

With the Author's Compliments

THE

BRAZILIAN

SLAVE TRADE,

AND

ITS REMEDY:

SHEWING

THE FUTILITY OF REPRESSIVE FORCE MEASURES,

ALSO,

HOW AFRICA AND OUR WEST INDIAN COLONIES MAY BE
MUTUALLY BENEFITED.

BY T. R. H. THOMSON, M.D.,

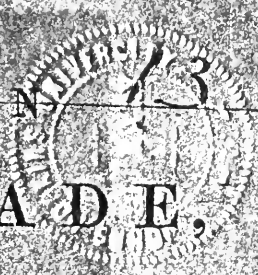
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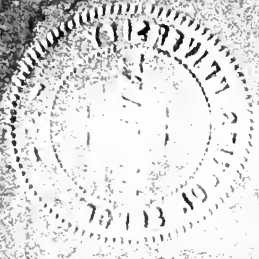
LATE OF THE NIGER EXPEDITION

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ERRATA.

Page 57, line six from bottom of page, read "£42,000" for "£52,000."
Page 73, middle of page, for "Suggestion 11," read "Suggestion 12."



THE Author of this pamphlet was appointed in 1838 to a vessel of war, stationed on the coast of Brazil, where, for the space of nearly three years, he had opportunities of becoming acquainted with the operations of the Slave Trade in that country—the causes tending to keep it up—the condition of the slaves—and, above all, of personally examining, in numerous cases, the state of the victims, on board captured vessels, brought into the harbour of Rio Janeiro. The consequence was, that on returning to England, in the latter end of 1840, he joined the expedition about to proceed to the River Niger, hoping to be able to lend his feeble share in the great cause of African regeneration. He continued on that service until the recall of the survivors, in August, 1842. During that period he was enabled to examine into the social position of many of the African tribes—their capabilities for improvement, and the circumstances militating against their redemption—much of which has already appeared in the “Narrative of the Niger Expedition,” by Captain Wm. Allen, R.N., and himself. Another period of service, on the coast of Brazil, in 1843 and 1844, afforded occasion for comparing the Negro, as a bondsman, with what had been previously seen of him in his native wilds; while a short visit of seven months to the East coast of Africa and Mosambique Channel, in 1846, made him further cognizant of the leading features of the Slave Trade. He can, therefore, claim some knowledge of the traffic, both on the coast of the vender and the buyer—the motives of both—and the probability of success, or otherwise, from coercive measures. He has only to say, that conscious of a disinter-

ested and sincere desire to benefit Africa, and save her children from the horrors and evils of the present misguided attempts at repression of the Slave Trade, he stands prepared for all the vituperation which will be heaped on him, by some well-wishers of that unhappy country, who, unfortunately for the objects of their philanthropy, allow their over-wrought zeal to keep "reason" away from this momentous question.

The "Brazilian Slave Trade and the Remedy" was to have appeared in the autumn of 1848; but the Author having been suddenly called on to proceed abroad, was obliged to defer the publication until his return to England, December 12th, 1849. The evidence of Sir Charles Hotham, C.B., has not been referred to, as it was considered better to substantiate the leading features of the "Repressive Force Failure" out of the testimony of the advocates for it.

Evidence quoted from 1st and 2nd Report of the Select Committee of the House of Commons, on the Slave Trade.

The Right Hon. Viscount Palmerston, M.P.

The Hon. Captain E. Denman, R.N.

Captain Edward Harris Butterfield, R.N.

Captain William Allen, R.N.

Commander Henry James Matson, R.N.

Commander Thomas Francis Birch, R.N.

Captain Christopher Wyvill, R.N.

Lord John Hay, Captain, R.N.

Captain George Mansel, R.N.

Captain Richard Henry Stopford, R.N.

James Bandinel, Esq., formerly of the Foreign Office.

John Carr, Esq., Chief Justice of Sierra Leone.

Rev. John Dunmore Lang, D.D.

Thomas Keogh, Esq., M.D.

John King, Esq., M.D.

William Smith, Esq., formerly Commissary Judge, Sierra Leone.

William Mackintosh Hutton, Esq., African Merchant.
Macgregor Laird, Esq.
Thomas Berry Horsfall, Esq., African Merchant.
John Bramley Moore, Chairman of the Brazilian Association, Liverpool.
Rev. James F. Schön, Missionary.
Mr. Joseph Smith, African Merchant.
Mr. John Duncan, the African Traveller.
Mr. John Logan Hook, Government Service, Sierra Leone.
Captain Thomas Forsham, African Trader.
Jose E. Cliffe, M.D., a native of the United States, and a slave owner in the Brazils.

The numbers indicate where the evidence is to be found in the Parliamentary Reports.

INTRODUCTION.

PERHAPS history offers no parallel instance of a heartfelt and disinterested *attempt* at reparation for a great wrong, such as has been manifested, of late years, by Great Britain towards the afflicted and aggrieved children of Africa.

Blinded, alas, for too long a period by sordid interests, we regarded them only in the light of brutes, to be disposed of according to their physical qualifications for our purposes ; nor stopped we to enquire, whether they possessed human emotions, or germs for improvement ? Nay, worse than the very nations we now so unsparingly vituperate, we were “the foremost at one time in creating the cruelties ;”¹ and “for a long course of years the British Government and Legislation steadily devoted their efforts to the extension of the Slave Trade : the settlements on the Gold Coast were formed, for this avowed object.”² We fostered and strengthened the traffic, and actually strove to become the great slave agents and carriers for the rest of the world, and “that from a base and very narrow motive ; not even the larger motive that the slave holders had of benefiting by the labour of the slaves.”³ “We bought them in Africa and threw

¹ Bandinel, Esq. *Parliamentary Report on the Slave Trade.* Vol. i., Question 3281.

² *West Indian Interests and African Emigration.* By the Hon. Captain Denman, R.N. Page i.

³ Bandinel, Esq. *Parliamentary Report on the Slave Trade.* Vol. i., Question 3281.

them" into foreign markets, just as we did with any ordinary commodity, and all this within the last half century.

Our country, therefore, owed a deep debt to the unhappy African race. "It was due by every principle, by the principle of retribution" "for a great crime—a crime of which England was one of the principal authors, and in regard to which this nation has some atonement to make."¹ Yes, Great Britain might, indeed, well feel that not "some," but a great atonement was due to those on whom so great a wrong had been inflicted. Standing forth the most prominent of nations in all that was civilizing or great, the more aggravated was her share of guilty complicity—so larger in proportion the amount of restitution to be made in every way. If "a lamentable² sacrifice of human life, and the expenditure of an enormous amount of treasure (in vain,)" are to be regarded as proofs of repentance, it can be claimed by our country: she has truly shewn herself to have been sincere in her penitence, and earnest in her attempts at reparation; but can we say with equal truth, successful in her endeavours? No, the painful impression is rapidly gaining ground among the best friends of Africa, that after all the unexampled exertions, by repressive force, by treaties, by an inconsistent concession, we have neither benefited the unhappy objects of our philanthropy, nor baffled the lawless slave dealer in his business; but have, on the contrary, increased the cruelties practised on the victims, and multiplied their numbers, while absolutely systematizing every step by which the object was accomplished. Errors so grave, on a subject of such importance to a large portion of our fellow creatures, and involving the character of other states, demand that the question should be fairly and impartially enquired into. Hitherto, it is certain, a mistaken policy has been followed. Wherein does this consist?

¹ Viscount Palmerston's Evidence. Vol. i, *Parliamentary Report*. Question 176.

² Petition of the British and Foreign Anti-slavery Society, 1845.

1st.—The question has been judged entirely by our national feelings on the subject, without reference to the condition of other states.

Very slow and gradual was the process by which Great Britain came to a perception of the injustice she was committing towards an unhappy people—to a knowledge of the awful example she was, as a Christian country, exhibiting to the rest of the world; but no sooner did these sad truths become apparent, than as much eager zeal and anxiety were displayed to efface the national share of the iniquity, as had been previously taken to strengthen and encourage it. Arrived at a sense of duty, ashamed and disgusted at our participation in the guilty transaction, the question was judged entirely by our recently acquired views and feelings; we expected others as suddenly to become converts, and to follow in our steps, meanwhile, forgetful, that what required so many years to bring about honest sentiments on our own part, would require, at least, a corresponding time and advancement in civilization, on the part of others. Moreover, in our precipitancy, we lost sight of the fact, that in the case of one of the states, which we hoped would pursue our example, there were apparent impossibilities against the immediate acceptance of our views. Brazil, instead of being a colony, trusting to a mother country bound to supply the means of labour, had become a nation, but still dependent on the “materiel,” Negro labour, which had called forth its resources, and raised it to the commercial position it held. Being, for the most part, inter-tropical, where Europeans could not labour, even if they were forthcoming, it was entirely dependent on black labour, and must continue so until there is a sufficient number of half-castes and others to supply their place.

