannot to my former report add any thing more favourable. Fetishism is so strongly their belief, that nothing can at present induce any of them to reject its influence; and though the more sensible of them acknowledge that the God of the white man must be the best, yet they add, "he is too great for Krewman."

The strong hold retained upon the feelings and affections of these people, when quitting Krew, or Settra Krew, also opposes a barrier to any successful change. Polygamy is allowed to any one who has acquired independence, almost to any extent his means of support affords, but by the laws of Krew, no man can carry his wife or children away when he offers himself for hire to a European. He may indeed take with him so many lads, either slaves or apprentices, but if any one should chance to die, he must on his return to Krew bring with him another boy or slave, and thus it is, I fear, many of the redeemed negroes at Sierra Leone are entrapped by the cunning of the Krewmen, who, on a promise of restoring him to his friends, the negro boy deserts the village he is educating in at Sierra Leone, and receiving the Kroo-mark on the nose and forehead, becomes immediately identified as one of the same country.

I mention this from having seen in the Kroo village near Free Town, a boy upon whom the operation of tattooing was performing; this was done in a very simple way, by scratching with a pen-knife from the forehead, a direct line to the end of the nose, on each side of which small diagonal lines like the barb of an arrow, as close as possible to each other, scarcely drawing the blood, and besmearing the whole over with a compound of soot, or bruised gunpowder and grease, upon which a piece of plantain leaf was afterwards applied. The lad was said to have been too young to receive it in Krew, but I confess I had no belief, though he reported himself one of that country, but that he was a redeemed slave preparing the mark as a passport; and my opinion is, that unless every Krewman arriving in the colony, or landed from a ship, be registered by name and number, that such a practice will increase to the detriment of the infant colony.

The strong tie of wife and family that connects the Krewman with his native town always gets the better of any desire he may have to remain at Sierra Leone; and the necessity there exists for his bringing some proof of his industry to repay the keep and protection afforded his wife and family in his absence, frequently induces those who have been idle and dissipated, to commit robbery a few days previous to their intended emigration from Sierra Leone, for during his absence from Krew, if the man be not of some consequence, his wife and family are held to work for the state, and the chief directs the supply of their wants.

Upon the return of any Krewman who has carefully husbanded his earnings, after paying a proportion to the state or king, he becomes entitled to a lot of ground to cultivate and build upon; and in proportion as his riches increase, so he is permitted to increase the number of his wives. After which he generally ceases to embark himself, but makes a transfer of his accumulated certificates of good behaviour and honesty to another, (together with his assumed name), and these certificates thus descend from one generation to many.

The wealth or riches the Krew people acquire by their constant intercourse with the English unfits them however, in some degree, for the savage life of their neighbours north and south; and their independence has also produced a decided aversion to the general custom of selling slaves to traders; and although they purchase them very readily, when they have the means, they do not barter them again; the consequence is, they are by no means so expert in many of the customs and habits of savage life as the Fishmen, their northern neighbours, who live almost entirely by their success on the sea, and who are at constant war with any Krew canoe or people afloat.

The canoes of the Fishmen are much larger than those of Krew, and are managed with the same extraordinary dexterity. It not unfrequently happens, that in their

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their anxiety to dispose of fish, or a few yams, when alongside a ship passing the coast, their canoe is upset, which they restore with more ease than a common boat is launched into the water, and then with an elasticity peculiar to the African, vault into her again without giving her the least motion, or the smallest inclination from one side to the other; the water in the canoe having been previously displaced by one or two sudden jerks given at one extremity of the canoe, before the African has regained his seat, though the pullom or silk-cotton tree of which the canoe is made, being so light and buoyant, that even when full of water, it is nevertheless capable of bearing up a deeply laden cargo.

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But although the Krewmen are, from want of practice, far from being so expert in the management of their canoes as their neighbours north and south of them, yet in proof that it is only from the cause I have stated, I will relate a circumstance which happened in my presence.

The Tartar having made the land of Sierra Leone late in the evening, I was anxious to get within the shoals before dark, and therefore, after taking a canoe alongside, bringing a letter, continued my course as before, the ship's velocity through the water being eight or nine knots, proved too much for the skill of the two negroes left in charge of her by the head man, and as she upset, they caught hold of the rope by which she had been towed, and were soon up the ship's side. The evening was dark, but the circumstance was no sooner made known than the head man leaped overboard to share the fate of his canoe. From the press of sail upon the ship, and a schooner close a-stern of us, some little time elapsed before the Tartar was brought to, and a boat despatched to pick up the person said to have fallen overboard, and the canoe was probably a mile a-stern.

After some difficulty she was discovered by the boat sent in quest of her, and to the astonishment of those in her, the canoe had been righted, and the Krewman in her, paddling towards the ship.

In addition to the lateness of the evening, and the ship's rate of sailing, the sea abounds with sharks of a very large size, and of a most ravenous description.

While the hostility of the northern neighbours of the Krew people is exercised in piratical acts afloat, the cupidity of their southern neighbours of Wappon threatens them much more severely; their attacks are however carried on by small marauding parties, and skirmishes; stratagem and cunning appeared from their statement to me to be the great perfections of a warrior. Such of the Krew people as are thus taken by surprize are made slaves, and as the demand is great, notwithstanding the proof they bear of being Krewmen, they are sold to the first slaver that will offer a musket or a few rolls of tobacco. Two taken by the Fishmen were found on board the *Gazetta*, Spanish schooner, when captured by the Tartar on the 2d of March last.

From the rock of Wappon, over which the sea breaks with prodigious force, and which lies five or six miles from the coast, the shore is so bounded with rocks that little encouragement is afforded to slaving-vessels, till arrived at the anchorage of Cape Palmas. Last year (1819) a French brig was lying there, professedly for rice and pepper, and I then fully believed that statement; but I afterwards learned that she completed, as well from Cape Palmas as from the slaving-towns to windward, a full cargo of 350 slaves for Martinique. As I consider it most desirable that an establishment should be made on some part of this coast, as a connecting point with the Gold coast, and as I no longer view the Krew country as affording any such conveniency, I am induced to follow up the suggestions of Mr. G. Alexander Robertson, who was formerly much employed in trading upon the African coast; and although I do not enter into his views with all his enthusiasm, yet if the nook at the extremity of the Cape offers the safe and convenient anchorage, or rather harbour, he describes, I certainly would humbly recommend an attempt, on a very small scale, at an establishment at this extremity. I have no doubt the right of possession might be purchased from the chiefs for a few trifles, or an annual payment of the customary articles of traffic. The country abounds in rice, and the small grained spice, called malaguette pepper, here grows in the greatest perfection.

Mr. Robertson, whose knowledge of the interior I am not at all inclined to dispute, never contemplates difficulties when anxious for any favourite scheme, which holds out the prospect of the timber being serviceable to Great Britain; but while the shores of the Sierra Leone continue to offer the abundant supplies they promise, it will be a long time before this either can or ought to be a consideration for the formation of any new settlement.

The facilities of transport cannot be compared, and the difficulties to overcome would be great in the shipment and transport of timber.

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As an intercourse between Sierra Leone and the Gold coast would be useful, so would Cape Palmas be serviceable; and if the harbour has the capabilities the sanguine author I mention speaks of, its possession by Great Britain would prove a check to slave-carrying, and highly useful and important to vessels captured off the more southern parts of Africa.

The encouragement already given to the growth of rice would be a stimulus to fresh industry; and though I doubt that an intercourse has ever taken place direct between the kingdom of Ashantee and the Windward coast, yet I am far from considering it impracticable; but that one with Gaman may be hereafter established. Ivory is certainly more abundant in this neighbourhood than on any other part, and the natives being jealous of their officious neighbours of Krew, would sacrifice much to supplant them. Indeed, men are here frequently hired as the Krew people are, but whether they are not mostly the slaves of the head man I am not prepared to say.

The trial I propose may be made without scarcely any increase of expense; a block-house might be in frame at Sierra Leone, and a half company of the 2d West-India regiment, with a few redeemed negroes as artificers or labourers, conclude the work of operations before the rainy season should commence, instead of being so engaged at Sierra Leone; for though I am not persuaded the nook of Cape Palmas is as eulogized by Mr. Robertson, yet I have no doubt but it affords snug and secure anchorage for small craft.

Not having had the opportunity of examining it closely myself, I am waiting the report of one of His Majesty's cruizers, as to its capabilities, which, had they equalled the statement I have alluded to, would not, I think, have escaped the notice of that intelligent officer, the honourable captain Irby, or his able assistant, Mr. Demayne. On the banks of the river Cavally, east of Cape Palmas, the principal seat of sovereignty is established. Slaves are occasionally procured from this river; but St. Andrews river, twenty leagues still farther to the eastward, is the greatest emporium for slaves on the Ivory coast.

On my anchoring there in March last the natives were completely surprised; they had been promised a large ship from the Havannah, and I apprehend an engagement had been entered into by some Spanish or French supercargo to have a full cargo in readiness. Indeed, the information I had received from the Canaries authorized my finding such a ship there, capable of carrying off from 900 to 1,000 of these unfortunates, and I lament to say, the crowds upon the beach and in the king's village, as His Majesty's ship had been seen the evening before by those on shore, confirmed my opinion, that the Tartar had been mistaken for the slaver which must have been long expected.

Bay of Saint
Andrews.

The bay of St. Andrews is one of the best I have seen upon the coast, the anchorage is excellent and safe; and though the landing upon the beach is the most dangerous I have seen, yet close in with Swarton Corner, the S. W. point of this bay, our jolly-boat landed, as I understand, without difficulty or danger, and under the lee of the point of the rocks where the surf did not break.

On the east of a small sandy isthmus, upon which two slave-towns are built, a channel opens to a beautiful and extensive river, named Sanander, but corrupted to the dishonour of the tutelar saint of Scotland, St. Andrew.

The entrance however to this river is difficult, a bar, or patches of sand, extends nearly across; and though I believe a passage might be found for small ships, near the eastern shore, my time did not allow me to examine that part correctly. I ascertained good anchorage was to be had under the Swarton Corner, and that fresh water might be procured on a stream of the river branching to the N. E. I had been promised a canoe to examine it, but either the jealousy or distrust of the natives as to my motive, and the smallness of my present to the king, created difficulties and delay which did not promise to be overcome by sun-set, and I did not deem it safe to risk the night surf in returning to the Tartar.

Of the extent of this river inland the accounts differed so much that I could not depend upon any. My own opinion was, that it is deep and navigable for small vessels at least one hundred miles, and that its shores must not only be populous, but abounding in fruits, grain and poultry. Cattle had been brought down and were tied under a tree ready for embarkation, had the Tartar proved the slave-vessel expected.

