

The African Times.

"FOR GOD, AND GOOD TO AFRICA AND HER PEOPLE."

"Talk to me anywhere of Power, and I'll tell you of Protection. Mention a Magistrate, and the idea follows of Property. Show me any Government, and you are to see the proposed interest of those governed. Power constituted otherwise is a monster that is impossible in every system where there is any notion of the justice of God or the good of mankind."—EDMUND BURKE.

"If any Colonist suffers from injustice, whatever may be his class, his condition, or his colour, he has a right to address at the hands of the Colonial Minister in this country."—EARL OF CARNARVON, SECRETARY OF STATE FOR THE COLONIES, AUGUST 2, 1866.

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CONTENTS.

	PAGE		PAGE
West Coast Steamers	109	A Dreadful Voyage between Lagos and England	112
Government by Major Bravo	109	The "Times" on the African Squadron	113
Sierra Leone	110	Shepherd (a Water Policeman) v. Goldsworthy, Esq. (Inspector-General of Police)	113
Establishment of a Public School at Sierra Leone	110	Passengers Arrived by the Steamship Bonny	113
Great Demonstration in Honour of Mr. Chamerovzow, Secretary of the Anti-Slavery Society	110	Chamerovzow Testimonial	114
Mr. Justice Huggins	111	Departure of Mrs. Moseley	114
Liberia	112	Sailing of the Congo with Mrs. Moseley	114
Cape Coast News	112	New Steamships—Sierra Leone Dues—Buoying the Sherbro River	114
Progress of Christianity on the Gold Coast	112	The Under-Secretary of State and Mr. Justice Huggins	115
Heavy Hailstorm in Abbeokuta	112	Vain Illusions	115
Loss of the Schooner William Dent	112	Evil Influence Destroyed	116
Rum and Gin on the West Coast of Africa	112	Influence of the Press—Example Worthy of Imitation	117
Bishop Crowther on African Missions	112	Imperial Parliament	119

AFRICAN AGENCY

For Transacting Business in England for Native and other Traders on the West Coast of Africa.

IN consequence of wishes expressed from all parts of the West Coast, Mr. FITZGERALD has made arrangements for selling produce consigned to him by ships to London or Liverpool; and purchasing, and shipping goods ordered against the proceeds of consignments or other effective remittances only, from either of the above ports, on a system by which the greatest possible advantage of the markets will be secured to the AFRICAN TRADER, who will not be charged one penny beyond what is actually paid, except only the commission openly debited in account.

All letters and bills of lading, whether the shipments be to or from London or Liverpool, to be addressed

F. FITZGERALD, Esq.,
121, Fleet-street,
London, W.C.

N.B.—Open Policies on Insurance for Produce from the Coast by the Mail Steamers; but intended Shipments should be advised if possible.

MAY, 1870.

BRITISH AND AFRICAN STEAM NAVIGATION COMPANY.

This Company's Steamers are intended to sail monthly between GLASGOW, LIVERPOOL, and the following ports on the WEST COAST OF AFRICA—viz., SIERRA LEONE, CAPE PALMAS, ACCRA, LAGOS, BENIN, BONNY, FERNANDO PO, and OLD CALABAR.

The fine new Steamship BONNY, CAPTAIN R. F. LOWRY, is intended to be despatched from GLASGOW on the 26th APRIL, and from LIVERPOOL on the 4th MAY, at 10.30 A.M., for MADEIRA, GRAND CANARY, SIERRA LEONE, MONROVIA, CAPE PALMAS, CAPE COAST CASTLE, ACCRA, JELLAH COFFEE, LAGOS, BENIN, BONNY, FERNANDO PO, and OLD CALABAR.

CARGO will also be taken by this Steamer for GABOON, CONGO, and such other PORTS on the SOUTH-WEST COAST of AFRICA as may be arranged. Such Cargo to be transhipped at Bonny, and forwarded by Branch Steamer at Ship's expense, but Shipper's risk.

Goods to be at the Loading Berth in Glasgow up to noon on the 26th April, and at the Loading Berth in Liverpool not later than 10 P.M. on the 2nd May.

Passengers will embark by Steam Tender from the Prince's Landing Stage at 10 A.M. on the day of sailing.

Arrangements will also be made for their calling at other Ports when inducement offers.

For Freight, passage, and other information apply in London to ALEX. WALKER, 158, Leadenhall-street; in Glasgow to TAYLOR, LAVERLAND, and Co., 91, Buchanan-street; and in Liverpool, to EIDER, DEMPSTER, and Co., 2, Brunswick-street.

WEST COAST STEAMERS.

ARRIVALS.

Royal Mail Steamship Company's Ship Mandingo, on the 31st March.

British and African Steam Navigation Company's Ship Bonny, with full cargo and twenty-two passengers, on the 13th April.

DEPARTURES.

Royal Mail Steamship Company's Ship Lagos, on the 24th March, with the monthly mails.

British and African Steam Navigation Company's Ship Congo, Captain French, on the 5th April, with a mail and ten passengers.

Royal Mail Steamship Company's Ship Benin, on the 14th April.

The Royal Mail Steamship Company's Ship Mandingo is appointed to take out the mails of the 23rd April.

The British and African Steam Navigation Company's Ship Bonny, Captain Lowry, will leave Glasgow on the 26th April, and Liverpool on the 4th May, with a mail.

GOVERNMENT BY MAJOR BRAVO.

TO THE EDITOR OF THE AFRICAN TIMES.

Bathurst, River Gambia, March 17, 1870.

Sir,—This is the first time I have had the honour of addressing you.

"We have seen nothing beneficial done for the country since Major Bravo has been to our shores, yet news circulates that the public chest is empty. Though we cannot tell exactly the

balance left by Admiral Patey, yet we know that if there had not been a large one in the chest he would not have sent so much to England.

It seems to lookers-on that two-thirds at least of the sum left to Major Bravo is spent for his own jollification and amusement, in ordering things which no one but himself would enjoy, whilst there are public works, for which the money is intended, left undone. We will not be humbugged by one placed at the helm of public affairs who cares nothing about what the public suffers while his own wants are well supplied. We can no longer bear it in silence, so we call your attention and that of the head of the colonies to the irregularities which exist here.

Major Bravo is an unfit man to be placed in such a high position as to enable him to squander the public money. Why should we not say this? He may be spending only his pay in giving parties every month nearly, &c., &c.; but of things ordered, intended for Government-house it is said, I have seen many a time a part sent to D. A., a *concubine* of his, such as furniture, carpets of the finest texture, &c.

Show him this, and let him know that all that is going on is seen by public eyes. I shall write you again if no change take place.

P.S.—Our session for March (as we have one monthly now) commenced on Monday, the 14th inst., in which most of the prisoners were found guilty. Among these was one, Uriah Jackson, who had hidden himself in one of Mr. J. F. Quin's shops with the intention of stealing, on the 29th January, but was caught by Samuel B. Clarke, the shopkeeper, and after receiving some blows from him, he was sentenced for twelve months' imprisonment. We have a serious charge brought against T. B. Lloyd, Clerk of the Court, for killing a sailor with blows; the case is being examined; all particulars you shall see in our next.

SIERRA LEONE.

His Excellency Sir Arthur E. Kennedy, C.B., Governor-in-Chief of the West African Settlements, returned from the leeward Coast, to his seat of government on Sunday, the 18th ult., by the Mail Steamship Mandingo.

His Excellency Captain Glover, R.N., Administrator of Legos, is still sojourning amongst us, and is a guest of the honourable Charles Heddle at his country seat, near the Leicester Mountain. We regret to say that Administrator Glover is in bad health.

ESTABLISHMENT OF A PUBLIC SCHOOL AT SIERRA LEONE.

"To teach the young idea how to shoot."—POPE.

TO THE EDITOR OF THE AFRICAN TIMES.

Sir,—At the very time they are desirous of making education compulsory in England, after something like the Prussian system, Sir Arthur Kennedy, our popular supreme ruler, is turning his mind seriously to the education of our own people. To scatter abroad, through the aid of a missionary body, little bits of Scriptural history, or little compendia of Christian doctrine, however advisable this may be, is not sufficient for soundly educating the youths of a colony with a revenue of 80,000*l.* per annum. We have at length, thank God, established a public school, under a most gifted inspector, Mr. Popplestone; and the Governor, with that wisdom which characterises all his public acts, has inaugurated the splendid and inspiring system of competitive examination. A new and rising generation will thus see the Legislative Council enlarged, and the educated African having a voice in the little senate of his country. An educated people can never be an oppressed people any more than strong waters can be kept in complete subjection. When I contemplate the present social position of the African, he is found to be a mute and prostrate being, holding no office of high trust, and necessarily wielding no power in the State. Some little honour is, no doubt, now and then conferred upon him, but this "empty trapping" only tends more lucidly to show how utterly desolate his position is. I hail, then, the establishment of a sound school of education as a great and auspicious event in the history of Sierra Leone. No feeling we find in the records of nations spreads so rapidly as the thirst of knowledge; and in her luminous path justice to all parties must necessarily follow. What we spend in the promotion of education will be amply saved to us in the lessening of crime and the support of our public criminals. I have over and over again inculcated this doctrine, but under the *regime* of the *Blackall-Huggins* Government I inculcated it in vain. The ex-Governor liked a large body of police for the official advantage of his son (for whom the post of Inspector-General was created) and empty hollow displays of his own personal vanity. Under his upas rule your unceasing exertions for the elevation of the African race were paralysed; but your advocacy we shall see has not been in

vain under a patriotic and wise ruler.—I am, Sir, your obedient servant,
W. RAINY, Barrister-at-law,
Supreme Court, March 9, 1870.

SIERRA LEONE.

GREAT DEMONSTRATION IN HONOUR OF MR. CHAMEROVZOW, THE SECRETARY OF THE ANTI-SLAVERY SOCIETY.

A public meeting was held at the Court Hall on Thursday, March 8, for bringing the claims of Mr. Chamerovzow, the Secretary of the Anti-Slavery Society, under the notice of the native public.

I. J. Lake, Esq., secretary of the meeting, said: Gentlemen,—According to placards the Honourable Mr. Ezzidio should have presided, but in consequence of the arrival of the Bishop of the Niger, the honourable gentleman thought that he would be the fittest person to preside on such an occasion. I therefore beg to introduce Dr. Crowther to this meeting.

