

some at the most noted slave trading stations as they were in former times and recently also.

4. That the great tardiness and difficulty of obtaining supplies of slaves at the trading stations on the coast are caused by embarrassments in the preceding operations of the trade in the interior, which embarrassments had previously arisen from the failure of the usual facilities of disposing of slaves on the coast.

The facts here enumerated to your Lordship are the necessary effects of a system of restraints connected with each other in regular succession and each reciprocally productive of the other.

The slave ships have been prevented from taking off with their usual activity the slaves collected on the coast; the native collectors at the seaboard have, in consequence, ceased to keep any number of slaves in readiness for ships that may casually come to take them and since their opportunities of immediate sale have been cut off they have ceased to take the slaves off the hands of the dealers and holders in the interior or to purchase them with alacrity when brought down: those in the interior are, consequently, become less able and are unprepared to supply occasional demands when they arise on the coast. Thus, in the same proportion as reciprocal facilities sustained and extended the trade in former times, the checks and restrictions now imposed operate reciprocally to discourage and reduce it.

The intelligence upon which this statement is founded has been furnished principally by the results of the cruises of His Majesty's Ships on this station subsequent to the opening of the new Commission.

To the Northward of the colony, the River Niger which is the principal haunt of the slave traders on this part of the coast, has been specially visited by His Majesty's Brig Snapper, Lieut. Nash, Commanding, in company with the American Ship of War John Adams, Captain Hallowell. This junction would

would, it was thought, combine a twofold authority for capture, according as the vessels found in the River should assume the American character or that of any of the Powers comprehended in the Treaties establishing the Mixed Commissions. Four vessels were found, two brigs and two schooners. There were strong reasons to think the property American but as the flag and the papers were Spanish, the American Officer who was strictly forbidden to interfere with foreign flags would not venture to make any seizure, and as there were not any slaves on board of the vessels the British Officer was equally debarred from detaining them.

His Majesty's Brig Pickle, Lieut. Nagam, Commanding, has since visited the same River; and His Majesty's Brig Snapper, now commanded by Acting Lieut. Pratt, cruises constantly in its vicinity to prevent any escape. According to the reports from these ships, the same vessels continue in the River: their cargoes have been landed, but the slaves in return are not yet obtained. The length of time during which the seamen have continued exposed to the pestiferous air of the River has occasioned among them very destructive sickness which, it is said, few if any have survived. Recent information through merchants of the colony confirms this intelligence.

With respect to the state of the trade in the range of the rivers to the Southward of the colony, we have learned by His Majesty's Ship Pleasant, Captain Kelly, which arrived here about two months since from the Southern stations, that it has fallen into similar decay. Captain Kelly had chased a vessel supposed to be Spanish which escaped by superior sailing having first landed at Accra about fifty slaves which she had on board when the chase commenced. These slaves were surrendered to Captain Kelly and brought to Sierra Leone. Want of proof prevented legal proceedings but the slaves were landed and given in charge to the Acting Governor and placed on the establishment for liberated negroes, as is usual in such cases. Captain Kelly had not fallen in with any other slave trading vessel: no had he received

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is made to put to sea with full cargo. The recent capture of the *Nuestra Señora de Montserrat* has shown that such situations are not new from attack and capture, and it is in these situations, particularly, that the delays on the coast prove so fatal to the seamen. The atmosphere of the mangrove swamps by which all the small rivers are bordered is malignant and destructive beyond calculation. The fever generated by the miasmas arising from these swamps has deprived the slave ships now in the River Congo of nearly the whole of their crews. It is possible, however, that by means of trained slaves, an effort to put to sea may be made by one or more of these vessels if their cargoes of slaves should be collected, or other slave traders arriving may lend a few hands which would be sufficient.

3rd Another mode of passing the interval between the arrival of a vessel on the coast and of her departure thence with her cargo of slaves, is to make a voyage to some convenient place and there remain until there is reason to think the collection completed and every thing ready for embarkation. The Isles of Cape Verde are most convenient for this purpose, but, in a recent instance, an American trader of the name of Leggett had landed his goods in the River Congo and passed thence to the Isles of Cape Verde to await the collection of his slaves, changed to enter the harbour of Santa Vista while the American *Ship of War Hornet*, Capt. Reid, was lying there. The seaman of the slave trader gave information to Capt. Reid that she was employed in that traffic and she was, in consequence, seized and sent to the United States.

That in every alternative, danger and difficulties, losses and capture are placed in the way of those who are so desperately devoted as to continue to pursue the illegal traffic.