The two towns or villages upon the sandy promontory I have mentioned were not in the best style of African huts, but they were both fenced round with cane or bamboo

bamboo wicker-work, and a very small aperture for a person to creep out of, the opening being raised so high above the sand as to prevent children getting over without assistance; this precaution I found to be as a guard against the ferocity of the leopard, which infests the whole country round Tabou. No appearances of vegetation around the villages, authorized the belief that the numbers with which they were now crowded were not the actual residents. The whole number of houses did not exceed twelve or fourteen in each village, and each one distinctly surrounded by its own fence; and when I state the little children of eight or nine years of age to twelve or fourteen to be more than 500, and that the females bore the proportion to the males ten to one, and so far out numbering the accommodation afforded, that my conjecture, that the people I saw, with the exception of a very few indeed, were here brought for sale, may be considered correct. But in proof of this I professed to barter, and a slave proprietor was ready to sell, and fixed his price at once. On each side the bay of St. Andrew the land is high; on the western side from its steep declivity, large masses of granite appear, affording security to the roots of all the variety of tropical timber and fruit-trees. On the east side, high red cliffs, gradually sloping till united with a sandy plain, denote a soil extremely different; the back ground continues woody till united with the towns of Lahou.

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Along this coast the English had commanded a successful traffic in ivory, which the baneful effects produced by the slave-trade is as rapidly destroying.

The natives of Lahou are considered as fair and honest dealers with the British and Americans, but they require honesty and good faith in return; and as in the case of the Errato owned by Mr. Williams of Sierra Leone, they are ready to take advantage of any misconduct or attempt at fraud or deceit.

River and Towns
of Lahou.

Their canoes are very superior to those on several other parts of the coast, and are frequently paddled by a crew of eighteen to twenty-four men. Indeed this improvement in the canoes appears gradually to increase as you run eastward from Cape Palmas, past the Gold coast. The population of Lahou, on both sides the river, appears very numerous; but the nature of the Bar, and the tremendous surf which beats upon the beach, will ever oppose difficulties to a more general intercourse, which none but a slave-trader would think it worth while to overcome. On each side of Lahou, from Cape Palmas to Three Points, several rivers intersect the line of beach. Tabou and Asinee are frequented by coasting English traders for purposes of legal commerce; while all those intermediate, from St. Andrews to the Ancobra, are devoted entirely to the base purpose of transporting their brethren from their native soil. I lament, that with the opportunities afforded the African Company, little or nothing can be gleaned of the river Assinee. A sloop belonging to the African Company has frequent communication with the banks of this river, and from what I can learn, a little industry or encouragement given to some of the African Company's servants, might very much add to the geographical knowledge of this part of Africa; for there are among these gentlemen those perfectly qualified by talent, as well as disposition, for such researches.

I now approach that part of the coast upon which the African Company, in common with the subjects of other European nations, have, since the year 1747, been in what may be considered precarious possession of certain tracts of ground, upon which the forts and factories were established prior to the existence of their own charter; I say, not in the *quiet* possession, because the ambition of certain states in the interior has been roused, not only by those nations who are naturally jealous of British commerce, but even by those persons whose duty it appears to me to have been rather to have checked this growing and blood-thirsty ambition, than have fed it in the way the gentlemen composing the late mission (Mr. Dupuis's) to the kingdom of Ashantee unfortunately have done.

Appolonia, upon which I offered an opinion in my last Report to their Lordships, as short as it was true, had, I learnt, just been abandoned; that is, the Company's servants withdrawn, agreeably to instructions from England, and its warehouses made over for a time to the use of a private individual, unconnected with the African Company; a measure, however, though it may relieve the Company of expense, and prove useful to a private individual, will not beget one iota more of respect for the British nation than was paid before, for the individual must thus become more under the power of Yansaka, the insolent chief I formerly mentioned.

In consequence of this abandonment, the fort of Dix Cove becomes for a time the western extreme of the African Company's settlements.

In my last Report I stated, I had not the opportunity of visiting and reporting upon the condition and capabilities of Dix Cove; but I shall now take leave to do

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so very largely, having made it a particular object in this year's service to acquire all the knowledge I could of this settlement.

Dix Cove, or, according to the native name, *Enfourma*, appears one of the most extraordinary features along the whole line of the Gold coast, which, with the exception of the Dutch presidency of Elmina, is more or less encircled with a surf, beating at times on the shore with such violence, as even to deter the skilful natives in their bold and daring attempts to conquer its superiority. I do not mean to say, that at accidental moments there are not places, as Commenda, where Europeans may land in their own boats; but, with the exception of Elmina, it is at all times hazardous, and generally attended with considerable danger.

Dix Cove is situated to the N. E. of the East point of Cape Three Points, about nine or ten miles. It is easily discovered when passing within a reasonable distance of the land, and the whiteness of the fort marks it an object not easily mistaken. It should have been fixed upon as the capital of the Ahanta (which is, I believe, the true name,) country, in which it is situated. The anchorage outside the cove is good, and for large ships, in ten, twelve, or fourteen fathoms (according to the season of the year); for during the variable and tempestuous season of the tornados it is necessary to take up a more distant situation from the land, or, in our own language, to secure a better offing than at other times. These tornados, like the hurricanes of the Isle of France, have been ridiculed by some, because the tornados they have encountered have been trifling, of short duration, and little felt. Of these I may, perhaps, be induced to speak more at large hereafter.

These tornados sometimes blow rather on this part on the land, and it would be dangerous at such times to be near in with the shore, from the fear of accidentally parting a cable; a circumstance, from the extraordinary effects of climate and damp upon ground-tackling, on the shores of Africa, more common than in most of the countries I have served in. The consequence is, an accumulation of anchors in the different rivers or roadsteads of Africa. Indeed, upon some occasions, where I have been applied to by the masters of merchant ships for an anchor, I have desired the master to creep for one, and success has never failed him; nay, at Sierra Leone, it is by no means an uncommon event to bring up one or two anchors (buried, perhaps, for years,) whilst weighing your own. The value of chain-cables can never be better shown than on this coast; in truth, no ship here should be without one, and a chain-hawser also.

But, to proceed: Dix Cove itself is so small that only sloops and small craft of fifty or sixty tons can at the present day lie there in safety. It is, notwithstanding, a valuable spot, and capable of much improvement. There are several mounds of rocks in the cove, which have the appearance of so many discharged cargoes of stones, ready formed for building. There are also, in the passage or channel, several detached rocks; and the rapid growth of the common sea-coral, (a circumstance no less remarkable,) makes, at some time of tide, caution necessary.

Notwithstanding the smallness of the cove, I consider it forms a port extremely valuable to the small craft of the country; and I purpose to show that its value ought not to be confined to the resources it affords to the European establishment on this coast, by furnishing timber and lime for their buildings.

Ahanta is the state or district in which Dix Cove is situated. The difficulty of fixing boundaries, even by the best informed European resident in this country, will not allow me to be very exact in defining its geographical extent; but this is not material for my purpose. The eastern line is Chama, where the Fantee language first begins to be spoken, and I believe the unexplored river of Ancobra, to the west of Axim, may be considered the western limit; so that the whole country forming the peninsula of Three Points, may be denominated Ahanta. The language is essentially different from the Fantee, and from the Appollonia; but many of the prejudices of the Fantees exist. I am not aware what chief possesses the African Company's notes, that is, the acknowledgment to pay the ground-rent on which Dix Cove fort stands, yet I am perfectly confident it was not the king of Ashantee. Nevertheless the actual possession of these notes does not convey any proof of sovereignty, because the notes, as they are called, are sometimes held by a person in power, and at others by another, and are obtained in the most iniquitous manner, and they have been frequently made over to a despotic chief, as the price of peace, without any acknowledgment at the same time of cession of territory, but rather as a dash, or present, to avert war.

With

With the exception of Dix Cove, Axim and Appolonia, I believe the king of Ashantee is at this moment in possession of almost the whole of the notes of every company or establishment, whether English, Dutch or Danes, from Accra westward. The notes have been extorted ever since the affair of Annamaboe, so minutely described in Mr. Meredith's memoir. Indeed, the posthumous work of this gentleman, the Journal of Winterbottom, with the assistance of Dalzel, appear to me to have laid the foundation (and I doubt not will continue so some time longer) upon which many facts are described in the late publications, upon western Africa, even from Mr. Bowditch, and Robertson, to the copyist, Mr. Bold.

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Having mentioned these gentlemen, and happening to know some of them, it may be proper that I should say I do not mean to speak of them with any want of personal respect, but it is as writers on Africa I mention them only. I will therefore observe, that credit is due to lieutenant Bold for withdrawing his name from the copies of plans of African harbours or rivers by Dalzel, lately published at Liverpool, which, taken at the period they were, by that indefatigable character Dalzel, were valuable, and the entire credit was to him due. And Mr. Robertson should also have withheld some of the circumstances stated in his memoir; or in the preface he should have mentioned whether his scenery, and general description and character, were drawn for the year 1819 or 1809, or at least mentioned the periods he refers to. In justice to the enlightened views and policy of Governor Mac Carthy at Sierra Leone, and to the praiseworthy endeavours at improvement of Governor Smith of Cape Coast, so much was due. In which case the variance between the Reports I have the honour of submitting to their Lordships, and the notes Mr. Robertson has swelled to a book for the information of the Public, would not, perhaps, risk the credit of either. To relieve Mr. Robertson's friends, therefore, and from the respect I bear to his industry, and from the success I wish to his speculative plans, I will merely mention what I believe to be fact, that it is now nearly nine years since Mr. Robertson was in Africa; and that I fear his allusions to Cape Coast, and the African Committee, bear strong marks of coming from a disappointed man; and as he has great personal animosity to some of the Company's servants, his remarks and animadversions should be received with caution.

The little port of Dix Cove is capable of improvement, and though the landing is very good, on a smooth sandy beach, yet a wharf or jetty might be made without any other expense than the labour of the African Company's few remaining slaves, or of a few Krewmen from either of His Majesty's ships, assisted by one mason, when stores and provisions might be landed or received by the King's ships without more danger of damage or injury than is common in the trans-shipment of all goods in men of war's boats in any other part of the world.

The Fort of Dix Cove has been built in a very properly-chosen situation, upon a hill affording a commanding view. This fort, though small for the purposes of a naval depôt, and a company's factory, answers the purpose of the one very well, and might, with a trifling expense, be made to answer the other still better. It is one of the best maintained and regulated, and the cleanest, (next to the Presidency) of any of the out-forts I have seen. From the length of time, however, it has been constructed, I am not prepared to speak of the actual state of its walls; they appear sound, but the great neatness and cleanliness from white-wash, may in this point be deceptive.

The guns have suffered very considerably from the extraordinary and destructive effects of climate, and the carriages as well; almost all require to be replaced with iron, and cases or covers ought then to be supplied, to preserve them not only from the exhalations of the sea, but from the dews and rains. Indeed, this practice should be general along the whole continent, for many of the guns examined last year (1819) appeared to have lost all the character of the metal they were cast from.