The right rev. Prelate, on taking the chair, said: Gentlemen,—Before commencing our proceedings let us have a short prayer—"Prevent us, O Lord, in all our doings," &c.—After this the Bishop went on to say: I have been very unexpectedly called to preside instead of the Hon. Mr. Ezzidio, and although I am only a passer-by, yet I feel it my duty to show that I have an interest as great as any citizen of this colony. The Anti-Slavery Society has done wonders, more than any other society of a like kind. Slavery we all know to be a gigantic evil in Africa, and has done a great deal of mischief for centuries. It was carried on by Europe for a long time, but when they saw its evils, and some of the champions stood up, such as Brougham, Buxton, Wilberforce, Clarkson, and others, it was abolished. Wilberforce, you will all remember, stood up as the champion in the battle-field, and though he had few to support and go with him, yet, after many years of toil, he destroyed the gigantic evil in the West Indies and the various other British Colonies, at a cost, to the public of 20,000,000*l.* Another great achievement was the abolition of the slave-trade from the West Coast of Africa. The Anti-Slavery Society is now nominally abolished, its labour has been accomplished, and it has only now to keep a watch over us. The Wilberforce memorial ought to have been erected by us as a testimonial to that great champion, but we have allowed it to rest in other hands, and up to this time we find that testimonial still unfinished. It is a very laudable object to have something in memory of that society which has done so much good for us. (Hear.) If I own this coat on my back to-day, it is through this society. (Hear.) If I wear a pair of shoes, it is by this society. (Cheers.) This is just the time for us to lend our aid to this society, seeing to what an elevation we have been brought through the agency of this society. We ourselves ought to have organised an anti-slavery society in this very city, in order that its members might go into the interior and tell those tribes what great benefits we have derived from our European brethren, and tell them to open their country to Christian civilisation. If we do not do this, then we have not done our duty as a liberated nation. Years back, before I was liberated from the slave ship, I heard that the English nation were robbers, they said that the British were not able to work for themselves and therefore robbed the Portuguese and Spaniards, so that when the ship in which I was captured, I lamented and hid myself from one part of the ship to the other, to avoid being put in the man-of-war. What we are to do is this, to convince our brethren in the interior that slavery is an evil in itself and should not be encouraged. In conclusion, the right rev. prelate called upon Mr. Rainy to move the first resolution.

Mr. Rainy rose and said: After the able speech you have heard from the Bishop, I should be wasting your time in saying anything about the society, which is not entirely demolished, but is yet brought to a standstill, and has dispensed with its staff. We would not be doing our duty if we did not give a substantial testimonial to its Secretary. I have no doubt you will come forward and subscribe to this testimonial. He then moved: "That this meeting, recognising the valuable and lengthened service of Mr. Chamerovzow, the indefatigable Secretary of the Anti-Slavery Society, which he has rendered to the cause of Africa and her people, deem it expedient to show its appreciation of those services by considering the best means that should be adopted for raising a substantial testimonial to this friend of humanity."

The Hon. John Ezzidio, in seconding the resolution, said: Gentlemen,—Really, after what has been said, I think it needless to say anything more. But the past speakers have not entered into the question of slavery itself. This neck which you see wearing a tie to-day was invested at one time with a chain. You call me "The Honourable": this I have got through the Anti-Slavery Society. I hope that slave-trade will never be again known in our world; it is an abominable traffic. It per-

verts the human judgment, and degrades man to the level of the brute creation. We must do our best, and come forth and give liberally.

The Chairman having put the resolution to the meeting, it was carried unanimously.

The Rev. C. Knight, in moving the second resolution, said: I am very glad to be present here to-day and to take part in this interesting meeting. You have heard what has been accomplished by that noble society. By their efforts the monster Slavery has been put down, and we are happy to know that this society is still interested in the welfare of Africa. We meet here to consider the best means by which we are to acknowledge the claims of the late Secretary of that society. You are all aware that the secretary of any society is the one who has to bear the greatest burden of the body; and we are now to show our appreciation of the services of Mr. Chamerovzow, who showed for eighteen years a zeal in the cause of Africa. He has, truly, claims on us, for he has spent his time in our behalf, and it becomes us to show our gratitude. We are to do this by a liberal contribution; we are able to do this, and must do it. This contribution must be speedy—(hear)—not only the few who are present here are called upon to contribute at once, but the entire community; and means should be adopted in order to give those who are not present opportunity to do something to this cause. There are some who charge the Africans with ingratitude, do let this not be true, but come forward to do all we can. He then moved: "That this meeting, impressed with the claims which the noble Secretary has on them, calls upon Africa and her sons to be more unanimous than ever in strengthening the hands of their well-wishers and supporters in England as expressive of their gratitude, by coming forward and cheerfully and liberally contributing towards the speedy raising of the testimonial under consideration."

The Rev. J. Johnson, in seconding the resolution, said: When we remember that on the very spot we stand was a slave mart, whilst now free institutions have sprung up instead, through the exertions of our friends in England, we cannot but be thankful for what has taken place, and do all in our power to show a sense of gratitude to our benefactors. Philanthropists have done much and very much for us, and it is as little as we can do for ourselves to show that we are not ignorant of or ungrateful for their priceless service. When I contrast the present state of the colony with what it was in days gone by I am lost in astonishment at the changes that have been wrought. I remember being on one occasion at the Bananas where I was called upon to preach, and during my discourse I observed an old man who wept bitter tears. After the service was concluded, I asked him what in the discourse so sensibly affected him, when he replied, "My son, I cannot refrain from weeping when I see our own children preaching to us the Gospel of peace. We had not that privilege, and had any one told me that I should be permitted to see our own children put in such a position I should not have believed it—I should have considered such a thing impossible." Now I ask you, Gentlemen, by whose influence has this change, with others equally great and beneficial to our race, been brought about? Why, by the efforts of the good people in England. But the time has come when we should not look to them to do all for us; we are now capable to help ourselves, and to benefit by the example which they have set us. Through the kindness of some kind-hearted friends in that land who paid for my education, I owe my present standing. I am grateful for what has been done for my country and myself, and shall always endeavour to prove myself so. But I must say that our native merchants in good and prosperous circumstances do not do their duty to the country as they should. How many of the sons of the soil have been educated by any of them and at their expense? I know not of a single instance. Foreigners have come here and supported at our Grammar-school youths who have turned out a blessing to the country, whilst our own wealthy countrymen have shown themselves destitute of any feeling of their duty in this respect. Are we to leave everything to strangers to do for us? Are we never to put forth an effort to help ourselves? Is the whole burden to be thrown on our Anti-Slavery friends? I say no; we must be aroused to our duty. There is a great work before us, we have been made free, and in our turn we must free others. Slavery, as we all know, exists among the surrounding tribes; we must discourage it by pointing out its evil, and by sending the Gospel to enlighten and subdue them. We must do more than we have all along been doing; we must show our friends in England that their labour has not been spent in vain; we must prove our gratitude by copying their bright example. It is time that we form an Anti-Slavery Society among ourselves, to put down the hateful system wherever it is found in Africa. Those of us who have felt the bitterness know how it brutalises man, the noblest of God's creatures, and how it destroys all his powers, both of body and mind. Now we are

here called upon to recognise the claims which Mr. Chamerovzow, the noble Secretary of the Anti-Slavery Society, has on us. It is well known that this gentleman for eighteen years has been spending his time in advocating our cause, and opposing slavery wherever it existed. We have been told by another speaker that his services were so sparingly rewarded, owing to the very limited means of the society, that now that society is virtually extinct, we find Mr. Chamerovzow with a family unprovided for. We are called upon now to show our gratitude by raising a substantial testimonial to the Secretary, and we are to do this liberally in proportion to our means. This is a matter which concerns every son of Africa, for all have been benefited by the exertions of the noble Secretary and the society of which, I may say, he was the life. There must be, I say, no niggardly giving in this matter; we must give freely, liberally, and with all our heart. I have gone to a greater length than I intended when I first got up, but the importance of the cause justifies the intrusion I have made on the meeting; and being fully persuaded that your contributions will come up to the confidence reposed in you, I shall take up no more of your time.

The Chairman having put the resolution to the meeting, it was carried unanimously.

At the request of the Chairman, the Rev. James Quaker, Principal of the Freetown Grammar School, moved the third and last resolution, viz.: "That this meeting looks forward to the time when Africa will be blessed with the support of a kindred spirit like that which possessed Mr. Chamerovzow—a spirit which will advocate her cause in another way, and relieve her from the oppression and injustice under which she has for years been labouring."

We must defer the speeches of the Rev. J. Quaker and Mr. Macfoy until our next number.—Ed. A.T.

MR. JUSTICE HUGGINS.

"There is nothing useless in creation, even the meanest sentient thing has its utility."—BUFFON.

TO THE EDITOR OF THE AFRICAN TIMES.

Sir,—When I read the other day this dictum of the great naturalist—in a desire to test its truthfulness—I asked myself, of what utility upon earth can Mr. Huggins be? After ruminating for some time the answer occurred to me. His utility consists in this, that his legal blunders and his cruelty prove the necessity of the existence of a Court of Appeal far more potently than a learned and humane judge could prove it. In the absence of this court and the jury-box, the legal life of our settlement may be said to have passed out of existence, and it would be far better to have all the terrors of martial law at work than a system which assumes the sickly aspect of a legal form without the soul and dignity of justice. The good people of Sierra Leone are wearied in calling the attention of the Colonial-office in England to the enormity of having no power of appeal from the judgment of a judge who has been proved before the English House of Commons to be utterly and grossly ignorant of his profession. If the Colonial-office ruled England's vast settlements as it has ruled us, the empire upon which the sun never sets would be quickly scattered to the winds. That office has given to us no doubt one blessing in the shape of a distinguished supreme ruler; but the counsels of the wise are too often frustrated by intrigues and unknown influence. I will be reticent upon a matter of such extreme delicacy, and calmly await the revelations of time—the ultimate and great corrector of every ill. Meanwhile, the highest allegiance that can be shown towards his Excellency Sir Arthur Kennedy is to observe a sacred silence relative to his opinions. But the miserable clique pursue the very opposite course and actually forge opinions for him. The approbation of the appointment of Wallcott to the Supreme Bench of Justice at the Gambia—at the instigation of Major Bravo, the veriest fool to whom the destinies of a people were ever confided—they assigned to the excellent supreme ruler of the West Africa settlements, in a set form of forgery which assumed all the marks of an official document. It was a lie from the beginning to the end, and no one knew the clumsy deceit better than Major Bravo and his idol Wallcott did. If we had a jury-box, and Mr. Huggins were not a judge, such forgeries would never be perpetrated; but in a settlement where law and justice have long been assigned to oblivion, there is scarcely a crime that may not be perpetrated with impunity by certain scribes who are writing up Mr. Justice Huggins in order to obtain admission to practise at the bar. But Buffon has said, "There is nothing useless in creation, even the meanest sentient thing has its utility," and the existence of a Huggins simply verifies the truth of the philosopher.—I am, Sir, your obedient servant,

W. RAINY, Barrister-at-law.

Supreme Court, Sierra Leone,
March 8, 1870.

