

done to disguise the vessel. It is not unusual for them to have several sets of papers, two or more persons representing themselves as captains or masters of the vessel, and flags of all nations. Every device is resorted to, to deceive, should they encounter a cruiser.

Some are armed with only a few muskets, others have a number of heavy guns, according to the size of the vessel; and they range from sixty to four hundred tons burden, with crews from ten to upwards of one hundred men.

6th. "The utility of employing vessels of different nations to cruise together, so that one or the other might have a right to visit and search every vessel, which might be met with under suspicious circumstances, either as belonging to the country of the vessel visiting or searching, or to some other country which has, by treaty, conceded such right of visitation and search?"

We are of opinion, that a squadron should be kept on the coast of Africa, to co-operate with the British, or other nations interested in stopping the Slave Trade; and that the most efficient mode would be, for vessels to cruise in couples, one of each nation.

7th. "To what places Slaves, taken from slave-ships on the coast, could be most conveniently taken?"

If captured under the American flag, send them to Cape Mesurado, Liberia; or, if convenient, to such other of the American settlements as the agent for the United States there may wish.

8th. "Finally, what number of vessels, and of what size and description, it would be necessary to employ on the western coast of Africa, in order to put an entire end to the traffic in Slaves; and for what number of years it would probably be necessary to maintain such force to accomplish that purpose; adding such observations as the state of your knowledge may allow, relative to the Slave Trade on the eastern coast of Africa?"

As our personal knowledge of the coast extends to only that part of it comprised between Cape Verd and Cape Palmas, it is difficult to state the exact force required for this service; not less, however, than the following, we think necessary:—

One first-class sloop-of-war.

One steamer, from 200 to 300 tons burden.

Two (eight or ten gun) brigs or schooners.

Ten schooners of about 100 tons, each with four guns.

One store-ship of from 250 to 350 tons.

All the vessels to have one-tenth less than their complements of men, to be filled up with Kroomen on their arrival on the coast.

A steamer (to be fitted up, if possible, to burn either wood or coal, as circumstances require) will be essentially necessary.

That part of the coast of Africa from which Slaves are exported, is subject to light winds and calms; a steamer propelled at the rate of six miles an hour, could easily overtake the fastest sailing vessels; and would be a great auxiliary in ascending rivers and towing boats, in order to attack slave stations. Less duty is performed by sailing cruisers on this coast than on any other we are acquainted with, from the reasons just stated; and the importance of steam-vessels is much increased by this difficulty.

We cannot state confidently how long such force would be necessary, but we are of opinion that in three years the trade would be so far destroyed, as to enable the United States to withdraw a greater part, while a small force of observation would be necessary, until the natives had become accustomed to other occupations, and lost all hope of again engaging in the traffic.

In connection with this subject, we beg leave to remark, that the American fair trader is sometimes obstructed in the most vexatious manner by armed British merchantmen, sustained by British cruisers.