This has probably been also reported by Governor Smith, since his being appointed to the chair, as president for last year. I remarked many of the guns and carriages to be new, and I observe now, with increased pleasure, that at the Presidency itself nearly all the wooden carriages have been substituted for iron.

Below the fort of Dix Cove, towards the rocky margin of the coast, there are some houses for the accommodation of the Company's labourers, still their slaves; the ground on which they are built, as well as a walled space intended for a garden, belongs to the fort. This, in case of the proposal I shall shortly make receiving the approbation of their Lordships, might become useful. In the garden is a well, but either the water was bad, or the difficulty and trouble attending this mode of supply, were such as to lead to its abandonment.

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Outside the fort, a few yards at the back of the town, is a small pool, originally a well, dug either by the master of a merchant ship, or else experimentally by one of His Majesty's naval officers. This well, or mud-tank, as it has become, now supplies the Inhabitants of Enfourma with their only water. It is not pure, and the circumstance of every individual washing their persons, as well as their clothes in it, cannot tend to its improvement. Formerly the natives were supplied from a small pond of stagnant water, a few yards beyond the road leading to the fort. It is now a loathsome puddle, generating reptiles and musquitos, and filling the air with pestilential vapours. Fortunately it is very small and confined, and the height of the fort above, with the strength of the breeze in general, are in some degree a protection from the nuisance; nevertheless it is one of those evils which ought to be conquered. There are however, difficulties in the way, and prejudices, perhaps troublesome to overcome.

Tando Cuajo who was last year cabaceer, and probably uniting religious offices to his civil power, died a short time previous to my visit, at a very advanced age. In early life he had procured an alligator, which, whether from the prejudices of his religion, or attachment to the reptile, became fetish, or sacred.

The stagnant pond I allude to was allotted to this reptile, and Cuajo became his feeder. In the course of time, the beast, taught by the regularity of his keeper, attended at stated periods the sides of the pond, and then not only received his accustomed meal, but acquired such docility as to attend the call of his master, and wait with a degree of patience (known only to domestic animals) for the fowl or duck intended for his repast. Thus to the ignorant and untutored African the alligator became deified, and I believe Tando Cuajo his high priest. Neither native nor European were exempt from tithes in support of the favourite fetish. The late Sir James Yeo and his officers witnessed this exhibition.

In February last I inquired after the sacred alligator, and learnt from Mr. Fountaine, the governor, that Tando Cuajo had just died, and, what appears at first a little extraordinary, the alligator also died within three or four days after his patron. The consequence has been, that the natives of Enfourma are persuaded, that Cuajo could not do without the services of his faithful alligator, who is now in return rendering his kind offices to his patron in another place. Other alligators have been procured to replace that so long venerated, and there are now four or five in the pond; they are very small, being only a few months old, but they exhibited none of the mild manners of their predecessor, and were extremely shy, hiding themselves in the mud of the pond the minute they either heard my footsteps or caught my eye. I thought the cabaceer was not displeased at this early proof of discrimination. I asked him for one in order to give the Fantees of Cape Coast, but he refused, observing, they had their own fetish.

The necessity of keeping a squadron upon the African station divided upon the windward and leeward coast during the year, appearing to His Majesty's government, it forms a part of my duty, as the commodore, to suggest the best means of ensuring the safety of the supplies, and their delivery at the least expense to the Crown.

In my former Report I anticipated the possibility, from public report, of the measure since adopted; and I stated the arrangements made might answer for a time, but I was then, as I am now, decided against Cape Coast castle being the fixed depôt; and although I could not then bring myself to decide, until I had made further observations upon what appeared a better spot, I do now, with all due submission to the judgment of their Lordships, recommend Dix Cove as the most convenient, all circumstances considered, along the whole range of the Gold coast.

Having stated that Dix Cove possesses the advantage of a place of shelter for boats and small craft, where stores and provisions can be landed on the beach, either by boats of European construction, or native canoes, without risk of being damaged or lost (a circumstance not available on any other part of the Gold coast) I think I establish the first great reason for the adoption of my plan. In the next place, instead of the necessity of hiring the service of native labourers, Krewmen of His Majesty's ships would be sufficient for the work of landing and removing the provisions, and thus at Dix Cove I avoid a very considerable charge, which on the lowest calculation I estimate at 15*s.* the ton for every such quantity landed and re-shipped from and to any ship laying in any other place upon the Gold coast, that is 7*s.* 6*d.* for every single trip, and this without taking into consideration the increased expense of labour here in removing the provisions backwards and forwards, which of course must, I apprehend, form a charge.

In order to make their Lordships as well acquainted with this subject as I can, I shall presume to detail the mode of payment at large.

A full sized canoe, such as is used for trade, is capable in fine weather, and when the surf is not very high, of landing or taking off about one ton, provided the casks are small enough to be stowed within the thwarts of the canoe, which are formed from the trunk of a single tree; fifteen men are required to paddle the canoe. An ackey of gold is equal to 5/ the currency, but in trade there is a difference of 25 per cent. The usual pay of canoe hire is the eighth part of an ackey to every man for each trip, and ought to be paid in trade, and for what is called custom, a bottle of spirits, as working-liquor. If to this the 10 per-cent. difference between gold dust (which is always valued at 4*l.* per ounce), and Sterling money, be considered, it brings the pay of each canoe-man, for every trip, to sixpence Sterling per head, as near as can be, for every ton of weight carried to or from a vessel in the roads. But as from the state of the swell and surf in these roads it frequently happens that canoes can only carry half, or two thirds, of the above burthen, the expense may probably exceed my calculation; as it must be remembered, that along the whole line of coast the vessels roll so deep as frequently to dip their main-deck guns in the water; add to which, at particular times the surf breaks on the shore so violently as to defeat the skill even of the natives, who swim through the surf, abandoning their canoe to the surge.—The consequences may be expected, damage to the dry provisions landing; and it was therefore that I recommended the bread sent out to the station under my command should be in casks, water-tight; yet notwithstanding this precaution I observed a very considerable quantity of bread at Cape Coast quite unfit for men to eat, and a large proportion so mouldy, that nothing but the necessity which existed induced me to allow of its being retained in store.

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Although the store-houses at Cape Coast Castle are large and roomy, and when the buildings now in hand shall be complete, will be still more so, yet I apprehend that the demand for warehouse-room by private merchants, and for Company's provisions, as well as for the King's service also, will more than occupy the whole space. At present some species of provisions intended for Cape Coast Castle were obliged to be landed at Annamaboe, the houses at Cape Coast not being sufficient; this, I need not observe, increases both expense and difficulty, and adds much to loss of time.

The tanks at Cape Coast, at present, are not sufficiently capacious to preserve supplies of water for the King's ships and the garrison, and although this is not of the first importance, nevertheless it would be convenient could ships receive all supplies at once. The governor, who appears most desirous of making every thing subservient to the demands of the King's service, is now transforming the black-hole into a tank, which must increase the deposit for water very considerably. But I see no reason why an extended tank may not be made at Dix Cove, from which, if an iron pipe led from the castle over the rock to the wharf I proposed making in the Cove, boats might fill their water without removing the casks from the boat.

Observing that the natives were supplied at Dix Cove by a well dug by some Europeans directions, I desired captain Kelly, who was going there for some of the Erne's stores, to employ a few Krewmen in digging for water. He did so, and found water at no great depth; but he reported it was so small in quantity as not to promise much success or utility. Now, although I do not mean to insist that it may be found in any quantity, yet if it is found, I am convinced, by shifting the ground and increasing the depth, the chances are that supplies may be eventually found.

When it was understood that one of His Majesty's ships wanted fire-wood, the natives of Dix Cove were easily induced by Mr. Fountaine to procure a quantity from a place contiguous to Cape Three Points; but as the ship could not wait, and the trouble and expense were both lost, no further supply has been procured. Nevertheless, wood may be obtained at any time by due notice, or a store might be laid up to answer the wants of any vessel not wishing to go to the Portuguese islands, or Fernando Po, for a supply. Here, then, is another important point gained, not attainable either at Cape Coast, Annamaboo, or Accra.

Such are my reasons for proposing Dix Cove to the notice and consideration of their Lordships, as a place best calculated for a naval depôt for the ships stationed upon the Leeward Coast.

To accomplish and complete this, from the local knowledge I may be supposed to possess, I would strongly urge this place being either by act of parliament, or by the free will of the African Company, made over, at least for a time, to His Majesty's Government,

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Government, and the fort put under the direction of the naval commanding officers, or such other persons as their Lordships may be pleased to recommend to act as commandant. But as I am aware of the difficulty an officer appointed to command there would labour under, from a total want of acquaintance with the native manners and customs, I would suggest that one of the Company's servants should be placed under him, as an assistant or secretary, and not dispossessed of his claim to rise in the natural line of his own pursuits, as one of that body; that the commandant so appointed, after a certain period of service, should be taught to expect, if a lieutenant or commander, promotion. Under him, an officer of marines, with a serjeant and corporal, to be replaced from the squadron in case of sickness. Instead of the present garrison, or of having Europeans, I would recommend a serjeant's guard of Sepoy marines, either enlisted from His Majesty's 2d West-India regiment, or raised from among the liberated Africans at Sierra Leone; these, with half a dozen Krewmen as labourers, to attend the drying and airing of provisions, a couple of boats, of particularly flat construction, for the usual purposes of landing stores and provisions, an assistant surgeon, a captain's clerk or purser, would complete the establishment; and I have no hesitation in saying, a considerable saving to Government would be the result in one year. But to accomplish this, it would be necessary to increase the store-houses, and a spot should be fixed upon for a simple building, to receive certain provisions and stores, surrounded with a wall, the better to keep it sacred from the natives. Lime and stone being so plentiful at Dix Cove, this might be done at a very moderate expense; but this expense might not be entered upon, until by further examination it should prove, as I have stated, that the present building within the fort is neither sufficiently roomy nor convenient for all the purposes required. Mr. Fountaine, the governor, appeared to consider that the expense of such buildings as might be required could be well ascertained, and that in amount the cost would be small.

In the Ahanta country gold is probably much more easily worked than in any other part of the coast, for that there are mines of the precious metal is beyond all doubt, though the ignorance of the natives, and other circumstances combined, have prevented any very successful result. I have procured some small specimens of the Ahanta rock-gold, found a short distance in the rear of Dix Cove, imbedded in the soil, and nearly on the surface; and I shall have great pleasure in producing them, in proof of the possibility of so rich a trade being thrown open, one day or other, to the enterprising spirit of Englishmen.

The abandonment of the smaller forts upon the Gold Coast between Dix Cove and the Presidency, by the African Company, makes it unnecessary my offering any remarks on them. The measure has been one, in my mind, of prudence, if not of necessity; and if the trade of the country shall at any future time increase, they may be re-occupied with very little comparative expense, and in the interim Cape Coast Castle and Accra may increase in power and respectability.

Cape Coast Castle.