As to any immediate act of emancipation, by which free Negro labour could be commanded, the country was not in a situation, and, probably never will be, to meet the cost of

such an experiment. However anxious, therefore, that government might have been, from prudential considerations, to abolish the slave traffic, it was clearly impossible for them to have done so, without some other channel was at the same time opened, by which legitimate Negro labour might be procured. It is true, they entered into treaties, to the effect, that the Slave Trade should be discontinued; perhaps, expecting thereby, to induce Great Britain to meet them ultimately on fairer terms, with regard to the supply of such labour. That has never been done; on the contrary, while we have expected Brazil to commit an act destructive to her interests, we have obstinately refused to accede to the only measure by which a lawful substitute could be obtained. Every person, who has visited Brazil, is aware that *Negro labour*, in some form, is *absolutely necessary* for the cultivation of the soil; and, without it, the resources must decline, and at no distant date, it must lose its position, or become a second St. Domingo. How preposterous, therefore, to know, that what we decline to that country, we are allowing to our own colonists, to a certain extent, (small or great, it matters not, as far as the principle is concerned,) African emigrants; and, after all, as if to approve of slave labour, we permit it to compete against free, by the introduction of slave-grown sugars on equal terms. No wonder such manifest inconsistencies surprise the Brazilians, make them question the sincerity of our motives, and attribute (as shewn in evidence), to our repressive force proceedings, a desire to injure the prosperity of a rising state.

2nd.—The failure of our emancipation acts has shewn Brazil that it cannot abandon the Slave Trade, without first securing means of supplying *other Negro* labour.

When Great Britain liberated the slaves in her West Indian colonies, it was fondly hoped by every well-wisher to Africa, that the result of this costly experiment, would be such an unprecedented success of *free* labour over *slave*

labour, that we should be enabled to direct the attention of slave-growing countries to so important a feature. Unfortunately, our desires were in advance of the actual state of the Negro, for no sooner did he know himself to be free, and in as high a position as he could hope to hold, and believing it to be impossible to attain to any of the importance which attached to his white master, than he quietly fell into a happy sort of indifference to further advancement, to which disposition the climate assisted him, by supplying, at little or no trouble, all his immediate wants, and almost every luxury. He could not be deprived of any of the freedom of action, conceded to him by the deed of emancipation; because it would have looked ill to compel him to do otherwise than suited his own purpose. Satisfied with his circumstances, and yet knowing that the sugar planter was dependent on him for *the labour*—without which all capital is unavailing—the ransomed slave became the master; and, after all our expensive efforts, we find the colonists now absolutely obliged to ask the mother country to grant them a supply of Negro emigrants to meet the necessity of their case, *i.e.*, to stimulate the *liberated slaves* to labour on fair terms, by competition with immigrants. It was not that there was so much a scarcity of means, but that the liberated slaves declined to work, except on their own exorbitant terms, and at their pleasure; and our humanity prefers to allow them to be nearly useless members, rather than restrict their free character by any act obliging them to take a proper share in the labour necessary to the welfare of the country in which they are so happily located. All this has not escaped the observation of the Brazilians; they see plainly that our West Indian colonies have received such a shock, that unless Great Britain has the power to assist, and will do so, positive ruin must be the result. They are, therefore, more than ever prepared, by argument and motives of interest, to return as answer to our applications

for additional measures to cripple the Slave Trade:—"No more suicidal agreements until you allow us, what your own great experiment has shewn to be necessary for a tropical country such as ours—Negro labour."

3rd.—While we have demonstrated to Brazil, that a certain "materiel" is absolutely necessary for her, as an intertropical sugar-growing country, we deny any legitimate way of procuring it, and hope all the while to be able to interdict it by the use of repressive force means.

We have already stated that Negro labour is positively essential to the *present* welfare of Brazil, and it must be forthcoming. *As long as the demand for slaves exists without a substitution*, it will keep up a system of unparalleled smuggling. Brazil must smuggle to uphold her present position, and all the reasoning, on the subject of its legality or illegality, will never stop it, unless we follow measures more consistent with the actual state of that empire. We are aware, we shall be told by those who trust to "repressive force," that although past and present attempts, may in some instances have been attended with different results to those looked for, yet, on the whole, it has fulfilled the expectations of its promoters; that, if it has indirectly been the cause of increased suffering and death to many, still it has saved many from foreign slavery; that, if it has not exterminated the Slave Trade, it has dealt a heavy blow and sad discouragement to it; and that there yet remain other and more stringent methods of applying coercive means. The very fact, that the advocates of repressive force are driven to this last point, shews clearly that previous efforts have failed—failed entirely. It is no use attempting to disguise the truth. Every year, as both life and treasure are being uselessly squandered away, stronger and stronger become the proofs, that each step we advance to crush the monster, the further it recedes from our grasp, the more Protean becomes its shape, the more complicated the mea-

asures used to elude our endeavours ; and such is demonstrated by the admirers of the present futile system, now coming forward (as just stated,) to ask for additional aggressive powers, neither sanctioned by international law, nor likely to be entertained by the parties who have a voice in the matter. Such will never be conceded, and we may as well save ourselves the trouble of asking, and the mortification of a refusal ; and, indeed, if the question is looked at impartially, we shall see that the evil is not to be overcome by any coercive means fairly within our reach, as long as we are resolved to deny that which can alone compensate for what we wish to destroy. It may, perhaps, be said, that whether Brazil or any other country suffers by the interdiction of slavery, it matters not to the question ; that slave trading being contrary to the general usages of the civilized world, those who persist in it must be prepared for every ill consequence that results ; and such is made the favourite argument for stronger proceedings against the Brazilian government. But, at the same time, we humbly submit, that however anxious Great Britain may be to efface from the page of history her own participation in the traffic, she has no right to demand or expect from other nations compliances unjust or indefensible, and contrary to their established interests ; the more so, as she was the first to give a great stimulus to the traffic and to incite others to it, by which it became in Brazil so incorporated with the prosperity of that country, as to be inseparable so long as they have no *fair and legitimate way of temporarily obtaining the necessary labour*. On this hinges all the difficulty to Brazil of seconding our “repressive force” views.

It will be seen by the evidence adduced, that the government of that country was anxious to suppress the Slave Trade ; but that every endeavour on their part, and on the part of our own legislature, will prove fruitless unless a different view of the subject is taken and acted upon. Like

the wound of Telephus, the Slave Trade must be cured by the party that occasions it, and the sooner we obtain the hearty co-operation of the Brazilian government, by an appropriate concession, the more likely we are to arrive at a speedy and satisfactory conclusion.

CHAPTER I.

That all the attempts to extinguish the Slave Trade by repressive force measures have failed, and that the obstacles to its accomplishment are so numerous as to leave no hope of a successful issue by continuing the system of coercion.

THAT our endeavours, hitherto, have been “failures” (as admitted by Captain Matson, pamphlet, page i,) is not to be wondered at, if we consider the number of agents enlisted against us. On the one hand, there is a large and fertile country, almost entirely inter-tropical; it was raised to its present wealth by Negro labour; it has no redundant white population, or a mother country from whence to supply that want; no possession from which to procure Cooly labour; and yet by Negro labour alone can it hope to maintain its position. Our country declines to allow it the means of introducing free black labour, nor will we furnish any other to take the place of the slave. If free labour is not forthcoming, slave labour must be. The bonus is great; numbers embark in the traffic, and with every certainty of success; for this reason, it differs from every other description of illicit trade; inasmuch as we can put no other against it in the same field.

On the other hand, there is an immense continent where domestic slavery is one of the institutions throughout the numerous kingdoms of which it is composed; and whence, from the earliest period, even from the date when it was declared they should be “the servants of servants,” a large amount of the population has been led away into foreign servitude. There (as shewn by Birch, 2376; Matson, 1271, 1272, 1273,) the disposition to meet the views of the slave dealer remains as of old, with these new and terrible features, that the parents are now ready to sell their own offspring, and “all the women are slaves,” (Matson, 1467,

1554, 1567.) Thus there are two parties trying by every shift and expedient to accommodate each other, and defeat the arrangements of the third, viz., the suppressor. In aid of the former, at certain points, we have the authorities of a country (Portugal,) bound with us in treaty against the Slave Trade, conniving at, if not directly engaging in it (Butterfield, 575, 607.) The governments of Spain and Brazil violating their treaty engagements, "in connivance" (Viscount Palmerston, 66). On the coast of Brazil many of the local authorities protecting the disembarkation of the slaves (Despatch from the Commissioners in Rio Janeiro, 1838). Difficulties arising out of the foreign vessels of war acting in concert with us (Mansel, 4670). While the subjects of two other powerful allies co-operating with us by squadron, France and the United States, actually employ their national flags to screen and assist the slave trader (Bandinel, 3527; Viscount Palmerston, 57; Matson, 1675) and, moreover, a British vessel of war cannot touch a slaver under such flags, even though full of slaves (Birch, 2493).

Now, the coast on which we are attempting to suppress the illegal traffic, embraces about two thousand miles (Commissary Judge Smith, 3778; Mansel, 4611; Matson, 1254); and on all of this the trade is liable to be carried on. Well may Captain Mansel observe (4611), "what would twenty-four vessels be on such an extent of coast." Over a considerable portion of this locality dense fogs prevail at certain seasons, which assist the slaver (Denman, 393, 394; Allen, 989). There are natural aids, in some cases, by immense lagoons, one running parallel with the shore for nearly three hundred miles, on a part of the Western coast (Hutton, 2541), where the Slave Trade is most active; and there are numerous rivers communicating by lagoons; and creeks with innumerable facilities for embarking slaves (vol. i, page 47), and obtaining supplies of water, provisions, &c. (Matson, 1290); and "by other creeks which intersect the country, slaves can be transported from one point to another" (Forsham, 4483). As we stated before the Committee (5058), "it seems to be an impossibility to stop up the numerous channels through which the slaves can come."