The presence of the American *Ship of*

of War of the first class, strongly manned has contributed greatly to restrain the trade and to multiply the embarrassments of all those concerned in it. These vessels have made many captures which have been sent to the United States for adjudication; a general terror has, in consequence, been spread with respect to those inland adventures of subjects of different nations which have been in use since the conclusion of the Treaty of abolition, for, although the American commanders are strictly prohibited from interfering with foreigners, the obvious appearance of American interest would, without a doubt, be followed by seizure and circumstances which would not warrant seizure might probably be attended with other consequences scarcely less unpleasant to the Americans illegally interested.

From this statement it will be apparent that the execution of the Treaty for the suppression of the illicit traffic in slaves, has, within the short period since the establishment of the Mixed Commissions at this place, so materially checked that traffic that it may be considered in rapid progress towards extinction, for it must continue to decline while the present restraints are kept in activity and there can be no doubt that they will be kept in activity until the extinction shall be fully accomplished.

We trust we may be admitted to offer to Your Lordship our congratulations on this result which is the more gratifying as the system established by the Treaty was altogether new, and was, consequently, subject to many imperfections and these imperfections were again the more embarrassing as the details of construction and of practice could not be settled without the intervention of time and experience.

The decline of the slave trade in the interior of Africa is the point of greatest importance in the communication, especially as we are to think that a progressive discontinuance

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tendency to permanent abolition is not beyond the range of reasonable calculation.

Slavery exists in every country of Africa: but domestic slaves are not often sold in the course of traffic. Captives in war and persons condemned by forms of law are the general stock of the trade, and it is found that hostile aggressions and unjust accusations, kidnapping and all kinds of atrocities ministering to the supplies of the slave market, are employed according to the inducements furnished by immediate opportunity of sale, and dissuaded when the prospect of disposing of the victims is remote and uncertain. The cost of maintaining and the trouble of guarding slaves destined for sale in countries not easily to be borne for the countries themselves are deficient in the means of subsistence as well as in those of safe custody. The labour of a slave destined for the traffic cannot be employed to any beneficial purpose as such employment would give too many facilities to the disposition to escape which already evades attempts too often successfully executed, or defeated by the sacrifice of the life of the party.

The desire of foreign luxuries is the great motive for making slaves, and if those luxuries can be supplied through the intermediation of any other branch of African commerce there will not be any incentives remaining to counteract the inconveniences at present attached to the slave trade. During the existence of the slave trade no effort can substitute any commerce for one so universally established and so deeply fixed in the minds of the people by the habits of ages. But when that accustomed great resource shall be found no longer available, others of a less odious nature will be embraced with equal ardour and passion with the same persevering industry and attachment. It may be hoped that no very great length of time would be necessary to impress on the minds

mind's even of the most barbarous, the suffering gratification of an innocent and virtuous commerce compare with the criminal and cruel enjoyments purchased by the purchase and sale of their fellow creatures.

The practicability of this substitution and the happy effects produced by it are already accomplished in the timber trade now flourishing in the town of Sierra Leone, and in the vitreous industry and affluence ^{diffused} by that trade through a large extent of country adjacent to the creeks and bays into which the River divides itself.

The exportation of rice from this colony affords for some time a prospect of a trade likely to prove doubly beneficial inasmuch as it would establish itself conjointly and extensively with the improvement of agriculture. The sale of African rice in the West India markets have not recently been very encouraging. Some unfavourable influence has, in consequence, been felt in Africa, but there is reason to hope that the check will not be of long duration for it has already begun to leap away. Palm oil is the article of legitimate commerce next in importance: but this as well as ivory, gold and everything else that the country affords can only be considered as subsidiary to some one of sufficient magnitude to constitute a staple, such as the slave trade has been, as the timber trade now is in this colony, and as the rice may, it is to be hoped, more generally become.

The articles of African produce exported from this colony with the exception of timber and camwood, both of which are found in the Sierra Leone River, are derived from the Sherbro, close to the Southward, and from several rivers to the Northward of which the River Pongas is the most important. In all these rivers the slave trade is carried on as far as means and opportunity will admit: but chiefly in the River Pongas. The slaves obtained in that River, and in all the others of the coast

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and as they are natives of a climate nearly the same as that of Sierra Leone they may be expected to prove more healthy than the others.

