



Center *for* Research Libraries
GLOBAL RESOURCES NETWORK

The Center for Research Libraries scans to provide digital delivery of its holdings. In some cases problems with the quality of the original document or microfilm reproduction may result in a lower quality scan, but it will be legible. In some cases pages may be damaged or missing. Files include OCR (machine searchable text) when the quality of the scan and the language or format of the text allows.

If preferred, you may request a loan by contacting Center for Research Libraries through your Interlibrary Loan Office.

Rights and usage

Materials digitized by the Center for Research Libraries are intended for the personal educational and research use of students, scholars, and other researchers of the CRL member community. Copyrighted images and texts may not be reproduced, displayed, distributed, broadcast, or downloaded for other purposes without the expressed, written permission of the copyright owner.

Center for Research Libraries

Identifier: 4df00a31-6a3d-455f-8aeb-aba8386e3950

Range: Scans 001 - 330

Downloaded on: 2022-05-21 00:22:36

Class C.

CORRESPONDENCE

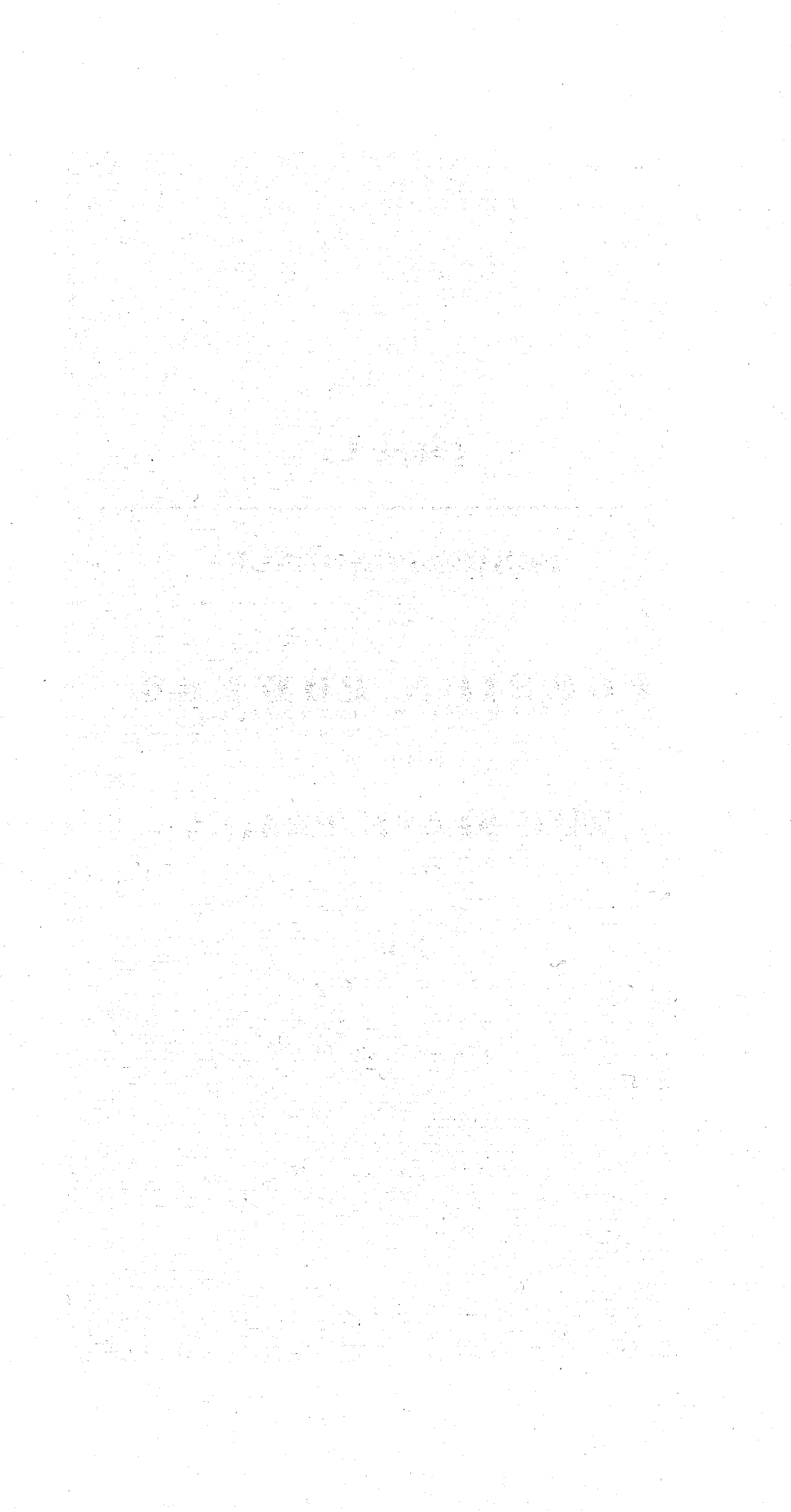
WITH

FOREIGN POWERS,

RELATIVE TO

THE SLAVE TRADE.

1843.



Class C.

CORRESPONDENCE

ON

THE SLAVE TRADE

WITH

F O R E I G N P O W E R S,

PARTIES TO TREATIES AND CONVENTIONS,

UNDER WHICH

**CAPTURED VESSELS ARE TO BE TRIED BY TRIBUNALS OF
THE NATION TO WHICH THEY BELONG.**

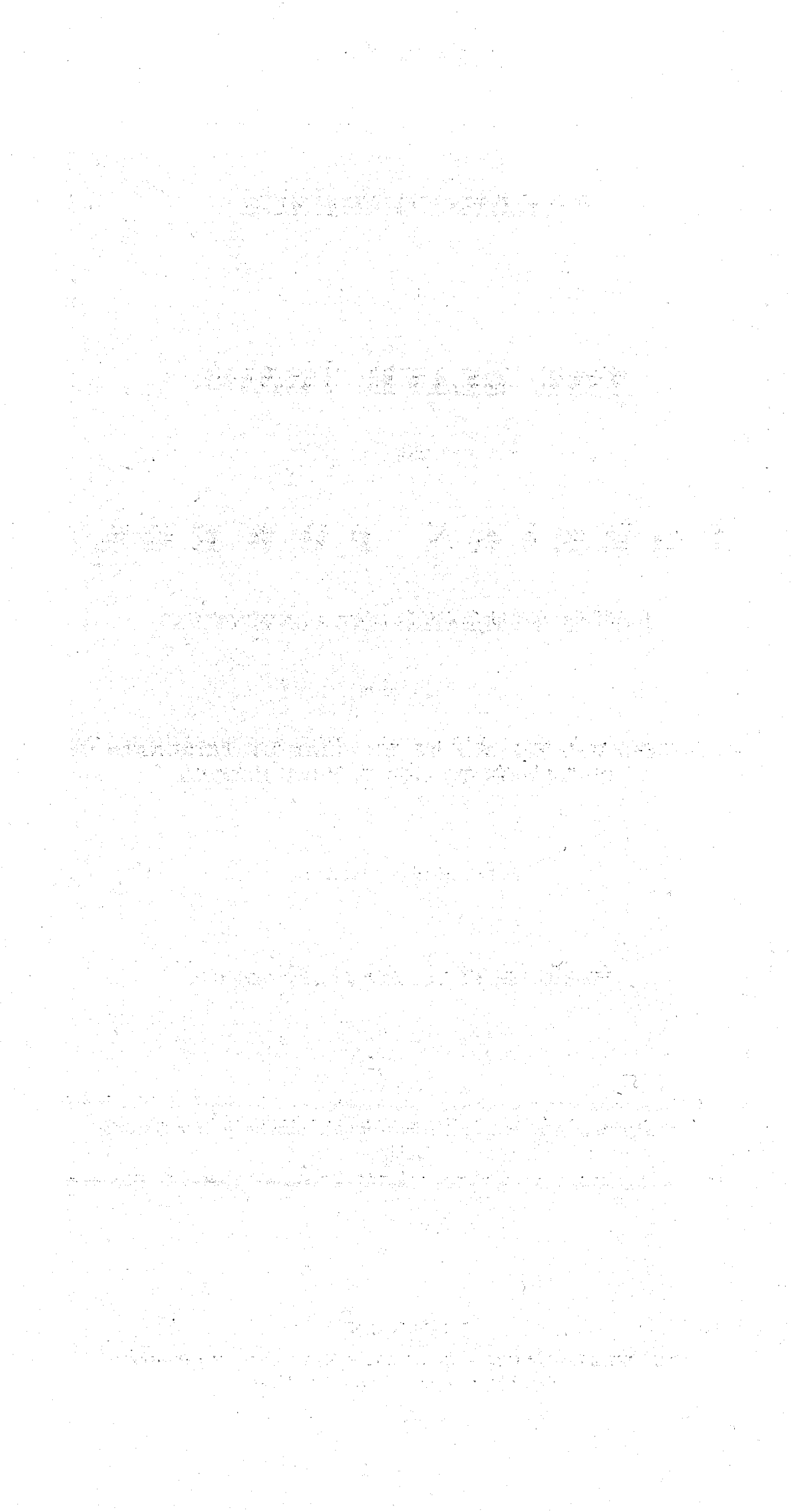
From January 1 to December 31, 1843, inclusive.

Presented to both Houses of Parliament by Command of Her Majesty,
1844.

LONDON:

**PRINTED BY WILLIAM CLOWES AND SONS, 14, CHARING CROSS,
FOR HER MAJESTY'S STATIONERY OFFICE.**

1844.



Class C.—1843.

LIST OF PAPERS.

AUSTRIA.

No.	Date. 1843.	Receipt. 1843.	SUBJECT.	Page
1.	The Earl of Aberdeen to Baron Neumann .	Feb. 24	"Winwick" . . .	1
2.	Baron Neumann to the Earl of Aberdeen . One Enclosure	July 8	July 10 Case of the "Febo;" intended proceedings against owners . . .	2
3.	The Earl of Aberdeen to Sir R. Gordon .	Sept. 12	Act for carrying the Treaty of December 20, 1841, into effect .	4
4.	The Earl of Aberdeen to Sir R. Gordon . One Enclosure	Sept. 22	Lists of H.M.S. for which warrants are required . . .	4
5.	The Earl of Aberdeen to Sir R. Gordon .	Oct. 27	Warrant required for H.M.S. "Star" . . .	5
6.	The Earl of Aberdeen to Sir R. Gordon .	Nov. 5	Warrant required for H.M.S. "Eurydice" . . .	5
7.	The Earl of Aberdeen to Sir R. Gordon .	Nov. 7	Warrant required for H.M.S. "Sealark" . . .	6
8.	Baron Neumann to the Earl of Aberdeen .	Dec. 8	Dec. 9 Case of the "Febo" . . .	6
9.	The Earl of Aberdeen to Baron Neumann .	Dec. 15	Ditto ditto . . .	6
10.	The Earl of Aberdeen to Baron Neumann .	Dec. 16	Signals to be used by Cruisers under the Treaty of December 20, 1841 . . .	7
11.	Baron Neumann to the Earl of Aberdeen .	Dec. 19	Dec. 19 Acknowledgment of the preceding . . .	7
12.	The Earl of Aberdeen to Sir R. Gordon .	Dec. 29	Warrant required for H.M.S. "Helena" . . .	7

PRUSSIA.

No.	Date. 1843.	Receipt. 1843.	SUBJECT.	Page
13.	The Earl of Westmorland to the Earl of Aberdeen .	Sept. 27	Oct. 3 Acknowledgment of Despatch of September 12 . . .	9
14.	Memorandum received from Chevalier Bunsen .		Nov. 9 Query as to disposal of vessels captured under the Treaty . . .	9
15.	The Earl of Aberdeen to Chevalier Bunsen .	Nov. 27	Reply to preceding . . .	10
16.	The Earl of Westmorland to the Earl of Aberdeen .	Nov. 18	Dec. 5 Warrants for 46 British ships . . .	10
17.	The Earl of Aberdeen to Chevalier Bunsen .	Dec. 16	Signals to be used by cruisers under the Treaty . . .	11
18.	Chevalier Bunsen to the Earl of Aberdeen .	Dec. 18	Dec. 18 Acknowledgment of the preceding . . .	11

RUSSIA.