The improvements I formerly noticed, as proceeding with at the Presidency at Cape Coast are, I am happy to say, increasing, and the zeal and activity of those in authority at the Castle offer the best assurance for their continuance. The guns are in an improved state, and almost the whole of the wooden gun-carriages have been replaced by those of iron; the walls of the castle have been strengthened, and the defences made more perfect.

The tanks within the castle are not only enlarging, but much improved, and the pavement so laid, as effectually to prevent any thing but the pure water being conducted into the tanks.

The death of the clergyman, and other untoward circumstances, appear to have operated in some measure against the completion of an elegant pile of buildings, in which the chapel is placed on the north wall of the castle. When this shall be finished, and the store-houses and prison below the chapel completed, Cape Coast Castle may certainly be esteemed the most commodious castle upon the whole range of coast. It is, in the present day, kept in the neatest state of any fort I have seen in Africa; and the good order and discipline maintained by the Governor, appear to me in no way to have lessened since I had the honour of making my former report. And here I may be permitted to indulge a feeling of respect towards the Governor-in-Chief, and pay a compliment to his merit, which he is fully entitled to by holding forth the military government of Cape Coast Castle not only as an example to the African forts in general, but, for its discipline, as being not unworthy of imitation throughout the whole of our colonies.

At

At Cape Coast Castle punishment beyond confinement is unknown ; and I dwell upon this circumstance with the more pleasure, in order to contradict reports which have been circulated at the expense of British honour, and which may, perhaps, continue as long as Goree shall possess European troops.

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In a garrison, circumstanced and situated as Cape Coast Castle is, it must be obvious that military discipline must be supported ; the officers are respectable, but composed entirely of the Company's servants ; the non-commissioned officers, though European, are of that class of men, who have been, probably, drafted from, or turned out of regiments for bad behaviour or irregular conduct, and the natives principally form the troops of the garrison. The connexions they have in the town of Cape Coast, and their idolatrous prejudices, make it, to my mind, one of the most difficult things to comprehend how such excellent discipline is maintained, and so much order amongst the soldiers preserved. I confess, I at one time considered that severe punishments must be resorted to ; and my surprize was great, when I learnt that confinement was the extent of punishment ever inflicted by the present Governor Smith ; and during the two years of my command upon the coast, the punishment of the black hole, as it is rather improperly called, has never been resorted to more than once, and that in the case of a drunken and mutinous non-commissioned officer.

The prison, which appears only a temporary one (till the chapel building is completed) is through a dark casement under the sea-line wall ; its dimensions are very considerable, and as it is about to be transformed into a tank, it would be hardly worth my while noticing it, were it not that I was applied to by Governor Smith for my opinion upon it. The entrance to this prison, and the manner in which its doors are secured, may better entitle it to the name of dungeon ; and had it never been appropriated to other than its present uses, we should not have to blush in the recollection at the thousands of slaves it may have immured, for the benefit of the late loyal African Company.

This dreary range of apartments receiving light from two or three grated apertures, which do not permit the person in confinement to see the passing events in the Castle, nor of exploring the extent of his prison, becomes still more gloomy, from its inmate being in general solitary ; but the prisoner's confinement never exceeds his own unruly conduct, and seldom, if ever, the 24 hours.

The political state of the Fantee country, since our close connection with the King of Ashantee, has become so alarming, that the measure I recommended in my last report has been decided upon ; and ere this, I hope, the martello tower, in construction upon one of the hills at the back of the town, will be found to offer not only a protection to the natives of Cape Coast Town, but a security to the Castle itself.

Indeed, the necessity of increased defence becomes every day more apparent ; and since the acknowledged cession of the whole Fantee, and neighbouring states, to the King of Ashantee, by the British Consul Dupuis, the company keep their tenure so precariously, that I can only attribute to the spirited and determined measures of the Governor in council, the warding off the threatened blow. Indeed, I may with great truth assert, that more mischief has been done by Mr. Dupuis to the cause of Africa, by one dash of his pen, than his life would repair.

Without entering into the subject, whether just cause for complaint existed, either on the part of the Consul Dupuis at Cammassie, or the Governor and Council at Cape Coast, it is to be lamented, that either party should have carried personal animosity so far, as to have allowed its interference in any way with the best interests of humanity, or with the honour of our country.

The King of Ashantee can only be considered as an ambitious, most brutal, and merciless chief, whose hopes of the restoration of the Slave Trade have been secretly fanned, by a want of energy and resolution on the part of the Consul Dupuis, who, by way of retaliating the supposed insult on the part of the council at Cape Coast, reduced them in the estimation of the Ashantee chief, by describing the president and council as rogues and cheats ; thus founding his own claims to honour and respect even from such a monster as the black chief, and raising himself higher in the estimation of the tyrant. But by lowering those, placed as the Ashantee ruler before conceived in authority by the King, Mr. Dupuis laid himself open to the cunning of the sanguinary chief, who naturally said, " If these people had not the power of entering into engagements with me, annul those I have already subscribed to, and let us treat again."

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By acceding to this demand, Mr. Dupuis soon found he had reduced himself to the dilemma of subscribing to all the Ashantee chief dictated, and returned to Cape Coast, after having cancelled a treaty which really engaged for an object of value, consenting in substitution to receive, in behalf of the British Monarch, pompous and high sounding promises of allegiance and fealty from a murderous black, for pledges given by Mr. Dupuis, in the name of the King of England; thus actually outwitted by an ignorant Ashantee, and abandoning a whole nation, on whom the claim, on the part of the Ashantee ruler, was at least problematical; but over whom the British Consul must have known the King of England neither had, nor perhaps did His Majesty's Ministers wish, to have the power of transferring both their territory and persons.

The concession thus extorted, may not be viewed so seriously in England as it is by me; but I have no hesitation in saying, it has laid the foundation of an exterminating warfare in the Fantee territory, and that neither the company, nor the free merchants, will, for some time to come, have confidence to undertake any mercantile speculation, unless measures be adopted to remove the evil Mr. Dupuis' indiscretion and temper have produced.

But, before I conclude my remarks on the settlements on the Gold Coast, I shall, I am sorry to say, have abundant proofs of the frightful interpretation the Ashantees give to the concession made by Mr. Consul Dupuis. In the interim, I will, however, relate an anecdote, which may serve to show that these aspiring people are as cunning as they have always shown themselves sanguinary.

During the time I was at Cape Coast, one of the Ashantee chiefs had expressed great desire to see the Commodore; in consequence of understanding this, I invited him to see the frigate. During the time he was on board, he noticed, with a curious eye, the state of the marines muskets, the carronades, and long guns on the main deck; a desire was expressed to know what the longest range of our cannon was. This was explained, but perhaps a little exaggerated; the chief was, however, told, the frigate could approach the beach much nearer.

Upon a request of his to verify the precision of our firing, some of the main-deck guns were cast loose, and he begged to see how near a ball could be thrown to a sloop laying at the back of the surf. The chief witnessed all the operation of loading and priming with great attention. Congreve's sight was then applied, and he was told to keep his eye on the mast of the sloop, then, however, laying so far off (being considerably more than a mile), that I had little expectation of hitting it; she had only one ship-keeper on board, who was abaft.

The shot, however, was more exact than I had conceived possible, and the roll of the ship only prevented the mast being struck, as it lodged in a direct line, and entered at the water line of the vessel. A circumstance so extraordinary struck the Ashantee with astonishment; and on the return of the carpenter, who had been sent with a plug, bringing the shot, covered by a sheet of copper it had carried in with it, the Ashantee chief requested the copper as a war cap, which, as it was already formed in shape to his skull, I put on, and, in his language, made him a dash (present) of it, desiring him to show it to his king, and thus make him comprehend the danger of approaching the British cannon. This he promised to do, observing, "that they had often heard, at Commassie, what Englishmen could do with their big guns, but that it would not be believed at Commassie that they could do execution at such a distance; that he was glad he had seen it, as it would make his king very cautious how he came near those great English guns." Upon this, I desired him to take the eighteen pound shot also, which he did, and promised to deliver it as the Commodore's dash to his king.

I was then requested, by one of the company's servants, to throw a shot the farthest possible distance, which, burying itself in the jungle on shore, appeared to create as much astonishment by its range, as the former had done by its precision.

On an interview with the King of Ashantee's nephew (Amoso Adoom), some weeks afterwards, I found this circumstance had been detailed, and I believe it has produced more good effect than any of the missions or embassies to the capital.

The sovereignty which the Chief of Ashantee has claimed over the whole of the Fantee country, and which has been guaranteed to him by the treaty of Consul Dupuis (in my opinion so imprudently), in the name of the British Government, gives this tyrant, at least, the right to such part of the coast, and to those of its unfortunate population, who do not live within the range of British cannon. That
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the concession will not be lost sight of, we have an instance in the case of Sam Brue, of Mauree, the present chief in this part of his newly acquired territory.

Sam Brue is something more than a mulatto, though not entirely Fantee; for a length of time he had resided at Cape Coast Town, and carried on the usual business of a broker, between the Fantees and Ashantees, and had also connected himself deeply in the Slave Trade. As this was proved against him, after the abolition of the trade by Great Britain, and its being ascertained that Sam Brue had been even accessory to the purchase and secretion of slaves for the market, he was banished, by desire of the Governor in chief, and declared unworthy of British protection.

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Since which, the temporary right the Spaniards claimed, till the time prescribed by treaty had expired, of trading in slaves upon the Gold Coast, Sam Brue had opportunities not only of continuing his traffic, but of allying himself closely and intimately with the Ashantee King, "Sai Tootoo Quamina." For this purpose, Brue visited Commassie, and having afterwards established himself at Mauree, became the agent to the Ashantee King, from whose dominions he obtained constant supplies of Africans, who had either been taken in some of the lawless enterprizes of Sai, or had been purposely condemned for some imaginary crime. These people were shipped in great numbers, and no less than five vessels have been seen taking in cargoes at the same time, almost within gun-shot of Cape Coast Castle, during the latter period of Commodore Sir James Yeo's command.

On the period arriving that the Slave Trade, north of the line, was to cease, Sam Brue's plans were in a great measure rendered abortive, and on his visit to Commassie he explained the reason, and attributed it, very justly, to the English. Since this he has not lost any opportunity of revenging himself upon the Governor of Cape Coast, as well as the natives of Cape Coast district, which, though not extending beyond the range of our cannon, has given security to a considerable population, which has always felt sufficiently independent to reject every overture made by the King of Ashantee, unless approved of by the Governor in council at Cape Coast Castle. This independence has been formally acknowledged by several treaties, and the natives live in a comparative state of happiness. Protected by the British flag, they were gradually becoming more accustomed to British manners, and I have little doubt, if measures are taken to insure them a continuance of this protection, hitherto afforded, that the fervour for their idolatrous customs, which was visibly on the decline when Mr. Dupuis arrived, will entirely subside. The education of the children of many of those gross idolators had commenced, and though not under the most favourable circumstances, I had seen enough of the progress made by these children, to convince me it was the best way of arriving at that important desideratum, the quiet and silent introduction of Christianity into that part of Africa. I am ready to allow, that before the present Governor took the chair, as much had not been done to obtain this important point, as might have been expected; but in Governor Smith, I view as active a partizan as the best friend to African emancipation could desire.