No wonder, then, we find a mass of evidence against the

Ist.—The question has been judged entirely by our national feelings on the subject, without reference to the condition of other states.

Very slow and gradual was the process by which Great Britain came to a perception of the injustice she was committing towards an unhappy people—to a knowledge of the awful example she was, as a Christian country, exhibiting to the rest of the world; but no sooner did these sad truths become apparent, than as much eager zeal and anxiety were displayed to efface the national share of the iniquity, as had been previously taken to strengthen and encourage it. Arrived at a sense of duty, ashamed and disgusted at our participation in the guilty transaction, the question was judged entirely by our recently acquired views and feelings; we expected others as suddenly to become converts, and to follow in our steps, meanwhile, forgetful, that what required so many years to bring about honest sentiments on our own part, would require, at least, a corresponding time and advancement in civilization, on the part of others. Moreover, in our precipitancy, we lost sight of the fact, that in the case of one of the states, which we hoped would pursue our example, there were apparent impossibilities against the immediate acceptance of our views. Brazil, instead of being a colony, trusting to a mother country bound to supply the means of labour, had become a nation, but still dependent on the “materiel,” Negro labour, which had called forth its resources, and raised it to the commercial position it held. Being, for the most part, inter-tropical, where Europeans could not labour, even if they were forthcoming, it was entirely dependent on black labour, and must continue so until there is a sufficient number of half-castes and others to supply their place.

As to any immediate act of emancipation, by which free Negro labour could be commanded, the country was not in a situation, and, probably never will be, to meet the cost of

3146); “not if even increased to double the present force” (idem, 3153); and “that it never could efficiently prevent it” (idem, 3164). “The squadron has not attained the object for which it was intended;” “it has not produced the effect of repressing the Slave Trade” (Allen, 998, 996). “The squadron is not able even to diminish the number of Africans that are demanded by the people of Brazil;” “the number is now as large as any other year—it is quite as many as they want” (Bandinel, 3244, 3286, 3246). “The force employed in suppressing the Slave Trade on the coast of Africa, has grown larger and larger up to a late period, and has increased to a very large force. The officers, throughout, have been some of the most distinguished in the British service,—Sir Robert Mends, Commodore Collier, Commodore Owen, Captain Denman, Commodore Jones, and Sir Charles Hotham,—and each and all, using their utmost endeavours, and sparing neither zeal nor talent for compassing their end—*have not succeeded*” (Bandinel, 3405). “The entire suppression of the Slave Trade, by the means heretofore employed, is an undertaking all but hopeless” (Letter of Commissioners at Jamaica, to Viscount Palmerston, 1848). “Your Petitioners have always been of the opinion, that the employment of an armed force for the suppression of the nefarious traffic, would prove ineffectual; and this opinion has been confirmed by indubitable facts” (Petition of British and Foreign Anti-slavery Society, 1845). “The Slave Trade is increasing in intensity in exact proportion with the additional means used by her Majesty’s government in attempting forcibly to repress it” (Petition of Glasgow Emancipation Society).

Before we conclude this part of the evidence, we must offer a few remarks on that portion of the Hon. Captain Denman’s plan, which refers to the destruction of the barracoons, and to which Captain Matson and others attach so much importance. In the first place, its legality in the eyes of the world is more than questionable, it is denied. In the second place, even if we had law on our side, it would not influence the Slave Trade. Barracoons, on the immediate coast, are not positively necessary for the maintenance of the slaves (Vide Birch, 2257); if they were, we all know

coercive measures. "It is a failure. I think it (the squadron) has failed in repression of the traffic in slaves:" "that it has failed with very deplorable results" (Commissary Judge Smith, 3771, 3772, 3773); and "the extinction of the Slave Trade is no nearer now than in times past" (idem, 3784). "However effective the squadron may be in checking the supply of slaves, it will never have the effect of destroying the Slave Trade" (Hook, 3900). "The repressive force system is worse than useless, it is positively mischievous" (Wing, 4059). "It is such an extensive line of coast," three thousand two hundred miles, "no squadron would be able to blockade it" (idem, 3995). "I am perfectly convinced that it would be impossible, by any extent of naval force, to suppress the Slave Trade;" "there is no multiplication of the number of vessels which would effectually repress the Slave Trade" (Mansel, 4610, 4613). "To repress the Slave Trade by a marine guard would scarcely be possible, if the whole British navy could be employed for that purpose" (Lord John Russell's communication to the Lords of the Treasury, 1839). "The squadron will never suppress the Slave Trade" (Horsfall, 4787). "Our present mode of putting down the Slave Trade is a most inefficient one;" "it is a useless expense, inasmuch as it (the squadron) has not effected the purposes for which it was sent and maintained, which was to put down the Slave Trade; it has not succeeded in that object; the trade is not put down; it is carried on to a very great extent" (Moore, 5532, 5364). "So far from being successful in stopping the Slave Trade, the squadron on the coast of Africa has been quite the contrary;" "I should conclude that the British squadron would never extinguish the Slave Trade;" "the suppression of that traffic could not be accomplished by any means that any nation possesses" (Stopford, 5577, 5578, 5593). "It would require treble the force, (at that time twenty-six, vessels) to affect the Slave Trade" (Birch, 2267). "That of late the Slave Trade has increased" (idem, 2229). "If we employed every pennant we have, on the coast of Africa, the Slave Trade would still go on;" "it is impossible to put it down by a blockade" (Laird, 2883, 2953). "The squadron would never effectually prevent the Slave Trade" (Duncan,

CHAPTER II.

That the endeavours to suppress the Slave Trade, by coercive measures, have tended rather to increase it, and to systematize the efforts of the slaver.

THE chief point we wish to insist upon throughout is this, Brazil must have Negro labour; we refuse, under any circumstances, to grant the right of introducing free blacks; therefore, the Slave Trade must and will go on. Let us put a case. If there was a particular commodity declared to be illegal, and yet positively necessary to our country, and *which could not be replaced by the substitution of any other article*, could we ever hope to repress the illicit trade? No; because in proportion as we damaged the trade by capture and other risks, if our efforts even were successful to a great extent, it would only raise the price of the commodity more and more, and still hold out the same or greater inducements for following the trade. One of the first consequences would be, that a traffic, previously conducted carelessly, would be systematized and strengthened. If we were trying such an experiment, even on our own coast, how hopeless it would be. What ought we then to expect when this is a case in which we operate against another country, unavoidably determined to have the commodity.

The Hon. Captain Denman (in his pamphlet, page 25,) says, "the blockade is the perpetual lopping of the branches as they prepare to throw out shoots, which will lead the owner to cut down the tree which continues unproductive, and replace it with one bearing more wholesome fruit;" but we should fear that instead of lopping *branches*, we are only pruning off *the useless twigs*, to give the tree more vitality, more durability. Our efforts against the Slave Trade are just producing the effects to be looked for.

how easy it is in a tropical country, with abundance of wood and large leaved plants, to construct a barracoon or hut (Vide Birch's evidence, 2379). Captain Matson himself admits, "it is so very easy to build another barracoon" (1698). Captain Birch says (2373), "a native hut or barracoon is run up in a few days;" or "they might place the slaves in the huts of the neighbouring population;" and "that in some places the neighbouring villages are quite large enough to accommodate large numbers of slaves, if the barracoons were done away" (Birch, 2375). Now supposing our people could land and destroy those immediately on the coast—which proceeding is stated to be injurious to health, and subversive of discipline—(Lord John Hay, 3685, 3686; Captain Mansel, R.N., 4665, 4666, 4667), the only result would be, to cause the barracoons to be removed further inland where our sailors could not go (Lord J. Hay, 3687; Allen 961); for surely if they can march the slaves overland considerable distances, as shewn (Matson's letter to Admiralty, quoted 1290; Birch, 2247, also 2340; Sir Charles Hotham's letter, quoted 2367; and Butterfield, 661), they could do so from the barracoons stationed at a short distance inland. A few miles' march through an African jungle is soon, and with impunity, accomplished by natives of that country; but what would be the effects of it on British seamen? As to the necessity of barracoons, stored with valuable goods, (the destruction of which, at several times, we shall shew was more prejudicial to British interests than to Brazilian,) there is now no necessity for them; there also our efforts have induced another and a safer plan, *i.e.*, of shipping, in neutral bottoms (those of the United States especially), the articles necessary for the purchase of slaves. Lord Aberdeen's letter, therefore, which like a Banquo's ghost, haunts the troubled mind of Captain Matson, is innocent of all the evils attributed to it; for if it had never appeared, and the destruction of the barracoons had been continued, it would only have occasioned, at best, but a temporary embarrassment.