No.	Date. 1843.	Receipt. 1843.	SUBJECT.	Page
19.	Baron Brunnow to the Earl of Aberdeen . . .	Jan. 7	Jan. 7 Form of Patent for ves- sels of the Russian American Company . . .	13
20.	The Earl of Aberdeen to Baron Brunnow . . .	Sept. 22	Form of Patent for ves- sels of the Russian American Company. Flag of the Company . . .	13
21.	Baron Brunnow to the Earl of Aberdeen . . .	Sept. 27	Sept. 27 Acknowledgment of the preceding . . .	14
22.	Lord Stuart de Rothsay to the Earl of Aberdeen .	Oct. 4	Oct. 16 Acknowledges Despatch of September 22 . . .	14
23.	Lord Stuart de Rothsay to the Earl of Aberdeen . One Enclosure	Oct. 20	Nov. 3 Note from Count Nes- selrode enclosing war- rants for 43 British ships . . .	14
24.	Baron Brunnow to the Earl of Aberdeen . . . One Enclosure	Nov. 6	Nov. 6 Execution of Treaty. Vessels of Russian American Company . . .	15

LIST OF PAPERS.

No	Date. 1843.	Receipt. 1843.	SUBJECT.	Page
25. Baron Brunnow to the Earl of Aberdeen . . . Two Enclosures	Nov. 17	Nov. 18	Flag of, and patent to be issued to vessels of the Russian American Company . . .	16
26. Lord Stuart de Rothsay to the Earl of Aberdeen	Nov. 14	Nov. 28	Warrant for H.M.S. "Star" . . .	18
27. The Earl of Aberdeen to Baron Brunnow . . .	Nov. 30		Flag of, and patent to be issued to vessels of the Russian American Company . . .	18
28. Baron Brunnow to the Earl of Aberdeen . . .	Dec. 9	Dec. 9	Query as to signals to be used by cruisers employed under the Treaty . . .	18
29. Lord Stuart de Rothsay to the Earl of Aberdeen	Nov. 28	Dec. 11	Warrants for H.M.S. "Eurydice" and "Sealark" . . .	18
30. The Earl of Aberdeen to Baron Brunnow . . .	Dec. 16		Signals proposed to be used by cruisers . . .	19
31. Baron Brunnow to the Earl of Aberdeen . . .	Dec. 19	Dec. 19	Acknowledgment of the preceding . . .	19

FRANCE.

	1843.	1843.		
32. The Earl of Aberdeen to Count St. Aulaire . . .	Jan. 2		Number of British ships to be employed in 1843 under the Conventions . . .	21
33. Count St. Aulaire to the Earl of Aberdeen . . .	Jan. 2	Jan. 3	Acknowledgment of the preceding . . .	21
34. Count St. Aulaire to the Earl of Aberdeen . . . One Enclosure	Jan. 3	Jan. 3	List of French ships to be employed in 1843 under the Conventions . . .	21
35. The Earl of Aberdeen to Count St. Aulaire . . .	Jan. 4		Acknowledgment of the preceding . . .	24
36. Lord Cowley to the Earl of Aberdeen . . .	Jan. 2	Jan. 5	"Marabout" . . .	24
37. Count St. Aulaire to the Earl of Aberdeen . . .	Jan. 4	Jan. 6	Returns one warrant and asks for another . . .	24
38. Lord Cowley to the Earl of Aberdeen . . . Four Enclosures	Jan. 6	Jan. 9	"Marabout" . . .	25
39. Lord Cowley to the Earl of Aberdeen . . . Two Enclosures	Jan. 9	Jan. 11	Ditto . . .	41
40. The Earl of Aberdeen to Lord Cowley . . .	Jan. 12		Warrant required for H.M.S. "Frolic" . . .	43
41. Count St. Aulaire to the Earl of Aberdeen . . .	Jan. 13	Jan. 14	Returns three warrants issued to French ships . . .	43
42. Count St. Aulaire to the Earl of Aberdeen . . .	Jan. 17	Jan. 17	Returns two warrants and asks for a warrant for "l'Eglantine" . . .	44
43. The Earl of Aberdeen to Count St. Aulaire . . .	Jan. 20		Warrant for the "Indienne" . . .	44
44. Count St. Aulaire to the Earl of Aberdeen . . .	Jan. 19	Jan. 23	Returns one warrant and asks for another for the same ship . . .	45
45. Count St. Aulaire to the Earl of Aberdeen . . .	Jan. 21	Jan. 23	Returns two warrants . . .	45
46. Count St. Aulaire to the Earl of Aberdeen . . .	Jan. 23	Jan. 24	Returns one warrant and asks for five others . . .	45
47. The Earl of Aberdeen to Count St. Aulaire . . .	Jan. 28		Warrant for "l'Eglantine" . . .	46
48. The Earl of Aberdeen to Lord Cowley . . .	Jan. 30		Warrant required for H.M.S. "Iris" . . .	46
49. Lord Cowley to the Earl of Aberdeen . . .	Jan. 27	Jan. 30	Warrants for three British ships . . .	46
50. Count St. Aulaire to the Earl of Aberdeen . . .	Jan. 30	Jan. 30	Warrant required for French ship "Génie" . . .	47
51. The Earl of Aberdeen to Lord Cowley . . .	Jan. 31		Returning warrants issued to three British ships . . .	47
52. The Earl of Aberdeen to Count St. Aulaire . . .	Feb. 4		Warrant for French ship "Papillon" . . .	47
53. The Earl of Aberdeen to Count St. Aulaire . . .	Feb. 4		Warrants for five French ships . . .	47
54. The Earl of Aberdeen to Count St. Aulaire . . .	Feb. 6		Warrant for French ship "Génie" . . .	48
55. Lord Cowley to the Earl of Aberdeen . . .	Feb. 3	Feb. 6	Warrants for three British ships . . .	48

LIST OF PAPERS.

vii

o.	Date. 1843.	Receipt. 1843.	SUBJECT.	Page
56.	The Earl of Aberdeen to Lord Cowley . . . Feb. 7		Warrant required for H.M.S. "Pickle" . . .	48
57.	The Earl of Aberdeen to Lord Cowley . . . Feb. 10		Warrant required for H.M.S. "Gorgon" . . .	48
58.	The Earl of Aberdeen to Lord Cowley . . . Feb. 10		Returning warrants issued to two British ships . . .	49
59.	The Earl of Aberdeen to Lord Cowley . . . Feb. 11		Warrant issued to H.M.S. "Pearl" returned: new warrant required . . .	49
60.	The Earl of Aberdeen to Lord Cowley . . . Feb. 20		Loss of warrant issued to H.M.S. "Victor" . . .	49
61.	The Earl of Aberdeen to Lord Cowley . . . Feb. 20		Warrants issued to French ships which ought to have been returned . . .	50
62.	The Earl of Aberdeen to Lord Cowley . . . Feb. 22		Warrants returned to be dated . . .	51
63.	The Earl of Aberdeen to Lord Cowley . . . Feb. 23		Warrant required for H.M.S. "Thunderbolt" . . .	51
64.	The Earl of Aberdeen to Count St. Aulaire . . . Feb. 23		Albreda and the Gambia . . .	51
65.	The Earl of Aberdeen to Lord Cowley . . . Feb. 24 One Enclosure		Albreda and the Gambia . . .	53
66.	The Earl of Aberdeen to Count St. Aulaire . . . Feb. 24 One Enclosure		Complaint against H.M.S. "Cygnet," with respect to the French vessel "Aigle" . . .	53
67.	Count St. Aulaire to the Earl of Aberdeen . . . Feb. 24	Feb. 25.	Albreda and the Gambia . . .	55
68.	The Earl of Aberdeen to Count St. Aulaire . . . Feb. 27 One Enclosure		Names and stations of the British ships to be employed in 1843 under the Conventions . . .	56
69.	Lord Cowley to the Earl of Aberdeen . . . Feb. 24	Feb. 27	Warrant for H.M.S. "Iris" . . .	58
70.	Count St. Aulaire to the Earl of Aberdeen . . . Feb. 28	Mar. 1	Acknowledges note of February 24, "Cygnet" and "Aigle" . . .	58
71.	Count St. Aulaire to the Earl of Aberdeen . . . Feb. 28	Mar. 1	Acknowledges note of February 27. British ships employed in 1843 . . .	58
72.	The Earl of Aberdeen to Lord Cowley . . . Mar. 6		Warrant returned to be dated . . .	58
73.	Count St. Aulaire to the Earl of Aberdeen . . . Mar. 20	Mar. 21	"Les Deux Sœurs" . . .	59
74.	The Earl of Aberdeen to Lord Cowley . . . Mar. 22		Returning warrants issued to four British ships . . .	59
75.	The Earl of Aberdeen to Lord Cowley . . . Mar. 23		Warrants applied for, but not received . . .	60
76.	Count St. Aulaire to the Earl of Aberdeen . . . Mar. 24	Mar. 24	Albreda and the Gambia . . .	60
77.	The Earl of Aberdeen to Lord Cowley . . . Mar. 24		Warrant required for H.M.S. "Orestes" . . .	61
78.	The Earl of Aberdeen to Count St. Aulaire . . . Mar. 30 Nine Enclosures		"Les Deux Sœurs" . . .	61
79.	Lord Cowley to the Earl of Aberdeen . . . Mar. 27	Mar. 30	Warrants for three British ships . . .	74
80.	Count St. Aulaire to the Earl of Aberdeen . . . Mar. 28	Mar. 30	Two warrants returned, one required . . .	74
81.	Count St. Aulaire to the Earl of Aberdeen . . . April 1	April 3	Returns warrant issued to French ship "Cigale" . . .	74
82.	Count St. Aulaire to the Earl of Aberdeen . . . April 3	April 6	"Les Deux Sœurs" . . .	75
83.	The Earl of Aberdeen to Count St. Aulaire . . . April 7		Warrant for French ship "Mesange" . . .	75
84.	Count St. Aulaire to the Earl of Aberdeen . . . April 7	April 8	Asks for a new warrant for the "Mésange;" her commander being changed . . .	75
85.	Lord Cowley to the Earl of Aberdeen . . . April 14	April 17	Warrants for four British ships . . .	75
86.	The Earl of Aberdeen to Count St. Aulaire . . . April 18		Warrant for the French ship "Mesange" . . .	76

No.	Date. 1843.	Receipt. 1843.	SUBJECT.	Page
87. Count St. Aulaire to the Earl of Aberdeen	April 21	April 24	Returns three warrants. Four warrants required . . .	76
88. The Earl of Aberdeen to Lord Cowley	April 27		Warrant issued to H.M.S. "Megæra," returned . . .	76
89. The Earl of Aberdeen to Lord Cowley One Enclosure	April 27		Proceedings of the French ship of war "Vigie" in the Old Calabar . . .	77
90. Count St. Aulaire to the Earl of Aberdeen	April 30	May 2	Destruction of Mrs. Lightbourne's Factory in Rio Pongos. M. Valentin's claim . . .	79
91. The Earl of Aberdeen to Count St. Aulaire	May 5		Warrants for four French ships . . .	79
92. Lord Cowley to the Earl of Aberdeen	May 5	May 7	Proceedings of the French ship of war "Vigie" in the Old Calabar . . .	79
93. Lord Cowley to the Earl of Aberdeen	May 6	May 7	Warrant for H.M.S. "Pearl" . . .	80
94. The Earl of Aberdeen to Count St. Aulaire	May 11		M. Valentin's claim . . .	80
95. The Earl of Aberdeen to Lord Cowley	May 11		Warrant required for H.M.S. "Sappho" . . .	80
96. The Earl of Aberdeen to Lord Cowley	May 26		Warrant required for H.M.S. "Curaçoa." . . .	81
97. Lord Cowley to the Earl of Aberdeen Five Enclosures	May 26	May 29	Proceedings of the French ship of war "Vigie" in the Old Calabar . . .	81
98. Count St Aulaire to the Earl of Aberdeen	May 27	May 30	Complaint against H.M.S. "Cygnet" in the case of the French vessel "Aigle" . . .	85
99. Count St. Aulaire to the Earl of Aberdeen Seven Enclosures	June 2	June 3	Complaints against H.M.S. "Bonetta" and "Spy" in the case of the French vessel "Luiz d'Albuquerque" . . .	85
100. Count St. Aulaire to the Earl of Aberdeen One Enclosure	June 3	June 6	Four warrants returned; ten required . . .	94
101. The Earl of Aberdeen to Lord Cowley	June 7		Warrant required for H.M.S. "Avon" . . .	95
102. Lord Cowley to the Earl of Aberdeen One Enclosure	June 5	June 7	"Marabout" . . .	95
103. The Earl of Aberdeen to Lord Cowley	June 12		Returning three warrants issued to British ships . . .	96
104. The Earl of Aberdeen to Lord Cowley	June 13		Warrant required for H.M.S. "Rose" . . .	97
105. The Earl of Aberdeen to Count St. Aulaire	June 20		Warrants for ten French ships, . . .	97
106. Count St. Aulaire to the Earl of Aberdeen Seven Enclosures	June 19	June 20	Query as to the limits of the right of search in the Mozambique Channel . . .	97
107. Lord Cowley to the Earl of Aberdeen Five Enclosures	June 19	June 21	Case of the "Luiz d'Albuquerque" . . .	98
108. The Earl of Aberdeen to Count St. Aulaire	June 23		Case of the "Luiz d'Albuquerque" . . .	102
109. The Earl of Aberdeen to Lord Cowley	June 26		Returning warrants issued to three British ships . . .	103
110. The Earl of Aberdeen to Count St. Aulaire	June 27		Limits of right of search in the Mozambique Channel . . .	103
111. The Earl of Aberdeen to Lord Cowley	July 4		Warrants required for H.M.S. "Espoir" . . .	103
112. The Earl of Aberdeen to Lord Cowley	July 6		Warrant required for H. M. S. "Heroine" . . .	104
113. The Earl of Aberdeen to Lord Cowley	July 7		Warrant required for H.M.S. "Bittern" . . .	104
114. The Earl of Aberdeen to Lord Cowley	July 8		Warrant required for H.M.S. "Spy" . . .	104
115. Lord Cowley to the Earl of Aberdeen One Enclosure	July 7	July 8	Warrants issued to French ships, which ought to have been returned . . .	105

