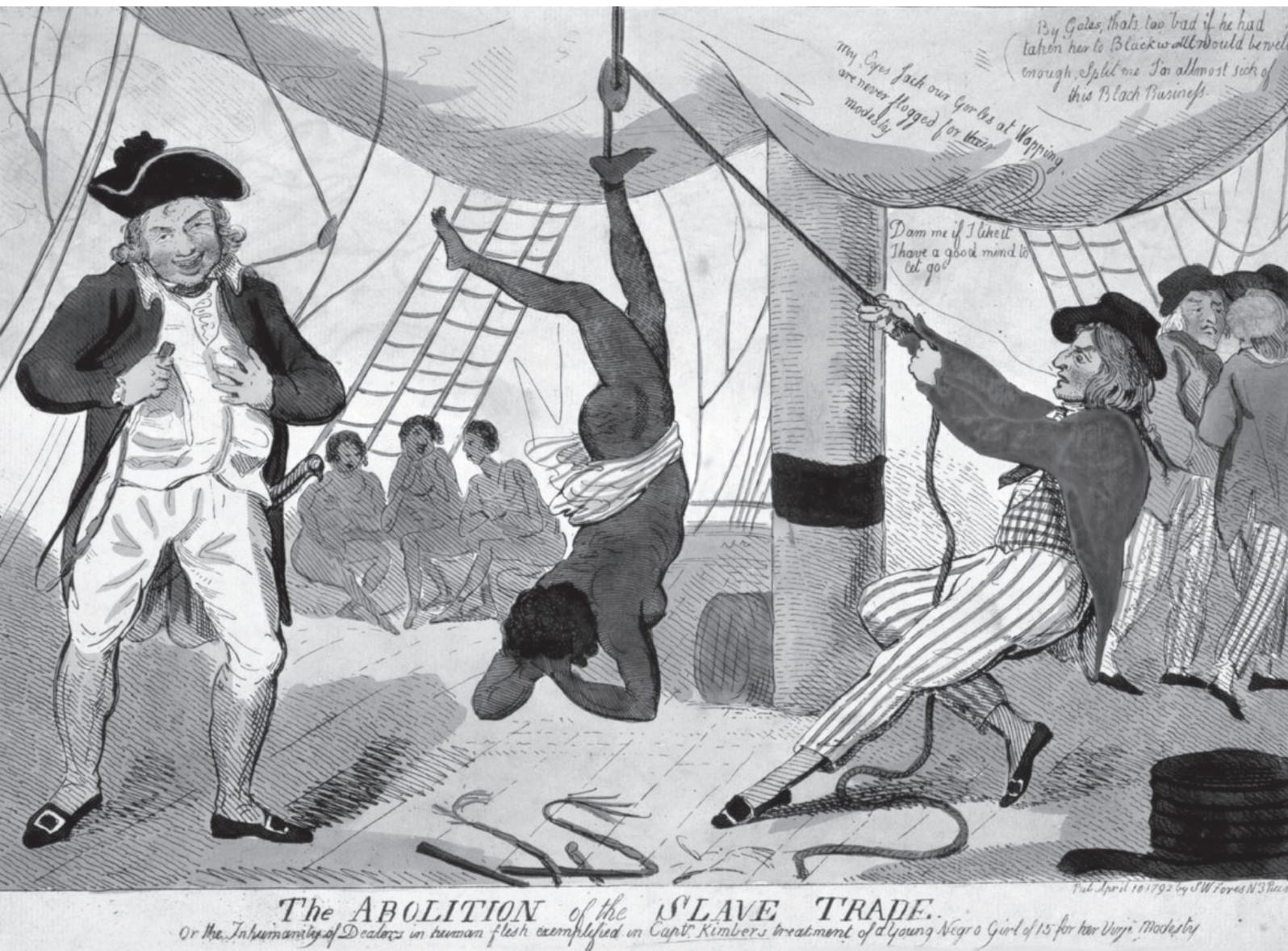


A RESPECTABLE TRADE OR AGAINST HUMAN DIGNITY?

Next year sees the 200th anniversary of the abolition of the slave trade. The Head of Community Learning, Doug Ford, explains that while Jersey and Guernsey were not directly involved, Channel Islands merchants and ships did profit from the transportation of human cargoes across the Atlantic.