been very active lately, *i.e.*, since his leaving the coast of Africa, the year previous to his examination in 1848 (Schön, 2708). Mr. Duncan (3073) saw six hundred slaves put on board a vessel at Whydah, in one hour and a half. "I have known of a vessel being equipped and all her slaves on board, between four and five hundred, in twenty-four hours" (Matson, 1709). Within two years after the destruction of the barracoons at Gallinas, by the Hon. Captain Denman, it appears, by report from her Majesty's Commissioners, that the slave factories were re-established there, having, in fact, only received a temporary check (3342). "The Slave Trade, during 1846 and 1847, was in a state of extreme activity" (Bandinel, 3350). In the case of the Pons, quoted by J. Bandinel, Esq. (3412), nine hundred and three slaves were embarked, together with their provisions and water, in eleven hours. "The parties (the slave dealers) change their tactics; where one system, by the activity and zeal of her Majesty's officers, proves a failure, then they change their tactics and pursue another system instantly; their gains have been so great, that they have been enabled to pursue the system; and hitherto, their systems have been so ably conducted, that they have baffled the endeavours, from time to time, of the cruizers. When one system of the cruizers has been put in action, they have instantly put another in action, which has succeeded in evading the result which was expected from the efforts of the cruizers, however meritorious their efforts; and they have been meritorious in the highest degree" (Bandinel, 3439). "Never have the slave dealers so perfected all the appurtenances and appliances of their vile trade as at the present; never have they so organized the whole range of shore signals from St. Catherines to Bahia; nor established such facilities for landing their cargoes as now" (Lord Howden's letter, February, 1848, Rio Janeiro, to Viscount Palmerston). "The Slave Trade is increasing in a great degree, which may be accounted for by the great temptations now held out to individuals to embark in this traffic, as small shares can now be obtained in the companies established here for that purpose" (Letter of — Porter, Esq., H.M. Consul at Bahia, 31st December, 1847). "There are joint stock compa-

Captain Denman admits, he "thinks there has been some increase of the trade" (208). "The vigilance of our cruizers creates a greater vigilance on the part of the slave dealers to get more slaves" (Allen, 998). "They (the slave dealers,) have employed other means; they have made roads; they have employed more boats; and their system is larger and better organized throughout" (Matson, 1350). "Steam slave vessels began to be employed in 1844" (Matson, 1356). "Organized communications, by means of fires along the coast, to give warning of danger to slavers" (Matson, 1479 1380). "The Slave Trade has decidedly increased of late" (Birch, 2229). "The slave dealers were erecting barracoons on different parts of the coast, where formerly they never were before, (he believes) to the knowledge of any naval officer" (Birch). He also shews, (2245) that on a part of the coast, where according to Captan Matson's statement, the Slave Trade could not be carried on, that they have established factories, and he had visited them. "That at Cabenda the slave factories were numerous" (Birch, 2246); "but that the slaves were not shipped off there, they are driven down the coast." The slave merchants send out row-galleys fifty and sixty miles from the coast, to communicate and to convey information" (Birch, 2255). "The cruizer may be guarding in the vicinity of the well-known barracoons, and the slaves, in the meantime, be marched down the coast, and embarked thirty or forty miles to the leeward of the barracoons, which is done continually" (Birch, 2340). Sir Charles Hotham, in a letter to the Admiralty, 7th April, 1847, informs their lordships, that the slave dealers have adopted a plan of transporting masses of slaves from one point of the coast to another (2367). Mr. Hutton's evidence (2538) shews, that "one slave dealer was enabled to enlist the sympathies of a large district, and to get together a force of eight thousand men to assist his views." "He had fifteen sets of canoes and canoemen at his disposal, to cross the water and proceed to Lagos." "This crossing of the water refers to the lagoon which runs parallel to the sea coast" (Hutton, 2538). "I have very little doubt it has increased latterly" (Hutton, 2551). The Rev. Mr. Schön admits the Slave Trade has

enhance the price of the slave, and increase the trade. Captain Stopford thinks the Slave Trade on the coast of Brazil has increased with the increase of the squadron (5591). "The dealers in Rio have placed a second powerful steamer in the trade; there may be others of which we know nothing; but, on a fair calculation, these two vessels will annually carry off at least ten thousand slaves from the coast of Africa, without, I fear, experiencing much chance of capture" (Sir Charles Hotham's letter to the Secretary of the Admiralty, 14th March, 1848.) "There is not a sloop on the African station, that can compete in sailing with a well-found slaver" (Idem.) "The vessels, equipped for the Slave Trade in the port of Bahia, are of the finest and most beautiful construction—stability, strength, and durability are all sacrificed to obtain speed" (Idem). Lord Palmerston admits (46) that worthless vessels are now employed as decoy ducks. "The vessel watches her opportunity, runs in straight to the slave factory, and is off in a couple of hours" (Denman, 473). Captain Butterfield, while chasing an empty vessel, a full one escaped. "They can now (in consequence of roads made) ship slaves nearly every twenty miles or so along that coast" (neighbourhood of Ambriz), (Butterfield, 647). "There is a point where the Slave Trade has been established, where it has not been known for a long time, at a place called Trade Town," between Cape Palmas and Liberia; "it is also re-established at the Gallinas" (Denman, 320); "also on the Sherbro' river, near Sierra Leone" (Denman, 327). "The slave dealers were erecting barracoons on parts of the coast where they never were known before" (Birch, 2242). "Barracoons have been again established at the Gallinas; also, between Cape Mount and Monrovia" (Birch, 2336). "The Slave Trade, to the North West of Cape Palmas, is continually rising up in places where it had formerly been supposed to be extinguished, and was temporarily extinguished" (Bandinel, 3486). "On the Kroo coast where there had been no slaves shipped for the last twenty years, there are slaves being now shipped" (Letter quoted by Commissary Judge Smith, 3780). "That in consequence of the activity of the cruisers in the Mosambique, on the East coast, the trade

nies in Brazil, for prosecuting the Slave Trade" (Birch, 2397). "There are companies in Rio Janeiro that manage the whole thing;" "slave trading companies they insure amongst themselves, and they form a perfect company to lighten the risk" (Wyvill, 3603, 3604). He also admits, that in 1842, thirty thousand slaves were taken away from the East coast of Africa (3623, 3624). In the case of the *Pacquete do Rio*, quoted by Mr. Hook (3921), the whole articles of equipment, and five hundred and forty-seven slaves were taken on board in the short space of four hours. "Since 1846 the Slave Trade has increased, at least there have been a greater number of vessels employed in the Slave Trade" (Hook, 3944). "There is no doubt the Slave Trade is increasing in extent;" "it is now more lucrative than formerly;" "being now conducted on something of a system;" "having formed something like a system of carrying on the trade;" "the organization of the Slave Trade in Brazil, is now much more complete and more effective;" "it is now reduced to something of a science; the system of introducing slaves is better understood, and the facilities or possibilities of bringing them in are now greater than they were in 1845;" "it was carried on, at the beginning, by each man in the worst manner that it possibly could, it is now reducing itself into something of a system" (Cliffe, 4105, 4110, 4122, 4123, 4162, 4341, 4351). "The number of captures is no proof that the Slave Trade is not going on with activity" (Mansel, 4606). "That the slave dealers intended to send over several vessels together to one point, and that all of them could not be captured" (Author, 4994). "The number of captures is rather a proof that the trade is going on with greater activity" (Idem, 5031). "There is no doubt the Slave Trade is going on with activity" (Moore, 5308). "There is greater security to the parties who enter into it now, because the slave dealers can insure their cargoes;" "there are insurance companies, or mutual assurances entered into, and the parties, therefore, do not care about losing a vessel" (Moore, 5323). If you increase the squadron, you will of course ~~increase the difficulty of carrying on the Slave Trade;~~ but the more you increase it, in all probability, the more you will

CHAPTER. III.

That the Repressive Force system has increased the horrors of the Slave Trade, and aggravated the sufferings and discomforts of the unhappy creatures we proposed to benefit.

PERSONS who look only on one side of the question, will lay all this to the charge of the government of the slave-growing state—but we contend it is referrible to “repressive” attempts. There is, unfortunately, in Brazil, no substitute for the commodity we wish to suppress, nor will we allow one while doing all in our power to crush its introduction. The consequence is, everything is sacrificed to elude our attempts; and, moreover, the Slave Traders reconcile the matter to their consciences by saying, “bad as we were formerly, yet we had an interest in doing what was most likely to enable us to land our cargoes in good health; now we have neither the opportunity nor the means of doing so; your efforts make us so much at home with human suffering that it brutalizes us, and it is felt on our living cargo.”

If, then, there be no other consideration which ought to make England pause and attempt other and more likely means of putting an end to the Slave Trade; it should be the bitter truth which is, alas, now so apparent, that we are unintentionally the cause of a frightful amount of human suffering. We know there is a most mistaken feeling, that it would compromise the dignity of a powerful nation like Great Britain to go back from a certain line of policy; because it would be an acknowledgment (most keenly painful to every Briton’s heart) that his country, which can accomplish almost anything it wishes, is baffled and defeated by a set of lawless slave-traders. We would even say, with one of the highest authorities examined, “we have such a horror

was opened up at Angozha, where it was previously unknown" (Author, 5211, 5215). "That we are opening up a series of new channels" (5217). "As the slave traders find the difficulties increase at one place, they will remove to another" (Moore, 5520). The bad effects of all this will be shewn hereafter. "If you check it at one point it will go to another" (Laird, 2953). "They don't care how many doors you shut, if you leave one open" (Captain Matson's pamphlet, page 59).

Can anything shew more clearly than the preceding evidence, that our endeavours are but increasing the Slave Trade, systematizing it, and giving it the character of a fixed and lasting trade? and what is a serious consideration, each year will see it become, under our repressive efforts, more deeply rooted, and more difficult of ultimate extinction.

what they were; there were men, women, and children; it was a most horrible and disgusting sight" (1470). These must have perished, during the chase, for how will any one affirm that if the vessel had not been pursued, and the crew thereby fully occupied in trying to escape, these dead bodies would have been allowed to remain, self-interest would have prompted them to throw them overboard.

