blood, the greater part of them being allowed to bleed to death, a leg having been severed from the body."

On another occasion he says:

"The whole village, which, only a few moments before had been the abode of comfort and happiness, was destroyed by fire, and made desolate. Slaughtered men, with their limbs severed from their bodies, were lying about in all directions, and made the passer-by shudder with horror."

Any amount of similar testimony might be brought together if it were necessary. It is not in the capture of slaves alone, however, that these cruelties are practiced. Equally as great harshness is inflicted on their journey to the sea-coast, during their detention there, and on what is called the middle passage, which, in fact, is but another term for the grossest cruelties ever practiced upon any portion of the human race. We might speak of the principal highways to the sea-coast as strewed with human bones, of human limbs worn to the bone with iron fetters, of hundreds of these human beings starved to death in the barracoons, because no vessel came to take them away at the appointed time; or of whole cargoes suffocated to death in the hole of the ship by the attempt to avoid detection; but we refrain from these painful details. After a most careful examination of this whole subject, extending our inquiries over a period of more than a hundred years, and carefully weighing the statements of more than fifty different authors, we have come to the deliberate conclusion that, in the seizure of slaves, in the march to the sea coast, during their detention there, and on the middle passage, the destruction of life must be more than one hundred and fifty per cent. upon those safely landed in America—so, that to get one hundred slaves for practical purposes, at least one hundred and fifty lives must be sacrificed! Let us dwell upon this startling fact. In order to procure 100,000 laborers for the cotton and sugar-fields of the South, we must go into the business with the full understanding that it cannot be done except by sacrificing the lives of at least 150,000 immortal beings, to say nothing of the widespread desolation which it must occasion in other respects in Africa. Is the South prepared for this? Will she forego her honor, her sense of justice, and her religion, so far as to associate herself with the vilest men that have ever disgraced the annals of humanity, and once more apply the torch of discord and war for the purpose of obtaining slaves? Can American civilization be promoted in no other way than by trampling out the last spark of life from the continent of Africa? Had the Creator no other object in forming this great continent, and filling it with inhabitants, than that it should become the theatre for the display of the worst passions of the rest of the world?

If any one would have a true picture of the cruel and desolating results that follow in the train of the slave trade, especially in those portions of the country we have under more special review at the present moment, let him peruse the pages of Barth with care and patience; note down the almost inumerable sites of desolated towns and cities through which he passed; the diminished population of the country, compared with what it was thirty years ago when visited by Denham, and let him observe, above all, the perpetual strifes and exterminating wars going on in what would otherwise be one of the most peaceful and prosperous portions of that whole continent. Nor has this traffic been less disastrous to the great Pagan kingdoms nearer the sea-coast. Benin and Congo have become completely disorganized, and neither, at the present day, can put up a plausible claim to a distinctive nationality. They retain now nothing but the name of their former greatness. Yoruba would have reached the same condition, if it had not been for the timely change in the tide of

affairs, consequent upon the return of so many of her children from Sierra Leone, with the blessings of civilization and Christianity in their hands. Dahomy was once proud of her military prowess, and could count her population by hundreds of thousands, but is now rapidly sinking to the condition of mere lawless banditti. Ashanti, with her 2,000,000 of inhabitants, would, long ere this, have reached the same condition of anarchy and depopulation, if her slave trade had not been arrested by the operations of the British forts along the Gold Coast.

We do not ascribe all this disorder and deterioration to the exclusive influence of the slave trade. Africa is essentially a heathen country, and heathenism everywhere combines in itself almost every element of moral and social evil. But the slave trade has quickened and given intensity to all these elements of discord, and has thus made the African race one of the most unhappy and miserable people on the face of the earth.

Thus far, our remarks have been restricted to the influence of the slave trade upon those portions of the country where it has been carried on by open warfare, and upon what may be denominated the wholesale operation. We proceed now to speak of its influence upon other parts of the country, where it has assumed the outward form of a peaceful commerce; and we shall endeavor to show that, notwithstanding this more favorable exterior, it has not been less destructive of the peace and welfare of the country than the other system. On the previous part of our subject, we have been compelled to rely, in a great measure, upon the testimony of others. In what is to follow, we shall speak only of what we know, and testify only to what we have seen.

That portion of the population of Western Africa of which we are now to speak, though comprising only the smaller tribes or communities, forms, nevertheless, the great mass of the population of the country; and it is from this class that the great body of the slaves have heretofore been obtained. The principal points along the sea-coast where this traffic was formerly concentrated, were at or near the mouths of the rivers Pongas, Gallinas, Sestos, Asaini, Poppi, Lagos, Benin, and Bonny, in Upper Guinea; and at Old Calabar, Cameroons, Gaboon, Cape Lopez, Mayumba, Loango, Congo, Loando, and Benguela, in Lower Guinea. So long as there was no prohibition of the traffic, vessels were in the habit of collecting their cargoes by touching at all or most of these points, and purchasing such slaves as might happen to be on hand. Sometimes a cargo was obtained by robbing some other vessel that had collected one, but which happened to be without the means of defence. The trade has always been characterized by piratical proceedings, and would, no doubt, be so in all future times, even if it were legalized. The mode of obtaining slaves had to be changed, however, after the British squadron was stationed on the coast for the purpose of suppressing the traffic. Vessels could no longer proceed leisurely along the coast, touching at these well known points, without multiplying the chances of seizure and confiscation. This led to the establishment of factories, or barracoons, as they are called, at one or more of these points, where slaves could be gradually collected, and could be taken away without detaining the vessel in which they were shipped more than a few hours at any one place. It has usually required six months or a year to collect a full cargo at any one of the above mentioned points; and a much longer period, if there happened to be rival factories at the same place. A double pallisaded inclosure is always constructed for the confinement of the slaves as they are brought together, one portion of which is covered with thatch, to defend the inmates from the sun and rain, but in other respects it is perfectly open,

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