doubloons, gold in rings and in dust, ivory, wax, dry and salted hides, dye woods, gums, orchilla weed, palm oil, and spices.

Ques. 4. When did this trade from Germany commence, what has been its progress, and what is its present extent?

Ans. My former partner, Mr. John Epffenhausen, (who yet continues the trade,) made first an adventure out of Hamburg in 1832–'33, with a single vessel, and one can now reckon (say in the end of 1841) that six ships leave every year this port and that of Bremen. In this number, the enterprise of Mr. Santos, from Altona, with five vessels, is not included. The trade would have increased yet more, had not, in the preceding year, through various annoyances and obstacles, German masters and merchants been deterred (frightened) from further exposing their lives and property.

Ques. 5. Reports have been circulated of Hamburg vessels having been either engaged in the slave trade or indirectly connected with it: do you think there is any foundation for those reports, and, if groundless, what are the causes which have given rise to them?

Ans. Hamburg vessels have never carried on the slave trade, even when that trade was pursued without hesitation by all other nations; and only in the years 1840 and 1841, when trade and freights were every where so bad, did some Bremen and Hamburg vessels accept charters to convey goods from the Havana and Brazil to the coast of Africa, which is nowhere forbidden, and is strictly legal with us; but through which vessels, as the Echo, Captain Sohst, the Louise, Captain Boye, (from Hamburg,) and the ———, of Bremen, were hostilely treated (angefeindet) by English men-of-war, and placed in difficulties. These circumstances are known in your courts, especially the case of the Echo, in which are all the documents, and a full narrative of particulars; in which narrative many of the questions put to me are already treated and replied to, and to which I refer as containing full and correct information, given by me as an eyewitness. All these vessels had only closed charter-parties to carry outwards a cargo of goods—none "out and home," as far as is known to me. There is thus no room for suspicion of the transportation of slaves; and the slave trade presupposes a purchase and exportation of slaves. To show, however, that vessels, without having contemplated slave trading, may yet possibly be condemned in Sierra Leone, I communicate the following information, which I have lately received, dated the 15th March, Sierra Leone, from Mr. Richard Laurence, a merchant there:

"I must inform you I sincerely hope the owner of the barque Echo may get justice, for I have always considered it a hard case."

"I will merely state to you that a Brizilian barque has been brought in here, and a negro has been discovered and proved to have put slave irons on board of her, to condemn her, and is now in jail for trial."

In a postscript, dated the 19th March, he writes:

"Joseph Ruffel, who put the irons on board the Brazilian barque, was this day tried and found guilty, and sentenced to two years in chains."

The adventure of Mr. Santos from Altona gave, at the time, rise to many suspicions, but I know nothing accurate respecting it, as it had departed before my arrival in Europe, and as I had left Angola and Benguela before its arrival there.

Ques. 6. From your experience and observation on the coast of Africa, in what proportion do you consider the floating trade on shipboard divided amongst the different nations of Europe and the United States of America?

Ans. I think it may be assumed that, when the large timber trade which England carries on with Sierra Leone, and the Spanish and Portuguese slave trade, are excepted, (as neither of these should be reckoned in the general trade,) the trade upon the west and south coast of Africa, from 20 degrees north to 20 degrees south, is divided as follows:

The English	11–32
Americans	9–32
French	7–32
Spaniards and Portuguese	2–32
Dutch, Danes, and Germans	3–32

Ques. 7. What, in your opinion, is the effect of that trade in reference to the traffic in slaves?

Ans. I have always been of opinion that the more the trade with Africa increases, the more will civilization among the different nations on the coast increase, and the slave trade will perhaps at some day cease of itself.

Ques. 8. What plan would you recommend to put down the slave trade and improve the condition of the people of Africa?

Ans. I know of no means really to suppress the slave trade which would be found practicable, since the coast is too extended, the avarice of men too great, the gains rising in proportion to the difficulties and obstacles; and the blacks upon the coast always lend their aid to its support and prosecution, as among them human life is not of the same value as among the whites, and as they regard men as goods or property, which one is authorized by hereditary right, law, and religion, to dispose of. (On this subject I could give some further details.)

I could, however, communicate a more successful mode (in my opinion) of repressing the slave trade in a more humane way, and so that with time it should perhaps of itself cease. But this plan would require a very full explanation, not to be misunderstood. My mode would, however, in any case, be more beneficial and effectual in behalf of our poor sable fellow-men and brethren than is at the moment practically the carrying out of the great and beautiful idea of freedom advantageous to them, and than it will be. One must have seen their misery upon the spot, to be able to form from experience a judgment in the matter.

Ques. 9. Have you any observations to make on the English naval operations carried on with a view to suppress the trade in slaves?

Ans. I can only notice the injury which these English "naval operations" cause to legitimate trade, (and especially inasmuch as these gentlemen act entirely according to their private instructions, if not entirely according to their own pleasure.) If a man-of-war can say to me, "If I find you at such a place, or at such a place, I will carry you off," my trade is destroyed, as I cannot run the risk of his proving right or wrong at some future time, even supposing the most favorable result in Europe of my case. Subject to such interruptions, no trade can prosper. The trade with Africa has, moreover, this peculiarity: that if I am only to learn, when arrived upon the coast, at what places I may trade, the worst consequences to myself and to my assortment of goods may result, inasmuch as I cannot get rid of articles destined for one place, even if I give them away at the next; and this statement will be confirmed by every merchant who has had dealings with Africa.

Ques. 10. Have you observed that any English trading vessel has favored the operations of the slave dealer?

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