This 1792 image of Captain John Kember by Isaac Cruickshank was used by the abolitionists to further their cause. (Library of Congress, Prints and Photographs Division, LC-USZ62-6204)

IN 2007 THE UK CELEBRATES THE BICENTENARY of the abolition of the slave trade within what was then the developing British Empire. As an institution, slavery carried on until 1834, when Parliament finally outlawed the practice. Other countries abolished the trade at different times until the Brazilians finally ended slavery in 1888 - 37 years after they had prohibited the trade. While Jersey was not deeply involved in the slave trade, it was involved on the periphery - there was too much money to be made from what at the time was regarded as “*a perfectly respectable trade*”. If they weren’t involved then they must have been turning a profit from it in an alternative way!

Popular myths

It is a popular myth that the slave trade was invented by the Europeans; the reality was that when the first Europeans reached West Africa in the 15th century slavery was already long established. What the Europeans did do, beginning in the 16th century, was to create a greater and almost insatiable demand for slaves and the catalyst that changed the nature of slavery was the discovery and colonisation of the Americas. Another popular myth was that Africans were routinely kidnapped by bands of white men, and while this did happen the reality was that slaves were generally taken prisoner by their fellow Africans in tribal wars before being sold on to European agents by African kings, chieftains and officials. Of course, it was in these European agents’ interests to ferment instability in the region and to favour certain rulers with muskets.

However, in the late 16th and early 17th century most Europeans were concerned with slavers of a different kind, for the Barbary pirates, or Sallee Rovers as they were also known, were active along the Atlantic seaboard and around the Mediterranean coasts, preying on Christian shipping and the more isolated villages. They used oared galleys that were capable of not only very fast speeds but also of going directly into the wind to escape any pursuers. The main port of Salé was on the Atlantic coast of Morocco, near the modern city of Rabat. It has been estimated that Barbary pirates captured about 5,000 white slaves every year for almost three centuries. The city of Algiers was said to have a continuous white slave population of around 25,000 between 1550 and 1730 and the cities of Tunis and Tripoli held a further 7,500 Christian men, women and children.

Jersey slaves

Jerseyman Pierre d’Auvergne was captured in 1625 and taken to Salé, where he was sold as a slave along with his shipmates, one of whom, Henri de la Rocque, in an attempt to curry favour, informed their new owner of d’Auvergne’s family circumstances and, as a result, ransom letters were dispatched to Jean and Henri d’Auvergne in June 1625 and

again two months later. During his captivity he was held in irons and tortured until his family paid a ransom of 600 ecus. The mate of the ship died three weeks after being captured and the cabin boy “*turned Turk*” - converted to Islam to avoid slavery.

Another Islander, Richard Dumaresq, held in Salé around the same time, was ransomed following an appeal to the States by his brothers, Philippe and Jacques and sister, Marie in May 1627. Sadly, Richard died in 1628 soon after his return to the Island.

In August 1638 the States sent Captain Nicholas Effard, whose father was the Rector of St Saviour, to Salé “*to rescue those poor seamen who have been taken from the sea by the Turks and sold as poor slaves*”. The States recorded his success the following year when he returned to Jersey with 17 freed men, one of whom was his brother, Pierre.

In 1637 Charles I sent an expedition under Captain William Rainsborough¹ to the port of Salé, where it was said that over 1,200 Christian sailors were being held in slavery. The six English warships surprised more than 50 galleys which were preparing to raid the coasts of England and Newfoundland. Amongst Rainsborough’s captains was a Jerseyman, George Carteret - captain of the 600-ton ship *Antelope*. Unfortunately, most of the captive English seamen had been sent to the slave markets of Algiers and Tunis, but there were 328 Englishmen and 11 women held as slaves in the kasbah of the old city, of whom 230 were released and successfully returned to England. While most came from the West Country - 37 from Plymouth - others were from London, Hull, Cardiff and Jersey.

This expedition did not end the threat of the Barbary pirates, and by 1643 so many new slaves had been taken that Parliament ordered churches in London to collect money to buy back English slaves. It is said that by the 1640s there were over 3,000 Englishmen and women held as slaves in Barbary. The average cost of buying someone out of slavery was £38, with women costing more than men and attractive women costing astronomical amounts - the price demanded for the release of Mary Bruster of Youghal in Ireland was £1,392.

Black slaves

While the Europeans were outraged by the treatment of their fellow Christians at the hands of Islamic owners in North Africa, they had no such qualms about the black slaves who were being shipped out of West Africa in the so-called Guinea trade. Although England was not yet the main slave-carrying nation in Europe - that was Portugal - she was about to enter the trade in a big way as English possessions in the Americas and the Caribbean grew.

