

arrangement for the purchase of Slaves ; the time of her usual stay on or near the coast, and the means by which she has communication with persons on land ?”

Vessels bound from the coast of Brazil or the West Indies, to the coast of Africa, are obliged, in consequence of the trade winds, to run north as far as the latitude of 30 or 35, to get into the variable winds ; thence to the eastward, until they reach the longitude of Cape Verd Islands ; then steer to the southward to their port of destination ; and, if bound as far to the eastward as the Gulf of Guinea, usually make the land near Cape Mount or Cape Palmas. Vessels from Brazil, bound to the southern part of the coast of Africa, run south as far as the latitude of 35° south, and make up their easting in the southern variables.

Slave vessels are generally owned or chartered by those persons who have an interest in the slave establishments on the coast of Africa, where the Slaves are collected and confined in baracoons, or slave prisons, ready for transhipment the moment the vessel arrives ; they are, therefore, detained but a short time after arriving at their place of destination. Instances have come to our notice, of vessels arriving at a slave station in the evening, landing their cargo, taking on board all the Slaves, and sailing with the land-breeze the following morning.

It is not unusual, however, for vessels unconnected with any particular slave establishment, to make their purchases after arrival ; if any delay is likely to occur, an agent is landed, and the vessel stands to sea and remains absent, for as long a time as may be thought necessary to complete their arrangements. The slavers communicate with the shore, either with their own boats, or boats and canoes belonging to the stations, assisted by the Kroomen in the employ of those on shore.

4th. “ The nature of the stations, or *baracoons*, in which Slaves are collected on shore to be sold to the traders ; whether usually on rivers, creeks or inlets, or on or near the open shore ?”

The slave-stations are variously situated : some near the mouth, others a considerable distance up the rivers, and many directly on the sea shore. The baracoons are thatched buildings, made sufficiently strong to secure the Slaves ; and enough of them to contain, in some instances, several thousand.

The Slaves are collected by the negro chiefs in the vicinity, and sold to the persons in charge of the stations, where they are kept confined until an opportunity offers to ship them off.

Materials of all kinds necessary to convert a common trader into a slave-ship are kept on hand, and the change can be completed in a few hours. A number of Kroomen are employed, and boats and canoes ready for immediate service.

The slave stations are generally fortified with canon and muskets, not only to guard against a rising of the slaves, but to protect them from sudden attacks of the natives in the vicinity, and to command their respect.

5th. “ The usual articles of equipment and preparation, and the manner of fitting up, by which a vessel is known to be a slaver, though not caught with Slaves on board ?”

Vessels engaged in the Slave Trade are either fitted up with a slave-deck, or have the materials on board prepared to put one up in a few hours. Their hatches, instead of being close, as is usual in merchantmen, have gratings ; they are supplied with boilers sufficiently large to cook rice or farhina for the number of Slaves they expect to receive ; an extra number of water-casks, many more than are sufficient for a common crew ; also a number of shackles to secure their Slaves.

Most of these articles, however, are concealed ; and everything is