LIBERIA.

Liberia is anxious to be annexed to the United States. A letter from Monrovia of the 3rd February states that a large number of the leading citizens of Liberia have been holding meetings lately and discussing the subject.—*Times* (New York letter).

CAPE COAST NEWS.

The Elmina and Pantee difficulties continue, and a pacific solution can scarcely be hoped for under present circumstances. It is, however, reported that Governor Natglass, of Elmina, will shortly return to Holland, there to use his influence for bringing about an arrangement, though we cannot see how this is to be effected without an entire change of Dutch policy on the Coast.

The Governor-in-Chief, Sir Arthur Kennedy, did not land at Cape Coast, but promised to return and do so, when his steam-yacht arrives from England.

Cape Coast very healthy, but the trade extremely dull, as a natural result of the perturbed state of affairs.

The Rev. William West, the respected superintendent of the Wesleyan Missions on the Gold Coast, was about to take his final departure from the Coast, after fourteen years' service. Universally beloved, he will be deeply regretted. It is presumed that the Rev. Mr. Wharton, now at Accra, will succeed him as superintendent. We think it would be difficult to find a better man for this important office.

Samuel Wood, the old Government interpreter, of whom we heard very much in Governor Richard Pine's time, over whom he was supposed to have great influence, and by which he is said to have worked great mischief, is under prosecution for stealing upwards of 700 stand of arms from the stores at Government House. It is considered certain that he will be convicted. He is about seventy-five years of age.

Mr. Ussher, the Administrator, has, it is said, not received any reply from the Dutch authorities at Elmina to his remonstrance against the murder of above seventy Pantees in Elmina Territory by the Ashantees (the Dutch allies).

With 15,000*l.* in the Colonial Chest here, which is about the sum at present, and 5,000*l.* at Accra, surely some good thing ought to be set on foot by the Government for the development of the resources of these long-neglected countries.

PROGRESS OF CHRISTIANITY ON THE GOLD COAST.

The Rev. J. A. Mader, of the Basle Mission, says in a report: "On Good Friday we had the Lord's Supper with 104 African communicants. During the week I preached six times. On the Sunday after Easter I baptised thirty heathen in the name of the triune God. Many candidates have been made to wait; from one town thirteen out of twenty. The admitted candidates received regular instruction for three months. Many of these young Christians said that they had received their first impressions of the Gospel through the sermons preached on the streets in town by missionaries and Christians. Most of these baptised people will never need any material help from the mission. There is no end of new applications for baptism, made by people who, weary of devil-worship, seek salvation with Christ."

HEAVY HAILSTORM IN ABBEOKUTA.

A correspondent, on whom we can rely, thus writes:—"I am sorry not to have sent you earlier account of very strange and fearful weather here during the month of February. We had about twelve days of very cold Harmattan winds, with occasional rain, weather which interfered very much with our cotton crop, then coming to perfection, as it was too severe for our African cotton to get out of the bud. After this, on the 19th February, came a fearful storm with wind and rain. This began between twelve and one in the afternoon, and lasted about an hour. The thunder and lightning were very powerful, as is usual in our storms, and with the heavy rain came down hailstones which covered all the surface of the ground in Abbeokuta. During all the time I was in England I never saw any hail like this. There has been hail now and then in Abbeokuta, but it was a very little affair. This, however, of the 19th February, 1870, has frightened both the heathen and civilised community. We do not know what to make of it, and I think the strange and startling fact, for a tropical country, is worth recording in the *African Times*."

LOSS OF THE SCHOONER WILLIAM DENT.

The William Dent, from the West Coast of Africa, for Liverpool, with a full cargo, was run ashore at Almadon in a sinking state on the 11th of January. Three of the crew were drowned. Vessel and cargo sold for 95*l.*

The iron screw steamship Orontes, two guns, Captain Perry, left Plymouth Sound on the 18th instant for the West Coast of Africa.

RUM AND GIN ON THE WEST COAST OF AFRICA.

We extract the following from the *African Repository*, as written by the Rev. Mr. Walker, American missionary at the Gaboon River, and published by the American *Missionary Herald*:—

"THE CURSE OF INTemperance.—Alcohol is the burning curse of this country. And the traders, with one exception, are as remorseless as the grave. If they can gain a few pounds of ivory or india-rubber, they care not if the liquor they sell destroys every living being in Africa. There is perfect recklessness in those who come here; no thought for anything except for the greatest gain in the two or three years they are to remain. And how many of them, when counting the few days to their departure, and seeing home and all its joys so near, were cut down in a day! Death laid his hand on them, and visions of home became dark as Erebus. And there was no miracle and no special providence in this. It was only rendering to every man according to his deeds. And if rum has killed a fourth or a third of this people since we came here, it has killed quite as large a proportion of the traders who have sold the poison. Where the foot of the white man has never trod, the fiery stream of alcohol rolls and burns, causing waste and anguish and horrors greater than the middle passage ever witnessed. Some people wonder why the Coast tribes of Africa waste away and disappear. It is no wonder to one who has lived here with his eyes open, unless he himself has come within the maelstrom. The Coast is beleaguered with the hosts of Satan; and they are bold, persistent, untiring, unscrupulous, and unmerciful. If you wish to know some of the concomitants of the rum trade and rum-drinking, read Proverbs xxiii. 33. These are our real obstacles. Heathenism is bad, but unmingled it is not impregnable. Nine-tenths of the liquor exported from Liverpool comes to this Coast. American traders generally are the same."

A DREADFUL VOYAGE BETWEEN LAGOS AND ENGLAND.

Captain Hannan, of the Florence Pope, bound from Lagos, on the West Coast of Africa, for Liverpool, and which was abandoned at sea in January, in his report of the loss of the ship, gives the following fearful account of the voyage:—"We left Lagos on the 4th of September, and on the 23rd of October one of the seamen, named Thomas Welsh, died of African fever. On the 27th of September we shipped a heavy sea amidsthips, which made the vessel heel considerably to the starboard, and shifted the cargo. All our sails were blown away, except the maintopsail, foresail, and boomjib. On the 29th of December, France Antonio, seaman, died of fever. On the 22nd of January, Edward William Craig, chief officer, also died of fever. On the 26th of January I made the Skelligs Rock Light, but the wind being about S.S.E. I could not weather the land, and consequently tacked ship and stood to the westward. The wind kept veering to the eastward, and on the 27th commenced to blow very heavily, the ship labouring and making considerable quantities of water, although the pumps were constantly attended to. On the 29th two of the remaining crew became completely exhausted in consequence of the continued pumping. At eight o'clock the same evening the vessel was hove to under close-reefed maintopsail. About midnight that sail was blown completely out of the bolt-ropes. The gale continuing, the boatswain and myself attended to the pumps as much as we could, as we found that the water continued to gain upon the vessel. On the 31st, about eight A.M., the ship was struck by a tremendous sea, which stove in the long boat. By this time the water had gained on us so fast as to be running over the cabin deck. I then decided to abandon the vessel, and succeeded in launching the remaining boat, and finally left her about two P.M., in lat. 53 N., long. 14 W. During the night of the 31st Edward Halliday died from exposure, and on the night of the 1st of February John Carroll also died. The bodies of both men were thrown overboard. On the 4th the boatswain and myself, being the only survivors of the crew of the Florence Pope, reached the island of Innisturk."

BISHOP CROWTHER ON AFRICAN MISSIONS.—On April 11 the Right Rev. S. Crowther, Bishop of the Niger Territory, delivered an address on missions in the Manchester Townhall. Dr. Crowther gave a long and interesting account of the state of mission work in West Africa, and of the manner in which the "West African Native Bishopric Fund," inaugurated on the occasion of his visit to this country six years ago, had been expended. The Bishop concluded with an earnest appeal for funds to enable him to extend his operations. Resolutions were passed recommending the fund to increased sympathy and support, and reappointing the committee.

THE TIMES ON THE AFRICAN SQUADRON.

In editorial remarks on Mr. Rylands' motion in the House of Commons to obtain further reduction in the African Squadron, the *Times* says: "We would gladly see the African Squadron reduced to the strict necessities of our African Settlements, assuming, which requires proof, that there is any reason for keeping these settlements themselves." The italics are ours, because we wish to call the special attention of our readers to the increasing prevalence of opinions unfavourable to the retention of the West African Settlements by Great Britain.

BIRTH.

On the 11th of March, at Lagos, West Coast of Africa, the wife of Captain James P. L. Davies, of a son.

SHEPHERD (A WATER POLICEMAN) v. GOLDSWORTHY, ESQ. (INSPECTOR-GENERAL OF POLICE).

(From a Sierra Leone Correspondent.)

Freetown, March 12, 1870.

How long will it be before our high European officials learn to treat their poor African subordinates with kindness? Mr. Goldsworthy, Inspector-General of Police, is now before the public charged with cruelty and brutally ill-treating one Moses Shepherd, a water policeman, who was engaged in taking him about in the Government boat. From the evidence given in the case it would seem that the plaintiff, with three others, went in the boat, at nine o'clock in the morning, to the defendant's farm at Fourah Bay, in accordance with his orders, and embarked himself and wife and brought them to Freetown. On reaching the Government wharf, the defendant landed and ordered the men to take the boat round to King Jemmy's, whilst he wended his way to the police-station to give some directions. This being accomplished, he again got into the boat and told the men to pull on to the Cape, about five miles from Freetown, at which place he again went ashore; and, after enjoying himself for a considerable time, again re-embarked, when, for the first time, he told the men that they were bound for Goderich, a distance of nine miles from Freetown. Up to this time, which was about three or four o'clock P.M., it would appear the men had nothing to eat; they did not provide for themselves, because of their being kept in total ignorance of their whereabouts. Had they been told from the first where they were to go, no doubt they would have placed food for themselves in the boat; but the course pursued by the defendant precluded them from making suitable provision; and when at the Cape they heard that they had to go to Goderich, they were out of the reach of getting anything in the shape of food by purchase, even if they had the means, and therefore had to go on without, with wind and tide against them. After pulling a short distance from the Cape, the plaintiff complained to the defendant of being hungry, when the defendant told him to drink rum, as there was some in the boat. The plaintiff accordingly, together with one Wright, partook of this rum, at the instigation of the defendant, and scarcely had they rowed many minutes longer when the effects of the rum on their otherwise empty stomachs began to tell on them. The plaintiff first gave out, and said his eyes were turning and that he could pull no longer. He was told to draw in his oar; he drew it across, but was unable to put it into the boat, which was done for him by one Macdonald, a comrade. Soon after Wright also was unable to pull any more, and he too was ordered to take in his oar. The plaintiff's oar being put into the boat, he went to lie down, for the purpose of going to sleep, when he was told by the defendant to get up, that no sleeping would be allowed in the boat, and that he must go to the bow; and it would seem that the plaintiff did go. There is one thing certain—namely, that the plaintiff was not noisy nor disorderly in the boat, but, on the contrary, he was very quiet. Where, then, was the necessity for the brutal treatment which he received? We shall see in course. Here it may, however, be remarked, that if the plaintiff were drunk he was made so by the defendant; and thus defendant ought to have contented himself with putting up with any little inconvenience which his own want of caution had entailed. If he were a prudent man, he would have foreborne offering the men rum till their work was accomplished, and they ready to go home. Any man of common sense would have adopted such a course under the circumstances, and not put temptation in the way of the men at such a time.