Here, again (Matson 1774), "the effort of a slave captain is to land as many slaves as he can on the coast of Brazil; but as it is not possible for the most practised eye to tell the healthy from an unhealthy slave, by seeing him in the barracoon, if the vessel could hold three hundred slaves moderately crowded, the captain would take half as many again, say four hundred and fifty, and cram them on board below, and on the deck, for the sake of putting them to the test, knowing that all those who were not likely to cross the Atlantic, would sicken during the first forty-eight hours. Then directly they show symptoms of weakness, on account of their weakly constitutions, they are put on one side of the deck; no food or water is given them, and they are allowed to die; they are then thrown overboard. Then at the end of the forty-eight hours, that man has a prime cargo of slaves of those who do not sicken." Herein we are presented with a new and horrible feature, apparently called forth by our efforts. In all the evidence ever before produced, there was never such a thing as this "weeding" shewn, nor was it necessary. The constitution of the African to bear fatigue and privation remains the same; therefore it is fairly attributable to our efforts. Horrible dictu! The slave trader, by our plans, is obliged to cram his cargo, so that at the end of forty-eight hours the *weeding* system may leave a "*prime cargo*." Is this a doubtful case? Again, the presence of the squadron "has very much aggravated the horrors and the misery to be endured by those who are embarked, because all those who are embarked, whether they escape or whether they be captured, have to undergo a great amount of misery, greater than if the trade were open" (Matson 1485). "Then there is certainly more cramming in smaller vessels than there used to be;" "the sufferings have been in some

of the Slave Trade generally, that if we thought you could stop it entirely, by allowing, for a limited time, even exceeding horrors, it would be worth while" (Bandinel 3425); but, alas, it is so evidently impossible, by repressive force means, that we say, let us retrace our steps.

What a picture of horrors presents itself as we look over the evidence; it is sickening to dwell on; in vain may we endeavour to blind ourselves to the fact, by saying that the statements made on the subject "are exaggerated and doubtful; derived from hearsay or other defective sources." The awful reality is plain before us. Captain Butterfield captured a vessel off Loando, she was only eighteen tons, having on board one hundred and eight slaves, all children (535, 536); their ages were from eight years down to three or four; they had no slave-deck to lie down, they were lying on casks" (554). Can anything more cruel be imagined? Is that case exaggerated, or from a doubtful source? On another occasion "eight or nine of these (on board a vessel captured by him) were suffocated on the morning we took the slaver. In the chase, I suppose they were pushed down into the hold: we pulled eight out dead" (Butterfield 556). Captain Wyvill (3580, 3588) captured in the Mosambique Channel, a vessel one hundred and forty tons, with four hundred and forty-four slaves on board, one-half of the number were children, the remainder half-grown up. There was no proper slave deck, yet this vessel was bound on a long and tedious passage round the Cape of Good Hope to the Brazils. A great number of the slaves were suffocated the first night of capture (Wyvill 3598). "The passage to the Cape of Good Hope occupied 55 days." "A great number of the slaves died; there was great mortality; no less than one hundred and fifty died" (3599). Is this a doubtful or exaggerated case?

What saith Captain Matson, also, "I recollect boarding one vessel after a chase of a few hours; a great many of the slaves had confluent small-pox. The sick had been thrown down into the hold in one particular spot, and they appeared, on looking down, to be one living mass; you could hardly tell arms from legs, or one person from another, or

(Letter from Mr. Pakenham to Lord Aberdeen, 1846). Another case (quoted Bandinel, 3413, as given by Mr Cowper, Consul at Pernambuco, 1844: the Conceicao, of twenty-one tons, had taken on board ninety-one slaves. Mr. Cowper says, "I, who have seen the vessel or boat, cannot, by any stretch of *imagination*, conceive how the powers of human endurance could have supported twenty days in this floating hell." In another case (quoted Bandinel, 3415): the Kentucky, in which there was an insurrection among the slaves, and in which there was a frightful detail of butchery: well may Mr. Bandinel (3418) lay some of the horrors to the charge of our repressive efforts. Case of Her Majesty's Brig Dolphin, mentioned by Commander Riley, R.N., where seven slaves were killed in the hold of the slaver by shots fired to bring the vessel to. "The Tentiva landed a cargo of seven hundred and twenty-six slaves at Bahia, December 16th, 1847, in a miserable state of starvation, one hundred and eleven poor creatures having perished on the passage from deficiency of water and provisions" (Letter of the British Consul to Viscount Palmerston, Bahia, 31st December, 1847). In a case related by Captain Butterfield (625, 629), out of between four hundred and five hundred slaves, no less than seventy died in eight days on their passage to St. Helena for adjudication; "and that while she was waiting sentence, sometimes six or seven a day died." Case quoted on evidence of Mr. Pennel, British Consul, at Rio Janeiro in 1831 (Bandinel 3411), in which slaves were packed in casks. Case on authority of Commissioners at Sierra Leone, 1844, where the vessel was only eighty tons, and having five hundred and forty-nine slaves on board; one hundred and twenty of the slaves died between time of capture and the condemnation (3412). Case of the Grande Poder de Deos, only seven tons with thirty-nine full-grown slaves on board (3915), "When Great Britain abolished the traffic in slaves, and it became a smuggling system, they were crammed into smaller vessels, the 'tween decks of which were not higher than my stick; the sufferings that the negroes underwent from malaria, confined as they were, so many hundreds in a small vessel down below, badly ventilated, with a small quantity of food

degree aggravated, I believe, by the fleetier class of vessels used;" "there are degrees of suffering, and my opinion is, that in some degree the sufferings are increased by the sharper vessels used;" "a practice now exists of embarking slaves without laying slave decks;" "this aggravates the sufferings of the slaves" (Denman 209, 211, 214, 217, 218). "That the sufferings of the slave in the middle passage are *greater*, but of shorter duration" (Idem 329). He (the Hon. Captain Denman, as appears, page 38, vol. i of evidence before select committee of Slave Trade) was concerned in the capture of the *Maria de Gloria*, she was under two hundred tons, and had originally four hundred and thirty slaves on board; the slaves were very closely packed; and although there was more than ordinary accommodation, there was no slave deck. The slaves were laid on casks, which produced great suffering from ulcers; one hundred and four of the slaves died on the passage to Sierra Leone for adjudication. This vessel had almost completed her middle passage, when she was captured by H.M.S. *Snake*; seven of the slaves only had died at the date of capture (how oddly this contrasts with the statement of Capt. Matson relative to the weeding system?) She was sent to Sierra Leone, and on the way one hundred and four unhappy victims died. Well might Captain Denman say (355), "this next middle passage was of course attended with accumulated disease, suffering, and misery;" and he admits there is sometimes much difficulty in taking captured vessels to Sierra Leone for adjudication, sometimes it is as long as eight or nine weeks, "that in particular cases the voyage is long and the slaves suffer much" (Denman 165). In the case of the *Pons*, (quoted Bandinel 3412) there was no slave deck; "upwards of eight hundred and fifty slaves were piled, almost in bulk, on the water casks below." "The stench from below was so great, that it was impossible to stand more than a few moments near the hatchways. Our men, who went below from curiosity, were forced up sick; then all the hatches were off; what must have been the sufferings of these poor wretches when the hatches were closed?" "None but an eye-witness can form a conception of the horrors these poor creatures must endure in their transit across the ocean"

crop had failed, the poor creatures "were turned out on the beach to see if they could pick up anything in the shape of sustenance, and that the beach was strewed with their bones" (Mansel 4654). "Year after year I look upon it that the evils connected with the Slave Trade have been aggravated by our squadron being on the coast of Africa to prevent it;" "increasing the sufferings of the negroes." "It is a most inefficient mode, and has added greatly to the cruelties practised, and made the middle passage worse than it was before;" "the more active and vigilant the squadron becomes the more cruel the traffic becomes" (Moore 5341, 5342, 5364, 5426).