It is undoubtedly true, that the schools at Sierra Leone, are on a far more enlarged and improved scale than those of Cape Coast; but it must be recollected how great is the difference between the scholars. At Sierra Leone the children are removed from the loathsome holds of a slave ship, and sent to a village, without any other feeling than what a slave experiences on a change of masters; and it is probably only after a time that he begins to comprehend, that the motives by which we are actuated are not those imputed to us by French, Spanish, and Portuguese slave dealers. At the school at Cape Coast, on the contrary, the strong prejudices of the parents are to be overcome, the jealousy of the Fetish men and women is to be shaken, and the probable dislike the children have to confinement and restraint, to be soothed by the promise of some future benefit.

Of the Fort of Annamaboe, which has lately been used as affording additional warehouse room for naval provisions sent to that country, I have little to add to my former report; I fear, however, that its garrison will soon require to be increased, and, as it appears to me, one of the best defensive keys against an Ashantee force, I hope its defences will not be allowed to moulder and decay as those of Accra.

It is much to be regretted, that the victualling depôt should be divided between the two forts of Cape Coast and Annamaboe; and though the distance is only nine

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nine or ten miles, still the inconveniency it creates to the naval service is very considerable.

Accra, now the next and last of our forts upon this coast, is, as I formerly stated, one requiring all the activity and vigilance of the African Committee. Its mouldered walls and useless cannon, alike invite the insolence and contempt of the natives; its garrison is too weak to check insult, much less to repel aggression, and the situation of Accra, from being so much nearer Ashantee, becomes the point, of all others, from whence offence may be first expected. The natives consider themselves sold to the dominion of an arbitrary chief, whom the British no longer possess the power of restraining; and although the district in which Accra is situated, has ever been considered a kingdom distinct from Fantee, yet since the Ashantee despot has possessed himself of the notes of the different forts in Accra (the price of peace with the former caboclers of the country), he has made little reservations in his claims, when suiting his own views or ambition. That Accra proper has been distinct from Fantee, is evident from the practice of circumcision, which is performed on the children of the district at a very early age; whereas neither the Fantees nor the neighbouring nations, acknowledge this ceremony as connected with their religious customs. In many other religious ceremonies they follow the Fantee, and their dead parents and friends share the same spot they enjoyed during life, their bodies being deposited, a few feet under ground, in the same apartment they formerly occupied; but the Accra and Fantee languages differ in several points, as the people do in several of their customs.

They, will, however, soon be intimately blended with the Ashantees, who have already began to exercise the power claimed by their sovereign. In proof of this, I need only state, that the first messenger which arrived from Commassie, after the late negociation with Mr. Consul Dupuis, demanded, in his King's name, from Mr. Bannerman, one of the first and most respectable British free traders, but a native born, that all the workmen and artificers in his service at Accra, should be sent to the capital immediately, with their implements of trade, to commence the intended new palace of Sai, and that some one, well skilled in taste and symmetry, should accompany them, to dispose of the ornamental skulls and jawbones of his enemies, agreeably to the Ashantee custom. Mr. Bannerman excused himself, by pleading, that he had already sent his workmen to the presidency, to be at the service of the Governor in chief, during his temporary absence from Accra. How this answer will be received, by one who has never known his wishes to be delayed by those he considers subjects, I know not, but an estimate may be formed from what has, since my leaving Accra (in March last,) occurred there.

A Mr. Hanson, born in Africa, but educated in England, brought up in the Christian religion, and living in the town of British Accra, had been cited to appear at Commassie, for what particular reason my report did not mention; but he declined obedience to the command, the consequence of which followed, was an enormous fine of gold, to avoid which, I learn, he fled from the fort of Accra to Cape Coast Castle, or had sent a canoe to the presidency, detailing the circumstance, and claiming, as an Englishman, protection of his person and property, against the rapacity of the Ashantee. As the claim is made by the King, in the belief, that by Mr. Dupuis's treaty, all are now his subjects, and that their property becomes his also, and having sworn by his own head (the sacred oath of the King,) there can be no doubt the demand will be followed up.

A martello tower will here, I fear, hardly protect the town or fort; and should such a measure of defence be decided upon, the construction will be retarded by the periodical rains, after which a horde of free-booters may be poured in, anxious to glut themselves with the blood and treasures of the unoffending natives.

The country around Accra is, for a considerable distance, level, and over-run with a coarse grass, giving cover to numerous deer, hares, &c. There are some buildings in the neighbourhood constructed with taste, and intended to relieve the residents from the confinement of the fort and town, but the destructive ant of that country, renders them alike uncomfortable and insecure.

The great river, as it is called, which divides the Fantee states from Accra, is, I understand, resorted to by the natives for a supply of water. Its distance is, however, so considerable, that I observed women carrying, in preference, water from the head of a stagnant lake, about three miles N. W. of Accra, of so foul and
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brackish a taste, that I could only compare it to Harrowgate water, and I much doubt, if its effects would not to an European be similar. Yet I do think, if wells were sunk, water of a tolerable quality might be had, though certainly not within the walls of the fort, where the supply can be secured only, as it is now, by tanks.

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Of British Accra I was greatly in hope that I might have had the power of reporting some improvement during my absence; but although there are additions making, which may add to the personal comforts of some few of the inmates of the fort, neither its respectability, as a British fort, has been considered, nor the protection it was intended to afford the trader and merchant, been thought of.

The guns bear any thing but the character of cannon, and the carriages are naturally worse than twelve months since. But there are eight or ten guns of large calibre, apparently in an excellent state, but laying dismantled on the turf without the sea wall; and these might have been fitted and mounted, or at least preserved from the destructive effects of the salt spray. Probably, the best excuse which can be given, is, that the state of the walls is such as to render it unsafe to mount them, and what I have no doubt may be true, that a continued fire would be more dangerous to the besieged than destructive to the besiegers. Indeed, so much appears to be wanting to put this fort into a respectable state of defence, that I was induced to spend some time in making a plan of its actual condition, as the best means of explaining, by a corresponding plan, my ideas of the readiest improvements which could be made, and the least expensive, and these plans will accompany my report.

But even the garrison of Fort Accra has degenerated since last year, and the force now within (or at least in April last) is hardly competent to fire a common salute. And as I consider the value and importance of the fort of Accra little inferior to Cape Coast itself, so am I the more anxious that immediate measures may be taken to recover its respectability.

It is to Accra that our settlements on the Gold Coast are principally indebted for supplies of live stock, and indeed, in several instances, grain; and it is there where the little comforts this part of Africa affords to the sailor, are best procured. It is also a point best adapted for the interruption of slavers, and its contiguity with the Bight of Benin, Biafra, and the Portuguese islands, increases its importance to the British man of war.

It was fully my intention to have carried on these remarks, followed up by some suggestions relative to the islands in the Bight of Biafra, including Fernando Po, as well as those of St. Thomas's, Prince's, and Anna Bona; but as I was by particular circumstances prevented from visiting the former, I shall defer including them till my next year's report; and though I shall, notwithstanding, have to notice them as connected with the Slave Trade, yet it will be in a very imperfect manner.

Of Anna Bona, I am, however, compelled to offer one observation; that it is any thing but the little Garden of Eden, so lavishly extolled by Mr. Robertson; and so far from being worthy the praises he bestows on it, as the site for the temple of Hygeia, strangers ought to guard against it (at least in its present state) as giving birth to the most deadly and fatal fevers.

To a person long immured within the planks of an African trading ship, I confess its appearance is bewitching and inviting; but neither its present state, nor the manners of its miserable natives, can allow me to conclude my remarks, without cautioning those in authority against permitting any description given by Mr. Robertson to weigh upon their minds one moment. The anchorage is extremely dangerous, being close to rocks and to the beach, and also from having foul ground.

The productions of this spot are of the most common and degenerate kind, and these by no means abundant. Its inhabitants appeared to the officers of the Tartar and myself, as the worst description of the lowest race of human beings, eating raw food, scarcely possessing the least covering to their bodies, and with as little means of satisfying the common wants of nature, as the most half-starved savage I ever saw. They knew a little English, and considered that the want of water was our reason for appearing, and this they promised us abundance of, if the Tartar would but anchor.

The melancholy fate of a small vessel, captured by the Cherub, which was driven on shore from the foul ground she anchored in, ought, however, alone to be sufficient to deter any British ship from doing so. When Sir James Yeo called there, for the relief of the remains of the vessel's crew, he found the survivors in a state of starvation; their numbers reduced by the most fatal yellow fever to less than half; and

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so strong was the poison of infection, that every sailor or marine who had taken on board, died within a few days of each other.

My public letters, reciting a variety of atrocious facts, will, I trust, have satisfied their Lordships, that this more than ever cruelly conducted Slave Company's trade is, contrary to their anxious expectations, far from being on the decline. I therefore feel it my duty, before I conclude this report, to give some general understanding of what the Slave Trade really is at present; and I humbly hope, I shall the more readily be excused this, as the naval force of His Majesty, which their Lordships have been pleased to place under my command, is fitted expressly for the object of suppressing this abominable traffic. England certainly, the whole world must acknowledge, has most faithfully abandoned the trade. America may be considered next in good intention. She has passed laws, forbidding the trade by her subjects, and has decreed heavy punishments on those who shall engage in it. She has also sent an armed force to the coast of Africa, and this force has captured vessels, the property of American subjects. Still, her measures are not yet complete, and American vessels, American subjects, and American capital, are unquestionably engaged in the trade, though under other colours and in disguise; but it may be hoped, time will effect in America, as it has in England, a total discontinuance of this traffic, as the Government of America appears to have engaged in its suppression with great sincerity.

Spain, by her decrees, in consequence of her engagements with Great Britain, has relinquished the trade; but her colonies still carry it on in defiance of these engagements; and as a Spanish vessel is not subject to capture, unless she shall have slaves on board, although, as I have frequently observed, landing those embarked on the appearance of a British man of war. She will, by her colonies, continue the traffic, though not with the same security she formerly has, yet certainly to a great extent. If Spain be sincere, she can shew it only by *compelling* her colonies to observe her engagements.

Holland, it is true, has entered into engagements similar to those of Spain; but in her colonies also the trade is encouraged, and vessels under the flag of the King of the Netherlands are frequently met on the slaving coast, and some have been sent into Sierra Leone, which, after much opposition by those whose duty it was to have acted otherwise, have been condemned.

Portugal, though restricted by her treaties, to the continuance of the trade south of the line, permits her subjects of St. Thomas's and Prince's Island to carry on the traffic to a very considerable extent; and in the month of February last, no fewer than six vessels arrived at Prince's Island with cargoes, ultimately for the West Indies.