LIST OF PAPERS.

ix

No.	Date. 1843.	Receipt. 1843.	SUBJECT.	Page
116. Viscount Canning to Lord Cowley . . .	July 8		Warrant issued in 1833 to French ship "Adonis" . . .	105
117. The Earl of Aberdeen to Lord Cowley . . .	July 10		Returning warrants issued to two British ships . . .	106
118. The Earl of Aberdeen to Count St. Aulaire . . .	July 14		M. Valentin's claim . . .	107
119. Count St. Aulaire to the Earl of Aberdeen . . . One Enclosure	July 14	July 15	"Marabout" . . .	107
120. Count St. Aulaire to the Earl of Aberdeen . . .	July 15	July 15	M. Valentin's claim . . .	112
121. Lord Cowley to the Earl of Aberdeen . . .	July 14	July 17	Warrant for H. M. S. "Avon" . . .	112
122. The Earl of Aberdeen to Count St. Aulaire . . . One Enclosure	July 18		Warrant issued in 1833 to French ship "Adonis" . . .	112
123. The Earl of Aberdeen to Lord Cowley . . .	July 21		A warrant for H.M.S. "Heroine" not required . . .	113
124. The Earl of Aberdeen to Lord Cowley . . .	July 22		Warrant required for H.M.S. "Wasp" . . .	113
125. Count St. Aulaire to the Earl of Aberdeen . . .	July 20	July 22	Complaints of the practice of firing shotted guns to bring French vessels to. "La Grenouille" . . .	113
126. The Earl of Aberdeen to Lord Cowley . . .	Jul 24		Warrant required for H.M.S. "Albert" . . .	114
127. Count St. Aulaire to the Earl of Aberdeen . . .	July 25	July 26	Warrant for the "Styx" required; warrant of the "Cleopatra" returned . . .	114
128. The Earl of Aberdeen to Lord Cowley . . .	July 27		Warrant required or H.M.S. "Racer" . . .	114
129. The Earl of Aberdeen to Count St. Aulaire . . .	August 1		Warrant for French vessel "Styx" . . .	114
130. The Earl of Aberdeen to Lord Cowley . . .	August 1		Warrant required for H.M.S. "Conway" . . .	115
131. The Earl of Aberdeen to Count de Rohan Chabot . . . One Enclosure	August 4		"Cygnet" and "Aigle." Reply to complaint of firing shotted guns . . .	115
132. Count Rohan de Chabot to the Earl of Aberdeen . . .	August 5	August 7	Acknowledgment of the preceding . . .	117
133. The Earl of Aberdeen to Lord Cowley . . .	August 8		Warrant required for H.M.S. "Alert" . . .	117
134. The Earl of Aberdeen to Count de Rohan Chabot . . . One Enclosure	Aug. 11		"Marabout" . . .	117
135. The Earl of Aberdeen to Lord Cowley . . .	Aug. 11		Warrant required for H.M.S. "Hermes" . . .	118
136. The Earl of Aberdeen to Lord Cowley . . .	Aug. 15		Warrant required for H.M.S. "Hydra" . . .	118
137. The Earl of Aberdeen to Lord Cowley . . .	Aug. 16		Returning warrants issued to three British ships . . .	118
138. Lord Cowley to the Earl of Aberdeen . . .	Aug. 14	Aug. 17	Eight warrants for British ships . . .	119
139. Count de Rohan Chabot to the Earl of Aberdeen . . . Six Enclosures	Aug. 15	Aug. 19	English ship "St. Christopher" captured by French ship of war "La Vigie" . . .	119
140. The Earl of Aberdeen to Count Rohan de Chabot . . . One Enclosure	Aug. 28		"Cygnet" and "Aigle" . . .	124
141. The Earl of Aberdeen to Count Rohan de Chabot . . . One Enclosure	Aug. 28		Case of the "St. Christopher" . . .	125
142. Count de Rohan Chabot to the Earl of Aberdeen . . .	Aug. 28	Aug. 29	One warrant returned, six required . . .	127
143. Lord Cowley to the Earl of Aberdeen . . .	Aug. 28	Aug. 31	Warrant for H. M. S. "Conway" . . .	128
144. Count de Rohan Chabot to the Earl of Aberdeen . . .	Aug. 29	Sept. 1	Case of the "St. Christopher" . . .	128
145. Count de Rohan Chabot to the Earl of Aberdeen . . .	Aug. 30	Sept. 1	"Cygnet" and "Aigle" . . .	128
146. Viscount Canning to M. de Talleyrand . . .	Sept. 4		Warrant for French ship "Baucis" . . .	129
147. M. de Talleyrand to Viscount Canning . . .	Sept. 5	Sept. 6	Acknowledgment of the preceding . . .	129

CLASS C.

LIST OF PAPERS.

No.	Date. 1843.	Receipt. 1843.	SUBJECT.
148. The Earl of Aberdeen to Lord Cowley . . .	Sept. 8		Warrant required for H.M.S. "Inconstant" 129
149. The Earl of Aberdeen to Lord Cowley . . .	Sept. 9		Returning warrant issued to H.M.S. "Gre-cian" . . . 129
150. The Earl of Aberdeen to Lord Cowley . . .	Sept. 10		Warrant required for H.M.S. "Dolphin" . . . 130
151. The Earl of Aberdeen to Lord Cowley . . .	Sept. 11		Warrant required for H.M.S. "Penelope" 130
152. The Earl of Aberdeen to Lord Cowley . . . Three Enclosures.	Sept. 11		Case of the "Deux Sœurs" . . . 130
153. The Earl of Aberdeen to Lord Cowley . . . Two Enclosures	Sept. 11		Limits of right of search in the Mozambique channel . . . 131
154. The Earl of Aberdeen to Lord Cowley . . . Three Enclosures.	Sept. 11		M. Valentin's claim . . . 131
155. The Earl of Aberdeen to Lord Cowley . . . Two Enclosures	Sept. 11		Case of the "Luiz d'Alquerque." . . . 131
156. The Earl of Aberdeen to Lord Cowley . . . Nine Enclosures	Sept. 11		"Cygnet" and "Aiglé." "La Grenouille" firing shotted guns . . . 132
157. The Earl of Aberdeen to Lord Cowley . . . Two Enclosures	Sept. 11		Case of the "St. Christopher" . . . 132
158. Lord Cowley to the Earl of Aberdeen . . .	Sept. 8	Sept. 11	Warrants for three British ships . . . 133
159. Count de Rohan Chabot to the Earl of Aberdeen	Sept. 18	Sept. 20	Returns warrant issued to French ship "La Fine" . . . 133
160. Count de Rohan Chabot to the Earl of Aberdeen	Sept. 18	Sept. 20	Asks for a new warrant for "La Fine," new Commander . . . 133
161. The Earl of Aberdeen to Count Rohan de Chabot	Sept. 23		Warrant for French vessel "La Fine" . . . 133
162. The Earl of Aberdeen to Lord Cowley . . .	Oct. 7		Returning warrants issued to two British ships . . . 134
163. Count de Rohan Chabot to the Earl of Aberdeen	Oct. 6	Oct. 7	Returns a warrant to be cancelled . . . 134
164. The Earl of Aberdeen to Lord Cowley . . .	Oct. 17		Returning warrant issued to H.M.S. "Fantome" . . . 134
165. The Earl of Aberdeen to Lord Cowley . . .	Oct. 20		Returning warrants issued to two British ships . . . 135
166. Lord Cowley to the Earl of Aberdeen . . .	Oct. 16	Oct. 20	Warrants for three British ships . . . 135
167. M. de Talleyrand to the Earl of Aberdeen . . .	Oct. 21	Oct. 23	Returns warrant issued to French ship "Vigie" . . . 135
168. M. de Talleyrand to the Earl of Aberdeen . . .	Oct. 21	Oct. 23	Asks for a new warrant for the "Vigie," new Commander . . . 136
169. The Earl of Aberdeen to Lord Cowley . . .	Oct. 27		Warrant required for H.M.S. "Star" . . . 136
170. The Earl of Aberdeen to M. de Talleyrand . . .	Nov. 1		Warrant for French ship "Vigie" . . . 136
171. The Earl of Aberdeen to Lord Cowley . . .	Nov. 1		Returning warrant issued to H. M. S. "Tweed" . . . 136
172. The Earl of Aberdeen to Lord Cowley . . .	Nov. 3		Returning warrant issued to H.M.S. "Héroïne" . . . 137
173. The Earl of Aberdeen to Lord Cowley . . .	Nov. 5		Warrant required for H.M.S. "Eurydice" 137
174. The Earl of Aberdeen to Lord Cowley . . .	Nov. 7		Warrant required for H.M.S. "Sealark" . . . 137
175. The Earl of Aberdeen to Lord Cowley . . .	Nov. 15		Returning warrant issued to H.M.S. "Vollage" . . . 138
176. Count St. Aulaire to the Earl of Aberdeen . . .	Nov. 23	Nov. 24	One warrant returned, one required . . . 138
177. Lord Cowley to the Earl of Aberdeen . . .	Nov. 27	Dec. 1	Warrant for H.M.S. "Star" . . . 138
178. The Earl of Aberdeen to Count St. Aulaire . . .	Dec. 1		Warrant for French vessel "Gélée" . . . 138
179. Lord Cowley to the Earl of Aberdeen . . .	Dec. 4	Dec. 7	Warrants for H.M.S. "Star" and "Eurydice" . . . 139

LIST OF PAPERS.

xi

No.	Date. 1843.	Receipt. 1843.	SUBJECT.	Page
180. The Earl of Aberdeen to Lord Cowley . . .	Dec. 11		Returning warrant issued to H.M.S. "Cameleon" . . .	139
181. Count St. Aulaire to the Earl of Aberdeen . . . One Enclosure	Dec. 12	Dec. 15	Destruction of Pierre Sardon's Factory at Solima . . .	139
182. The Earl of Aberdeen to Count St. Aulaire . . .	Dec. 22		Destruction of Pierre Sardon's Factory at Solima . . .	140
183. Count St. Aulaire to the Earl of Aberdeen . . .	Dec. 23	Dec. 27	"Marabout" . . .	141
184. The Earl of Aberdeen to Count St. Aulaire . . . Three Enclosures	Dec. 28		"Marabout" . . .	142
185. The Earl of Aberdeen to Lord Cowley . . .	Dec. 29		Warrant required for H.M.S. "Helena" . . .	146

DENMARK.