In 1660, following the Restoration of King Charles I, the Company of Royal Adventurers into Africa was set up to

¹ Information taken from Giles Milton’s *White Gold* pgs 22-27

trade in ivory, gold and slaves. One of the founders of this company was Jerseyman George Carteret and because he was one of the few men in Charles II's court ever to have set foot in Africa, he was employed as a consultant to the company on £300 per year and with an apartment in Africa House². In 1663 Charles confirmed the company's monopoly by granting it a charter and over the next decade the company built eighteen stone forts as trading bases. The company was forced into bankruptcy in 1672 because of the losses they incurred as a result of their trade being disrupted by the wars with the Dutch. A New Royal African Company was set up and Carteret continued in his role as consultant. This company did not raid for slaves but traded for them in West Africa before shipping them to the West Indies, where in the 1660s the average price realised was £17 per head. It enjoyed a monopoly until 1698 and continued dealing in slaves until 1731.

The *Speedwell*, commanded by James Carteret, Sir George's son, undertook one of the early voyages of the company. Leaving London in January 1663, he picked up 302 slaves in the port of Offra in the Bight of Benin and transported them to the West Indies - twenty died on the passage. In February 1664 he sold some of his cargo in Barbados and then the following month he sold the rest of the slaves in St Kitts. By the time he left in March 1664, Carteret had sold 155 men, 105 women and 22 boys to the eager planters.

Jersey and the slave trade

Although the word "slave" is never mentioned, copies of personal letters written in the 18th century and held in the Société Jersiaise's Lord Coutanche Library, show that at least some Islanders were involved. In a letter dated 1 July 1668, Richard Richardson³ writes to his brother Nicolas in St Martin, Jersey from Jamaica asking for craftsmen to be sent out to him because he is building "*A Sugar plantation - which Requayer many hands to manaiige itt*" and that he will need "*4 or 5 carpentte that understand the building o Watter Mille and wine mille and fouling (fulling) mille for I shall want suche for to Build me A Sugar Mill*". Three years later, Richard writes from Yallah, on the south coast of Jamaica to his mother Abigail Richardson in St Martin, and brags that he has a horse and carriage in Jamaica as fine as any in the Island.

However, when it comes to Channel Islands involvement in the trade, records are generally scarce, and while undoubtedly merchants in both Jersey and Guernsey were involved in the notorious triangular trade, the true extent is difficult to assess. In the 19th century, following the success of the abolition movement, historians were keen to deny that the islands ever participated in slaving voyages. With the

primacy of the Liverpool and London merchants in the second half of the 18th century, Guernsey merchants tended towards a straightforward Atlantic crossing, often stopping off at Madeira to pick up wine for the planters and then returning with the produce of the plantations. The Jersey involvement was more from the Canadian end, with merchants sending different grades of dried and salted cod down in exchange for rum and molasses in the West Indies, coffee and wine from Brazil and mahogany from Honduras. This had the greater advantage as far as Island merchants were concerned, as the ships were more lightly manned, there was no need to alter the organisation of the hold on each leg and the voyages required smaller capital investment.

French connection

This reticence on behalf of a community to admit its slaving past is echoed in St Malo, which would prefer to see itself as the heir to the great Corsair tradition rather than being the fifth largest French slaving port. An interesting aspect of the relationship between St Malo and Jersey is that the English residents of that town appear to have lived in Jersey while the two countries were at war. A Julien Drake of St Malo, master of the ship *Américain*, was noted as trading with Martinique in 1694 and was involved in at least one slaving voyage, while another member of his family, described as Francis Drake of St Malo, registered his last will in Jersey just before his death in 1711 – a time when England was at war with France and Spain. At least some of the family returned to St Malo, as the 1777 census records a black man, Jean François, being a servant/slave of the widow Drake – he had been brought to St Malo as a very young child in 1736.

Channel Island involvement in the trade directly can be broken down into three areas:

- Those Islanders we know were actively and directly involved, such as such as Jerseyman Captain Francois Messervy of the *Ferrers* galley (1722) and Guernseyman Thomas Ebworthy of the *Anne* galley (1740).
- The ships known to be involved whether registered in the islands or not, such as the *African*, the *Neptune* or the *Fanny*.
- Islanders' involvement with the supply of goods and services, such as Jerseymen John Theodore and John Carter of the *Elizabeth* (1736) and Charles Philippe Hocquard of the *Newport* (1854).