By the time the boat reached Goderich, the plaintiff had so far recovered himself, as to be able to jump out of the boat, with the intention of assisting to haul her up on the beach; but while in the act, he was told by the defendant to cease from interfering with the boat at all, as he, the defendant, did not intend to take him back to Freetown, and that he must find his way there as best he could. The plaintiff began to sue for forgiveness—though he had done nothing amiss—but this hard-hearted defendant refused to grant it, and left the boat, with orders that

the plaintiff should not be allowed to re-enter, and went to the town in company with his wife. The plaintiff, relying on the feelings of the defendant, went into the boat during his absence, not being willing to be left at so great a distance from his home at so late a time of the day, it being between five and six o'clock P.M. But the plaintiff mistook his man. The defendant, on finding the plaintiff in it, ordered him out; and when the plaintiff urged that he knew no one at Goderich, and showed reluctance to quit, the defendant told the men to put him out by force, and, as is alleged, gave his own assistance to effect this purpose, and even struck the plaintiff with his umbrella. I do not question the truth or falsity of the latter statement; one thing for certain I do know, that the defendant, according to his own evidence, committed a gross assault on the plaintiff; for Mr. Goldsworthy tells us that he took hold of the man by the collar of his jumper, and, having tightened his grasp, flung him away from the boat into the water. Here was a pitiful advantage for a high official to take of his African subordinate! Talk about the semi-barbarism of the Africans! Let those who delight in the use of the term look to Jamaica for a Ramsey, a Callen, and others; and to Africa for a Goldsworthy, Inspector-General of Police. Not one of these is an African; they were all born in Europe, which boasts of high civilisation, yet we find them all acting in a manner which would put to the blush the veriest savage. These are the men sent among Africans as examples to copy. Mr. Goldsworthy, the defendant, stated that drunkenness was the main cause for his putting the defendant out of the boat, but I cannot readily believe this; for if it be true, then the question obviously arises, Why was not Wright likewise put out, who was equally drunk? Why was Shepherd made the object of his spite? Why was he left to sleep on the beach in the open air with wet clothes and without food, and Wright brought back in the boat to Freetown? The answer is easy. The plaintiff had complained of being hungry; he told the defendant so; and as this despot objected to the men speaking to him, this step of the plaintiff wounded his pride; added to which, the plaintiff, on being told to take in his oar, looked at the defendant, which look was taken for insolence. All these it seems as if he were determined to resent; we see how the thing was rankling in his breast all the way, from the course he adopted with the plaintiff immediately on reaching Goderich, by telling him to desist giving his help in pulling up the boat. This seems to have been the mainspring which actuated Mr. Goldsworthy in his brutality to the man Shepherd. The plaintiff very justly refused to leave the boat which had brought him eight or nine miles from home, to a place where he knew no one; and if the defendant is right in what he did, then any captain of a vessel would be justified, under similar circumstances, to put any one or more of his crew ashore, unprovided for, in any place he pleases. Mr. Goldsworthy ought to have brought the man home, or if he could not do so with safety to himself, he was bound to provide him with food and a lodging. Suppose the man had died on the beach that night, what then? Would this defendant have been responsible or not? We have not only to do with what has really taken place, but also with what might have taken place. It is good for the defendant that so sad an occurrence did not take place, for then he would have found himself in the dock arraigned on the charge, if not of murder, at least of manslaughter. This whole transaction shows him to be unfit to hold his position; he is a hard-hearted and cruel man, with the feelings of pity completely crushed out of his soul. What is the use of keeping such a man in authority, unless it be to encourage the free use of his propensities for cruelty? Not satisfied to have the Government boat and men to pull him about on pleasure excursions, he must ill-treat them too, by way of compensation for their services, because they are so many beasts of burden to be beaten and kicked about at his will. These things cannot be any longer tolerated in the country, and the sooner a stop be put to them the better for all concerned.

[To be concluded in our next.]

OUTWARD PASSENGERS PER CONGO, APRIL 5, 1870.—Mrs. Moseley to Cape Coast Castle; Mr. Walker, jun., Sierra Leone; Mr. Moore, Mr. Bell, Mr. W. E. Clossen, Mr. McIntosh, Bonny; Mr. Louche, Benin; Mr. C. W. Purves, Monrovia; Irvine and Co.'s man, Sierra Leone.—N.B. Letters *via* Lisbon state that the Congo arrived at Madiera at 9 A.M. on 11th inst., in five days twenty hours from Liverpool; all well.

PASSENGERS BY THE S.S. BONNY ARRIVED LIVERPOOL, APRIL 13.—Captain E. Graham, from Old Calabar; Captain W. S. Folland, ditto; King George Pepple, Bonny; Prince Charles Pepple, ditto; Mr. W. Roy, ditto; Mr. S. Capon, Lagos; Mr. E. Barnett, ditto; Captain C. C. Lees, Civil Commandant, Accra; Rev. D. Smith, Cape Coast Castle; Rev. J. Robbin, Sierra Leone; Mr. T. Edgill, ditto; Captain A. Scott, Madeira; and ten steerage passengers.

The African Times.

PUBLISHED MONTHLY. PRICE 5s., STAMPED.

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The African Times.

SATURDAY, APRIL 23, 1870.

CHAMEROVZOW TESTIMONIAL.

Our last advices from Sierra Leone state the subscriptions there up to the 1st instant amounted to eighty pounds.

DEPARTURE OF MRS. MOSELEY.

THE name of this lady, and the nature of the work of Christian love to which, under God's guidance, she has dedicated herself at Cape Coast, must be so familiar with our readers, that it is not necessary we should enter into any detail here respecting them. Her ardent desires have been so far gratified that she has sailed from England for the scene of her proposed labours, leaving behind her many loving friends who would fain have had her devote her Christian energies to God's work in England; and who grieve bitterly that she should thus have left them, to throw herself upon the affections of the inhabitants of a country which suffers under the reproach of a climate dangerous for Europeans, and where many and heavy trials and sacrifices necessarily await her. But she has gone forth relying on the wisdom, and strength, and protecting love of that Heavenly Father and that adored Redeemer, the sense of whose great love to her hath begot in her a devoted love to the lost and perishing children of Africa, so long neglected, despised, and wronged by European nations. We too grieve, but, at the same time, we feel bound to rejoice, and have been able to commit her with confidence to His keeping in whose strength she has gone forth, and who has so filled her heart with the rich and precious treasure of his love, that she seems fitted beyond any other human being that we have known to win and preserve the deepest and warmest affections of the people of Cape Coast, without which her labours among them could not have the desired fruits. We hope and believe that the people of Cape Coast will estimate, as they ought to do, the great sacrifices which Mrs. Moseley has made on their behalf, and will show their appreciation of these, and their gratitude to God for her heart's love being turned towards them, by doing everything in their power to promote her comfort and happiness, and to assist, not for money, but in love and with pure and unselfish gratitude, in every way that may be possible with them, in giving the necessary land for the building she proposes to erect as a permanent school, and in erecting that building and preparing it for the good work for their children that she purposes, with God's help, to do within its walls. Both Government and people have a great responsibility cast upon them as regards Mrs. Moseley. If they neglect the opportunity now that God has raised up such an instrumentality as hers for so greatly needed a work, and fail to do their duty, we should almost despair of any progress of civilisation and Christianity within the territories of the Gold Coast, for the advancement of which we have given so much of our time and labour. We hope and expect that Mrs. Moseley will reach Cape Coast on the day of the publication of this paper, the 23rd April, and that in our next number we shall have to record her safe arrival at Cape Coast, and a worthy and affectionate reception of her there by the authorities and people.

SAILING OF THE CONGO WITH MRS. MOSELEY.
THE departure from Liverpool of the British and African Steam Navigation Company's ship Congo was to us, on this occasion, an event of peculiar interest. In pursuance of the generous arrangements made by the Directors of this Company, in applying for which we received the warm

support of Mr. Alexander Walker, their London agent, whom, also, we feel it both a duty and pleasure thus publicly to thank, Mrs. Moseley embarked in the Congo as she was slowly steaming down the Mersey on the morning of the 5th April. It was a few minutes past ten when Mrs. Moseley reached the ship, accompanied by herself, Mrs. Fitzgerald, and our little daughter, whom Mrs. Moseley has greatly loved, as also by a member of her own family. We saw with pleasure that every possible arrangement had been made for Mrs. Moseley's comfort and convenience on board; and as Messrs. Elder and Dempster, the Liverpool agents of the Company, had, with kind consideration, appointed that the steam tender should accompany the ship far beyond the usual distance from Liverpool, it was past eleven o'clock before we bade her adieu, necessarily painful, notwithstanding a mutual faith and trust in God, and feeling of dependence upon his loving care. To our great regret there was no other lady passenger on board; but we feel convinced that Captain French, and the gentlemen connected with the African trade who were also passengers, among whom was a son of Mr. Alexander Walker, making his first voyage out to the River Bonny, will have shown her every possible gentlemanly and respectful attention during the voyage. We have been long striving ardently to arrange the necessary preliminaries to Mrs. Moseley's departure, and carrying on her great work of Christian love; and many prayers have now accompanied and follow her, that God will give her a safe and prosperous voyage, and continued health, strength, wisdom, and success in her labours, until she come again to us for a little season with joy and gladness, to tell of what he has been pleased to do for and by her in her work.