	1843.	1843.		
186. Sir H. Wynn to the Earl of Aberdeen . . .	Jan. 2	Jan. 11	Warrants for six British ships . . .	147
187. Sir H. Wynn to the Earl of Aberdeen . . .	Jan. 20	Jan. 29	Warrant for H.M.S. "Megæra" . . .	147
188. Sir H. Wynn to the Earl of Aberdeen . . .	Jan. 31	Feb. 6	Warrant for H.M.S. "Frolic" . . .	147
189. The Earl of Aberdeen to Sir H. Wynn . . .	Feb. 10		Five Warrants to be returned . . .	148
190. The Earl of Aberdeen to Sir H. Wynn . . .	Feb. 11		Returning warrant issued to H. M. S. "Pearl." New warrant required . . .	148
191. Sir H. Wynn to the Earl of Aberdeen . . .	Feb. 18	Feb. 25	Warrant for H.M.S. "Iris" . . .	148
192. Sir H. Wynn to the Earl of Aberdeen . . .	Feb. 28	Mar. 6	Warrants for H.M.S. "Pearl," "Pickle" and "Gorgon" . . .	149
193. The Earl of Aberdeen to Sir H. Wynn . . .	Mar. 22		Four warrants to be returned . . .	149
194. Sir H. Wynn to the Earl of Aberdeen . . .	Mar. 22	Mar. 26	Warrant for H.M.S. "Thunderbolt" . . .	149
195. Count Reventlow to the Earl of Aberdeen . . .	Mar. 25	Mar. 27	Warrant required for Danish brig "Mercurius" . . .	149
196. The Earl of Aberdeen to Count Reventlow . . .	April 8		Warrant for the "Mercurius" . . .	150
197. Sir H. Wynn to the Earl of Aberdeen . . .	April 19	April 24	Warrant for H.M.S. "Orestes" already sent . . .	150
198. The Earl of Aberdeen to Sir H. Wynn . . .	May 17		Warrant for H.M.S. "Orestes" applied for by mistake . . .	150
199. Count Reventlow to the Earl of Aberdeen . . .	May 29	May 29	Arrival of Gen. Scholten, Governor of Danish West India colonies . . .	151
200. The Earl of Aberdeen to Count Reventlow . . .	May 30		Ditto . . .	151
201. Mr. Browne to the Earl of Aberdeen . . .	May 27	June 2	Warrant for H.M.S. "Sappho" . . .	151
202. Count Reventlow to the Earl of Aberdeen . . .	June 12	June 12	Returns thanks for reception given to Gen. Scholten . . .	152
203. Mr. Browne to the Earl of Aberdeen . . .	June 17	June 23	Warrant for H.M.S. "Curaçoa" . . .	152
204. The Earl of Aberdeen to Sir H. Wynn . . .	June 27		Returning five warrants to be cancelled . . .	152
205. The Earl of Aberdeen to Sir H. Wynn . . .	July 10		Returning two warrants to be cancelled . . .	153
206. Sir H. Wynn to the Earl of Aberdeen . . .	June 30	July 10	Warrants for two British ships . . .	153
207. Mr. Browne to the Earl of Aberdeen . . . Six Enclosures	June 24	July 11	Reply to Queries on Slave Trade and Slavery in the Danish colonies . . .	153
208. Sir H. Wynn to the Earl of Aberdeen . . .	July 24	July 28	Warrants for four British ships . . .	167
209. The Earl of Aberdeen to Sir H. Wynn . . .	July 29		Returning warrant issued to H.M.S. "Heroine," to be cancelled . . .	167

No.		Date. 1843.	Receipt. 1843.	SUBJECT.	Page
210.	Sir H. Wynn to the Earl of Aberdeen . . .	Aug. 10	Aug. 14	Warrants for two British ships . . .	168
211.	The Earl of Aberdeen to Sir H. Wynn . . .	Aug. 16		Returning four warrants to be cancelled . . .	168
212.	Sir H. Wynn to the Earl of Aberdeen . . .	Aug. 16	Aug. 25	Warrant for H. M. S. "Racer" . . .	168
213.	Sir H. Wynn to the Earl of Aberdeen . . .	Aug. 29	Sept. 4	Warrants for three British ships . . .	169
214.	The Earl of Aberdeen to Sir H. Wynn . . .	Sept. 9		Returning warrant issued to H.M.S. "Grecian" . . .	169
215.	The Earl of Aberdeen to Sir H. Wynn . . .	Oct. 7		Returning two warrants to be cancelled . . .	169
216.	Sir H. Wynn to the Earl of Aberdeen . . .	Oct. 3.	Oct. 10	Warrants for three British ships . . .	170
217.	Count Reventlow to the Earl of Aberdeen . . .	Oct. 23	Oct. 25	Returns warrant issued to Danish brig "St. Croix"; . . .	170
218.	The Earl of Aberdeen to Sir H. Wynn . . .	Nov. 3		Returning warrant issued to H.M.S. "Heroine" . . .	170
219.	The Earl of Aberdeen to Sir H. Wynn . . .	Nov. 11		Warrant required for H.M.S. "Illustrious" . . .	171
220.	Sir H. Wynn to the Earl of Aberdeen . . .	Nov. 4	Nov. 11	New regulations for treatment of slaves in Danish colonies . . .	171
221.	The Earl of Aberdeen to Sir H. Wynn . . .	Nov. 15		Returning warrant issued to H.M.S. "Vollage" . . .	171
222.	Sir H. Wynn to the Earl of Aberdeen . . .	Nov. 18	Nov. 26	Warrant for H.M.S. "Star" . . .	172
223.	Sir H. Wynn to the Earl of Aberdeen . . .	Nov. 28	Dec.	Warrants for H.M.S. "Sealark" and "Eurydice" . . .	172
224.	The Earl of Aberdeen to Sir H. Wynn . . .	Dec. 11		Returning warrant issued to H.M.S. "Camoleon" . . .	172
225.	Sir H. Wynn to the Earl of Aberdeen . . .	Dec. 2	Dec. 18	Warrant for H. M. S. "Illustrious" . . .	173

HAYTI.

		1843.	1843.		
226.	The Earl of Aberdeen to Mr. Ussher . . . One Enclosure	Mar. 13		List of H.M.S. for which warrants are required . . .	175
227.	Mr. Ussher to the Earl of Aberdeen . . . One Enclosure	May 29	July 3	Copy of note from Haytian Minister, enclosing warrants asked for in the preceding . . .	176
228.	Mr. Ussher to the Earl of Aberdeen . . .	June 24	Aug. 5	Warrant for H.M.S. "Sappho" . . .	176
229.	Mr. Ussher to the Earl of Aberdeen . . .	July 9	Aug. 21	Warrant for H.M.S. "Curaçoa" . . .	177
230.	The Earl of Aberdeen to Mr. Ussher . . .	Sept. 9		Returning eight warrants to be cancelled . . .	177
231.	Mr. Ussher to the Earl of Aberdeen . . .	Aug. 16	Sept. 21	Warrants for H.M.S. "Avon" and "Rose" . . .	177
232.	The Earl of Aberdeen to Mr. Ussher . . .	Sept. 28		Returning warrant issued to H. M. S. "Avon" to be cancelled . . .	178
233.	Mr. Ussher to the Earl of Aberdeen . . .	Sept. 1	Oct. 6	Warrants for three British ships . . .	178
234.	Mr. Ussher to the Earl of Aberdeen . . .	Sept. 7	Oct. 6	Warrants for three British ships . . .	178
235.	The Earl of Aberdeen to Mr. Ussher . . .	Nov. 1		Returning warrant issued to H. M. S. Tweed . . .	178
236.	Mr. Ussher to the Earl of Aberdeen . . .	Sept. 23	Nov. 7	Warrants for four British ships . . .	179
237.	The Earl of Aberdeen to Mr. Ussher . . .	Nov. 15		Returning warrant issued to H.M.S. "Vollage" . . .	179
238.	Mr. Ussher to the Earl of Aberdeen . . .	Nov. 3	Dec. 8	Warrants for three British ships . . .	179

HANSE TOWNS.

No.	Date. 1843.	Receipt. 1843.	SUBJECT.	Page
239. The Earl of Aberdeen to Colonel Hodges One Enclosure	Jan. 10		"Julius and Edward"	181
240. Colonel Hodges to the Earl of Aberdeen One Enclosure	Jan. 6	Jan. 11	Loss of Lubeck warrant, issued in 1838, to H.M.S. "Racer"	182
241. Colonel Hodges to the Earl of Aberdeen	Jan. 20	Jan. 23	Warrant for H. M. S. "Megæra"	183
242. Colonel Hodges to the Earl of Aberdeen One Enclosure	Jan. 24	Jan. 29	"Julius and Edward"	183
243. The Earl of Aberdeen to Colonel Hodges One Enclosure	Jan. 31		"Julius and Edward"	184
244. The Earl of Aberdeen to Colonel Hodges	Feb. 6		Loss of warrants issued in 1838 to H. M. S. "Racer"	184
245. Colonel Hodges to the Earl of Aberdeen	Feb. 3	Feb. 6	Warrant for H. M. S. "Frolic"	185
246. The Earl of Aberdeen to Colonel Hodges One Enclosure	Feb. 9		Loss of warrants issued to H.M.S. "Snake"	185
247. The Earl of Aberdeen to Colonel Hodges	Feb. 10		Returning 15 warrants to be cancelled	186
248. Colonel Hodges to Mr. Bandinel	Feb. 7	Feb. 10	"Julius and Edward"	186
249. The Earl of Aberdeen to Colonel Hodges	Feb. 11		Error in Bremen war- rant issued to H.M.S. "Frolic"	187
250. Colonel Hodges to the Earl of Aberdeen	Feb. 14	Feb. 17	Warrant for H. M. S. "Iris"	187
251. The Earl of Aberdeen to Colonel Hodges	Feb. 20		Loss of warrants issued to H.M.S. "Victor"	187
252. Colonel Hodges to the Earl of Aberdeen	Feb. 21	Feb. 25	Warrants for H. M. S. "Gorgon" & "Pickle"	188
253. Colonel Hodges to the Earl of Aberdeen	Feb. 28	Mar. 3	Warrants for H. M. S. "Pearl." Bremen warrant for the "Fro- lic," error amended	188
254. Colonel Hodges to the Earl of Aberdeen	Mar. 10	Mar. 17	Warrants for H. M. S. "Thunderbolt"	188
255. The Earl of Aberdeen to Colonel Hodges	Mar. 22		Returning 15 warrants to be cancelled	188
256. Colonel Hodges to the Earl of Aberdeen	April 6	April 11	Warrants for H. M. S. "Orestes"	189
257. The Earl of Aberdeen to Colonel Hodges	April 20		Returning warrants is- sued to H.M.S. "Per- sian"	189
258. The Earl of Aberdeen to Colonel Hodges	April 27		Returning warrants is- sued to H.M.S. "Me- gæra"	190
259. The Earl of Aberdeen to Colonel Hodges	May 13		Returning duplicate warrants issued to H.M.S. "Orestes"	190
260. Colonel Hodges to the Earl of Aberdeen	May 23	May 26	Warrants for H.M.S. "Sappho"	190
261. Colonel Hodges to the Earl of Aberdeen	June 9	May 12	Warrants for H. M. S. "Curacoa"	191
262. Colonel Hodges to the Earl of Aberdeen	June 20	June 23	Warrants for H. M. S. "Avon"	191
263. The Earl of Aberdeen to Colonel Hodges	June 27		Returning 15 warrants to be cancelled	191
264. Colonel Hodges to the Earl of Aberdeen	June 27	July 1	Warrants for H. M. S. "Rose"	192
265. The Earl of Aberdeen to Colonel Hodges	July 10		Returning six warrants to be cancelled	192
266. Colonel Hodges to the Earl of Aberdeen	July 14	July 17	Warrants for H. M. S. "Espoir"	192
267. Colonel Hodges to the Earl of Aberdeen	July 21	July 24	Warrants for three Bri- tish ships	193
268. The Earl of Aberdeen to Colonel Hodges	July 29		Returning warrants is- sued to H.M.S. "He- roïne"	193
269. The Earl of Aberdeen to Colonel Hodges	Aug. 11		"Julius and Edward"	193
270. Colonel Hodges to the Earl of Aberdeen	Aug. 8	Aug. 11	Warrants for H. M. S. "Wasp" and "Al- bert"	194
271. Colonel Hodges to the Earl of Aberdeen	Aug. 11	Aug. 14	Warrants for H. M. S. "Racer"	194
272. The Earl of Aberdeen to Colonel Hodges	Aug. 16		Returning 12 warrants to be cancelled.	194

