APPENDIX.

(From Col. Journal of Aug. 1845.)

THE LATELY FORMED ENGLISH AND FRENCH TREATY FOR THE SUPPRESSION OF THE SLAVE TRADE.

THESE two nations have at last taken the bull by the horns, or at least, have agreed to do so; and it is high time they did, for they have long been dragged through bush and briar, by hanging on to the tail. There never was a more ridiculous undertaking, than the attempt to suppress the slave trade by catching those engaged in it, on the *run*. It always reminded us of the old play of Tag, by the school boys; hit 'em between the two goals and they are yours, but once landed—*safe:* and you must wait till the next run.

It was of but little consequence that we talked this whole palaver, in our humble Colonization Journal, some four years ago, and pointed out the only course that promised any beneficial result; the course which these nations now propose to adopt; and it affords us but little satisfaction to cry, "I told you so!" But we ask our few readers, just to look at the affair as it has been managed, if for no other purpose, merely to see, that great and wise nations can act as foolishly as individuals.

The slave trade has of late years, been carried on something in this way, (taking Gallinas for example, with which we are well acquainted.) Here are some five or ten factories as they termed, established by wealthy merchants in Cuba, or Porto Rico, with branches of their houses, or confidential correspondents, in New York, Liverpool, Havre and elsewhere, as they may have occasion. The factory is in charge of one of the partners of the house, or a confidential agent, who does the business on commission. He goes out to Gallinas with a cargo of goods, (which the cruisers cannot touch, as they are not yet slaves,) and enters into a treaty with some king, or influential chief, or head man, who can command a plenty of labourers. This chief builds him houses for residence, for his goods, and a strong barricade for the slaves; all perhaps enclosed with another strong barricade, of split plank or rails, pointed at top. The whole is called a barracoon. He then distributes his cargo among the trade men of the tribe, who go into the country or bush, to buy slaves, and rice and other provisions, on which to feed them. He also orders constructed, large canoes, capable of carrying safely through the surf or bar, some fifty or a hundred slaves. A time is appointed at which the vessel with certain signals is to appear off the landing, ready for the reception of the *passengers*, as they are facetiously termed; and a good look-out is kept from the top of a high tree, or some exalted station, with a powerful telescope for the expected vessel. If she appears, and a man-of-war is in sight, she is informed of it by a private signal, and stands off again to sea. This manœuvre is perhaps often repeated, or perhaps the man-of-war is led out on a chase, outsailed, and left to the leeward of the port; meantime the slaver slips in, drops her anchor, and in four hours, receives her complement of two, four, or six hundred slaves and is off. Or if the cruiser holds on at anchor, a private signal is given to the slaver, to run down to Cape Mount, or up to Shebar; and the slaves are either transported over land to her anchorage ground, or sent out in the night through the surf, and run along the coast to their vessel. Or perhaps this one vessel, and the next, and the next, may be captured and the fourth or even the fifth succeed, and over and above all these losses, a large profit is realized. Now all this time, the officers of the cruisers, know that these slaves are ready for shipment, waiting a vessel.—They know that in this one port or river mouth, are from two to ten thousand slaves, chained and stalled, ready for shipment. They know that one well armed boat's crew, could land and scatter the whole population, Spaniards and natives, and liberate all the slaves. But no! they can't do it, they must catch them on the *run*. So say their masters. Now strange as it may seem, this identical policy has been pursued for the last 15 years, at the expense of millions of pounds to the English government, and the sacrifice of thousands of their best officers and seamen, with the facts before their eyes, that the numbers of the victims of this traffic have not decreased, but their tortures and sufferings have been augmented an hundred fold—*Legislative wisdom!*