We are pleased to record that since Mrs. Moseley's departure several gentlemen in Liverpool and Manchester connected with the African trade, have kindly promised pecuniary aid towards building and furnishing the Cape Coast School, should it be required; and we have every confidence that, if the British authorities on the Coast and the African people do their duty in the matter, means will be eventually forthcoming to give to Mrs. Moseley's Cape Coast Female Industrial School that extension and solidity, which considerations for the permanent welfare of the coming generations of Cape Coast female children demand it should possess.

NEW STEAMSHIPS—SIERRA LEONE DUES—BUOYING THE SHERBRO RIVER.

WHEN we stated, only six or seven years ago, that it was impossible the growing requirements of the West African trade could much longer be met by the employment of sailing ships, and that steam ships in adequate numbers must supersede them; we were laughed at for the assertion, and told that it could never pay to employ steamers in that trade beyond the one steamer per month then employed to carry the mails. When, at a later period, the African Steamship Company consented to send a second steamship per month, they professed to take to themselves great merit in so doing, as making a very hazardous experiment, although their one ship was notoriously leaving behind every voyage a quantity of produce quite equal to that she conveyed. It was not a new thing for monopolists to commit such an error, but assuredly no monopolists ever committed a greater one than did the African Steamship Company in thus seeking to limit instead of to forestall and stimulate the expansion of trade on the West Coast. The result was what nothing but the blinding influence of a selfish monopoly could have prevented them from foreseeing. The British and African Steam Navigation Company came boldly to the rescue of the depressed African trade. Their admirably built and managed vessels, the Bonny, Roquette, and Congo, added another steamship per month to the accommodation for African commerce. Monopoly opened its eyes and put on a fourth ship per month, although it could only effect this by the costly and ruinous expedient of chartering vessels for the purpose. But the die was cast; the young Hercules who had come in to the rescue, seemed more likely to strangle than to be strangled; and

announced the intention to build three new ships of greater capacity and accommodation than those with which he had commenced his career. Those three ships are now fast progressing, and are to be named the Liberia, Volta, and Loando. The first of these, the Liberia, will shortly be launched, and it is proposed that she shall commence her first voyage, we believe, on the 15th of June; the other two, the Volta and the Loando, following in quick succession. We heartily wish them a great and splendid success. These vessels of the British and African Steam Navigation Company have not only given largely-increased facilities already to the African trade, but have secured for our friends, the native traders on the Coast, that civility and fair and proper treatment which they previously clamoured for in vain, and might have clamoured for in vain, had not monopoly been destroyed by the Bonny, Roquette, and Congo. But we cannot too often remind them, that in all human affairs it is not sufficient merely to obtain a victory, but indispensable to secure the possession of the objects for which the battle was fought; and that, unless they are blind to their own interests, they will continue to give in preference to the ships of the British and African Steam Navigation Company, the Bonny, Roquette, Congo, Liberia, Volta, and Loando, that support which will make these ships remunerative to the Company. They cannot afford to go back again to the dark days of monopoly—to be treated with gross incivility and made to receive as a favour what they, equally with Europeans, are entitled to for their money. Let them look to it.

In order to carry out the new arrangements as to the periods of sailing from England made between the two Companies on the 1st of January last, the Old Company are also about to launch very soon a new steamer, to be named, we believe, the Sherbro. Our African friends may therefore count within a short time upon five steamers per month—viz., to leave Liverpool on the 6th, 12th, 18th, 24th, and 30th of each month, as announced by us in January last. We hope these splendid facilities will impel our African friends to redoubled exertions in trade. In addition to this, we have something important to say to the British authorities. Excessive harbour dues and river expenses are at all times a great mistake. The harbour dues, &c., at Sierra Leone seem to us excessive, and therefore impolitic and injurious to the colony. The tonnage, harbour, light, and pilot dues at Sierra Leone alone amount for instance on the Congo to 86l. for every voyage out and home, and upon the large ships of both Companies may reach 90l. to 100l. We beg to call the attention of the Governor-in-Chief and Legislative Council of Sierra Leone to this important matter without delay. At the above rates the enumerated dues at Sierra Leone will amount to from 5,000l. to 6,000l. per annum upon the proposed sixty voyages yearly of the steamships of the two Companies. We do not hesitate to say the freights on goods by these steamers to and from Sierra Leone will not pay the Companies if such charges are continued; especially as, in addition to these, it costs half-a-crown per ton for landing by boats on every ton of goods they carry to that port; and the result, unless there be a reduction of such charges, must infallibly be that many of these ships will pass Sierra Leone without calling there, and that while all other principal places down the Coast enjoy the advantage of five steamers per month, Sierra Leone will find itself visited by only two, or, perhaps, three, as the two Companies will, for the interests of each, be sure to come to an understanding on this important point. Nor can we conclude this article without another suggestion which it behoves the authorities at Sierra Leone to act upon also without delay. No inconsiderable portion of revenue is now derived from the Sherbro. That river in its present state is too dangerous for the steamers to continue to call there. Their underwriters, who insure the value of these vessels and their cargo, will undoubtedly object to their so doing. But that important river may be made perfectly safe for these fine ships if the Sierra Leone authorities will incur the comparatively trifling expense of properly "buoying" We should be sorry to see the expanding trade of the Sherbro repressed in consequence of the neglect of this administrative remedy.

We had almost forgotten to mention that the West African Company are building another steamer to replace the Thomas Bazley, lost on the Lagos bar; that she is contracted for to be delivered to the Company on the 1st June; that it is expected she will be able to leave for the Niger with her cargo by the end of that month, and that we hope they will entrust the command of her to some good and humane as well as competent and energetic man.

THE UNDER-SECRETARY OF STATE AND MR. JUSTICE HUGGINS.

It is not to be supposed that the few words uttered by Mr. Monsell, in reply to a question by Mr. Moore, in the House of Commons on the 11th instant, relative to Mr. Justice Huggins, as given in our Parliamentary intelligence, are the "last words" on this important matter of the illegal sentences and other acts which it is contended have disqualified Mr. Justice Huggins for the seat of justice at Sierra Leone, and have caused the presentation of several petitions from the people of that colony for his removal. We were surprised that Mr. Moore should have asked the question on a Budget night, when every Member has come down expressly to hear the financial statement for the year, and the galleries are packed with expectant listeners. What are the backs of a thousand Thomases, or the barbarous illegalities of many Hugginses (if it were credible that there could be more than one in the service of the British Crown), compared with the interesting problem of how to dispose of a surplus of four to five millions sterling? Still, we cannot allow the few words that Mr. Monsell did vouchsafe to utter to remain without remark. Distinct charges were brought against Mr. Huggins last session—an inquisition was asked for—and there was a promise that the whole matter should be referred to the Governor-in-Chief. Did Mr. Monsell mean to tell the House of Commons that the way in which a reference involving such great principles was made, was by a mere confidential *lettre à tête* between the Secretary or one of the Under-Secretaries of State and the Governor-in-Chief, where the former asks the latter "What do you think of the matters alleged against Mr. Justice Huggins?" and the latter replies he does not think him blameworthy? This cannot be: there must have been a distinct official reference of the matter to the Governor-in-Chief, and an official reply by the Governor-in-Chief, though we have never heard of any court of inquiry held by the latter. We have, as is well known, the greatest respect for the Governor-in-Chief, whose enlightened rule promises to be of inestimable advantage to Sierra Leone and, we hope, to other portions of the West Coast; but it cannot be deemed sufficient that Sir Arthur Kennedy should have made the report attributed to him by Mr. Monsell without having stated the grounds on which the alleged decision was arrived at. With or without the court of inquiry by Sir Arthur Kennedy, which was the only proper course to have been pursued, there must have been an official despatch and an official reply, and these it is that ought to be laid before the House of Commons. It is time the matter was set authoritatively at rest in one way or the other. If to the dishonour of the British name Mr. Justice Huggins is to be continuously thrown down the throats of the people of Sierra Leone, however noxious and unpalatable he may be to them, the House of Commons is at least entitled to know on what grounds the Governor-in-Chief has declared the legality of the infamous whipping sentences, the illegality of which was inferentially proclaimed by Earl Granville's despatch of the 14th August, 1869, and, further, on what grounds he justifies the conduct of Mr. Justice Huggins in the matter of Fyfe, which, it seems to us, was never thoroughly comprehended by the Colonial-office.

VAIN ILLUSIONS.

A LIVERPOOL journal gives an account of the arrival by the steamship Bonny of young King Papple and his brother from the Bonny River, and suggests that the object of their coming is to obtain British "intervention" between the troublesome chiefs who are ruining the trade

of the Bonny River." The article winds up as follows: "If Great Britain should assume the Protectorate of the Bonny territory, it is comforting to know that a few sailors from a ship of war would soon bring the fighting chiefs to terms." One would have thought that even had there not been any previous evidence of Government and political feeling as regards the West Coast of Africa, the sentiments expressed in the House of Commons on the 29th ult. would have prevented such an idea as a British Protectorate in the Bonny River from entering into any editorial mind; and the sooner it is dismissed from every other mind the better, because nothing is to be gained by cherishing so utterly vain an illusion. The Government that has gone so far as virtually to renounce the Protectorate of the territories of the Gold Coast, and to speak of the desirability of transferring Gambia to the French, is not at all likely to take upon itself any new obligations on the West Coast of Africa. All that could be hoped for the British Government has already done. The Admiralty sent out orders by the February mail that a ship of war should convey Consul Livingston to Bonny River, the Earl of Clarendon having authorised Consul Livingston to proceed thither to offer his services as a mediator between the rival chiefs, in consequence of assurances received from the Bonny River, and communicated by us to the Foreign-office, that such a mediator would be welcomed by both parties. It was to be an entirely pacific mediation, the ship of war being only appointed to convey and remain with Consul Livingston in order to give him more weight and dignity in his mediatorial capacity, as an additional evidence, indeed, that in his friendly efforts for the pacification of the River he is really representing the wishes and desires of the British Government.

EVIL INFLUENCE DESTROYED.