No.	Date. 1843.	Receipt. 1843.	SUBJECT.	Page	
273.	Colonel Hodges to the Earl of Aberdeen	Aug. 18	Aug. 21	Warrants for H. M. S. "Conway"	195
274.	Colonel Hodges to the Earl of Aberdeen	Aug. 22	Aug. 25	Warrants for H. M. S. "Alert"	195
275.	Colonel Hodges to the Earl of Aberdeen	Aug. 22	Aug. 25	"Julius and Edward"	195
276.	Colonel Hodges to the Earl of Aberdeen	Aug. 25	Aug. 28	Warrants for H. M. S. "Hermes" and "Hydra"	195
277.	The Earl of Aberdeen to Colonel Hodges	Sept. 9		Returning six warrants to be cancelled	196
278.	Colonel Hodges to the Earl of Aberdeen	Sept. 29	Oct. 3	Warrants for three British ships	196
279.	The Earl of Aberdeen to Colonel Hodges	Oct. 7		Returning six warrants to be cancelled	196
280.	The Earl of Aberdeen to Colonel Hodges	Oct. 17		Returning warrants issued to H. M. S. "Fantome"	197
281.	The Earl of Aberdeen to Colonel Hodges	Oct. 20		Returning warrants issued to H. M. S. "Avon" and "Pickle"	197
282.	The Earl of Aberdeen to Colonel Hodges	Nov. 1		Returning warrants issued to H. M. S. "Tweed"	197
283.	The Earl of Aberdeen to Colonel Hodges	Nov. 3		Returning warrants issued to H. M. S. "Heroine"	198
284.	Colonel Hodges to the Earl of Aberdeen	Nov. 7	Nov. 11	Warrants for H. M. S. "Star"	198
285.	The Earl of Aberdeen to Colonel Hodges	Nov. 15		Returning warrants issued to H. M. S. "Volage"	198
286.	Colonel Hodges to the Earl of Aberdeen	Nov. 21	Nov. 26	Warrants for three British ships	199
287.	The Earl of Aberdeen to Colonel Hodges	Dec. 11		Returning warrants issued to H. M. S. "Cameleon"	199

SARDINIA.

	1842.	1842.	1843.	1843.		
288.	Mr. Abercromby to the Earl of Aberdeen	Dec. 30	Jan. 5	Warrant for H. M. S. "Pique"	201	
289.	Mr. Abercromby to the Earl of Aberdeen	Jan. 3	Jan. 9	Warrants for six British ships	201	
290.	Mr. Abercromby to the Earl of Aberdeen	Jan. 9	Jan. 16	Loss of warrant issued in 1839 to the "Fair Rosamond"	201	
291.	Mr. Abercromby to the Earl of Aberdeen	Jan. 9	Jan. 16	Warrants returned to Sardinian Government	202	
292.	Mr. Abercromby to the Earl of Aberdeen	Jan. 21	Jan. 27	Warrant for H. M. S. "Megæra"	202	
293.	Mr. Abercromby to the Earl of Aberdeen	Jan. 28	Feb. 3	Warrant for H. M. S. "Frolic"	202	
294.	The Earl of Aberdeen to Mr. Abercromby	Feb. 10		Returning five warrants to be cancelled	202	
295.	The Earl of Aberdeen to Mr. Abercromby	Feb. 20		Loss of warrant issued to H. M. S. "Victor"	203	
296.	Mr. Abercromby to the Earl of Aberdeen	Feb. 14	Feb. 20	Warrant for H. M. S. "Iris"	203	
297.	Mr. Abercromby to the Earl of Aberdeen	Feb. 16	Feb. 22	Acknowledgment of Despatches	204	
298.	Mr. Abercromby to the Earl of Aberdeen	Feb. 22	Feb. 28	Warrant for H. M. S. "Pickle"	204	
299.	Mr. Abercromby to the Earl of Aberdeen	Feb. 28	Mar. 7	Warrant for H. M. S. "Gorgon"	204	
300.	Mr. Abercromby to the Earl of Aberdeen	Mar. 7	Mar. 13	Acknowledges receipt of Despatches, and sends warrants for H. M. S. "Pearl"	205	
301.	Mr. Abercromby to the Earl of Aberdeen	Mar. 14	Mar. 20	Warrant for H. M. S. "Thunderbolt"	205	
302.	The Earl of Aberdeen to Mr. Abercromby	Mar. 22		Returning six warrants to be cancelled	205	
303.	Mr. Abercromby to the Earl of Aberdeen	April 8	April 14	Acknowledgment of the preceding	206	
304.	Mr. Abercromby to the Earl of Aberdeen	April 8	April 15	Warrant for H. M. S. "Orestes"	206	

LIST OF PAPERS.

XV

No.	Date. 1843.	Receipt. 1843.	SUBJECT.	Page
305. The Earl of Aberdeen to Mr. Abercromby	April 20		Returning three warrants to be cancelled	206
306. The Earl of Aberdeen to Mr. Abercromby	April 27		Returning warrant issued to H.M.S. "Mægæra"	207
307. Mr. Abercromby to the Earl of Aberdeen	May 4	May 10	Acknowledgment of the preceding	207
308. The Earl of Aberdeen to Mr. Abercromby	May 13		Returning duplicate warrant issued to H.M.S. "Orestes"	207
309. Mr. Abercromby to the Earl of Aberdeen	May 8	May 14	Acknowledgment of Despatch	208
310. Mr. Bingham to the Earl of Aberdeen	May 30	June 5	Warrant for H. M. S. "Sappho"	208
311. The Earl of Aberdeen to Mr. Bingham	June 27		Returning five warrants to be cancelled	208
312. Mr. Bingham to the Earl of Aberdeen	June 17	June 28	Warrant for H. M. S. "Curaçoa"	209
313. Mr. Bingham to the Earl of Aberdeen	June 28	July 5	Warrants for H.M.S. "Avon" and "Rose"	209
314. The Earl of Aberdeen to Mr. Bingham	July 10		Returning two warrants to be cancelled	210
315. Mr. Bingham to the Earl of Aberdeen	July 22	July 28	Warrant, for H. M. S. "Espoir"	210
316. Mr. Bingham to the Earl of Aberdeen	July 27	Aug. 4	Warrants for H. M. S. "Bittern" and "Spy"	210
317. The Earl of Aberdeen to Mr. Bingham	Aug. 16		Returning three warrants to be cancelled	211
318. Mr. Bingham to the Earl of Aberdeen	Aug. 10	Aug. 17	Warrants for three British ships	211
319. Mr. Bingham to the Earl of Aberdeen	Aug. 20	Aug. 28	Warrant for H.M.S. "Conway"	211
320. Mr. Bingham to the Earl of Aberdeen	Aug. 24	Aug. 31	Warrant for H.M.S. "Alert"	212
321. Mr. Bingham to the Earl of Aberdeen	Aug. 28	Sept. 4	Warrant for H.M.S. "Hermes"	212
322. Mr. Bingham to the Earl of Aberdeen	Aug. 31	Sept. 8	Warrant for H.M.S. "Hydra"	212
323. The Earl of Aberdeen to Mr. Bingham	Sept. 9		Returning a warrant to be cancelled	212
324. Mr. Bingham to the Earl of Aberdeen	Sept. 27	Oct. 4	Warrants for three British ships	213
325. The Earl of Aberdeen to Mr. Bingham	Oct. 7		Returning two warrants to be cancelled	213
326. The Earl of Aberdeen to Mr. Bingham	Oct. 17		Returning one warrant to be cancelled	213
327. The Earl of Aberdeen to Mr. Bingham	Oct. 20		Returning two warrants to be cancelled	214
328. The Earl of Aberdeen to Mr. Bingham	Nov. 1		Returning one warrant to be cancelled	214
329. The Earl of Aberdeen to Mr. Bingham	Nov. 3		Returning one warrant to be cancelled	214
330. The Earl of Aberdeen to Mr. Bingham	Nov. 15		Returning one warrant to be cancelled	215
331. Mr. Bingham to the Earl of Aberdeen	Nov. 9	Nov. 16	Warrant to H.M.S. "Star"	215
332. Mr. Bingham to the Earl of Aberdeen	Nov. 20	Nov. 27	Warrant to H.M.S. "Eurydice"	215
333. Mr. Bingham to the Earl of Aberdeen	Nov. 23	Dec. 1	Warrant to H.M.S. "Sealark"	216
334. Mr. Bingham to the Earl of Aberdeen	Nov. 27	Dec. 4	Warrant to H.M.S. "Illustrious"	216
335. The Earl of Aberdeen to Mr. Abercromby	Dec. 11		Returning warrant to be cancelled	216
336. Mr. Abercromby to the Earl of Aberdeen	Dec. 21	Dec. 27	Acknowledgment of Despatch	217

TUSCANY.

	1842.	1843.		
337. Mr. Buchanan to the Earl of Aberdeen	Dec. 24	Jan. 3	Warrant for H.M.S. "Pique"	219
338. Mr. Buchanan to the Earl of Aberdeen	Dec. 27	Jan. 5	Warrants for six British ships	219
339. Mr. Buchanan to the Earl of Aberdeen	Jan. 4	Jan. 13	Acknowledgment of Despatch	219

No.	Date. 1843.	Receipt. 1843.	SUBJECT.	Page
340. Mr. Buchanan to the Earl of Aberdeen	Jan. 7	Jan. 16	Acknowledgment of Despatch	220
341. Mr. Buchanan to the Earl of Aberdeen	Jan. 14	Jan. 25	Warrant for H.M.S. "Megæra"	220
342. Mr. Buchanan to the Earl of Aberdeen	Jan. 25	Feb. 3	Warrant to H.M.S. "Frolic"	220
343. The Earl of Aberdeen to Mr. Buchanan	Feb. 6		Loss of warrant issued to H.M.S. "Racehorse"	220
344. The Earl of Aberdeen to Mr. Buchanan	Feb. 10		Returning five warrants to be cancelled	221
345. The Earl of Aberdeen to Mr. Buchanan	Feb. 20		Loss of warrant issued to H.M.S. "Victor"	221
346. Lord Holland to the Earl of Aberdeen	Feb. 13	Feb. 22	Warrant for H.M.S. "Iris"	221
347. Lord Holland to the Earl of Aberdeen	Feb. 18	Feb. 28	Warrant for H.M.S. "Pickle." Loss of warrant issued to the "Racehorse"	222
348. Lord Holland to the Earl of Aberdeen	Feb. 23	March 4	Warrant for H.M.S. "Gorgon"	222
349. Lord Holland to the Earl of Aberdeen	March 2	March 11	Warrant for H.M.S. "Pearl"	222
350. Lord Holland to the Earl of Aberdeen	March 10	March 19	Warrant for H.M.S. "Thunderbolt"	223
351. The Earl of Aberdeen to Lord Holland	March 22		Returning five warrants to be cancelled	223
352. Lord Holland to the Earl of Aberdeen	April 5	April 14	Acknowledges Despatches and sends warrant for H.M.S. "Orestes"	223
353. The Earl of Aberdeen to Lord Holland	April 20		Returning three warrants to be cancelled	224
354. The Earl of Aberdeen to Lord Holland	April 27		Returning one warrant to be cancelled	224
355. The Earl of Aberdeen to Lord Holland	May 13		Returning duplicate warrant issued to H.M.S. "Orestes"	224
356. Lord Holland to the Earl of Aberdeen	May 26	June 4	Warrant for H.M.S. "Sappho"	225
357. Lord Holland to the Earl of Aberdeen	June 12	June 22	Warrant for H.M.S. "Curaçoa"	225
358. The Earl of Aberdeen to Lord Holland	June 27		Returning five warrants to be cancelled	225
359. Lord Holland to the Earl of Aberdeen	June 21	June 30	Warrant for H.M.S. "Avon"	226
360. Lord Holland to the Earl of Aberdeen	June 26	July 5	Warrant for H.M.S. "Rose"	226
361. The Earl of Aberdeen to Lord Holland	July 10		Returning two warrants to be cancelled	226
362. Lord Holland to the Earl of Aberdeen	July 11	July 20	Acknowledgment of a Despatch	227
363. Mr. Buchanan to the Earl of Aberdeen	July 18	July 27	Warrant for H.M.S. "Espoir"	227
364. Mr. Buchanan to the Earl of Aberdeen	July 24	Aug. 2	Warrants for three British ships	227
365. The Earl of Aberdeen to Mr. Buchanan	Aug. 7		Returning warrant issued to H.M.S. "Heroine"	228
366. Lord Holland to the Earl of Aberdeen	Aug. 6	Aug. 16	Acknowledgment of the preceding	228
367. The Earl of Aberdeen to Lord Holland	Aug. 16		Returning four warrants to be cancelled	228
368. Lord Holland to the Earl of Aberdeen	Aug. 6	Aug. 18	Warrants for H.M.S. "Albert" and "Wasp"	229
369. Lord Holland to the Earl of Aberdeen	Aug. 9	Aug. 19	Warrants for H.M.S. "Racer"	229
370. Lord Holland to the Earl of Aberdeen	Aug. 23	Sept. 1	Warrants for three British ships	229
371. Lord Holland to the Earl of Aberdeen	Aug. 28	Sept. 6	Warrant for H.M.S. "Hydra." Acknowledgment of Despatch	229
372. The Earl of Aberdeen to Lord Holland	Sept. 9		Returning two warrants to be cancelled	230
373. Lord Holland to the Earl of Aberdeen	Sept. 25	Oct. 5	Warrants for three British ships	230
374. Lord Holland to the Earl of Aberdeen	Sept. 25	Oct. 5	Acknowledgment of Despatch	230