"The Slave Trade is carried on under circumstances of very great cruelty;" "I think the vessels are more crowded than they would be otherwise;" "if the squadron were not so vigilant the vessels that come across would not be so crowded as they are now;" "I have seen the slaves put on board the Crescent receiving ship for liberated Africans, and they were the most wretched objects that one could imagine;" (Stopford, 5583). Mr. Horsfall says "no doubt the horrors have increased;" and that the preventive system augments the number of deaths (4796). "He received information from a mercantile friend, of a cargo of seven hundred and twenty-six slaves, having been landed in a frightful state of starvation; one hundred and eleven died on the passage" (4785). This is probably the *Tentiva*, already referred to. The Rev. Dr. Lang states, that the appearance of recently landed slaves, was "very miserable, very dejected, very emaciated" (4954, 4955); "and that the cruelties have been aggravated by the measures of the squadron" (4958). "The most cursory glance at official papers will shew that the greatest possible number of slaves are now crammed into the narrowest possible space; and that consequences, at which humanity sickens, are the necessary result" (Letter from Lord John Russell to the Lords Commissioners of the Treasury, 1839). What would his lordship say in 1849? Captain Birch is most decidedly of opinion "that the present system of suppressing the Slave Trade, by force, aggravates the sufferings of the slaves;" "they formerly went in better class of vessels;" "they are

and less water, the exhaustion was frightful. I have seen them come into Sierra Leone myself; men of six feet high, were reduced to mere walking skeletons." "I should say from my own experience, that humanity has lost much, instead of being a gainer" (Commissary Judge Smith, 3785). Their sufferings are "frightful beyond all description" (Idem). "I have been on board of some (slave vessels) at Sierra Leone; I can compare the appearance of the Negroes on board to nothing but a swarm of bees settled upon the bough of a tree;" "they looked one black mass;" "I have seen the slaves reduced to such a state of emaciation as was frightful to witness" (Commissary Judge Smith, 3788, 3790). "I think the squadron has very much increased the horrors of the middle passage;" "I have had an opportunity of seeing many slave vessels when they have been brought into Sierra Leone;" "the spectacle was truly awful;" "the majority on board were little better than living skeletons; indeed, no language can describe the scene" (Hook, 3906); "it would be hardly possible to increase their sufferings" (Idem, 3911); "the packing of the slaves has been compared to the packing of herrings in a barrel" (Idem, 3913). "Sometimes there is great mortality in vessels captured and sent to Sierra Leone for adjudication" (Carr, 1944). "It, (the repressive force system,) has been the means of aggravating fearfully the miseries of the slaves;" "and that to a most incredible extent" (King, 3971). "The cruelties are aggravated by the attempts to escape the vigilance of the British cruizers" (Forsham, 4487). "I could not have supposed it possible that so many people could have been packed into a vessel, by any device, as I have seen packed in slave vessels;" "we captured a vessel not much larger than a river barge, a vessel of one hundred and twenty-seven tons; it had stowed between decks, in close confinement, four hundred and forty-seven slaves" (Mansel, 4648, 4649). Captain Mansel further states, "that as long as there is a demand for slaves in Brazil, and attempts continue to be made to intercept them, these horrors will continue" (4650); while the same high authority was off Gallinas, cruising, there was a large number of slaves collected at the barracoons, and as the rice

must have produced miseries to a greater number—1st, because it has produced a greater exportation;” “then it must have produced some more miseries, because the great pressure of the squadron would induce vessels to go off with their slaves, occasionally half equipped, without accommodation” (Bandinel, 3355). “The Slave Trade is now carried on under circumstances of very great cruelty;” “lately it has been carried on under circumstances of greater cruelty” (Idem, 3409). “When the embarkation does take place, it is distressing to reflect on the number which is thus taken on board; the poor wretches may literally be said to be stowed in bulk. The consequence is, that the number of deaths which occur, and the squalid, diseased, and deplorable state of the survivors, when landed, are shocking to humanity” (Commissioner’s letter, quoted Bandinel, 3410). “Previously to the restrictions put upon the trade, the deaths on the middle passage may, on the best evidence to be got, be fairly calculated on an average at thirteen per cent; that the deaths on the passage thenceforward to the present time (1848) may fairly be calculated at twenty-four per cent.” (Letter of J. Bandinel, Esq. to W. Hutt, Esq., Chairman of Slave Trade Committee)—so it would seem as if our efforts had nearly doubled the ratio of mortality.

“They must suffer much in being driven thirty or forty miles under a tropical sun” (Birch, 2369). “All the evidence goes to shew, that the cruelties are increased by the present system” (Laird, 2885). “The slavers now take a quantity of water and provisions quite inadequate to the voyage” (Idem, 2887); “and that there is consequently a very great increase of suffering and mortality” (Idem, 2888). “We have greatly increased the cruelties of the whole trade for the chance of doing good to a very small per-centage of it” (Idem, 3082). “They no doubt suffer greatly from being over-crowded in the vessels” (Duncan, 3085); This authority heard a captain of a slaver boast of having thrown slaves overboard, in casks, to prevent capture (3086, 3087). The suffering and mortality of the slaves are “greater, inasmuch as in addition to the general horrible treatment, the slave traders have an additional motive—the fear of being

very much crowded now" (2274). "That he (Captain Birch) once captured a vessel of two hundred and ninety tons, with five hundred and sixty slaves on board" (2282); "they were in a dreadful state;" "nothing to lie on, except the logs used for burning;" "upwards of two hundred of these were children" (2290). Is this a doubtful or exaggerated statement? In another case, the *Beulah*, of two hundred and sixty tons, there were five hundred and ten slaves on board; "among them infants of a few days old and upwards;" "some of these had been born on board" (Birch, 2310); "and a great number died on the passage to Sierra Leone for adjudication" (Birch, 2323). "The slaves suffer greater cruelty" (Stopford, 5591). "The Slave Trade continues to be carried on under circumstances of aggravated cruelty, increasing in intensity in exact proportion with the additional means used by her Majesty's government in attempting forcibly to suppress it;" "that while they have increased the cruelties of the Slave Trade, by making it a smuggling one, they have never yet been found to diminish the supply of slaves to the Brazils and Spanish West Indies" (Petition of the Glasgow Emancipation Society to the House of Commons). "Wilfully continuing to sacrifice thousands of valuable lives and millions of money, with the full knowledge that the *only result of farther efforts*, will be *fresh triumphs* to the slave dealers, and the increased misery of their victims" (Despatch of Messrs. Macauley and Dogherty, Judges of the Mixed Commission Court, 31st of December, 1838). "A fearful increase in the ratio of mortality, in the number of unhappy victims shipped for the slave markets" (Petition of the British and Foreign Anti-slavery Society to House of Commons, 1845). "The general horror of the thing is much increased, besides the increase of the suffering on the part of the poor creatures, who are so closely packed in fast sailing vessels;" "it has aggravated the horrors of the Slave Trade" (Allen, 997, 1011). "The slaves are made fast to ropes, and if the canoes are upset, they are hauled ashore dead or alive;" "it is villany and cruelty throughout, and makes one sigh and long for a remedy" (Letter quoted, Hutton, 2546). "Our efforts, I think, have produced more miseries;" "it

employed: they are stated to be "old vessels, unfit for any other employment, scarcely sea-worthy" (Birch, 2270).

The evidence already quoted prepares the mind for the horrible details of suffering which the unhappy slaves undergo by the end of the passage; we may style them the "bloody mysteries," which the slave dealer alone can divulge. Hear what Doctor Cliffe says:—"They (the slaves) are frequently hurried on board without a proper supply of water" (4204). "The sufferings of those who escape are almost beyond the powers of description. I have seen them, when brought on shore, when life has been reduced to the lowest possible ebb;" "there was a complete wasting of the whole of the animal system, and a mere mass of bones, but still alive" (4210)—all attributable "to a long passage, to a want of sufficiency of food, and to the confinement and foul air" (4211). "They are packed in upon their sides, laid in heads amongst legs and arms, so that it is very difficult, frequently, until they become very much emaciated so as to leave room, for them to get up alone, without the whole section moving together" (4223). In one case quoted by Dr Cliffe, "ten only lived out of one hundred and sixty shipped, having previously been detained nearly three months in a barracoon" (4239, 4240). "I believe there is nothing more that I can observe upon than that the sufferings are beyond the powers of description" (4249). Frequently the slaves that are more remote do not get any thing (food) at all, unless they can crawl up over the others and get nearer the hatchways" (4259). "He believes there have been cases in which the dead bodies of the slaves, before being thrown overboard, were in such a state of putridity that they could hardly be kept together" (4261). The most favourite cargoes now are *little children of eight and ten years of age*, "because they are smaller and pack more conveniently" (4269). "The knee-bones appear almost like the head of a person; from the arm you may slip your finger and thumb up; the muscular part of the arm is gone; it is a mere bone covered with a bit of skin; the abdomen is highly protuberant; * * * I am speaking of them just as they are landed" (4305). "From not having perhaps stood upright for a month or two, the muscles have lost the power of

taken—which induces them to start when their ships are half provisioned ;” and “ the ships have been more loaded ;” and the slaves are often put on board in a diseased state (Bandinel, 3420, 3421). “ Sometimes slave ships put to sea with the slaves without a sufficient supply of water and provisions” (Birch, 2275).

Let us take some of the sufferings of the slaves by the detention on the coast. That slaves, waiting to embark and prevented by our squadron, suffer in consequence, from want of food and from disease (Denman, 357). Captain Mansell stated in a letter to the Admiralty, that upwards of two thousand slaves were said to have been put to death by a chieftain on the coast, while in a state of detention, it being impossible to embark them (vol. i, 349) ; and this Captain Birch believed really to have taken place ; and it was done because the barracoons had been destroyed (Birch, 2371, 2372 ; also Matson, 1696). “ Generally, now, the barracoons are very hard up for provisions, and they (the slaves) must be in a very weak state ;” “ they must be in a very weak state when they embark” (Birch, 2369). “ They are occasionally exposed to great sufferings and mortality in the barracoons ;” “ if the slaves were kept in barracoons and could not be shipped off, some suffering would be occasioned ;” “ has heard of a case where the slaves were destroyed in the barracoons, because the owners would not be at the expense of maintaining them” (Carr, 1900, 1902, 1903). “ They (the slaves) were kept, day and night, in the barracoons and not allowed to come out—that made them sick” (Campbell, a liberated African, vol. i, 1107). Campbell was himself confined one month in a barracoon, and the reason the slave traders gave was, that the cruizers prevented the embarkation (vol. i, 1083).