Another reason why records are so scarce is because, with the exception of the Newfoundland trade, the Navigator

² GR Balleine, *All for the King*, p148.

³ Richard Richardson was born in 1635 and his elder brother Nicolas in 1633.

Acts required that any Channel Islands vessel wishing to engage in trade with the British colonies had to clear from a British port, and this obviously restricted Island activity in the slave trade.

Captain Messervy

An account of a slave voyage that went horribly wrong is included in Captain William Snelgrave's book *A new Account of some Parts of Guinea and the Slave-Trade*, (pages 185-191) published in London in 1734 by James, John and Paul Knapton. The captain in this case was Francois Messervy⁴ of Jersey, who was on his first voyage, and the author was master of the 180-ton *Henry* and had already undertaken ten slave voyages at this point. Snelgrave met Messervy, master of the 150-ton *Ferrers* galley of London, in January 1722 at Anamboa, a port on the coast of Guinea, West Africa. Messervy had bought a large group of slaves who had been captured from an inland settlement during an inter-tribal war. As Snelgrave pointed out, the victors were only too pleased to be rid of a large number of their enemies and they had made a small profit. Due to a miscalculation – or inexperience – Messervy didn't have enough rice to feed his slaves and was unable to buy further supplies. Snelgrave warned him to be vigilant because it was unusual to have so many men from the same tribe speaking the same language as part of a cargo. It raised the risk of mutiny. He was also critical of Messervy's habit of going alone into the hold to feed the slaves, whereas Messervy believed that he was only showing Christian charity.

When Snelgrave arrived in Jamaica several months later he learned that Messervy had been beaten to death ten days after leaving Guinea by the slaves, who had despatched him with the small tubs from which they ate their rice, as he walked among them distributing palm oil and peppers. Snelgrave reported that in the violence that followed more than 80 slaves were killed; however, the records show that Messervy bought 69 slaves at Setra Kou on the Windward Coast and then a further 250 at Cape Coast Castle on the Gold Coast before sailing for Jamaica. During the passage the slaves mutinied three times, and as a result 43 slaves and eight crew were killed. The remaining 277 slaves were sold in Kingston in April 1722, but they did not make a decent price as the news of their mutinies spread amongst the prospective buyers. The *Ferrers* galley seems to have been

jinxed, as she was lost in a hurricane later that year whilst on her way home.

Despite his own advice, Snelgrave, whose second voyage in 1704 was marred by an insurrection by the slaves, also suffered an insurrection on board the *Henry* in 1722 when he lost 67 of the 630 slaves on board. In virtually every one of his voyages Snelgrave lost at least ten per cent of the slaves on board.

Channel Islands involvement

In January 1741 the *Ann galley*, a 135-ton snow registered in Guernsey and owned by P and N Dobré, W, H and J Brock, Daniel Falla and P Stephens, left London on a voyage to West Africa. She was armed with 14 guns and had a crew of 30. The main backer of the voyage was Morgan Vaughan.

Of the 293 slaves loaded in West Africa, only 239 survived the passage to the West Indies. The master, Thomas Ebsworthy, was sued by one of the shareholders, Pierre Dobrée, for the net proceeds of the Negroes he had "mistakenly" sold in Barbados. Dobrée claimed that the captain had misappropriated the money from the sale of eight slaves; he then enlarged his claim to cover the delivery of 25 elephant tusks and a piece of camwood. Ebsworthy counter-claimed against the owners for a butt of rum. Ebsworthy went on to command at least two more slaving ventures out of Bristol.

John Mauger was captain of a snow called the *Cumberland*, which offloaded 89 slaves in Barbados in June 1749. He

had taken 109 slaves on board in West Africa. The following year he was captain of the Guernsey-registered 180-ton ship called the *African*, armed with eight cannon and a crew of 28. She left London in January 1750 and called in on Guernsey on her way to Guinea, where 136 slaves were loaded. In September 1750 Mauger sold 111 slaves in Barbados before he returned to Falmouth in January 1751. Two of the investors in the voyage were William Le Mesurier, whose 22 male and five female slaves were sold for £702, and Daniel Tupper had an "old man" who was sold for £15.