But France, it is with the deepest regret that I mention it, has countenanced and encouraged the Slave Trade, almost beyond estimation or belief. Under pretence of supplying her own colonies, and furnishing only the means required for their cultivation, she has her flag protected, and British cruizers can only retire when they shall see her ensign; for search being forbidden, power and force become unavailing. Under this security, France is engrossing nearly the whole of the Slave Trade, and she has extended this traffic beyond what can be supposed, but by one only who has witnessed it. In truth, France now supplies the foreign colonies, north of the line, with Africans. I exaggerate nothing in saying, that thirty vessels, bearing the colours of France, have nearly at the same time, and within two or three degrees of distance, been employed slaving, without my daring to offer interruption, but at considerable risk; yet I was induced, under some circumstances, to detain vessels bearing the French flag, in the hope of checking the bold and frequent outrages committed by the French on our own coast. I will add, that in the last twelve months, not less than 60,000 Africans have been forced from their country, principally under the colours of France, most of whom have been distributed between the Islands of Martinique, Guadaloupe, and Cuba. The confidence under which vessels navigate, bearing the French flag, has become so great, that I saw at the Havannah, in July last, no fewer than forty vessels fitting avowedly for the Slave Trade, protected equally by the flags and papers of France and Spain. France has certainly issued her decrees against this traffic, but she has done nothing to enforce them. On the contrary, she gives to the trade all countenance short of public avowal.

Piracy upon the coast of Africa is increasing, for a vessel so engaged has only to show the flag of France, and search by a British officer, incurs a penalty; and unless His Majesty's ships, employed on that coast in suppression of slavery, shall, against

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against slaving vessels, have the full powers of a belligerent, all prohibitory laws against this trade will become a mockery.

On this distressing subject, so revolting to every well regulated mind, I will add, that such is the merciless treatment of the slaves, by the persons engaged in the traffic, that no fancy can picture the horror of the voyage, crowded together so as not to give the power to move, linked one to the other by the leg, never unfettered while life remains, or till the iron shall have fretted the flesh almost to the bone, forced under a deck, as I have seen them, *not thirty inches in height*, breathing an atmosphere the most putrid and pestilential possible, with little food, and less water, subject also to the most severe punishment, at the caprice or fancy of the brute who may command the vessel. It is to me a matter of extreme wonder, that any of these miserable people live the voyage through; many of them, indeed, perish on the passage, and those who remain to meet the shore, present a picture of wretchedness language cannot express.

I now close my report to their Lordships, trusting that, voluminous as it may appear, I shall still be acquitted of all intention to be troublesome, and confidently assuring their Lordships, that I have given no coloured representation of any event or circumstance, and that, varied as this detail may be, it is supported in all its parts by truth.

London,
16th September, 1820.

(Signed) *Geo. R. Collier,*
Commodore upon the Coast of Africa.

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B.

INSTRUCTIONS issued by the Lords Commissioners of the ADMIRALTY to Naval Officers, since the 1st of January 1819; relating to the Suppression of the SLAVE TRADE.

No. 1.—Extract of an Order issued by the Lords Commissioners of the Admiralty, on the 25th of March 1819, to B. M. Kelly, esq. Commander of His Majesty's sloop Pheasant.

SO soon as the persons whom you are ordered to receive on board shall be embarked, and the sloop you command shall in all respects be ready, you are to put to sea, and to proceed with all convenient expedition to Cadiz, where you are to receive on board the Spanish judges and arbitrators, destined to join the court about to be established at Sierra Leone, for deciding on slave causes.

So soon as these persons, together with their families and servants, shall have embarked, you are then to make the best of your way to Sierra Leone, there to land the aforesaid persons; and having so done, you are to proceed to cruize on the leeward coast, in the neighbourhood of the bights of Benin and Biafra, for the purpose of preventing, as far as possible, any illicit traffic in slaves; the better to enable you to perform which service, you will receive herewith copies of the Treaties which have been entered into with Portugal and Spain, the Acts of Parliament relating to them, and the necessary documents, to authorize your searching ships bearing the flags of those nations; and you are to be careful in so doing, as well as in the whole of your conduct towards such vessels, to be 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.

You are to continue on the said service, in the neighbourhood above specified, (if not otherwise directed by Commodore Sir George Collier, or other your superior officer,) so long as the weather shall not affect the health of your crew to such a degree, as to make it necessary, in your opinion, to change the climate; when, after completing your water, and getting such refreshments as you can procure at Prince's Island, St. Thomas's Island, or Fernando Po, you are to proceed to Ascension, to recruit and refresh your people; and after having done so, you 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 above assigned to you, if supposed to be equally open with regard to the state of the weather there.

Such ships as you may capture for illicit trafficking in slaves, you are to send for adjudication to Sierra Leone, the Havannah, or Rio de Janeiro, as may be most convenient, according to the situation where such capture may be made.

You are to consider yourself as under the orders of Commodore Sir George Collier, from the time of your arriving to the southward of the latitude of Madeira, and to the eastward of the meridian of St. Anthony, one of the Cape de Verd Islands; but until you may fall in with the Commodore, or other your senior officer, you are to be governed by these instructions; taking every opportunity of communicating to us, through our secretary, your proceedings, and such information as you may deem it advantageous for us to be made acquainted with, to enable us to give any further directions necessary for the more complete destruction of the Slave Trade north of the line.

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No. 2.—Copy of a Letter from Mr. Barrow to Captain Kelly, of His Majesty's sloop Pheasant; dated Admiralty Office, the 6th of April 1819.

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to Naval Officers.

Sir,

HAVING laid before my Lords Commissioners of the Admiralty your letter of yesterday's date, referring to the instructions which you have received respecting Spanish and Portuguese ships engaged in the Slave Trade, and requesting to be informed how you are to act with regard to the vessels of other Powers, particularly those belonging to the subjects of His Most Christian Majesty, and the United States of America; I am commanded, by their Lordships, to acquaint you, that you are not to interfere with such vessels.

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

No. 3.—Extract of an Order issued by the Lords Commissioners of the Admiralty, on the 24th of April 1819, to C. B. Strong, esq. Commander of His Majesty's sloop Morgiana.

You are hereby required and directed to put to sea in the ship you command, if in all respects ready, and proceed, with all convenient expedition, to Sierra Leone, where, having communicated with the Governor, and obtained every information as to what has recently occurred on the Coast of Africa, particularly with relation to the illegal traffic in slaves, you are to proceed to cruize on the windward coast, between Sierra Leone and Cape Coast Castle, for the purpose of preventing, as far as possible, any such illicit traffic in slaves; the better to enable you to perform which service, you will receive herewith copies of the Treaties which have been entered into with Portugal and Spain, the Acts of Parliament relating to them, and the necessary documents to authorize your searching ships bearing the flags of those nations; and you are to be careful in so doing, as well as in the whole of your conduct towards such vessels, to be governed by the said treaties, and the instructions attached to them.

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

You are to continue on the said service, within the limits specified, (if not otherwise directed by Commodore Sir George Collier, or other your superior officer,) so long as the weather shall not affect the health of your crew to such a degree, as to make it necessary, in your opinion, to change the climate; when, after completing your water, and getting such refreshments as you can procure at Cape Coast Castle, Prince's Island, St. Thomas's Island, or Fernando Po, you are to proceed to Ascension, to recruit and refresh your people; and, after having done so, you 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 above assigned to you, if supposed to be equally open with regard to the state of the weather there.

Such ships as you may capture for illicit trafficking in slaves, you are to send for adjudication to Sierra Leone, the Havannah, or Rio de Janeiro, as may be most convenient, according to the situation in which such capture may be made.

You are to consider yourself as under the orders of Commodore Sir George Collier, from the time of your arriving to the southward of the latitude of Madeira, and to the eastward of the meridian of St. Anthony, one of the Cape de Verd Islands; but until you may fall in with the Commodore, or other your senior officer, you are to be governed by these instructions; taking every opportunity of communicating to us, through our secretary, your proceedings, and such information as you may deem it advantageous for us to be made acquainted with, to enable us to give any further directions necessary for the more complete destruction of the Slave Trade north of the line.

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No. 4.—Extract of an Order issued by the Lords Commissioners of the Admiralty, on the 15th of July 1819, to H. J. Leeke, esq. Commander of His Majesty's sloop *Myrmidon*.

You are hereby required and directed to receive on board the sloop you command, His Excellency the Algerine Envoy and suite, and, so soon as they shall be embarked, and the sloop shall be in all respects ready, you are to put to sea, and proceed, with all convenient expedition, to Algiers, where you are to land His said Excellency the Algerine Envoy and suite; and, having so done, you are to make the best of your way to Sierra Leone, on the west coast of Africa, where you are to communicate with the Governor, for the purpose of obtaining information as to what has recently occurred on that part of the coast of Africa, particularly with relation to the illegal traffic in slaves.

You are then to proceed to cruize on the windward coast, between Sierra Leone and Cape Coast Castle, for the purpose of preventing, as far as possible, any such illicit traffic in slaves; the better to enable you to perform which service, you will receive herewith copies of the Treaties which have been entered into with Portugal, Spain, and the Kingdom of the Netherlands, the Acts of Parliament which relate to them, and the necessary documents to authorize your searching vessels bearing the flags of those nations respectively; and you are to be careful in so doing, as well as in the whole of your conduct towards such vessels, to be 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.

You will probably find, within the limits above assigned to you, cruising for the same objects, His Majesty's sloop *Morgiana*; in which case you will put yourself under the orders of Captain Strong; but should you not fall in with her, nor receive other orders from Commodore Sir George Collier, or other your superior officer, you are to continue on the said service, within the limits specified, so long as the weather shall not affect the health of your crew to such a degree, as to make it necessary, in your opinion, to change the climate; when, after completing your water, and getting such refreshments as you can procure at Cape Coast Castle, Prince's Island, St. Thomas's Island, or Fernando Po, you are to proceed to Ascension, to recruit and refresh your people; and, after having done so, you 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 above assigned to you, if supposed to be equally open with regard to the state of the weather there.

Such ships as you may capture for illicit trafficking in slaves, you are to send, for adjudication, to Sierra Leone, the Havannah, or Rio de Janeiro, as may be most convenient, according to the situation in which such capture may be made.

You are to consider yourself as under the orders of Commodore Sir George Collier, from the time of your arriving to the southward of the latitude of Madeira, and to the eastward of the meridian of St. Anthony, one of the Cape de Verd Islands; but until you may fall in with the Commodore, or other your superior officer, you are to be governed by these instructions, taking every opportunity of communicating to us, through our secretary, your proceedings, and such information as you may deem it advantageous for us to be made acquainted with, to enable us to give any further directions necessary for the more complete destruction of the Slave Trade north of the line.

No. 5.—Copies of Orders issued by the Lords Commissioners of the Admiralty, on the 15th of July 1819, to the Commanders of His Majesty's sloops *Pheasant* and *Morgiana*, stationed on the Coast of Africa.