No.	Date. 1843.	Receipt. 1843.	SUBJECT.	Page
375.	The Earl of Aberdeen to Lord Holland . . .	Oct. 7	Returning two warrants to be cancelled . . .	231
376.	The Earl of Aberdeen to Lord Holland . . .	Oct. 17	Returning one warrant to be cancelled . . .	231
377.	The Earl of Aberdeen to Lord Holland . . .	Oct. 20	Returning two warrants to be cancelled . . .	231
378.	The Earl of Aberdeen to Lord Holland . . .	Nov. 1	Returning one warrant to be cancelled . . .	232
379.	The Earl of Aberdeen to Lord Holland . . .	Nov. 3	Returning one warrant to be cancelled . . .	232
380.	The Earl of Aberdeen to Lord Holland . . .	Nov. 15	Returning one warrant to be cancelled . . .	232
381.	Lord Holland to the Earl of Aberdeen . . .	Nov. 10	Nov. 19 Acknowledges receipt of Despatches and sends warrant for H. M. S. "Star" . . .	232
382.	Lord Holland to the Earl of Aberdeen . . .	Nov. 18	Nov. 27 Acknowledges receipt of Despatches and sends warrants for H. M. S. "Eurydice" and "Sealark" . . .	233
383.	Lord Holland to the Earl of Aberdeen . . .	Nov. 27	Dec. 6 Acknowledges receipt of Despatches and sends warrant for H. M. S. "Illustrious" . . .	233
384.	The Earl of Aberdeen to Lord Holland . . .	Dec. 11	Returning a warrant to be cancelled . . .	233

TWO SICILIES.

	1843.	1843.			
385.	Mr. Temple to the Earl of Aberdeen . . .	Jan. 3	Jan. 17	Warrant for H. M. S. "Wasp" . . .	235
386.	Mr. Temple to the Earl of Aberdeen . . .	Jan. 20	Feb. 1	Warrants for six British ships . . .	235
387.	The Earl of Aberdeen to Mr. Temple . . .	Feb. 10		Returning four warrants to be cancelled . . .	235
388.	The Earl of Aberdeen to Mr. Temple . . .	Feb. 11		Returning two warrants to be cancelled . . .	236
389.	The Earl of Aberdeen to Mr. Temple . . .	Feb. 20		Loss of warrant issued to H. M. S. "Victor" . . .	236
390.	Mr. Temple to the Earl of Aberdeen . . .	Feb. 9	Feb. 28	Warrant for H. M. S. "Megæra" . . .	236
391.	Mr. Temple to the Earl of Aberdeen . . .	Mar. 2	Mar. 15	Warrants for H. M. S. "Iris" and "Frolic" . . .	237
392.	The Earl of Aberdeen to Mr. Temple . . .	Mar. 22		Returning four warrants to be cancelled . . .	237
393.	Mr. Temple to the Earl of Aberdeen . . .	Mar. 9	Mar. 30	Warrants for H. M. S. "Pickle" and "Gor-gon" . . .	237
394.	Mr. Temple to the Earl of Aberdeen . . .	Mar. 14	Mar. 30	Warrant for H. M. S. "Pearl" . . .	238
395.	Mr. Temple to the Earl of Aberdeen . . .	April 4	April 15	Warrant for H. M. S. "Thunderbolt" . . .	238
396.	The Earl of Aberdeen to Mr. Temple . . .	April 20		Returning two warrants to be cancelled . . .	238
397.	The Earl of Aberdeen to Mr. Temple . . .	April 27		Returning one warrant to be cancelled . . .	239
398.	Mr. Temple to the Earl of Aberdeen . . .	April 24	May 10	Acknowledgment of Despatch . . .	239
399.	Mr. Temple to the Earl of Aberdeen . . .	April 24	May 10	Warrant for H. M. S. "Orestes" . . .	239
400.	The Earl of Aberdeen to Mr. Temple . . .	May 13		Returning warrant enclosed in the preceding . . .	240
401.	The Earl of Aberdeen to Mr. Temple . . .	June 27		Returning five warrants to be cancelled . . .	240
402.	Mr. Temple to the Earl of Aberdeen . . .	June 16	July 3	Warrant for H. M. S. "Sappho" . . .	240
403.	The Earl of Aberdeen to Mr. Temple . . .	July 10		Returning three warrants to be cancelled . . .	241
404.	Mr. Temple to the Earl of Aberdeen . . .	July 7	July 19	Warrant for H. M. S. "Curaçoa" and "Avon" . . .	241
405.	Mr. Temple to the Earl of Aberdeen . . .	July 17	Aug. 2	Warrant for H. M. S. "Rose" . . .	241
406.	Mr. Temple to the Earl of Aberdeen . . .	July 27	Aug. 8	Warrant for H. M. S. "Espoir" . . .	242

No.	Date. 1843.	Receipt. 1843.	SUBJECT.	Page
407. The Earl of Aberdeen to Mr. Temple	Aug. 16		Returning four warrants to be cancelled	242
408. Mr. Temple to the Earl of Aberdeen	Aug. 8	Aug. 22	Acknowledges Despatch and sends warrants	242
409. Mr. Temple to the Earl of Aberdeen	Aug. 20	Sept. 5	Warrants for H. M. S. "Wasp" and "Albert"	243
410. The Earl of Aberdeen to Mr. Temple	Sept. 9		Returning a warrant to be cancelled	243
411. Mr. Temple to the Earl of Aberdeen	Aug. 25	Sept. 11	Warrant for H. M. S. "Racer"	243
412. Mr. Temple to the Earl of Aberdeen	Sept. 2	Sept. 16	Warrants for H. M. S. "Conway" and "Alert"	244
413. Mr. Temple to the Earl of Aberdeen	Sept. 9	Sept. 21	Warrant for H. M. S. "Hermes"	244
414. Mr. Temple to the Earl of Aberdeen	Sept. 15	Oct. 1	Warrant for H. M. S. "Hydra"	244
415. The Earl of Aberdeen to Mr. Temple	Oct. 7		Returning three warrants to be cancelled	244
416. The Earl of Aberdeen to Mr. Temple	Oct. 17		Returning two warrants to be cancelled	245
417. Mr. Temple to the Earl of Aberdeen	Oct. 9	Oct. 26	Warrant for H. M. S. "Inconstant"	245
418. Mr. Temple to the Earl of Aberdeen	Oct. 10	Oct. 26	Warrants for H. M. S. "Dolphin" and "Penelope"	245
419. The Earl of Aberdeen to Mr. Temple	Oct. 20		Returning a warrant to be cancelled	246
420. The Earl of Aberdeen to Mr. Temple	Nov. 1		Returning a warrant to be cancelled	246
421. The Earl of Aberdeen to Mr. Temple	Nov. 3		Returning a warrant to be cancelled	246
422. The Earl of Aberdeen to Mr. Temple	Nov. 15		Returning a warrant to be cancelled	246
423. The Earl of Aberdeen to Mr. Temple	Dec. 11		Returning a warrant to be cancelled	247
424. Mr. Temple to the Earl of Aberdeen	Dec. 2	Dec. 16	Warrant for H. M. S. "Star"	247
425. Mr. Temple to the Earl of Aberdeen	Dec. 5	Dec. 17	Warrant for H. M. S. "Eurydice"	247
426. Mr. Temple to the Earl of Aberdeen	Dec. 5	Dec. 17	Warrant for H. M. S. "Sealark"	248
427. Mr. Temple to the Earl of Aberdeen	Dec. 9	Dec. 27	Warrant for H. M. S. "Illustrious"	248
428. The Earl of Aberdeen to Mr. Temple	Dec. 29		Returning a warrant to be cancelled	248

MEXICO.

429. The Earl of Aberdeen to Mr. Doyle	Sept. 12		Act of Parliament for carrying the Treaty with Mexico into effect	249
430. The Earl of Aberdeen to Mr. Doyle One Enclosure	Oct. 10		List of H.M.S. ships employed under the Treaty	249
431. The Earl of Aberdeen to Mr. Doyle	Oct. 20		H.M.S. "Hydra," employed under the Treaty	250
432. The Earl of Aberdeen to Mr. Doyle	Nov. 5		H.M.S. "Star" and "Eurydice," employed under the Treaty	250
433. The Earl of Aberdeen to Mr. Doyle	Dec. 19		H.M.S. "Sealark," employed under the Treaty	250
434. The Earl of Aberdeen to Mr. Doyle	Dec. 29		H.M.S. "Helena," employed under the Treaty	251

TEXAS.

	1843.	1843.		
435. Mr. Ashbel Smith to the Earl of Aberdeen	Aug. 1	Aug. 7	Endeavours of British subjects to procure the Abolition of Slavery in Texas	253

LIST OF PAPERS.

xix

No.	Date. 1843.	Receipt. 1843.	SUBJECT.	Page
436. Captain Elliot to the Earl of Aberdeen Nine Enclosures	July 13	Aug. 14	British subjects trading in slaves between the United States and Texas	253
437. The Earl of Aberdeen to Captain Elliot	Aug. 23		Act of Parliament for carrying the Treaty into effect	258
438. The Earl of Aberdeen to Mr. Ashbel Smith	Sept. 11		Endeavours of British subjects to procure the Abolition of Slavery in Texas	259
439. The Earl of Aberdeen to Captain Elliot One Enclosure	Sept. 12.		List of H.M.S. for which warrants are required	259
440. Captain Elliot to the Earl of Aberdeen	July 25	Sep. 14	Reply to Queries on Slave Trade and Slavery in Texas	260
441. The Earl of Aberdeen to Captain Elliot Four Enclosures	Oct. 14		Disposal of negroes captured on the Coast of Brazil in Texian vessels	261
442. The Earl of Aberdeen to Captain Elliot	Oct. 27		Warrant required for H.M.S. "Star"	263
443. The Earl of Aberdeen to Captain Elliot	Nov. 5		Warrant required for H.M.S. "Eurydice"	263
444. The Earl of Aberdeen to Captain Elliot	Nov. 7		Warrant required for H.M.S. "Sealark"	263
445. The Earl of Aberdeen to Captain Elliot One Enclosure	Nov. 9		British subjects trading in slaves between the United States and Texas	264
446. Captain Elliot to the Earl of Aberdeen	Aug. 25	Nov. 10	Further information on Texian laws, as to slavery	264
447. The Earl of Aberdeen to Captain Elliot	Nov. 11		Warrant required for H.M.S. "Illustrious"	264
448. The Earl of Aberdeen to Captain Elliot	Dec. 29		Warrant required for H.M.S. "Helena"	265

TEXAS. (*Consular.*)

	1843.	1843.		
449. Mr. Kennedy to the Earl of Aberdeen Fourteen Enclosures	July 6	Aug. 30	British subjects trading in slaves between the United States and Texas	267
450. Mr. Kennedy to the Earl of Aberdeen Two Enclosures	July 17	Aug. 30	British subjects trading in slaves between the United States and Texas	278
451. Mr. Kennedy to the Earl of Aberdeen	July 17	Aug. 30	Acknowledgment of Despatch	279
452. Mr. Kennedy to the Earl of Aberdeen	July 10	Sept. 2	British subjects trading in slaves between the United States and Texas	280
453. Mr. Kennedy to the Earl of Aberdeen One Enclosure	Aug. 6	Sept. 14	British subjects trading in slaves between the United States and Texas	280
454. Mr. Kennedy to the Earl of Aberdeen One Enclosure	Sept. 5	Oct. 20	Reply to Queries on Slave Trade and Slavery in Texas	282
455. Mr. Kennedy to the Earl of Aberdeen Eleven Enclosures	Sept. 6	Oct. 26	Slavery in Texas	285
456. The Earl of Aberdeen to Mr. Kennedy	Oct. 31.		British subjects trading in slaves between the United States and Texas	295

VENEZUELA.