That large numbers of slaves, detained in the barracoons, were in a state of actual starvation from the impossibility of embarking them (Mansel, 4604). Captain Butterfield states a case where five hundred and five slaves were detained in a barracoon, at Ambriz, fourteen months, in consequence of the difficulty of shipping them (606) ; and after all, the unhappy creatures were marched along the coast before they were embarked (661). We need say little about the vessels

CHAPTER IV.

That the repressive force attempts increase the stimulus, or excitement on the part of the African chiefs, to continue the traffic.

ON this point let us take a parallel case:—The importation of a certain article, positively necessary to the wants of our country, is interdicted, and force is established to prevent its introduction; the endeavours partially succeed, but the article must be had; the value will rise in proportion to the risk; it will become more a gambling transaction; it will call forth more smugglers. Now, we will suppose that our repressive force efforts were successful: what would be one of the first results? the value of the slave in Brazil would be raised; *and with the numberless mines, and boundless extent of virgin soil* (which so terrify some who know nothing of the resources of that country), this *ought to be* the sure result, There is greater difficulty in procuring slaves on the coast of Africa; labour is wanted in Brazil; the slave dealers will offer double, treble, nay, can make such offers as will render the temptation too strong for any native chief to resist; it will increase the excitement and stimulus, “for all experience shews, that with the African chiefs the Slave Trade is the favourite pursuit” (Hon. Captain Denman’s pamphlet, page 7). Mr. Duncan states (3076) “that the capture of several slave vessels had a tendency to raise the price of slaves, at Whydah:” would not that be a stimulus to the native dealer? In our examination before the Committee (23rd May, 1848), the opinion given was, “that the squadron has a tendency rather to increase the Slave Trade; inasmuch, as, in the first place, it keeps up the excitement. The blacks, like other people, are fond of excitement; the great excitement to them is the

supporting them ;” “ the eye is almost like that of a boiled fish” (4308, 4307). “ Attended with horrors in its present details that even the old bucaniers, those fierce avengers of Spanish cruelty, would scarcely have practised ; and all the attempts to suppress, hitherto, have actually produced an increased amount of misery and suffering that is unparalleled in the annals of crime, and that no language can adequately describe” (Cliffe, 4686). He states, that “ in the old time they never suffered for want of water ;” “ that wholesale murdering for want of water” (4136). “ There is a great deal of suffering in the barracoons that did not formerly exist” (4196) ; and that to command the landing of sixty-five thousand slaves in Brazil, one hundred thousand must have been taken away from Africa to make up for increased mortality and captures.

in some instances this temptation has already commenced. The king of Bimbia had a visit from a slave trader; but British legal trade is well established there. The difficulty of procuring slaves, is not yet so great, as to induce the slave dealer to offer enormous prices for slaves in their own country; and, therefore, we find in evidence, that the Bimbian chief (whose disposition we well know from personal acquaintance) sent the slaver away. But suppose it had been worth the slave captain's while to have offered three, four, or five times as many fine jackets for a slave, as we could for a small quantity of palm oil, would the good king Will, of Bimbia, who is very fond of *excitement and fine clothes*, have acted as he did? We fear not. The effects of this excitement will be more evident when we examine the results of our suppressive efforts on legal commerce.

Slave Trade, as has always been remarked by persons who have visited the coast." The Slave trade "is now more a gambling transaction than it ever has been; it requires greater activity, and greater combination of means to effect the escape of the slaves and of the slavers from the coast; and altogether that has increased the excitement" (Author, 5033). "It is that sort of wild excitement which is most palatable to the African character, as you at present see him in his native country" (Idem, 5034). "The excitement, as well as the profit, has much to do with the prosecution of the traffic on the coast of Africa" (Idem, 5036). "If the difficulty of getting slaves away from the coast is greater, there will be more excitement in consequence of that, and a greater anxiety also to assist the slaver" (Idem, 5037). "Instead of being able, as they were under the former system, to ship their slaves off leisurely, at any time when the slaves were ready, they cannot do so now; all parties are kept in a state of excitement while there is a cargo waiting; both the slave seller (*i.e.*, the native chief), and the slave buyer" (Idem, 5038). "The prohibition lends not only a charm to it with the Africans," but "a direct stimulus" (Idem, 5043). "It (the Slave Trade) is a trade which excites men, and the immense profits that they derive from it, are a further inducement to them to carry it on" (Commissary Judge Smith, 3776). What says Captain Matson:—"There is a '*universal feeling*' among the chiefs to perpetuate the Slave Trade" (1271, 1272, 1273); "and they prefer it to legal commerce, in almost all cases, because it is so much more profitable" (1274). Now, in proportion as our efforts were successful, it would, as before stated, raise the value of the slave; there would be more money offered for him; the trade would be more *profitable, therefore* more *preferable*; and it would increase the stimulus to carry it on, and defeat our views. If the price of a slave in Brazil rises to £100, the slave dealer instead of now offering £4 to £6, would offer £8, £12, £20. Would not this be a temptation to a savage to break through any treaty? Even Captain Denman admits (453) that if legitimate commerce ceased to be profitable, the Slave Trade might revive at the very points where our legal trade is now most active. In fact, we know that

purpose. Co-existing with this, and gradually increasing, there was also an export of ivory, gold-dust, palm-oil, and dye-woods; and for the convenience of carrying on both trades, the rivers were selected, inasmuch as the trade throughout Africa being conducted in a very dilatory way by the natives, requires that a vessel should be stationed for sometime in one place to effect any large sales. The rivers were thus also most suitable for the slaver in the then unorganized state of the trade, and both the legal and illegal trade were going on together, as admitted even by the Hon. Captain Denman (243); and the former even gradually improving in the face of such fearful antagonism. The facility of blockading rivers being so great, the slave dealer was necessitated to look out for new fields, where he could carry on his business with greater safety, and he deserted the rivers, even before our great repressive efforts in 1839 (Vide Matson, 1434), leaving them entirely open to legal traffic, which barrier to the revival of the Slave Trade we find to have been so effectual, that by the concurrent testimony of the naval officers examined, it became no longer necessary to keep cruizers stationed at these points. Now will any one venture to assert, in the face of these facts, that if legitimate commerce had not been made sufficiently inviting by the activity of our mercantile people in Africa, the Slave Trade would not have recurred? for there was nothing to intimidate or prevent it.} Nor can we but believe that a legal trade, which could increase while co-existent with the Slave Trade, and while the natives were less dependent on European articles for gratification than they gradually became, and which required no protection afterwards against the competition of the Slave Trade, would have gone on increasing and improving, even had the Slave Trade continued in the rivers. In proof of this, we have the evidence of Mr. Hutton (one of the greatest advocates of a large suppressive force for protection of commerce), who shews that he has been able to establish legitimate trade at places where the Slave Trade was going on (2589); and also Mr. Duncan, that at Whydah, while the Slave Trade was in the greatest state of activity, legal trade was being carried on (3131, 3132); and although this has been the hotbed of slave-trading on the North Coast for

CHAPTER V.

That legitimate commerce has been going on in Africa, and increasing, in spite of the opposition of the Slave Trade, and that it would yet do so.

THROUGHOUT the evidence of those who uphold the repressive force system, there runs an apparent wish to establish two important facts—viz., that because legal trade has sprung up and increased at certain points in Africa (chiefly rivers), it was in consequence of the Slave Trade having been first put down by force; and that if we withdraw our squadron, legal commerce will again decline. Now we beg humbly to submit, that from our earliest communications with Africa, even while the Slave Trade was most flourishing, we had also a trade in other commodities, which was gradually improving. Those who give to the repressive force measures all the credit of the present augmentation, forget that, throughout Africa as the rest of the world, (though, alas, in the former, very very small comparatively), there has been in proportion with increasing population and increasing civilization, a consequent increase of demand, and an improving taste to procure foreign articles, either necessary or as luxuries, which the energy and enterprize of our merchants have enabled them to meet at reducing prices: and as well might it be attributed to our attempts at suppression of smuggling of French silks, that there is now so very much larger a consumption of cotton or silk and other foreign articles, as to say that the suppressive force means solely have been the cause of the increase of legal trade in Africa; and we shall proceed to show how this is. In all that we can gather of Africa, we find the Slave Trade fluctuating in amount, according to the demand, and the quantity of capital disposable for that

by the forts; but any one, who has visited that coast, is aware the forts are at such distances from each other, that they never would keep slavers away, if they found other places closed against them by our cruizers, and which we shall illustrate in another place. What says Mr. Joseph Smith, a resident African merchant (2157):—"I find that where legitimate trade is carried on, the natives are more disposed to engage in it than the Slave Trade"; "and also, that on the Fanti coast, there is a great desire to trade, and the Slave Trade has disappeared altogether; although, as he observes, "they (vessels of war) do not cruise much off there" (2115). There are no cruizers regularly stationed there. "Moreover," he says, "there has been an increasing disposition to trade, on the part of the inhabitants of the interior, and there is an improved demand for fresh articles from this country, every year" (2175, 2176). "Legitimate commerce is increasing wonderfully" (Smith, 3795). Also, "that commercial intercourse between the coast of Africa and this country is on the increase" (Forsham, 4488);" and that the import of palm-oil into Great Britain, has more than doubled itself within the last ten years. Now, in reviewing these facts, we have only to bear in mind, that the activity of the Slave Trade has not diminished, nor the number of slaves exported diminished, but probably increased; and then to what must this augmentation in legal commerce be imputed?—to a better knowledge of what suits African tastes; to the greater activity and enterprise of our merchants; to the greater competition; the larger employment of capital; and lastly, but most importantly, to the increased value of palm-oil in this country, which enables the merchant to offer a more tempting price to the producer.

many years, Mr. Hutton states (vol. i, p. 3195), that ten years ago the export of palm-oil was only one hundred tons per annum, and now, in the face of the slave opposition, it has increased to one thousand tons annually; and Captain Forsham (trader to Africa), says, "the Slave Trade has no tendency to drive out legitimate commerce" (4494); also Captain Butterfield, who exemplifies (vol. i, page 678), "that if legitimate commerce supplies what the negro requires, he will prefer legal commerce to Slave Trade, even while the slave trader is present and anxious to purchase; he shews that an English merchant vessel thereby temporarily stopped the Slave Trade at one place, merely by having a supply of red jackets; yes, the red jackets, without flesh or blood in them, accomplished what all the "blue jackets" of the repressive force could not.