In July 1761 the *Neptune* of Jersey, a 280-ton ship, was commissioned as a privateer. In her letter of marque she was described as being square-sterned, three-masted with a lion head figure, and painted yellow. She was owned by James Lemprière and her master was Philip Mauger. She also had 18 cannon and 40 crew. Local records in March 1762 show



Portrait of George Carteret - detail
(From a private collection)

⁴ Francois Messervy, born in 1690, was the second son of Daniel Messervy of Mont au Prêtre, St Helier and . . . de la Rivière. He had left London in August 1721 with a crew of 40, amongst whom was his younger brother Jean, who also died in the insurrection.

that she had left London bound for Senegal and Guadeloupe but that the French had taken her. It is probable that she was the same *Neptune* (272.3 tons) that is recorded by Lloyds as leaving the Downs on 5th October 1761 under the command of Captain Mauger bound for Senegal, where she picked up a cargo of 189 slaves from Senegambia and which Lloyd's List in March 1762 reports as having been captured and then retaken. One hundred and sixty five slaves were delivered to the West Indies in May 1762, but the destination is not set down. The fact that the *Neptune* was carrying a privateer crew is not unusual given that in 1761 Britain was in the middle of a war with France and the final destination was the West Indies where, once the slaves had been delivered, Mauger would have hoped to intercept some French ships returning to Europe.

In June 1761 a London-registered ship called the *Fanny*, Captain Bareaud (Barreau?), left St Peter Port bound for Senegal, West Africa, where she loaded 189 slaves. According to the Lloyd's List published in January 1762, the *Fanny* was captured on her return voyage, either by pirates or privateers, after having sold 165 slaves in Martinique.

Jersey ships

While not actually built for the trade, a couple of Jersey-built vessels were used as slavers in the mid-18th century. Any vessel could be converted to the task by building bulkheads, benches and barricades in the hold. Often, small square holes were cut in the hull in the manner of a timber carrier except that they were in the sides of the hull rather than in the bows. This allowed fresh air to ventilate the slave holds.

The *Hope* was a 100-ton snow built in the Island. In April 1759 she left the port of Bristol under the command of Robert Chambers bound for the Windward Coast and the Cape Coast, where she picked up 230 slaves and then

made her way to Jamaica where 199 slaves were disembarked and sold by the end of the year. She was armed with ten guns and carried a crew of 22.

In 1761 a 50-ton Liverpool-registered snow, carrying no guns, sailed from that port under the command of John Gilman. The vessel had been built in Jersey in 1747 and was owned by James Campbell, Hugh Pringle, Thomas Smith and Gilman. Again the destination was West Africa but this time the destination was South Carolinas, where 150 slaves were sold.

In 1763 Gilman was captain of another Jersey built snow, the *Trevor* – also 50 tons and also built in 1747. Was this the same ship? Along with fellow owner Thomas Smith and Hill Wilson, Gilman funded two more slaving voyages before the vessel was condemned in the Azores on the return voyage.

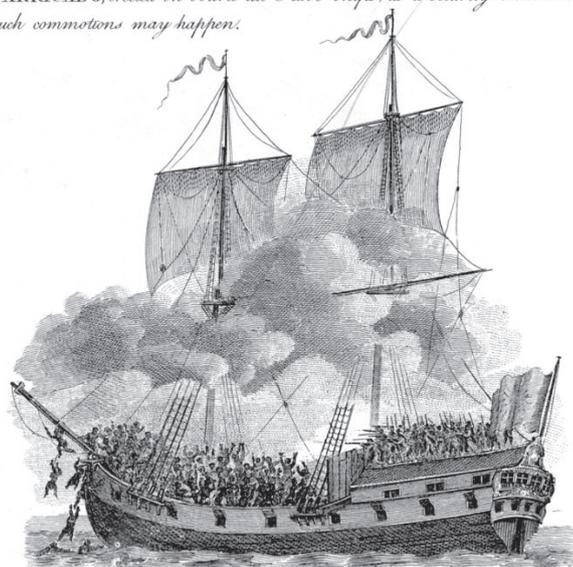
The *Charming Nancy*, a 50-ton Guernsey-built ship, made four slaving voyages out of Liverpool in the 1750s.

Perhaps the clearest indication we have of a Jersey-owned vessel being engaged in the actual carrying trade is to be found in the shape of the *Defiance*. In 1792 Jersey ship owners Pierre and Thomas Mallet owned five vessels totaling 421 tons, one of which, the *Defiance*, was immediately

registered as a privateer under the command of Captain George Dolbel when war broke out with the Revolutionary government in France in 1793.