	1843.			
457. The Earl of Aberdeen to Mr. Wilson One Enclosure	Mar. 13		List of H.M.S. employed under the Treaty	297
458. The Earl of Aberdeen to Mr. Wilson	May 6		H.M.S. "Sappho," employed under the Treaty	298

No.	Date. 1843.	Receipt. 1843.	SUBJECT.	Pa
459. The Earl of Aberdeen to Mr. Wilson.	May	26	H.M.S. "Curaçoa," employed under the Treaty . . .	298
460. Mr. Wilson to the Earl of Aberdeen One Enclosure	Apr. 22	June 2	Note to Venezuela Minister, with list of ships . . .	298
461. The Earl of Aberdeen to Mr. Wilson	June 13		H.M.S. "Rose," employed under the Treaty . . .	299
462. The Earl of Aberdeen to Mr. Wilson	June 27		H.M.S. "Avon," employed under the Treaty . . .	299
463. The Earl of Aberdeen to Mr. Wilson	July 4		H.M.S. "Espoir," employed under the Treaty . . .	299
464. The Earl of Aberdeen to Mr. Wilson	July 27		H.M.S. "Racer," employed under the Treaty . . .	300
465. The Earl of Aberdeen to Mr. Wilson	Aug. 2		H.M.S. "Conway," employed under the Treaty . . .	300
466. Mr. Wilson to the Earl of Aberdeen	June 19	Aug. 5	Acknowledgment of Despatch . . .	300
467. Mr. Wilson to the Earl of Aberdeen	June 29	Aug. 5	Acknowledgment of Despatch . . .	300
468. The Earl of Aberdeen to Mr. Wilson	Aug. 11.		H.M.S. "Hermes," employed under the Treaty . . .	301
469. The Earl of Aberdeen to Mr. Wilson	Aug. 18		H.M.S. "Orestes," no longer employed under the Treaty . . .	301
470. Mr. Wilson to the Earl of Aberdeen	July 19	Aug. 20	Acknowledgment of Despatch . . .	301
471. The Earl of Aberdeen to Mr. Wilson One Enclosure	Sept. 8.		List of seven ships employed under the Treaty . . .	301
472. Mr. Wilson to the Earl of Aberdeen	Aug. 5	Sept. 21	Acknowledgment of Despatch . . .	302
473. Mr. Wilson to the Earl of Aberdeen	Aug. 4	Oct. 6	Reply to Queries on Slave Trade and Slavery in Venezuela . . .	302
474. Mr. Wilson to the Earl of Aberdeen	Aug. 28	Oct. 6	Acknowledgment of Despatch . . .	306
475. The Earl of Aberdeen to Mr. Wilson	Oct. 7		H.M.S. "Acorn," no longer employed under the Treaty . . .	306
476. The Earl of Aberdeen to Mr. Wilson	Oct. 20		H.M.S. "Hydra," employed under the Treaty . . .	306
477. Mr. Wilson to the Earl of Aberdeen	Sept. 9	Oct. 25	Acknowledgment of Despatch . . .	306
478. The Earl of Aberdeen to Mr. Wilson	Nov. 1		H.M.S. "Tweed," no longer employed under the Treaty . . .	307
479. Mr. Wilson to the Earl of Aberdeen	Sept. 19	Nov. 8	Acknowledgment of Despatch . . .	307
480. The Earl of Aberdeen to Mr. Wilson	Nov. 5		H.M.S. "Star" and "Eurydice," employed under the Treaty . . .	307
481. The Earl of Aberdeen to Mr. Wilson	Nov. 11		H.M.S. "Volage," no longer employed under the Treaty . . .	307
482. Mr. Wilson to the Earl of Aberdeen	Oct. 7	Nov. 22	Acknowledgment of Despatch . . .	308
483. Mr. Wilson to the Earl of Aberdeen	Oct. 7	Nov. 22	Acknowledgment of Despatch . . .	308
484. Mr. Wilson to the Earl of Aberdeen	Oct. 19	Nov. 22	Acknowledgment of Despatch . . .	308
485. The Earl of Aberdeen to Mr. Wilson	Dec. 19		H.M.S. "Sealark," employed under the Treaty . . .	308
486. The Earl of Aberdeen to Mr. Wilson	Dec. 29		H.M.S. "Helena," employed under the Treaty . . .	309

Class C.—1843.

CORRESPONDENCE

WITH

FOREIGN POWERS.

AUSTRIA.

No. 1.

The Earl of Aberdeen to Baron Neumann.

Foreign Office, February 23, 1843.

THE Undersigned, &c., has the honour to acknowledge the receipt of the note, and of the Enclosures thereto, which the Baron de Neumann, &c., transmitted to him on the 19th November last, renewing a claim on behalf of Mr. Buschek, an Austrian subject, for indemnification from Her Majesty's Government for losses sustained by that individual, in consequence of proceedings against the British vessel the "*Winwick*," at Gibraltar.

The Undersigned forwarded that communication to Her Majesty's law advisers, and requested them to take the whole subject under their consideration; and to report their opinion thereupon, for the information of Her Majesty's Government.

The Undersigned has now the honour to state to the Baron de Neumann, that Her Majesty's law advisers have reported, that it appears to them that Mr. Buschek, the owner of the goods shipped on board the "*Winwick*," is not entitled to demand compensation for his losses from Her Majesty's Government; and that the statement now sent from Baron Neumann, does not disclose any reasons which should induce Her Majesty's Government to alter the opinion which they had previously formed on this subject.

In confirmation of that opinion, the law advisers observe, that the arguments in the last letter of Baron Neumann are chiefly limited to an endeavour to show, that on a consideration of the circumstances in which the mulatto woman, Lauriana was taken from Brazil by Mr. Natterer, she would have been considered as free by the law of that country, on her return thither.

Notwithstanding the arguments brought forward by M. de Neumann, the law advisers still consider it to be a matter of doubt, whether in strictness of law the mulatto woman in question would have been entitled to her freedom on her arrival in Brazil, even if she had then been in a situation to insist on it. They refer, however, upon this point to a letter addressed by Mr. Natterer to Mr. Buschek, and proved in the course of the cause before Her Majesty's Privy Council; and they observe, that this letter made it plain that the great object in sending the woman back to Brazil, was to avoid the payment of her price to her former owner there.

They remark that this matter has undergone a judicial investigation in the Vice-Admiralty Court at Gibraltar, in which Court the vessel was condemned, and that the case has been tried anew before the highest tribunal in this country, which, while it reversed the sentence of the Court below, on the ground of want of proof of guilty knowledge, on the part of the master and

crew, declared at the same time that there was probable cause for the seizure, and rejected the claim of the owner for damages and costs.

And they finally give their opinion upon these grounds, that this is not a case in which Her Majesty's Government can justly be called upon to make compensation to any party whatever injured by the seizure; whether that party be a British subject or a foreigner.

The Undersigned has only to regret that he is not enabled to transmit to the Baron de Neumann, for communication to his Court, an answer more in accordance with the request which the Austrian Government has supported in this case.

The Undersigned, &c.

(Signed) ABERDEEN.

His Excellency Baron de Neumann,
&c. &c. &c.

No. 2.

Baron Neumann to the Earl of Aberdeen.

Londres, le 8 Juillet, 1843.

(Received July 10.)

NICHOLAS ZAR, Capitaine du brig marchand Autrichien "*Febo*," a été inculpé d'avoir donné passage de Constantinople à Tunis à quatre femmes esclaves. La Cour criminelle de Rovigno en Dalmatie, voulant procéder dans cette affaire, désire avant tout obtenir de la part du Consulat Anglais à Tunis les éclaircissemens nécessaires sur les différens points consignés dans la note ci-jointe en copie, qu'elle a adressé au Gouvernement de Trieste, en date de Rovigno, 12 Mai, 1843.

C'est dans ce but que le Soussigné, &c., a l'honneur de recourir à l'obligeance de Son Excellence Monsieur le Comte d'Aberdeen, &c., et de la prier de vouloir bien lui communiquer dans le temps la réponse qu'aura faite le Consul de Sa Majesté Britannique à Tunis.

Le Soussigné, &c.

(Signé) NEUMANN.

A son Excellence le Comte d'Aberdeen,
&c. &c. &c.

Enclosure in No. 2.

(Translation.)

NOTE.

Mr. Weilenbekerman, to the High Imperial Royal Government of the "Litorale," Trieste.

SIR,

Rovigno, May 12, 1843.

It appears from the papers transmitted hither by the High Imperial Royal Government at Trieste, and from the valued note of the 28th April, of the current year, No. 9005, but more particularly from the deposition in Court of the mercantile Captain Nicolo Zar, that he on his arrival at Constantinople from Tunis with his brigantine, denominated "*Febo*," the property of his uncle Domenico Zar, and with a cargo of some chests of bonnets, addressed to the Turkish merchant, Said Haji Binhajit, entered on the 24th of March, of the current year, into a negotiation with that merchant, about a cargo for Tunis; that both of them proceeded to the counting-house of Stephen Scopinich, and there agreed about the freight; that Santo Rizzo, Scopinich's partner, drew up there a charter-party, which, being here enclosed, is found to be signed by the freighter, by Captain Nicolo Zar, and by the witness Joseph Arnarin, the broker of the port, as also by the firm of Scopinich and Rizzo, and dated April 12, 1842; that the cargo consisted of timber, and a variety of goods; and that there were also some passengers, namely, three old Turks, three Turkish boys, about fourteen or fifteen years of age, the wife of an employé in the Turkish marine with a child, and four young women of

from fifteen to sixteen years; that the cargo was consigned to a merchant at Tunis, of the name of Binhajit; and that when the freighter had seen all these passengers on board, on the 28th of May of this year, the brigantine set sail for Tunis, having for her clerk Constantino Nicholich, who was embarked at Constantinople, where he resides with his grandfather Stephen Scopinich.