By the Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, &c. &c.

In reference to that part of our order to you of the 25th of *March* last, which relates to the conduct to be observed by you towards Spanish or Portuguese vessels engaged in an illicit traffic in slaves; we send you herewith a copy of a Treaty concluded

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concluded between His Majesty and the King of the Netherlands, for preventing their subjects from engaging in any traffic in slaves, with a copy of an Act of Parliament for carrying the same into effect, and the document required by the treaty to authorize your searching vessels under the Dutch flag; and we hereby require and direct you, in so doing, as well as in the whole of your conduct towards such vessels, to be strictly governed by the said treaty and the instructions thereto annexed.

B.
Instructions from
the Admiralty
to Naval Officers.

Given under our hands the 15th of July 1819.

(Signed)

J. Osborn.

G. Cockburn.

H. Hotham.

To B. M. Kelly, esq.
Commander of His Majesty's sloop Pheasant,
on the Coast of Africa.

By command of their Lordships,
(Signed) John Barrow.

A similar order, referring to a former order of the 24th of April, was issued on the same day to Captain Strong, of His Majesty's sloop Morgiana, also on the Coast of Africa.

No. 6.—Copy of a Letter addressed by Mr. Croker, on the 26th of July 1819, to Rear Admiral Sir Home Popham, Commander in Chief on the Jamaica station, and to Rear Admiral Campbell, Commander in Chief on the Leeward Island station.

Admiralty Office, 26 July 1819.

Sir,

I HAVE it in command from my Lords Commissioners of the Admiralty, to transmit to you herewith *seven* sets of treaties, which have been concluded between His Majesty and the Kings of Spain and Portugal, for the prevention of any illicit traffic in slaves, with the like number of copies of two Acts of Parliament, passed for the purpose of carrying the same into effect, and instructions, signed by their Lordships, and addressed to the captains and commanders of His Majesty's ships and vessels under your orders, authorizing them, agreeably to the terms of the Treaties, to search vessels bearing the flags of the nations above mentioned; and I am to signify their Lordships direction to you, to issue the same to the said officers; enjoining them, in the search of the vessels alluded to, as well as in the whole of their conduct towards such vessels, to be strictly governed by the treaties in question, and the instructions thereto annexed.

I am also to transmit to you two copies of a treaty with the King of the Netherlands, and of an Act of Parliament relating to it, with the same number of the stipulated instructions from their Lordships, of which the address is left in blank, (the number of His Majesty's ships which may be furnished therewith being limited by the treaty;) and it is their Lordships direction, that you address these instructions to the commanders of such of the vessels of your squadron, as you may think proper to select; and give them similar directions to the above, in regard to vessels under the Dutch flag, reporting to me the names of these commanders, and taking care, that in the event of their leaving the station, the said instructions and accompanying papers be transferred to other vessels, of which you will likewise report the names as the transfers take place.

I am, Sir, your most obedient humble servant,

(Signed) J. W. Croker.

Rear Admiral Sir Home Popham, K. C. B.
Jamaica.

Rear Admiral Campbell, Barbadoes.

N. B.—The word *three* substituted for *seven* in the letter to Rear Admiral Campbell.

No. 7.—Extracts of Orders issued by the Lords Commissioners of the Admiralty, on the 27th of July 1819, to Lieutenant James Henderson, commanding His Majesty's gun-brig Snapper, and Lieutenant Robert Hagan, commanding His Majesty's gun-brig Thistle.

You are hereby required and directed to put to sea, in the gun-brig you command, as soon as she shall be in all respects ready, and proceed with all convenient expedition

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to Naval Officers.

expedition to Sierra Leone, on the coast of Africa, where, having communicated with the Governor, and obtained every information as to what may have recently occurred on the coast of Africa, with reference particularly to the illicit traffic in slaves, you are to proceed to cruize in the bight of * , on the leeward coast, for the purpose of preventing, as far as possible, any such illicit traffic in slaves: the better to enable you to perform which service, you will receive herewith copies of the Treaties which have been entered into with Portugal, Spain, and the kingdom of the Netherlands, the Acts of Parliament relating to them, and the necessary documents to authorize your searching ships bearing the flags of those nations; and you are to be careful in so doing, as well as in the whole of your conduct towards such vessels, to be 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.

You are to continue on the said service, in the neighbourhood above specified, (if not otherwise directed by Commodore Sir George Collier, or other your superior officer,) so long as the weather shall not affect the health of your crew to such a degree, as to make it necessary, in your opinion, to change the climate; when, after completing your water, and getting such refreshments as you can procure at Prince's Island, St. Thomas's Island, or Fernando Po, you are to proceed to Ascension, to recruit and refresh your people; and after having done so, you 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 above assigned to you, if supposed to be equally open with regard to the state of the weather there.

Such ships as you may capture for illicit trafficking in slaves, you are to send for adjudication to Sierra Leone, the Havannah, or Rio de Janeiro, as may be most convenient, according to the situation in which such capture may be made.

You are to consider yourself as under the orders of Commodore Sir George Collier, from the time of your arriving to the southward of the latitude of Madeira, and to the eastward of the meridian of St. Anthony, one of the Cape de Verd Islands; but until you may fall in with the Commodore, or other your senior officer, you are to be governed by these instructions, taking every opportunity of communicating to us, through our secretary, (until you shall so join a senior officer,) your proceedings, and such information as you may deem it advantageous for us to be made acquainted with, to enable us to give any further directions necessary, for the more complete destruction of the Slave Trade north of the line.

No. 8.—Copy of a Letter from Mr. Barrow to Rear Admiral Plampin, Commander in Chief on the Cape of Good Hope station; dated Admiralty Office, the 28th of July 1819.

Sir,

I HAVE it in command, from my Lords Commissioners of the Admiralty, to transmit to you herewith *seven* sets of treaties, which have been concluded between His Majesty and the Kings of Spain and Portugal, for the prevention of any illicit traffic in slaves, with the like number of copies of two Acts of Parliament, passed for the purpose of carrying the same into effect, and instructions, signed by their Lordships, and addressed to the captains and commanders of His Majesty's ships and vessels under your orders, authorizing them, agreeably to the terms of the Treaties, to search vessels bearing the flags of the nations above-mentioned; and I am to signify their Lordships direction to you, to issue the same to the said officers; enjoining them, in the search of the vessels alluded to, as well as in the whole of their conduct towards such vessels, to be strictly governed by the treaties in question, and the instructions thereto annexed.

I am, Sir, your most obedient humble servant,

(Signed) *John Barrow.*

* This blank was filled up with the word "Benin," in the order to the Snapper; and with the word "Biafra," in the order to the Thistle.

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No 9.—Copy of a Letter from Mr. Barrow to Rear Admiral Sir Richard King, bart. and K.C.B. Commander in Chief on the Indian station; dated Admiralty Office, the 28th of July 1819.

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the Admiralty
to Naval Officers.

Sir,

I HAVE it in command, from my Lords Commissioners of the Admiralty, to transmit to you herewith *seven* sets of treaties, which have been concluded between His Majesty and the Kings of Spain and Portugal, for the prevention of any illicit traffic in slaves, with the like number of copies of two Acts of Parliament, passed for the purpose of carrying the same into effect, and instructions, signed by their Lordships, and addressed to the captains and commanders of His Majesty's ships and vessels under your orders, authorizing them, agreeably to the terms of the treaties, to search vessels bearing the flags of the nations above-mentioned; and I am to signify their Lordships direction to you, to issue the same to the said officers, enjoining them, in the search of the vessels alluded to, as well as in the whole of their conduct towards such vessels, to be strictly governed by the treaties in question, and the instructions thereto annexed.

I am also to transmit to you a copy of a treaty with the King of the Netherlands, and of an Act of Parliament relating to it, with the stipulated instruction from their Lordships, of which the address is left in blank; (the number of His Majesty's ships which may be furnished therewith being limited by the treaty;) and it is their Lordships direction, that you address this instruction to the Commander of such one of the vessels of your squadron as you may think proper to select, and give him similar directions to the above, in regard to vessels under the Dutch flag; reporting his name to me, and taking care, that in the event of his leaving the station, the said instruction and accompanying papers be successively transferred to other vessels, of which you will likewise report the names as the transfer takes place.

I am, Sir, your most obedient humble servant,

(Signed) *John Barrow.*

N.B.—In consequence of the transfer of the Isle of France from the Indian to the Cape of Good Hope station, Sir Richard King was directed, on the 14th December 1819, to return the above-mentioned set of documents, relating to vessels under the Dutch flag; and the Admiral on the Cape station was furnished therewith, as mentioned in No. 12 of these papers.

No. 10.—Extract from the Instructions issued by the Lords Commissioners of the Admiralty, on the 2d of September 1819, to Commodore Sir Thomas Masterman Hardy, bart. and K.C.B. as Commander in Chief of His Majesty's ships and vessels on the South American station.

Article 8.—WE transmit you herewith copies of the Treaties which have been concluded between this country and the Kings of Spain and Portugal, for the prevention of an illicit traffic in slaves; with copies of the Acts of Parliament which have been passed to give effect thereto, and instructions, signed by us, authorizing the commanders of His Majesty's ships and vessels under your orders, agreeably to the stipulations in the said treaties, to search vessels bearing the flags of those nations. You will furnish the said commanders with these several documents, and instructing them to be strictly governed by these treaties and instructions in their conduct towards such vessels, you will direct them, if they should meet with any that are acting in violation of the treaties, to seize them; and to send such as are under Portuguese colours to Rio de Janeiro for adjudication, a court being established there, under the said treaties, for the trial of offences of this description by vessels of that nation. The vessels under Spanish flags you must cause to be sent to the Havannah, where there is also a court for the trial of similar offences, committed by vessels of that nation; but vessels under English colours may be sent to, and tried at, either place.

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No. 11.—Extract from the Instructions issued by the Lords Commissioners of the Admiralty, on the 3d of November 1819, to Commodore Sir George Ralph Collier, bart. and K. C. B. as senior officer of His Majesty's ships and vessels employed on the Coast of Africa.

* Vide the annexed
Extract from the
Instructions of the
19 September 1818.

Pheasant,
Morgiana,
Myrmidon,
Snapper, G. V.
Thistle, G. V.

You are hereby required and directed to put to sea in the ship you command, so soon as she shall, in all respects, be ready, and return with all convenient expedition to the coast of Africa, to carry into further execution our instructions to you, of the 19th of September 1818, for affording countenance and protection to the British settlements and commerce, and preventing, to the utmost of your power, any illicit traffic in slaves, on the parts of the African coast therein specified.*

And whereas we have thought proper, subsequently to the date of our aforesaid instructions to you, (of the 19th of September 1818), to send to the same station, for the more effectual execution of the same objects, His Majesty's vessels named in the margin; you are, on your return to the station, to take the said vessels under your command, their respective commanders having been directed by us to place themselves under your orders; and we herewith transmit, for your information, copies or extracts of the instructions from us, under which these vessels severally sailed from England; but you are to understand, that our said instructions to these vessels were only intended for their governance, until they should fall in with *you*, and that you are to consider yourself at perfect liberty, on your joining them, to give them such other instructions or stations, as the information you may receive, or circumstances on the spot, may induce you to consider likely to prove more efficacious towards effecting the general purposes particularly set forth in our aforesaid instructions to you of last year.