On 6 July 1795, after a two-year voyage, an announcement in *La Gazette de l'île de Jersey* stated that “Messieurs Pierre & Thomas Mallet will be paying off the crews of their privateer *Defiance*, Captain George Dolbel.” Four months later the same newspaper carried the announcement that “Messieurs P & Th Mallet announce they have need of a 3rd mate, 4 seamen, 1 armourer and a carpenter for the 300-ton *Defiance* for a 10-12 months

REPRESENTATION of an INSURRECTION
on board
A SLAVE-SHIP.
Shewing how the crew fire upon the unhappy Slaves from behind the BARRICADO, erected on board all Slave ships, as a security whenever such commotions may happen.



*See the privy council's report part I. Art. SLAVES.
Minutes of evidence before the House of Commons.
Wadsworth's Essay on Colonization 5. 471.*

Mutiny

⁵ Information about the voyages of the *Defiance* is taken from *The Trans-Atlantic Slave Trade: A Database on CD-ROM* by David Eltis, Stephen D. Behrendt, David Richardson, and Herbert S. Klein

voyage to the coast of Africa, Jamaica and return.” The description of the voyage has all the hallmarks of a slaving voyage, and yet such a voyage could not have left from the Island. However⁵, a vessel called the *Defiance* left London on 25 November 1795 bound for West Africa. She was a 267-ton ship built in Altona, near Hamburg in Germany in 1790 and was commanded by Captain John Kimber. She had been registered in Whitehaven - a port that had associations with the West Indies but from which there had been no slaving voyages since 1765. Despite the advert in the *Gazette*, the only recorded owner/investor was named as a Mr Parry.

Transporting slaves

The first port of call was the Lamo River in the Bight of Benin on 10th March 1796, and from there she moved on to Cape Coast Castle. Altogether she loaded 401 slaves (122 females and 279 males) and set sail for Tobago. It was a quick trip and only two slaves died on the passage. They arrived on 2nd December and the slaves were quickly off-loaded and sold and a cargo for England was loaded. She docked in London on 30th April 1797.

Records show that Captain John Kimber⁶ and the *Defiance* left London the following autumn on another slaving voyage on 5th October 1797. This time the surviving evidence shows Thomas and Peter Mallet were the main owners/investors and Mr Parry is relegated to a lesser role. This voyage arrived at Lahou (Cap) on the Windward Coast on 30th November and then moved on to Kata (Quitta) on the Bight of Benin and then Cape Coast Castle on the Gold Coast. They loaded 409 slaves and left on 1st April 1797 bound for Barbados. This was another quick passage and the *Defiance* reached Barbados on 11th May. They quickly offloaded 149 females and 239 males - 11 having died on the journey - and, taking a new cargo on board, Kimber left the West Indies on 23rd June 1798. They arrived in London on 14 August 1798.

The *Defiance* undertook no more recorded slaving voyages and the Mallets only appear the once in the Slavery Database, but the probability is that they did have a share or were part-owners in that earlier voyage. This does beg the question: was the *Defiance* re-registered in Whitehaven because of disapproval here in the Island?

The first voyage arrived in West Africa late in the dry season and the crew were forced to spend the unhealthy rainy season collecting their cargo and gathering the slaves. However, Kimber was able to get his vessel to the West Indies market early in the harvesting season to take advantage of the demand by the plantation owners for extra

labour and to get the best prices. The second voyage arrived in West Africa in the dry season but it took longer to gather the slave cargo on the coast because of the numbers of slavers in the market. By the time *Defiance* off-loaded in Barbados the harvest was in, and as a result it took longer to sell the slaves and they only brought in average prices.

Prices

At this time the average price for a slave in West Africa was £20 with a “prime” slave, or *bozal*, fetching £60 in the Caribbean. A female slave brought about 80 per cent of the value of a man. Those slaves who were termed “refuse” because they were sick, too old or perhaps because they had mutinied, were sold “by the candle” and usually went for £1-£2. Of course, the price was calculated in trade goods - fabrics, kerchiefs, muskets, powder, shot or gunflints, iron knives, cutlasses, beads and brandy - and in the West Indies the slaves were sold for molasses, rum, raw cotton, coffee and tobacco. The profits of the voyages were only turned into cash once the ships returned to England.