We detest personalities. It always pains us when we are compelled to arraign individuals at the bar of public opinion. With the present state and condition of the African settlements this, however, is from time to time inevitable. Individuals have so much influence for good or evil. Years ago we protested against the undue and evil influence in the Protected Territories of the Gold Coast of Mr. J. B. McIntyre and other employees of Messrs. Foster and Smith, of London. They had then four or five seats in the small Legislative Council, and through the vices or weaknesses of Government officials they really ruled those countries so far as it suited their purpose or interests. They and their doings became thus really public property. The power and evil influence of Mr. McIntyre were unbounded. To offend him was perdition; not to be subservient to him was very little less. Mr. Andrews and Mr. Richard Pyne, as Governors, were both ruined by yielding and becoming subservient to that influence; respectable private traders were swept away by it; it was a dragon as bad on the Gold Coast as the fabled one killed by St. George was in the districts he tyrannised over; and men wondered when a Cape Coast St. George would come. Judge Hackett worshipped it; military judges and magistrates were its allies; Magistrate Parker even, with brandy bottle in hand, would not do battle with it. Had it a charmed life, and was it immortal? Not quite this. Though officially and judicially untouched, men saw signs of decay; it seemed to be destroying itself by its own wanton and ungovernable excesses; its teeth were falling out one by one, and its claws were becoming weak and rotten. At length, in the instinct of self-preservation, some mustered up courage to beard it; yet the prestige inspired by former dreadful exploits made it still terrible, until the long expected St. George came upon the scene. Driven out by Downing-street from the Gambia, because he manfully refused to be an unscrupulous whitewasher of Admiral Patey in his Bathurst Gaol enormities, Mr. Chalmers arrived at Cape Coast as Chief Magistrate. We may confess that, although we esteemed him for his conduct in the Patey affair, we had our doubts about him, for reasons which we thought justified our suspicions, but which it is not necessary here to explain. We rejoice, however, to say that, so

far as we have yet seen, those doubts and suspicions were unfounded. Men at Cape Coast saw a painstaking, patient, diligent judge, who studiously avoided all intimacies that might in any way throw discredit on his judicial decisions; a feeling of confidence in British justice began to revive; men gathered courage to oppose powerful extortioners, and to bring their own counter-claims before the Chief Magistrate's tribunal. The result seems not to have disappointed those who knew they had right on their side. Among evil influences maimed or destroyed, that of the great dragon before mentioned has not escaped. In our last we inserted a letter dated Cape Coast, February 16, in which some brief particulars were given of the cases Ferguson v. McIntyre, and Davis v. McIntyre. With Ferguson it was a matter of life or death, and little less so with Davis, against whom McIntyre had also brought proceedings. Ferguson appears to have given McIntyre a mortgage on his house, &c., at Cape Coast as security, upon it being alleged by McIntyre that there was a heavy balance against him. One morning notices of sale of this house were found posted in Cape Coast for payment of 380*l.*, alleged to be due by Ferguson to McIntyre. Ferguson's accounts showed to him very different results. He therefore moved for an injunction. It was granted. The Court appointed an accountant to examine. And what was the final judgment of the Court? That instead of Ferguson owing McIntyre 380*l.*, McIntyre owed Ferguson 50*l.* 7*s.* 2*d.* The case of the scandalously oppressed and ill-treated Joseph Smith has also been before the Court. This poor man has indeed suffered most cruel injustice at the hands of successive administrators of the law at Cape Coast. We examined his evidence and statements in 1865, and were so fully satisfied that he had been unjustly imprisoned, and that because of the evil influence we have alluded to justice was iniquitously denied him at Cape Coast, that we endeavoured to get his case brought into the London courts, for setting aside the judgment against him and obtaining a righteous decision in his affairs. But it was decided the courts here had not any jurisdiction, and if a righteous magistrate had not at last found his way to the Cape Coast bench, he would never have escaped from the legal slough into which the evil influence, and conniving legal and other officials had plunged him. Compensatory justice he cannot now ever hope to obtain; liberating justice we thank God that, through Mr. Chalmers, he has obtained. Made a bankrupt at the suit of Messrs. Foster and Smith or their agents in 1861, he has suffered unintermitted persecution and wrong. It clearly appears now, from the portion of evidence procurable, that his estate, if it had been righteously administered, would have paid 15*s.* in the pound. We believe from what came before us it would have paid 20*s.*, with a not inconsiderable surplus. And yet this man has by local official and judicial tyranny, disgraceful to Great Britain, been treated like one of the vilest of felons; had his home desolated, his children murdered (for when deaths result from iniquitous oppression the victims are really murdered, though there be no human punishment for the murderers), and never until the 17th January last could he obtain his discharge. Honour to Mr. Chalmers who gave it him, after he had suffered nine years of such grievous wrong. Smith never received any subsistence money during this time, though his estate is acknowledged to have yielded 13,000*l.* During the greater part of the nine years Mr. McIntyre was sole assignee. After Mr. Chalmers had granted Smith's discharge, in the teeth of a violent opposition by Mr. McIntyre and the counsel he employed, he made an order directing Mr. McIntyre to produce in court all books, papers, and accounts in his hands as assignee, as well as an account of the assets that had passed through his hands; in fact, all accounts connected with the estate from 1861 to the said 17th January 1870. This order was disobeyed; though several times renewed, it was each time evaded, until on the 15th February the judge issued an order for his arrest for contempt of court. Then came medical certificates that he was at the point of death, upon which execution was stayed. He has filed an affidavit that all the books and accounts belonging to the

estate have disappeared. It appears, however, by one book which he produced when opposing Smith's discharge that he has a sum of 700*l.* belonging to Smith's estate in his hands, and that he has so had this in his hands for the last six years. The judge, it seems, insists on having that book at least. When our correspondents closed their letters Mr. McIntyre's health had improved, and an attachment of his property for this 700*l.* was about to issue. We need not proceed further with this relation, though particulars of other cases are before us. We have gone thus briefly into that of Mr. Joseph Smith because we had endeavoured to procure justice for him and failed; and because we have never ceased to respect him and sympathise with him in this bitter prosecution he was enduring. Nor for this alone. The mighty on the Coast have been our bitter enemies because we have exposed such evil influence, because we have demanded redress, because we protested against the continuance of four or five nominees of one London mercantile house in the Legislative Council, and the public disasters and private wrongs resulting from such an abuse. Surely, we say, the continual evidence of results will at last convince the colonial authorities in Downing-street that in our denunciations of West Coast official and judicial abuses, oppression, and wrong, we were only bringing before them truths which ought to have been immediately inquired into—wrong that ought to have been immediately redressed; abuses of trust and power that ought to have been unhesitatingly and severely punished. Comparatively few officials have passed unscathed through the corrupting ordeal of virtually irresponsible power on the West Coast of Africa, but we hope the day is dawning in which a better system will prevail, and Great Britain be honoured in her public men there as elsewhere.

INFLUENCE OF THE PRESS.—EXAMPLE WORTHY OF IMITATION.

Public notice has been recently directed to action taken by the Government of the United States of America in consequence of an article entitled "Sketches of Polynesia," that appeared in *Blackwood's Magazine*, in which was narrated a history relating to the Fiji islands that was not creditable to the United States. The story was one of claims for 5,000 dollars against one of the principal chiefs, put forward some twenty years ago by a Mr. Williams who was the United States Consular agent there. In course of time the United States Government sent a ship of war to visit the group and inquire into the claims preferred. The officer commanding acted a very strange and discreditable part, in direct violation of his instructions, which enjoined a close investigation and strict impartiality, neither of which was in any way observed. The result of his proceedings added 13,000 dollars to Mr. Williams' original claim without any show of reason; and when the business issued from his hands the total amount charged against the unfortunate chief was 45,000 dollars! The hopeless wretchedness of the poor chief under this enormous pressure unjustly put upon him by United States officials was vividly drawn by the writer in *Blackwood*; and when the magazine reached America last July, the Government of the United States did not think it beneath their dignity to make fresh inquiries into the matter. A vessel of war was dispatched. "On her arrival at Fiji a court of arbitration was formed; the commander produced his brief, which was the extract from *Blackwood*, and, after two day's investigation, decided that 13,000 dollars of Mr. Williams' claim must be disallowed, as there was not a shadow of any evidence whatever to sustain it. The finding of the court spoke of their award as doing 'tardy justice to a semi-barbarous and almost helpless chief, over whose head these claims had been held for twenty years, and who is now struggling to raise himself and his people from the depths of heathenism to the light of civilization.' This anecdote is creditable to the present Government of the United States, as showing their desire to remedy injustice and to wipe off the stain upon their country's flag." We should like to see something of the same kind of sensitiveness on the part of the British Colonial-office, when the misdeeds of its officials are exposed. With regard to these latter there is a steady or rather obstinate foregone conclusion in the Downing-street mind that they are, and a determination that they shall be upheld as immaculate. It is impossible on any other ground to account for its conduct in the promotion of Chief Magistrate Parker from the Gold Coast, and Admiral Patey from the Gambia, to more lucrative offices at St. Helena; in the sending

back Mr. Usher to Cape Coast; in the appointment of Major Bravo to be Acting Administrator at the Gambia—and last, not least, in the retention of Mr. Justice Huggins as a judge at Sierra Leone, in defiance of the outrages committed by him in causing the illegal infliction of above 2,000 lashes on the persons of criminals sentenced by him, and of petition after petition by the people of Sierra Leone for his recall.—Ed. A.T.

ROADS ON THE GOLD COAST.

LETTER TO EARL GRANVILLE.

African Times Office,

121, Fleet-street, London, E.C.,

March 28, 1870.

My Lord,—I have the honour to address your lordship on a subject of the most vital importance to the territories under the charge of Her Majesty's Administrator at Cape Coast.

Those territories possess great natural advantages. It is stated that before they were devastated by the wars engendered by the foreign slave-trade, among which may be included the powerful Ashantee invasions, they contained a population of not less than five millions, and that in great part they were as a garden in cultivation, the soil being rich, and production, under tropical influences, rapid and abundant. By those wars the population is supposed to have been reduced to about 200,000, living in constant insecurity. Under this depopulation and insecurity, that fertility of the soil, and those tropical influences above mentioned, so operated that the greater portion of the country became overspread with thick bush and forest, broken only by patches of cultivation for raising the mere cereal necessities of existence from year to year; and traversed only by mere foot-paths kept open with difficulty, because constantly invaded by the vigorous vegetable life that bordered and overhung them.

Under the comparative repose and security of the past forty years, the population is supposed to have increased to 400,000 or 500,000. Slave shipments being put an end to, legitimate commerce became the only means of obtaining the foreign products which the people in those territories and the countries beyond them coveted. Palm-oil, gums, and other valuable products, in addition to gold and ivory, became staple exports. The British authorities on the Coast stimulated, and in some cases subvented, the chiefs to keep open the paths through the bush, so that it might be possible to bring this produce to the Coast, and to carry back the goods for which it had been exchanged. Beyond this (and even this has not of late years been adequately encouraged or properly maintained) no improvement whatever in communication between the Coast and the interior, or between the interior places, has been effected. Palm-oil, cotton, and other exportable produce, has still to be borne to the Coast on human heads in loads of from fifty to seventy pounds each, for distances of from 10 to 100 miles or more, through difficult bush and forest; and under such circumstances, it cannot, my lord, be deemed surprising that the development of the rich agricultural resources of the territories in question, and the progress of commerce and civilisation in and with them, should have been slow and unsatisfactory.

