the climate on the health and spirits of the officers and crews, the breaking down of the strongest constitutions, and that worst of all its influences in tropical climates—that which impairs the mind before its sensible effects are felt on bodily health and vigor—the consequences that invariably attend the employment of boats on the rivers, the breaking out of fever on board their vessels, and the frightful havoc which that disease makes amongst the men; the disappointment they experience at seeing all their arduous efforts for hindering the slave-trade factories from receiving their supplies from the foreign vessels engaged in this trade completely nullified by the proceedings of our own merchants and commanders of merchant vessels, who supply them with the identical goods and stores which they capture the foreign vessels for conveying to the coast; when all these sources of vexation and disappointment are taken into account, it must be admitted that no service can be surrounded with circumstances more unfavorable to its efficiency; and yet no inefficiency exists, except what arises from the class of vessels that are employed, and the condition they are reduced to by being kept for much too long a period on the coast.

"Four years' actual employment is the ordinary period of service on this coast. The period, it is felt by every one acquainted with the subject, is twice longer than it ought to be for this service, and for the health of those engaged in it. Two years of actual service on the coast would be amply sufficient for the objects I have pointed out.

"The saving of life that would arise from this change would be considerable. It is not the number of deaths on board the cruisers on the coast, great as it is, which constitutes the chief mortality that arises from this period of service; the long list of deaths has to be filled up from the returns of the sick-leave list, of the casualties which have occurred either at Ascension or on the passage home, or in the hospitals of Plymouth, Portsmouth, or Chatham.

"The cruisers that have been four years on the coast become absolutely unserviceable long before their orders are received for going home; from the loss of men and officers, and the wear and tear of the vessels, and especially the corrosion of the vessels' copper in those seas, which goes on so rapidly that it requires to be renewed long before they quit the station.

"I am speaking of subjects which professional experience only may be supposed to be qualified to treat of. I believe, however, I am speaking the sentiments of every naval officer who has spent four years on this coast; and I speak from what I have myself seen of the condition of the cruisers—of the Lynx, the Saracen, the Forester, and several other vessels which have been long stationed on this coast. There is no place on it where a vessel can be thoroughly refitted, and there is no vessel's wear and tear on this coast which do not render refittal necessary after two years' service there."

"*The estimated value of the exports from Sierra Leone in* 1839.

Articles.	Amount.	Articles.	Amount.
Teak timber - - -	£36,567	Pepper - - -	£381
Camwood - - -	8,129	Gum copal - - -	265
Palm oil - - -	7,993	Arrowroot - - -	77
Ginger - - -	1,650	Coffee - - -	13
Ground nuts - - -	305	Sundries - - -	52
Hides - - -	747		
Ivory - - -	291		
Rice - - -	1,970	Total - - -	58,440

"*The prices of provisions at Sierra Leone and the Gambia.*

Colonies.	Bread, per pound.	Beef, per pound.	Mutton, per pound.	Fowls, per dozen, 10*s.*	Rice, per pound.
Sierra Leone - -	6*d.*	4*d.*	7*d.*	4*s.* 4*d.*, chickens	2*d.*
Gambia - - -	5*d.*	2¾*d.*	7*d.*	10*s.*, fowls -	1¾*d.*

The price of horned cattle at the former, a head - -	60*s.*
The price of horned cattle at the Gambia - - -	45*s.*
The price of sheep at both places, about - - -	20*s.*
The price of rice by the bushel at Sierra Leone - - -	5*s.*
The price of rice by the cwt. at Gambia - - -	13*s.*
The price of coffee at both places, per pound - - -	1*s.*
The price of fish averages, per pound, at both places - -	3*d.*

And the prices generally at both colonies for European stores, groceries, salt, provisions, &c., are about 30 per cent. above the market rate in England.

"There are no manufactories in Sierra Leone, but in the Gambia several; at Bathurst upwards of 20 wax refiners, and 5 at McCarthy's island. There are also 37 native looms employed at Bathurst in the manufacture of coarse country cloths, and ten working goldsmiths, who likewise carry on the trade of blacksmiths; and one of them a Foulah, a man of very superior skill and ability in his occupation as a goldsmith, whose workmanship would be prized in any country."

"The amount of coin in circulation in Sierra Leone, in 1839, was estimated at from £30,000 to £35,000 sterling; and in the Gambia, the same year, £6,500 sterling."

Maryland Historical Society

The Maryland State Colonization Society Papers

XIV. Books

2. Report of Mr. Kennedy, of Maryland
H.R. report no.283, 27th Congress
3rd session, Washington, D.C. 1843