In 1801 a Liverpool merchant bought one male slave from a slaver in the Guinea port of Bonny⁷. The goods he traded were worth £25 and they were:

- One piece of Chintz, 18 yards long.
- One piece of Bast, 18 yards long.
- One piece of Chelloe, 18 yards long.
- One piece of Bandanoe, seven handkerchiefs.
- One piece of Niccanee, 14 yards long.
- One piece of Cushtae, 14 yards long.
- One piece of of Photae. 14 yards long.
- Three pieces of Romalls, 45 handkerchiefs.
- One large brass pan, two muskets, 25 kegs of gunpowder, 100 flints, two bags of shot, 20 knives, four iron pots, four hats, four caps four cutlasses,
- Six bunches of beads, 14 gallons of brandy

Plantation owners

While we have little information about the number of Islanders who owned plantations in the West Indies, in 1803 notices were placed in the Jersey newspaper, *La Gazette de l'île de Jersey*, in both French and English advertising the sale by auction of plantations including 300 slaves in the West Indian island of St Kitts, The plantations were the Mornes and South Ponds estates. A “pond” in the West Indies was the name given to a saltworks where the seawater was evaporated to extract salt, which as far as Jersey merchants were concerned was so crucial to the cod industry. While the auction took place in London on 1st June 1803, it is

⁶ John Kimber was the captain of a slave ship, the *Recovery*, owned by Bristol merchants, which had left New Calabar bound for the West Indies in 1791. In a speech before the House of Commons in 1792, Wilberforce accused Kimber of having caused the death of the girl by inflicting injuries on her because she had refused to dance naked on the deck of his ship. As a result of Wilberforce’s speech, Kimber was arrested and tried before the High Court of Admiralty in 1792. He was ultimately acquitted, the jury having concluded that the girl had died of disease, and not maltreatment.

⁷ According to Appendix XII in History of the Liverpool Privateers and Letters of Marque with an Account of the Liverpool Slave Trade, 1744-1812 by Gomer Williams

interesting to note that adverts were placed for seven consecutive weeks on 16th, 23rd and 30th April and on 7th, 14th, 21st and 28th May. It is unlikely that money would have been spent on advertising if there had been no hope of attracting interest.

However, despite all this there is one piece of evidence which links an Islander unequivocally with the trade, and that comes from Halifax, Nova Scotia, where Josué Mauger from St John, Jersey, was making his fortune. He is described as a resourceful and ruthless opportunist who built his fortune in the West Indian slave trade, and had participated in the plunder of Louisbourg in 1745. Mauger had a fishing station, rum distillery and a large warehouse in the Halifax area and he opened a store in the town. He established a series of trading posts in Mi'kmaq territory, and had a contract as a supplier to the Royal Navy. He was the largest shipowner in Halifax between 1749 and 1760, owning either wholly or in part 27 vessels. He also had a lucrative smuggling business with the French at Louisbourg, and when the Seven Years War broke out in 1756 he financed a number of privateering ventures.

That evidence is an advert placed in the newspaper, the *Halifax Gazette* on 15th May 1752

“Just imported, and to be sold by Joshua Mauger, at Major Lockman’s store in Halifax, several Negro slaves, as follows: A woman aged thirty-five, two boys aged twelve and thirteen respectively, two of eighteen and a man aged thirty”. Further research needs to be carried out in Nova Scotia to ascertain exactly the scale of Mauger’s involvement before he returned to England in 1760. In 1768, he was elected to Parliament for Poole, a seat he retained with only a brief interruption until 1780. When he died, he left his money to his favourite great nephew, Philippe Winter Nicolle, who went on to set up his own merchant business in Jersey and build a new family home - No. 9 Pier Road.

Anti-slavery movement

By the end of the 1790s the anti-slavery movement were successful in bringing the appalling conditions on board the slave ships to a wider public, and in 1799 Parliament restricted slave ships to the ports of Liverpool, Bristol and London in order to monitor conditions on board.

On 25th March 1807 Parliament passed a law that made it a crime to trade in slaves, although a number of merchants still set about supplying the slavers. In 1820 Britain established the Blackbird Patrol, using the Royal Navy to suppress the slave trade, and over the next 30 years various treaties were signed allowing the Navy to stop and search.

One of the ships stopped and arrested for involvement in the supply of materials for the slave trade was the 106-ton schooner brig *Newport* owned by F Le Sueur, jnr, P Le Sueur and JF Le Sueur. Her captain, Charles Philippe Hocquard of Les Fiefs, Rozel was described as “. . . *the last of the Jersey*

slavers” by his great grandson Charles E Whitley in a letter to Dr JT Renouf of La Société Jersiaise (24 December 1974).