Not only are these territories and the countries immediately beyond rich in all the elements of agricultural wealth, that if adequately developed would feed and sustain a very large commerce, but they are also unsurpassed in mineral wealth by any other known portion of the earth. The mere superficial surface washing of comparatively insignificant portions of the soil and sand, and pit mining, if it can be so called, to the depth of occasionally perhaps ten or twenty feet in limited localities, has sufficed to furnish a scanty but constant stream of gold to Europe, estimated to have amounted during the last 300 years to not less than five or six hundred millions sterling, which can only be properly regarded as a mere indication of the immense stores of this precious metal which those territories and the countries beyond up to and among the Kong mountains must necessarily contain; and which will ere long be the prize of regulated industry and scientific appliances and research.

It is not my intention to weary your lordship by a recital of past administrative errors and past neglect in these rich territories. What concerns both the honour and interest of Great Britain, and the welfare and advancement of the people inhabiting these and the countries beyond, is that means should now be adopted by which an adequate development of their latent agricultural and mineral wealth may be stimulated and assured. As regards this I have no empirical suggestions to make, nor any fancied discoveries to bring under the notice of your lordship. The table of the world's progressive civilisation lies before us, and whoever will may read the legible and unmistakable characters thereon inscribed. No people can advance to civilisation, there cannot be anything like a due development of agricultural, mineral, or other natural resources, without good open roads or other channels of intercommunication, and good facilities for the conveyance of

commodities; for when the transport of the latter is difficult, painful, and costly, the people will restrict production to the narrowest limits of their requirements, for food or commerce.

With the exception of the River Volta toward the extreme east of these territories, there is not in them any navigable river, though the country is intersected by numerous streams which will prove invaluable for irrigation. With regard to that river, I shall merely say that there can be no doubt the present revenue might be doubled in amount by the opening of that river to commerce, and the protection, at a very small expense, of commerce thereon; and that not only would such pecuniary results accrue to the colonial chest, but the permanent settlement of the Eastern difficulties would be thereby insured. As there is, however, even now some commercial movement on that river, by canoes, although meagre and subject to great vicissitudes and dangers, I shall, as above stated, confine myself to the few remarks already made on this important branch of the subject.

Roads must therefore be, as in most civilised and civilising countries, the channels of civilisation and commerce. Main roads ought to be immediately commenced and pushed forward to the interior from Cape Coast and Accra.

The latter, taking the direction of the great palm-oil and cotton districts, would give an extraordinary impulse to production and commerce, and be a great element of peace and security.

The former, from Cape Coast, first to Monsu or Mansu—and thence to the Prah, the river frontier of Ashanti, if well constructed and maintained, must produce important results, at present incalculable as regards peace, security, the advance of civilisation, the increase of production, commerce, and revenue; and the solution of the daily-increasing difficulties of the question of future government in these territories.

The Ashantee question cannot be ignored. Ashanti must be considered both as regards peace and security and commerce. At present she is a cause of constant perturbation, insecurity, and expense, while at the same time a feeder of commerce. Cape Coast and Elmina are her natural ports of supply and exchange, though she also frequents Accra. The distance from Cape Coast to the River Prah, in an almost straight line, which has no engineering difficulties of any kind, being a very gradual ascent, and the streams to be crossed very narrow, is about 100 miles.

I propose that a good thirty-foot road, with deep side draining ditches, between the above-mentioned points, commencing, of course, at Cape Coast, be first constructed. There is granite in the neighbourhood by which the road could be metalled, and thus the disintegrating action of vegetation and tropical rains be prevented. I need not observe how greatly the completion of the first few miles would facilitate the construction of the residue.

By regulations dating from the time of Governor Maclean, the kings and chiefs are under obligation to renew and keep open the *paths*, main and subsidiary, when called upon by the British authorities to do so; and there can be no doubt that by judicious action on the part of the Cape Coast authorities this obligation may be extended, and, by means of the Fantee Confederation lately formed, be made so important an auxiliary in the construction of the road, as to reduce the necessary expenditure to a comparatively very small sum.

Objection will, no doubt, be at once made, as heretofore, that horses cannot be kept alive at Cape Coast, and that there would be no traction power available for such a road; and although this was never a justifiable reason of neglect in not making a road, because it is well known that other traction power could have been organised over a good road, I should have felt more diffident in urging the measure of immediate construction, had not science lately stepped in to our relief in a way that sets the question of traction completely at rest.

The inclosures A, B, and C, stating the peculiarities of Mr. W. R. Thompson's patent road steamers, and calculations based upon results already obtained with them, indicate these steamers as offering a perfect solution of every difficulty hitherto supposed to attend the construction and working of roads within the Cape Coast territories.

An eight-horse-power engine would do all the work required in the formation of the Cape Coast road.

Such an engine, constructed to burn wood, and with protection for tropical climate, might be landed at Cape Coast, all freight and charges by steamer paid, for a sum not exceeding 700*l*.

By correspondence on this point with the inventor's agents, I find that the heaviest package need not exceed twenty-seven cwt., so that there would not be any insurmountable difficulty in landing it at Cape Coast in proper season.

There can be no doubt that when once this main arterial road is thus made and worked, and the problem of roads in those territories thus satisfactorily solved, the kings and chiefs will set vigorously about subsidiary communicating roads, and that the work of road intersection of the territories will rapidly progress. The political, social, and pecuniary aspects of this proposed work will be equally important.

With the formation of this road to the river Prah, and placing such traction power thereon, the Fantee countries will, as regards Ashanti, change at once their position from the defensive, as always hitherto, to the offensive. Virtually Cape Coast Castle will be advanced to the river Prah, because the Fantees would be able to concentrate there by means of this road without any of the loss of time, material, and supplies which at present almost paralyses their power. That this would operate as an effective check upon Ashanti, there can be no doubt. No Ashantee forces would dare to cross any portion of the frontier, while the Fantees and other tribes, assisted by the British authorities, would be able thus to form in their rear, and cut them off from communication with Ashanti, and retreat to it in case of need, or with booty. The power of aggression thus acquired by the Fantees would be strongly felt at Kumasi, and Ashanti would be compelled to think at all times, not of aggression toward the Coast, but of defence against possible aggression from that side. It would therefore become absolutely necessary for Ashanti to cultivate constant peaceful relations with Fantee, instead of pursuing an irritating and menacing policy as hitherto. This will lead to the maintenance of uninterrupted trade between the countries; and no one has ever doubted that when once a character of stability and security shall be given to their trade, the commerce with Ashanti from Cape Coast will be soon increased tenfold and continually augment.

Nor will the social results of this road and of the tributary roads its formation will give rise to be less important than the external results, which will act in conjunction with this road to produce them. Those countries are unsurpassed in fertility; cotton, indigo, sugar, coffee, and other rich tropical productions will grow everywhere; for the palm-oil and ground-nut cultivation no countries can be better adapted; the yield of maize and other cereals is abundant. The impediments to increased production have been chiefly insecurity and the great labour of transport; and there can therefore be very little doubt that with the security and facilities of transport afforded by the roads, the kings and chiefs will very soon make arrangements with their people to cultivate the lands in the vicinity of these roads. By the operation of these causes the kings and chiefs will obtain revenue, capital will intervene, the people will have better subsistence and increased resources, civilised wants will augment, and a gradual social change will take place, under which the elements for self-government cannot fail to be rapidly developed, thus leading to the realisation of the desire expressed by the Parliamentary Committee of 1865.

The pecuniary results, as regards revenue and the resources at command of the British authorities, will rapidly advance, and furnish constantly-augmenting resources for introducing, spreading, and maturing those appliances of civilisation by the assistance of which production and commerce may be greatly stimulated and increased, and in presence of which those barbarous and superstitious customs and prejudices which impede human happiness and advancement will soon disappear. Every good road will be an aperture by which the light of civilisation and Christianity may enter for the good of man, the glory of God, and the bringing of immortal souls into the fold of Christ.

I therefore take the liberty to urge upon your lordship to instruct the British local authorities to commence forthwith, on well-formed and settled plans, first, the road from Cape Coast Castle to Mansu and thence to the Prah, and secondly and simultaneously, that from Accra to the great oil and cotton producing countries, pushing forward the work as rapidly as the revenues of the settlements will allow. In addition to all other motives already urged, I may be allowed to suggest that increased supplies of raw cotton are of vital importance to Great Britain, and that the formation of the suggested roads and the establishment of secure navigation on the Volta would greatly stimulate the production of cotton for commerce, already carried on to some extent, and with results that promise largely under increased facilities.

The able and enlightened Governor-in-Chief of the West Coast Settlements has expressed himself so strongly as to the advantage and necessity of opening road communication from Sierra Leone to the Niger, which must pass entire through the possessions of uncivilised and independent native tribes, that there can be no doubt of his giving full and energetic effect to any desire your lordship may see fit to express for the formation of the suggested roads, &c., in the Gold Coast territories.—I have the honour to remain,

F. FITZGERALD,

Editor of the *African Times*.

To the Right Hon. Earl Granville, &c.

In continuation, we have now to express our thanks to Earl Granville for the following prompt reply, which we hope will prove to be the prelude to the important results desired by us:—

Downing-street, April 6, 1870.

Sir,—I am directed by Earl Granville to acknowledge your letter of the 28th ult., expressing your views on the best means

of increasing the commercial prosperity of the Gold Coast, and pointing out the advantages of establishing new roads. Lord Granville has forwarded a copy of your letter and the enclosed prospectus of Mr. Thompson's Road Steamer to Sir A. E. Kennedy, for his consideration and report.—I am, Sir, your obedient servant,

ROBERT G. W. HERBER.

F. Fitzgerald, Esq.

IMPERIAL PARLIAMENT.

HOUSE OF COMMONS, MARCH 29, 1870.

OUR AFRICAN SQUADRON.