With these ample means of legitimate commerce, the Foutahs, it may be confidently hoped, will prosper by the extinction of the slave trade rather than suffer by the diminution of it, and the trade which they may establish with this settlement would supply in return European commodities, not only sufficient for their own wants but give a large surplus to be transmitted to other countries more remotely situated in the interior of Africa. The circumstances of the present moment are particularly favorable to the formation of a direct intercourse with this people. Hitherto the trade between them and the Colony has been carried through intermediate ports on the coast: one of these is Malabia, the Capital of a chief called Sanappe, and Fauricaria which belong to Almami. These Chiefs are of the Manding nation the paramount ^{local} sovereignty of which is claimed by Almami; the homage and tribute incident to this claim has been refused by Sanappe, and a war has, in consequence, arisen which has caused much inconvenience to travelling as well as to agriculture and all pacific occupations, although attended with little bloodshed. The trade of the Foutahs, especially, has suffered so much interruption and depression that the chiefs of that people have been induced to make overtures to the traders at the River Pongas with a view to obtain the necessary supplies of European commodities by that channel. Almami of Teumbo and the chiefs in immediate subordination to him have previously addressed a public letter to the Governor of this Colony and to the African Chiefs on the coast praying the interposition of their influence for the reestablishment of the peace so much desired. This has induced the Colonial Government

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east adjacent to it, are furnished by the Foutahs, or, as they are sometimes called by Europeans, the Foutahs of Senegal. This nation occupies an extensive territory about 150 or 200 miles from the coast. The people are powerful and warlike, and accustomed to the breeding and to the use of horses; they can collect a numerous irregular cavalry and by sudden and rapid incursions into the neighbouring countries with this force, they have generally been successful in carrying off great numbers of slaves. Recently, as it is reported, they have had to maintain some sharp contests and have sustained losses which may give them a disinclination to these pursuits. This consequence may be more reasonably expected as the embarrassed condition of the trade on the coast will operate conjointly with the losses in the interior, although we have recently heard that the Foutah chiefs have made an effort to overcome these embarrassments and to reopen the slave trade on the River Pongas. But the most favorable grounds of hope with respect to the Foutahs arise from other considerations. The great national occupation of this people consists in rearing and feeding cattle, and this colony affords a beneficial market for their live stock, the extension of which is already very considerable with a progressive increase likely in a short time to make ample compensation to them for the loss of the slave trade. They make likewise some butter which the colonists would purchase in as great quantity as this improved market would induce them to supply. Their horses also may be sold with advantage and some are occasionally brought hither by small traders of the colony. Horses cannot be reared in the colony and those that are imported are seldom of long life: consequently the demand must continue and must increase with the growth of the settlement. The present supplies are brought chiefly from the Gambia and from the Isles of Cape Verde. The Foutah horses are rather unsightly but they are stout and serviceable.

Government to dispatch a mission long contemplated for the purpose of inducing Aromanic of Senegal and the other chiefs of the Senegal nations to form an intercourse with the colony by a more direct communication through Port Loko at the head of one of the branches of the Niger river. Confident hopes are entertained of successful results from this mission the management of which has been entrusted to Mr. B. B. B. of the Medical Staff.

We have not adequate means of ascertaining whether the coast to the Southward possesses commodities capable of constituting a staple. But time and the enterprise of British travellers and traders, stimulated by the active spirit of beneficence which directs and sustains the efforts made in every direction for the improvement of Africa, will, we are sure, bring forth resources on that part also of the coast commensurate to those already in action in other parts.

In the trading stations near to Cape Mount large quantities of country cloths are purchased at a shilling or fifteen pence each to be retailed in the colony at five and six shillings. These cloths are of cotton first coarsely woven in webs of four inches wide and, subsequently, sewed together in pieces of six or seven feet in length and four feet in breadth. They are used as covering for tables and for country sofas and small beds, and occasionally as warm clothing for the person. As many as fifteen hundred of these cloths have been comprised in one shipment for the colony, four and five hundred are common numbers. They are previously brought from a great distance in the interior and by the accounts of recent travels in the countries towards the sources of the Nile, it appears that cloths of a similar description are brought thither from the same places of manufacture. When it

is considered that the payments for these cloths are made on this side of Africa entirely in goods brought from Europe, it will be matter of astonishment that the manufacturers can make them for so small a remuneration as that which they may be supposed to receive when the ultimate price in the country after passing, in all probability, through the hands of several traders, is so small as that which we have mentioned. It has been suggested that the exportation of the cotton in a crude state would be found a mode of trade in this article likely to produce great advantages to the Africans as well as to those who might purchase from them. Time and improved understanding will, probably, lead to this mode of interchange. But at present it is more matter of conjecture.

We have now brought this communication to a close, and we have only to add our humble hope that the matters contained in it may be thought not unbecoming in us to offer to Your Lordship's notice, nor unworthy of Your Lordship's attention.

With the greatest respect we have the honor to be,
 My Lord
 Your Lordship's
 Most obedient and
 very humble servants

E. Murray
 Edward Fitzgibbon

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