By Captain Matson's shewing (1302), there were English factories near Cabenda and near slave factories, even while the Slave Trade was most active; also at Ambriz (1511), where five slave factories were burnt, there were "five, six, or seven" legal factories—English, American, German; and he quotes another case (1521) where a barracoon was destroyed by one of our cruizers, wherein legitimate trade was known to be carried on, and of which there was no positive proof of the Slave Trade being also co-existing, for no slaves were found in it; also of Captain Bireh, that legitimate trade might go on increasing, even in competition with the Slave Trade (2419); also by the opinion of the Commissioners of Boa Vista, that in parts where the Slave Trade exists, still legitimate trade will beat it out (Bandinel, 3491); and that even if the squadron were reduced, the Slave Trade might be wholly prevented by the encouragement of commerce and agriculture (Duncan, 3154). Mr. Hutton attaches much importance to legal commerce, as a means of suppressing the Slave Trade (2574); and he admits that commercial intercourse, between this country and the coast of Africa, has been gradually and materially extending itself; that, on the Gold Coast, lawful commerce has been the instrument in suppressing the Slave Trade (2568); and now prevents any desire, on the part of the natives, for a revival of it. It is true, he lays much stress on the protection given

a legal trade is established at a certain locality with every prospect of success, and there are factories formed for legitimate commerce; our squadron interferes with the well known and usual resorts of the slaver; he is driven temporarily to other places to look for slaves, and, probably, he just falls (as in this case) on localities where legitimate trade was appearing. What is this but driving the slave trader from one point to another, and making new fields or re-opening up old ones? "The vigilance of the British cruizers, acting against the Slave Trade, has occasionally annoyed and obstructed the legitimate operations of commerce" (Moore, 5536). "The presence of the blockading force has a tendency to bias the minds of the black man against the British subject:" "legitimate commerce has frequently been obstructed by the suppressive squadron; frequently vessels have been impeded, and have been stopped for some hours" (Horsfall, 4859, 4902). That our interference with the Slave Trade creates ill-feeling on the part of the native slave seller against our merchants, and such is injurious to legal trade (Hutton, 259, 2600). "The operations of legal commerce have been annoyed and obstructed" (Horsfall, 4903); "and it has been a matter of frequent occurrence on the coast of Africa" (Idem, 4904). J. B. Moore, Esq., states a case (vol. ii, 5539, 5540, 5542), where a vessel, the *Guiana*, belonging to his firm, and engaged in a legal voyage, was seized and condemned; and he says (5539), this is a case in which the most diligent search has been made in Sierra Leone (where she was adjudicated); there is no sentence forthcoming at Sierra Leone; there is no sentence to be found at the Admiralty; there is nothing to shew that the vessel was even properly condemned. The equipment article "has been detrimental to commerce." Under it "there is not a vessel now (out of twenty thousand tons of shipping) on the coast of Africa, but what might be seized at this moment" (Horsfall, 4859, 4901). He shews (vol. ii, 4860, 4862), how the equipment article operates against legitimate commerce. By the equipment article the *Lady Sale*, a vessel belonging to his firm, was seized and condemned while endeavouring to open up legal trade in the river Congo, to the south of the equator (4871),

CHAPTER VI.

Injurious effects of the repressive force system on legal commerce.

It has been already shewn (chapter ii) that the endeavours to repress the slave trade by force, only systematized and strengthened it; and in proportion as we succeeded temporarily in checking it at one point, it would break out in another. Nay, what is more important, but at the same time most evident, if by our successes we could raise the value of the slave in Brazil, it would raise the value of the slave in Africa; and we do not hesitate to avow our impression, that even at the very places where our legitimate trade is most securely planted, the slaver would resort with temptations great in proportion to the want of Negro labour in Brazil, and such temptations as our commerce could not contend against. We have already quoted proofs of this, and out of the Honourable Captain Denman's evidence (320, 321). It appears that at a place called Trade Town, where the Slave Trade had not been known for a long time, it suddenly re-appeared. Captain Denman says:—"I saw a letter from the captain of a vessel that was trading there with palm-oil: his statement was, that the Slave Trade had broken out, and that the consequence was, his factory was utterly abandoned; that he could not get natives to come near him; and that his voyage would be prolonged, he could not say for how many months, in consequence of the Slave Trade having taken away his custom." It also appears (letter from Mr. Hamilton, merchant, quoted by Commissary Judge Smith, vol. ii, 3780) that legal trade had been going on prosperously at Trade Town for many years, and no slaves had been shipped from that part of the coast for twenty years. Now, surely nothing can be clearer than this—

there is a general system of credits, followed up and allowed towards the Brazilians. Brazilian merchants scarcely ever come with ready money to purchase; it is almost entirely by long credits. The goods, thus purchased by the Brazilian merchants, are either employed by them, or resold (on credit to others) to be engaged in the Slave Trade, as far as that traffic is capable of carrying away British manufactures out of the market. The English merchant thinks no more of asking his purchaser how he is going to employ the commodities, than the tradesman in London would of asking his customer what he is about to do with the articles he is purchasing; he only looks to being paid for them. It would just be as preposterously absurd in one case as the other, for the vendor to catechise and read a lecture to the purchaser. A certain and large amount of British property is thereby unavoidably made use of in the Slave Trade, for Captain Matson (1683), and Captain Birch (2415) admit "that as the same articles are common to both legal and illegal commerce, the British merchant cannot possibly know how they are to be employed. The more successful our endeavours, therefore, to capture the slave vessels, and the more successful in destroying barracoons, the more frequently will the English merchant in Brazil receive this answer when payment of accounts is demanded:—"Your cruizers have captured the vessel or destroyed the barracoon, by which your debts were to have been liquidated." The English merchant knows he has no redress, as justice is administered in that country. The first loss is the best loss, and he almost always lets it pass to the bad debts of the firm. This we have had from the sufferers themselves on the spot; for as they used to say, on the arrival of captured slavers, into Rio Janeiro (in 1838-9-40-43-44) "we are the real losers, for these captures will be made the excuse for repudiating our just debts." The greater part of the losses, occasioned by the destruction of the barracoons, would therefore probably fall on our own merchants, who knew as much about the destination of the goods, at the time of sale, as the men who made them in Manchester and Birmingham; and, moreover, have to endure the imputation unjustly cast on them, of "knowingly aiding and abetting the Slave Trade"—imputations which

they bear with a calmness and equanimity, worthy of being imitated by some who traduce them.¹ That this is a true view of the case, is confirmed by the statement of Captain Matson and other naval officers, that within a very short time afterwards, the parties who had been driven away by the burning of the barracoons, returned to resume the stations; one of two things is thereby very plain, either the loss fell on other parties as we have shewn, or else the Slave Trade must be more lucrative than it has ever had the credit of, to enable a De Souza or a Pedro Blanco to meet such reverses. By Captain Matson's evidence, another error was palpably committed; all the merchandise contained in them was distributed, gratuitously, among the surrounding chiefs and their dependents (1324); and this in places near where there were several factories for legitimate commerce, and whose business must have been entirely stopped, by this worse than all underselling systems. We read, that they, the legal traders, chuckled over the destruction of the slave traders' stations, but we should suspect, when they witnessed the liberal gratuitous distribution of merchandise, they would be much like the school-boy who is getting his hand playfully squeezed, and is trying to laugh, although the tears are, at the same time, starting out of his eyes. Legal traffic was competing with the slave traffic. We interfere to benefit: how? to glut the market with goods at the taking. Well might Captain Matson innocently admit (1542), "yes, the goods in Africa were at that moment a drug as it were." Let us have the opinions of others on this point:—"The destruction of the barracoons at Galinas frightened away legal trade as well as the other" (Bandinel, 3342). "It frightened away the legal traders, because it produced a spirit of hostility to all European traders" (Idem, 3343). Mr. Jamieson, one of the most philanthropic and enterprising of our merchants trading

¹ The Author begs humbly to suggest to the distinguished individuals who have so long and so unsparingly vilified that respectable body of gentlemen, the English merchants in Brazil, that it would be more consistent with their high position and their intimate knowledge of law, if, instead of "shooting their arrows at a venture," they were to cause criminal proceedings to be instituted against the parties said to be guilty of slave trading. With the powers which the law now affords on that point, it seems not only unjust, but undignified, to cast such random aspersions on any respectable class of our countrymen.