Mr. RYLANDS rose to call attention to the present distribution of our foreign squadrons, and more especially to the number of vessels now stationed on the West Coast of Africa, and to move: "That in the opinion of this House the African squadron ought to be materially reduced at the earliest practicable date." On the Cape of Good Hope and West Coast of Africa station England had fourteen vessels, whilst the Americans had none at all. The motion which he had put upon the paper had reference to the squadron on the West Coast of Africa. With regard to the squadrons in general, he knew there was a difference of opinion in the House; but with regard to the West African squadron there was such a concurrence of opinion on both sides of the House that he felt justified in making his motion that this squadron ought to be reduced. In 1867, the noble lord the member for Chichester (Lord H. Lennox) said that it would be the greatest satisfaction to him if the African squadron could be reduced or removed altogether. In 1865, the present Earl of Derby said in this House that if the people of England knew the waste of money, and what was still more valuable, of life, which took place on that coast, the squadron would soon be numbered among the things that were past. He took for granted that it was admitted on all hands that the original object of the squadron was to put down the slave-trade. But that task was now at an end; there was no longer a slave-trade to prevent. The only interests they had now to protect were those of ordinary trade, and these were insignificant; the exports did not amount to more than three-quarters of a million. The French and Americans also used to have squadrons there, but since the Russian war the French had no squadron there, and America had none since her civil war. It was the most unhealthy station in the world. In ten years, from 1856 to 1867, out of the twenty-two vessels of the squadron there were 38,713 sick, 865 invalided, 448 deaths; while the slaves captured were 8,300. Therefore, taking into account the unhealthiness of the station and the concurrence of authorities on both sides of the House, he trusted the House would not deem him presumptuous in asking them to agree to his motion.

Mr. WHITE seconded the resolution.

Mr. C. Buxton thought there never was any policy more generous and noble than that which had been pursued by this country with regard to the suppression of the slave-trade. Although it might not be in exact accordance with the principles of political economy, it had been sanctioned by some of the most distinguished statesmen which the country had produced, amongst whom were Mr. Pitt, Lord Aberdeen, and Lord Palmerston. Although the slave-trade had not been abolished, there could be no doubt that it had been greatly reduced and mitigated by means of the squadron on the West Coast of Africa. There could be no doubt that the slave-trade was extinct, or all but extinct, and therefore the reasons for the maintenance of the squadron had disappeared. He believed that there might have been a much greater reduction made of late years, but unfortunately when the Admiralty got into a particular groove they were apt to remain there. He had no doubt, however, that his right hon. friend at the head of the Admiralty Board would do all that could be done to put an end to the waste of money and life which all so much deplored.

Mr. CHILDESS entered into details to show the reductions he had made in all the foreign squadrons since he took office, in conformity with the policy he advocated when in Opposition, and continued: There can be no question that on the East Coast of Africa the slave-trade has increased of late to a great extent, and that it therefore requires a greater force to put it down; but this is not the occasion for going into that question in detail, because before long we shall know more upon the subject, and papers relating to it will have been placed before Parliament. No doubt that has increased the number of the force and its cost upon that station. With regard to the West Coast of Africa, my hon. friend has given us certain figures of the ships and men employed on that station, and according to those figures I have more than fulfilled the promises I gave last year. The West Coast squadron used to be separate from the Cape squadron, and the result was that the men employed on the West Coast had not the advantage of being able, after a certain amount of service in that fearful hot climate, to go to cooler quarters, unless the ship came back

* We are curious to know where Mr. Rylands gets his statistics of the West African, Cape, and Natal trade.—Ed. A.T.

either to the Mediterranean or to this country. But we have now combined the two stations with the most beneficial effect, and we have now a combined station which affords facilities for sending a ship, after a certain stay on the West Coast, to the cooler climate of the Cape. Of course that arrangement leads to some additional expense, but it has had a decidedly beneficial effect on the health of the crews, and in the long run it will prove an economy to the country. (Hear.) We have now on the combined station two corvettes, five gun-vessels cruising on the Coast, and three stationary ships, besides a small paddle-wheel steamer used for transport purposes at the Cape, a small river steamer for going up and down the rivers, and a store ship. The result is that on the whole line of coast, extending over 2,000 miles, we only keep three corvettes and one senior officered ship. After this statement I think the House will hardly undertake to give an opinion that this is an exaggerated or excessive force for that Coast, and therefore on that ground I should deprecate anything like the reduction proposed by my hon. friend. At the same time I am quite prepared to give this assurance. There is no one who is more anxious than I am to reduce the West Coast Squadron to the smallest possible extent, and I will leave no stone unturned, no effort untired, to keep that force down. (Hear, hear.) I think I can see my way to a still further reduction, and after that assurance I hope my hon. friend will not press his motion. (Cheers.)

Mr. RYLANDS then withdrew his motion.

APRIL 11.

ADMINISTRATION OF JUSTICE AT SIERRA LEONE.

Mr. G. H. MOORE asked the Under Secretary for the Colonies whether he would lay upon the table the papers relating to a petition from the inhabitants of Sierra Leone, praying for the removal of Mr. Justice Horatio Huggins, in consequence of his having passed an illegal sentence.

Mr. MONSELL replied that when this matter was brought before the House last session it was arranged that the correspondence should be submitted to the Governor-in-Chief. It had accordingly been submitted to Sir Arthur Kennedy, who expressed an opinion that no blame attached to Mr. Huggins. Under these circumstances it would be useless to produce the papers asked for.

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EFFERVESCENT

PYRETIC SALINE.



Important to English Ministers, British Consuls, and Europeans seeking to reside in safety in Tropical and Foreign Climates. Her Majesty's Representative, the Governor of Sierra Leone, in a letter of request for an additional supply of the Pyretic Saline, states: "It is of GREAT VALUE, and I shall rejoice to hear it is in the hands of all Europeans visiting the Tropics."

Half a teaspoonful, taken in a tumbler of water, contributes more to the refreshment of the body than any known beverage, invigorating and vitalising the blood, it alleviates thirst in a most agreeable manner, and furnishes the system with those saline principles that are essential to health.

SICKNESS, HEADACHE, and NAUSEA are in most cases immediately relieved by taking a teaspoonful in a tumbler of cold water; this can be repeated once or twice in two hours, if needful.

SEA VOYAGES.—It is a very valuable accompaniment, and should on no account be omitted; it instantly allays the sickness. For **BILIOUS CONSTITUTIONS**, giving rise to vitiated Secretions, Indigestion, and Eruptions on the Skin—a teaspoonful should be taken daily, with the dinner, in a tumbler of water, and the same quantity on going to bed.

In cases of **DIARRHOEA**, put as much Magnesia as will lie on a shilling into half a tumbler of water, let this fall to the bottom of the glass, and then stir into it a teaspoonful of the Saline, and drink during effervescence.

In **JUNGLE, YELLOW, SCARLET, TYPHUS, and GASTRIC FEVERS, and ERUPTIVE DISEASES**, it should be given in teaspoonful doses every four hours, in a glass half full of water, or with an increased quantity of water if the patient suffers from thirst.

W. STEVENS, Esq., M.D. and D.C.L., in a work upon fevers, states that since its introduction the fatal West India Fevers are deprived of their terrors. In the Island of Trinidad alone, out of upwards of One Thousand treated on this plan, there were only eleven deaths.

It is particularly recommended to all who have at any period of life taken Calomel, or Mercurial preparations, in order to their removal. For such it is necessary to take the Effervescing Pyretic Saline for several months in small repeated doses.

N.B.—Keep the bottle well corked, use a dry spoon, and it will retain its valuable properties unimpaired by time or climate.

Dr. Septimus Gibbon, of the London Hospital, in his letter, states: "It is the best preparation of the kind I have ever met with. Its usefulness in the treatment of disease has long been confirmed by medical experience. Its superiority consists in its being rendered thoroughly anhydrous, &c., &c. I speak from adequate knowledge of the preparation, having been in the habit of using it in private practice for many years, and having taken a large quantity with me when I went as physician to the Smyrna Hospital. In hot climates, the preparation is of especial value.—August 7, 1857."

Dr. Sparks, Government Medical Inspector of Emigrants from the port of London, writes: "From my personal and professional use and knowledge of the value of Mr. LAMPLOUGH'S PYRETIC SALINE, for many years past, I have great pleasure in bearing my cordial testimony to its efficacy in the treatment of many of the ordinary and chronic forms of Gastric Complaints and other forms of Febrile Dyspepsia.—August 6, 1857."

From **G. D. Sawyer, Esq., M.D.**, 22, Guildford-street, Russell-square: "I do hereby certify with pleasure that I have tested, on several occasions, the efficacy of Mr. LAMPLOUGH'S PYRETIC SALINE, in Gastric and Enteric Irritation, and also in Low Fevers, attended with Derangement of the Digestive Organs."

From **Thomas Carr Jackson, Esq., F.R.C.S.**, and Surgeon to the Great Northern Hospital, London: "I have no hesitation in recommending the compound of Mr. LAMPLOUGH'S SALINE PYRETIC. It is an admirable Febrifuge, and will be found an eligible Medicine where such remedy is indicated. I am in the habit of prescribing it largely, its composition being known to me; and I have every reason to be satisfied with it. It is beautifully prepared, and can be used at a moment's notice without trouble, and is therefore particularly adapted for use in public service."

From **David Morgan, Esq., M.D., M.R.C.S.**, and L.A.C., &c., Medical Officer of the Clerkenwell Parish: "I have much pleasure in bearing testimony to the medicinal qualities of Mr. LAMPLOUGH'S PYRETIC SALINE. I have used it extensively in the treatment of Diarrhoea and Febrile affections generally, and have found it an admirable Refrigerant Medicine, well calculated for diseases incidental to warm climates, more particularly in Cholera and Fever, as it possesses chemical properties capable of furnishing the blood with Saline matter.—Pentonville, August 8, 1857."

Messrs. Orr and Sons, of Madras, in a letter dated September 23, 1856, state Surgeon-Major C. Murray Duff, M.D., &c., had called for a further supply of all that we could give him, and spoke of its remarkable effects in the Jungle Fever in quite enthusiastic terms, directing a further supply to be sent overland, besides what had already been forwarded by the Cape.

A case of Jungle Fever had been treated with the partial contents of one bottle with perfect success; the medical attendant, of considerable repute, likes the medicine much, and wants more.

In another case of severe Vomiting, the patient was relieved after the third dose, and fell into a refreshing sleep.

Mr. Guthrie, Army Medical Director, became a warm advocate for its use in various diseases, and had the Pyretic Saline direct from the proprietor for personal and family use.

H. LAMPLOUGH, 113, HOLBORN, E.C.

SPECIAL AGENTS FOR LAMPLOUGH'S PYRETIC SALINE:—

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