Thank God they have at last come to change their policy, and to adopt the true one,

viz: to enter into treaties with the native chiefs, for the suppression of the trade. It must be apparent at a glance, that without the co-operation of the kings and headmen, the slaver would be totally powerless. It would be impossible for him to pick up a cargo along the coast, either by purchase or theft. Treat with the chiefs! *money* is the great argument! give them a bonus for abolishing the business, and the thing is done at once. If it is objected that they will not adhere to the contract: that matter can be easily settled; once *make* it, and then *enforce* its fulfilment. The traffic can only be prosecuted by building barracoons, and gathering them together in greater or less numbers, in connection with white agents. When it becomes known that a barracoon is erected, or slaves congregated and chained, (for they can be kept in no other way,) send in a boat and destroy it and liberate the slaves. One steam vessel, would be amply sufficient to prevent any succesful operations of this kind, to the windward of Cape Palmas, and two would be as effective to the leeward of that, as far as the trade has ever extended on the west coast. It may be argued that this course would only break it up while the force is on the coast. Not so, let this trade be abolished for a few years, until the natives get into the habits of legal traffic, and there is no fear of its re-commencing. Nothing would induce the natives in the vicinity of Cape Palmas, to re-engage in that business. A very old man at Grand Cess, who was formerly head factor to an English slaver, once told us, "them be bad times, bad too much; true, we get plenty money then, but all man's heart grow sick for that business, so we all agree to knock off, and we never sell more slaves since that time."

We said above, that money was the grand argument and it would probably be *necessary* to induce the chiefs and trade men who have grown rich, and acquired power in this traffic, to abandon it at once and cease to have intercourse with the dealers; but *every* argument could be as succesfully addressed to the native African, as to any other people under similar circumstances, whether nominally christianized or barbarous. If the articles of the treaty now made between the English and French Governments, grant the right of the cruisers of these nations to see it fulfilled, to punish all infractions, and but a small available force is left on the coast, for ten or even five years, we predict an end of THE AFRICAN SLAVE TRADE, so long the damning disgrace of the christian world.

We have only to regret, that our Government is not a party to the treaty; for although it is stated that the suppression of the *slave trade*, is to be the only subject of the treatise, to be framed with the African chiefs, yet we do not well see, how allusions and propositions, for the substitution of legitimate commerce can be avoided; and however great may be our confidence in the liberality and magnanimity of these two nations, yet we cannot forget that the French have a Senegal River on the Coast of Africa, into which no foreign vessel is allowed to enter for purposes of trade, and that the English have by their port regulations, virtually excluded all foreign vessels from the Gambia, and that at Sierra Leone our commerce is restricted to a few, and the most unprofitable articles. But there is no hope of our Government doing any thing for Africa, or the Africans. They were absolutely *forced*, to send out their squadron of eighty guns, to avoid collision with England on the right of search question; and England accepted that as a kind of *pis aller* concession, rather than expecting any efficient assistance from this five years cruise.

CAPE PALMAS, *Oct.* 25, 1845.

DR. JAMES HALL, *Genl. Agt. Md. S. C. S.*

DEAR SIR,—Having a few leisure moments on this busy day, (Saturday) I devote them to address the Board. I wrote you by bark Active, Captain Sims, on the 18th. Since then, the subject of most interest is the departure, 16 days ago, of a party of Colonists and Cape-men for the Pah country. My last advices from them, eight days since, were dated near the falls of Faye (on the Cavally river,) where native report says, a deputation of Pahs were to meet and conduct them to their country. This *Pah country*, is the region noted on all maps of Africa as *unexplored*, and I anticipate great results from the opening of an intercourse.

The Pahs live between the Cavally and *St. Andrews* river, which flows through their country, called by them *Nego*. The St. Andrews people ascend their river, and trade with Pahs living on its banks. This fact I ascertained from a Pah man, who has been to the Cape since our party left, but will overtake and accompany them out. He was the first ever seen at Cape Palmas, and was as much a curiosity to natives as colonists.

The Board will be gratified to learn, that we are about to manufacture our own leather, as well as soap. The hides are now in the *tan vat*. I want a set of currier's tools, copperas, lamp-black and one barrel fish oil, for Shadrach Smith, who is the tanner. A new spirit of improvement is abroad in the colony, and almost every family is planting a little cotton. The Tubmans beg me to write for fresh seed, green and black. We are determined to make cloth in 1846, as well as our neighbours the *Pahs*. I therefore take the liberty to remind you again, that we need greatly 1 box cotton cards (1 pair for every family,) and 12 spinning wheels at least. We have no looms—one complete, such as the Irish weave plaids with, would be very acceptable, and serve as a model to make others by.

For our schools, we need 12 doz. Gallandet's and Hooker's spelling books, and 12 doz. Testaments. I cannot close this letter without saying, that your agent is greatly indebted

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VIII. Commissions and Reports

D. Reports of the Board of Managers
1835-47