On 8th June 1854 she left port bound for Ambrez, Angola and on her manifest were 25 cases of muskets, 20 cases of knives, five cases of hatchets, one case of bells and padlocks, to be delivered to a Senor Francisco Antonio Florese, who was known as a slave trader. On 21st September 1854 she was stopped and searched by HMS *Philomel* and taken to St Helena, where she was condemned in the Admiralty to be sold. The sale took place in James Town, St Helena, on 22nd January 1855. Martha Rose bought the hull for £688, while the food stores mentioned were six bags of biscuits sold for £3-6s-9d and two barrels of pork and two barrels of beef sold for £23-15s-0d.

This confiscation and sale of the ships found guilty of breaking the law saw a number of ex-slavers being bought by Jersey companies. These included the *Clara*, a 98-ton brigantine owned by George Ingouville between 1826 and 1828, and the *Telegraph*, a 162-ton brig owned by Chas Robin between 1846 and 1856.

In conclusion we may say that while Jersey was not deeply involved in the African slave trade, it was involved on the periphery - there was too much money to be made from it. However, the case of the *Defiance* probably shows that to be actively involved in the carrying trade would have been frowned upon in Jersey, especially as the abolition movement grew and Islanders began to accept Methodism.

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est plantée à un petit côté. Le bail s'en roisse à onze

GE. eritage à l'en- plusieurs lots, e M. Ph. De le chemin pu- rvi ci-devant t le long jus- tel. Le bail

AGE. d'héritage à de terre ap- es ou environ à midi chez Sieur Falle sur pied tels dite paroisse. lu matin.

exposera en tonneaux de à femme, bas talans & cu- mouchoirs de 2 robes de or, Hedley's e gibbière & op longue; le se du Comus o heures du

A BAILLER A FIN D'HERITAGE,

Jean Binet de la paroisse de St. Sauveur, fait savoir qu'il expo- sera sa maison à bailler à fin d'héritage à l'enchère, avec 22 ou 23 vergées de bonne terre dont la moitié est plantée à pom- miers, ladite vente se fera le 18 du courant à onze heures du ma- tin à la maison même, proche Bagot.

Le même a aussi une petite quantité de bois d'orme à vendre.

PLANTATIONS A VENDRE A St. KITTS.

CONformément au testament de feu W. Priddie Ecr. cide- vant habitant de l'île de St. Kitts, on avertit le public que ses deux plantations situées dans cette île, connues sous le nom de *Mornes & Salt Ponds Estates*, ainsi que tous les bâtiments, es- claves, magasins, ustencils, droits & privilèges qui en appartiennent, sont à vendre à Londres, par les exécuteurs du dit testa- ment, le 1er Juin 1803, au plus offrant & dernier enchérisseur. Les personnes qui desireroient les acheter & connoître le prix & les conditions de la vente, sont priées de s'adresser à Sir Rich- ard Neave, Baronet & Thomas Neave Ecr. demeurants à Lon- dres dans *New Broad Street* : ou à Nicolas Richards de *Theobald Lodge* à *Herts*, qui sont les exécuteurs testamentaires, ou bien à leurs agents Thomas Pemberton & Joseph Yelsly Ecr. dans l'île de St. Kitts.

PLANTATIONS IN St. KITTS FOR SALE.

PURsuant to the will of W. Priddie, deceased, late of the Island of St. Kitts, Esq. Notice is hereby given that his two plantations in that Island, well known by the names of MOR- NES and SALT PONDS ESTATES with all the buildings, slaves, stocks utencils, rights and privileges pertaining thereto, are for sale and will be disposed of in London, by his Executors, on the first of June 1803, to the highest and most eligible bidder or bidders. All persons inclined to treat for, and purchase them are desired to apply for terms and particulars to Sir Richard Neave, Bart. and Thomas Neave Esq. in new Broad street Lon- don; or to Nicholas Richards of Theobald's Lodge, in Cheshunt, Herts, who are the Executors; or to their agents Thomas Pemberton and Joseph Yelsly, Esqrs. in St. Kitts.

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qui reçoit les articles divers jusqu'à midi les Vendredis de cha- pier sont reçus par M. W. Taylor, Warwick Square, à Londres.