And whereas, subsequently also to the date of those instructions, we have issued to the commanders of vessels employed on the coast of Africa, the following documents, viz.—

Two Acts of Parliament, passed to carry into effect the treaties concluded with Portugal and Spain, for the prevention of an illicit traffic in slaves, (copies of which treaties were transmitted with our said instructions to you;)

The necessary orders, signed by us, to authorize the commanders of His Majesty's ships to search vessels bearing the flags of the said two nations;

And, a treaty concluded, for the same object, with the King of the Netherlands; with the Act of Parliament, and signed instructions relating thereto.

We now send you documents of the descriptions here mentioned, and strictly enjoin you to be governed by them, in your conduct towards all ships bearing the flags of the nations alluded to; observing, that any of these ships, 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.

You are to continue on the coast, in the execution of the duties entrusted to you, (visiting, as you may see occasion, St. Thomas's, Prince's, or Ascension Islands, as explained in your instructions), until the rainy or unhealthy season of next year, when you are to receive on board the ship you command, any officers and men belonging to the squadron, &c. &c.; and having so done, and given the necessary instructions to the officer next in command to you, for the guidance of the squadron, during your absence, you are then, without loss of time, to return from the coast of Africa to Spithead, &c. &c.

On your arrival at Spithead, you are to report the same, and your proceedings to our secretary, for our information, with all 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 to the suppression of the Slave Trade north of the line.

Extract from the Instructions issued by the Lords Commissioners of the Admiralty, on the 19th of September 1818, to Commodore Sir George Ralph Collier, bart. and K.C.B.; referred to in the foregoing Extract from the Instructions given to the same officer on the 3d of November 1819.

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Instructions from
the Admiralty to
to Naval Officers.

You are hereby required and directed to put to sea in the ship you command, as soon as she shall, in all respects, be ready to sail, and proceed, without delay, to the Coast of Africa, for the purpose of visiting the several British forts and settlements on the coast, and rendering them, and the British trade thereon, such assistance and protection as you may find to be requisite.

You are to repair, in the first instance, to Sierra Leone, to communicate with the officers in charge of the Government, and to confer with them as to the best mode of effecting the objects you have in view.

After which you are to proceed along the coast to the southward, from British settlement to settlement, as far as Benguela, staying such time at or in the neighbourhood of each, as, from the intelligence you receive, you may deem most advisable for effectually affording protection to the trade, and giving the necessary countenance and assistance to the said settlements; but observing, however, not to stay at any of those places longer than you find to be absolutely necessary for the purposes before stated.

In proceeding down the coast, you are diligently to look into the several bays and creeks on the same, between Cape de Verd and Benguela, particularly on the Gold Coast, Whidah, the bight of Benin, and Angola, in order to your seizing such ships or vessels as may be liable thereto, under the authority of the several Acts of Parliament prohibiting the Slave Trade (abstracts or copies of which we herewith inclose for your information and guidance); and you are to use every other means in your power to prevent a continuance of the traffic in slaves, and to give full effect to the Acts of Parliament in question.

With regard to the conduct to be observed towards the Portuguese ships and settlements, and towards Spanish ships, we send you herewith copies of the existing treaties between this country and Portugal, and between this country and Spain, upon this subject; and we hereby strictly require and direct you to govern yourself according to the instructions and stipulations contained therein.

And you are so to continue acting, until the approach of the rainy and sickly season of the next year, renders it advisable for you to quit the station.

No. 12.—Extract from the Instructions issued by the Lords Commissioners of the Admiralty, on the 21st of March 1820, to Rear Admiral Lambert, as Commander in Chief of His Majesty's ships and vessels on the Cape of Good Hope station.

Article 2.—THE Isle of France being now within the limits of your command, you are to take care always to keep at least one post ship on that part of your station; and if you find that you can conveniently spare one of the small brigs under your command, for the same service, you may occasionally place one of them there, in addition to the post ship.

You will particularly direct the attention of the officer commanding the ship or ships stationed at the said island, to the affording to the Governor all the assistance in his power towards the prevention of a traffic in slaves.

For the more effectual performance of this service, you are, in addition to the papers and documents he will have received, in common with the other ships on the station, respecting Spanish and Portuguese ships trading in slaves, also to furnish him with the treaty, Act of Parliament, and signed instruction, herewith inclosed, relative to vessels engaged in such trade under the Dutch flag.

The number of His Majesty's ships which may be furnished, with the last mentioned instruction, being limited by the treaty with the King of the Netherlands, it can be issued to one only of the Commanders of the squadron under your command;

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and upon any change of the ship assigned to the service of the Isle of France, you will accordingly direct that this instruction, with the Dutch treaty and Act of Parliament, be successively transferred to the Commander of the ship arriving to replace the former, with an alteration of the address of the instruction.

You will observe and signify the same to the Captains and Commanders under your orders, that vessels of the three nations above-mentioned, captured for illicit trafficking in slaves, are to be sent for adjudication to the following places, at which courts have respectively been established for the trial of offences of that description, 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.

We send you likewise some copies or abstracts of Acts of Parliament, prohibiting the traffic in slaves by His Majesty's subjects, with which you will furnish the Commanders of the ships sent to the Isle of France.

No. 13.—Extract of a Letter from Mr. Barrow to Commodore Sir George Ralph Collier, bart. and K.C.B. senior officer on the Coast of Africa; dated Admiralty Office, the 20th of May 1820.

HAVING laid before my Lords Commissioners of the Admiralty your letter of the 28th of February last, No. 28, I am commanded by their Lordships to acquaint you, that you appear to be under a partial misconception, as to the motives which induced His Majesty's Government to order the restoration of the French schooner *La Sylphe*, and are probably not aware that Rear Admiral Plampin was directed to signify, to the officer by whose order that vessel was detained, the displeasure of His Majesty's Government at his conduct.

I am to signify to you their Lordships desire, that you will abstain from detaining the ships of any nations, excepting such as you are authorized, under your instructions, to detain; observing, however, that it will be desirable that their Lordships should be apprized of any instances, which may be reported to you, of French ships trafficking in slaves, in order that the French Government may be informed of such contravention of their own regulations.

No. 14.—Extract from the Instructions issued by the Lords Commissioners of the Admiralty, on the 30th of October 1820, to Rear Admiral Sir Charles Rowley, K.C.B. as Commander in Chief of His Majesty's ships and vessels on the Jamaica station.

Article 7.—WE transmit to you herewith, for your information and guidance, abstracts or copies of the several Acts of Parliament which have been passed for the prevention of a traffic in slaves by His Majesty's subjects, and also copies of the treaties which have been concluded between this country and the Kings of Spain, Portugal, and the Netherlands, for the prevention of such traffic by the subjects of the respective countries, with copies of the Acts of Parliament which have been passed to give effect thereto, and copies of instructions which, in conformity with the respective treaties, are issued under our signatures, to the Commanders of His Majesty's ships and vessels on the Jamaica and certain other stations, to authorize them to search vessels bearing the flags of the three before-mentioned nations. You will take care that these Acts, treaties and instructions, be strictly adhered to by the Commanders of the ships and vessels under your orders: and you will observe, that vessels of the said nations, which may be detained 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 detention may take place, viz.—

Vessels of *any of the three nations* to Sierra Leone; or *Portuguese* vessels to Rio de Janeiro; *Spanish* vessels to the Havannah; and *Dutch* vessels to Surinam;
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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.

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Instructions from
the Admiralty to
Naval Officers.

Vessels under English colours may be sent to and tried at either of the places above enumerated, and of course at any British port, where proper courts of judicature exist, as explained in the several Acts of Parliament.

With respect to the Dutch vessels, we have further to observe to you, that the number of His Majesty's ships, which may be authorized to search those vessels, being limited by the treaty, instructions to search Dutch vessels have only been issued to two of the squadron under your command; and you are therefore to take care, that whenever any ship or vessel furnished therewith, shall be about to leave the station, the Dutch instructions and the papers relating to them, be transferred to another vessel, the name of which is to be reported at the time to our secretary.

No. 15.—Extract of an Order issued by the Lords Commissioners of the Admiralty to Commodore Sir George Ralph Collier, bart. and K.C.B. senior officer of His Majesty's ships and vessels employed on the Coast of Africa; dated the 29th of November 1820.

You are hereby required and directed to put to sea, in the ship you command, so soon as she shall, in all respects, be ready, and to return with all convenient expedition to the coast of Africa, to carry into further execution our instructions to you of the 19th of September 1818, and 3d of November 1819, for affording countenance and protection to the British settlements and commerce, and preventing, to the utmost of your power, any illicit traffic in slaves, on the parts of the African coast therein specified.

You are to observe, in regulating the duties on the African station, that, by our treaty with Spain, 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.

On the approach of the rainy season next year, you are again to act as directed by our last-mentioned instructions to you, of the 3d November 1819, &c. &c.; and you are in all other respects to be guided, with regard to your return to Spithead, &c. as directed by our aforesaid instructions to you, of the 3d November 1819.

No. 16.—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 27th of March 1819 to the present date, to proceed to either of the following stations, viz. Jamaica, Leeward Islands, South America, Cape of Good Hope, and East Indies.

Sir,

Admiralty Office, 21st March 1821.

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.

B.
Instructions from
 the Admiralty
 to Naval Officers.

The foregoing letter, with the documents therein referred to, have been issued between the 27th of March 1819 and the 17th of March 1821, to the Commanders of the following ships and vessels of His Majesty :

Nautilus	-	-	sloop.	Shearwater	-	-	sloop.
Heron	-	-	—	Conway.			
Rosario	-	-	—	Creole.			
Owen Glendower.				Cygnets	-	-	sloop.
Leander.				Alacrity	-	-	—
Brazen.				Blossom.			
Raleigh	-	-	sloop.	Beaver	-	-	sloop.
Vigo.				Esk	-	-	—
Falmouth	-	-	sloop	Surinam	-	-	—
Tribune.				Forte.			
Tamar.				Satellite	-	-	sloop.

FURTHER PAPERS
RELATING TO THE SUPPRESSION OF THE
SLAVE TRADE.

VIZ:

A.

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 1st of January 1820; relative to the State of the SLAVE TRADE.

B.

Copies or Extracts of all INSTRUCTIONS issued by the Lords Commissioners of the ADMIRALTY to Naval Officers, since the 1st of January 1819; relative to the Suppression of the SLAVE TRADE.

Ordered, by The House of Commons, to be Printed,
2 April 1821.