It having been discovered, on the arrival of the vessel at Tunis, that the four young women who went on board at Constantinople, were slaves, and Captain N. Zar affirming that he did not and could not know their condition to be such, seeing that he had taken and kept them on board as free passengers in common with the rest, it is necessary, prior to proceeding against N. Zar, in conformity with the supreme resolution of June 25, 1826, to ascertain the circumstances of the embarkation of these women as well as what the captain and the other persons implicated knew about this matter. Hence your High Imperial Royal Government is requested to be pleased to apply to the Imperial Royal Austrian Internunciature at Constantinople, to procure, in the ordinary method, the Turkish merchant, Said Haji Binhajit, to be minutely examined as to whether he is acquainted with the captain of the Austrian merchant marine, Nicolo Zar, managing the brigantine "*Febo*," what dealings he has had with him; whether he had engaged him last year in the spring; for what cargo and whither bound; showing to him, if he should prevaricate, the said deposition of the captain, and the charter-party; what persons they were whom he was hired to convey; whether any and what women had been among the persons embarked; whether any among the women had also been slaves, telling him, in case of prevarication, that four slaves had been discovered among them at Tunis; what understanding there had been on this subject between him and the captains; in what language they had conversed together; what objections or doubts, if any, Captain Zar had uttered respecting those females; whether his crew, and which portion of it, had had any part, knowledge, or interest therein; whether any other persons, and which, had been parties to the negociation about the freight of the vessel for the conveyance of the female slaves to Tunis; and which thereafter had been the steps taken, and the instruments made out, for the embarkation and the departure of the vessel for Constantinople. The like particular interrogatory is also solicited of the persons who participated in the stipulations and conclusion of the contract, or charter-party, namely, Stefan Scopinich, Santo Rizzo, and Giuseppe Arnarin, as also of Constantino Nicolich, who acted as ship's clerk during the voyage; and this latter to be furthermore questioned touching the circumstance whether, and by what means, it had been known on board of what condition the women therein embarked were, and that they were slaves; whether and what Captain Nicolo Zar himself had known, said, and confidentially imparted, concerning this matter; what had been his manifest, bills of lading, and other ship's papers; what were the circumstances of the landing at Tunis, and of the disembarkation of those females; and in what manner the captain had behaved on that occasion; also whether the captain and crew had been aware of the very hazardous state of the freight of an Austrian vessel for the conveyance of female slaves; and whether the Imperial ordinance on the subject, of June 25, 1826, was on board and posted up there in some place. It may also, at the same time, be inquired and learned, through the medium of the Imperial Royal Austrian Internunciature, what were the vessel's clearances for that voyage, and whether any, and what mention was made therein about the persons embarked in her.

As to the circumstances of the discovery of the four female slaves on board the Austrian vessel "*Febo*," Captain N. Zar, at Tunis, your exalted Government is likewise requested to have the goodness to apply officially to the royal English consulate for a particular statement of the manner in which the English Consul and the Ottoman Authority came to learn and ascertain that the four women on board the "*Febo*," subsequently liberated, were slaves, and to enquire of the Imperial Royal Austrian Consul the whole procedure of Captain N. Zar, after his landing at Tunis; his subsequent confessions on this subject; the nature of his clearances and bills of lading; as well as the circumstances from which the Austrian Consul inferred the servile condition of these women.

Finally, your High Government is informed, that a communication has been made to the Imperial Royal Commission of the district of Lussin to the effect,

that, though Captain N. Zar is still retained, the vessel has been set free to prosecute her voyage. The reason for this mode of procedure, and the importance of the matter, render a speedy answer desirable, which it is requested to recommend to the respective authorities at Constantinople and Tunis.

(Signed) G. WEILENBEKMAN.

No. 3.

The Earl of Aberdeen to Sir Robert Gordon.

SIR,

Foreign Office, September 12, 1843.

I HEREWITH transmit to your Excellency, for your information, six copies of an Act of Parliament passed on the 10th ultimo, for carrying into effect, as regards Great Britain, Austria, Prussia, and Russia, the Treaty signed at London on December 20, 1841, between Great Britain, Austria, France, Prussia, and Russia, for the Suppression of the Slave Trade.

I am, &c.

(Signed) ABERDEEN.

His Excellency Sir Robert Gordon, G.C.B.
&c. &c. &c.

N.B. A similar Instruction was addressed under the same date to Her Majesty's Ambassador at St. Petersburg, and to Her Majesty's Minister at Berlin.

No. 4.

The Earl of Aberdeen to Sir Robert Gordon.

SIR,

Foreign Office, September 22, 1843.

I HEREWITH transmit to your Excellency a copy of a list furnished by the Admiralty, of Her Majesty's ships, for which warrants are required, under the Treaty of December 20, 1841, between Great Britain, Austria, Prussia, and Russia, for the suppression of the African Slave Trade; specifying, as stipulated by the Third Article of that Treaty, the names of the ships and those of their Commanders. And I have to instruct your Excellency to request the Austrian Government to issue warrants for the ships in question, in accordance with the Fourth Article of that Treaty.

I am, &c.

(Signed) ABERDEEN.

His Excellency Sir Robert Gordon, G.C.B.
&c. &c. &c.

N.B. A similar Instruction was addressed under the same date to Her Majesty's Ambassador at St. Petersburg, and to Her Majesty's Minister at Berlin.

Enclosure in No. 4.

Admiralty, September 15, 1843.

A LIST of Her Majesty's Ships for which Warrants are required, from the Austrian, Prussian, and Russian Governments, to enable them to act under the Treaty between Great Britain and those Powers, dated the 20th December, 1841, for the Suppression of Slave Trade.

Description.	Name of Vessel.	Name of Commander.	Station.
Sloop . . .	Ferret	Commander Josiah Oake . . .	West Coast of Africa.
"	Espoir	" A. Morrell . . .	"
"	Alert	" C. J. Bosanquet . . .	"
Steam-ship .	Penelope	Captain W. Jones	"
Steam-vessel .	Hydra	Commander H. B. Young . . .	"
"	Albert	Lieutenant Daniel Woodruffe . . .	"
Brig	Rapid	" E. C. Earle . . .	"
"	Spy	" S. O. Wooldridge . . .	"
Ship	Winchester	Captain Charles Eden	Cape of Good Hope.
"	Isis	" Sir J. Marshall . . .	"
"	Cleopatra	" Christopher Wyvill . . .	"

A List of Her Majesty's Ships, &c.—*continued.*

Description.	Name of Vessel.	Name of Commander.	Station.
Sloop . . .	Bittern	Commander E. Peel	Cape of Good Hope.
„	Sappho	„ Hon. Geo. Hope	„
„	Conway	Captain Robert Fair	„
Steam-vessel .	Thunderbolt	Commander G. N. Broke	„
Cutter . . .	Arrow	Lieutenant W. Robinson	„
Ship	Alfred	Commodore Purvis	Brazil Station.
„	Daphne	Captain J. J. Onslow	„
„	Curaçoa	„ Sir T. Pasley	„
Sloop	Frolic	Commander W. A. Willis	„
„	Racer	„ A. Reed	„
Steam-vessel .	Gorgon	Captain C. Hotham	„
„	Ardent	Commander J. Russell (b)	„
„	Growler	„ C. H. M. Buckle	„
Brig	Viper	Lieutenant James Carter	„
„	Spider	„ R. E. Pym	„
„	Dolphin	„ W. O. B. Hoare	„
Ship	Illustrious	Captain J. E. Erskine	N. America & W. Indies
„	Pique	„ Hon. M. Stopford	„
„	Spartan	„ Hon. C. G. J. B. Elliot	„
„	Volage	„ Sir W. Dickson	„
„	Inconstant	„ C. H. Freemantle	„
Sloop	Electra	Commander A. Darley	„
„	Albatross	„ R. Yorke	„
„	Ringdove	„ Sir W. Daniell	„
„	Scylla	„ R. Sharpe	„
„	Wasp	„ Henry Bagot	„
„	Rose	„ H. R. Sturt	„
Steam-vessel .	Hermes	Lieutenant W. Carr	„
Brig	Griffin	„ C. Jenkin	„
Schooner . . .	Pickle	„ J. A. Bainbridge	„
„	Fair Rosamond	„ A. G. Bulman	„
„	Hornet	„ R. B. Miller	„

No. 5.

The Earl of Aberdeen to Sir Robert Gordon.

SIR,

Foreign Office, October 27, 1843.

IN accordance with an application which has been made to me by the Admiralty, I have to instruct your Excellency to request the Austrian Government to issue a warrant to enable Commander Robert J. W. Dunlop, of Her Majesty's sloop "Star," about to be employed on the Coast of Africa station, to act under the Treaty of December 20, 1841, between Great Britain, Austria, Prussia, and Russia, for Suppression of the Slave Trade.

I am, &c.

(Signed) ABERDEEN.

His Excellency Sir Robert Gordon, G.C.B.

&c. &c. &c.

N.B. A similar Instruction was addressed under the same date to Her Majesty's Ambassador at St. Petersburg, and to Her Majesty's Minister at Berlin.

No. 6.

The Earl of Aberdeen to Sir Robert Gordon.

SIR,

Foreign Office, November 5, 1843.

IN accordance with an application which has been made to me by the Admiralty, I have to instruct your Excellency to request the Austrian Government to issue a warrant to enable Captain George Elliot, of Her Majesty's ship "Eurydice," about to be employed on the North American and West

India station, to act under the Treaty of December 20, 1841, between Great Britain, Austria, Prussia, and Russia, for the Suppression of Slave Trade.

I am, &c.

(Signed) ABERDEEN.

His Excellency Sir Robert Gordon, G.C.B.
&c. &c. &c.

N.B. A similar Instruction was addressed under the same date to Her Majesty's Ambassador at St. Petersburg, and to Her Majesty's Minister at Berlin.

No. 7.

The Earl of Aberdeen to Sir Robert Gordon.

SIR,

Foreign Office, November 7, 1843.

IN accordance with an application which has been made to me by the Admiralty, I have to instruct your Excellency to request the Austrian Government to issue a warrant to enable Commander Thomas L. Gooch, of Her Majesty's sloop "Sealark," about to be employed on the Western Coast of Africa Station, to act under the Treaty of December 20, 1841, between Great Britain, Austria, Prussia, and Russia, for the Suppression of Slave Trade.

I am, &c.

(Signed) ABERDEEN.

His Excellency Sir Robert Gordon, G.C.B.
&c. &c. &c.

N.B. A similar Instruction was addressed under the same date to Her Majesty's Ambassador at St. Petersburg, and to Her Majesty's Minister at Berlin.

No. 8.

Baron Neumann to the Earl of Aberdeen.

Londres, le 8 Décembre, 1843.

(Received December 9.)

PAR une Note datée du 8 Juillet dernier, le Soussigné, &c., a eu l'honneur de recourir à l'obligeance de son Excellence Monsieur le Comte d'Aberdeen, &c., afin d'obtenir de la part du Consulat Britannique à Tunis des renseignemens relativement à l'inculpation qui pèse sur le nommé Nicolas Zar, Capitaine du brig marchand Autrichien le "Febo," d'avoir donné passage de Constantinople à Tunis à quatre femmes esclaves.

Il se trouvait joint à cette note un document qui indiquait les différens points sur lesquels la Cour Criminelle de Rovigno en Dalmatie désirait obtenir des informations.

Comme cette autorité judiciaire vient de s'adresser maintenant à cette ambassade, afin d'obtenir s'il était possible la restitution de ce document, ou du moins une copie, le Soussigné se permet de recourir à cet égard à l'obligeance de son Excellence pour le cas où cette pièce n'eut point été transmise à Tunis ou en fut déjà revenue, et saisit cette occasion pour renouveler à son Excellence l'assurance de sa très haute considération.

(Signé) NEUMANN.

A son Excellence le Comte d'Aberdeen,
&c. &c. &c.

No. 9.

The Earl of Aberdeen to Baron Neumann.

Foreign Office, December 15, 1843.

THE Undersigned, &c., has the honour to return to the Baron de Neumann, &c., conformably to the request contained in his note of the 9th instant, the original document transmitted with the note which the Baron de Neumann addressed to the Undersigned on the 8th of July last, on the subject of the Austrian vessel the "Febo."

The Undersigned has at the same time to acquaint the Baron de Neumann

that a copy of the document in question was transmitted to Sir Thomas Reade in July last, with directions to return answers to the questions contained in that communication, so far as it should be in his power.

No answer to that Instruction has yet reached this Office; but the Baron de Neumann will be made acquainted with the answer, so soon as it shall have been received.

The Undersigned, &c.

The Baron de Neumann,
&c. &c. &c.

(Signed)

ABERDEEN.

No. 10.

The Earl of Aberdeen to Baron Neumann.

(Confidential.)

Foreign Office, December 16, 1843.

THE Undersigned, &c., with reference to Article 4 of the Treaty of December 20, 1841, between Great Britain, Austria, Prussia, and Russia, for the Suppression of the Slave Trade, has the honour to transmit to Baron Neumann, &c. for communication to his Court, the accompanying two copies of the signals proposed to be used exclusively by those cruisers which shall be invested with the Right of Search under the above-mentioned Treaty.

The Undersigned avails, &c.

(Signed)

ABERDEEN.

His Excellency Baron Neumann,
&c. &c. &c.

No. 11.

Baron Neumann to the Earl of Aberdeen.

Londres, le 19 Décembre, 1843.

(Received December 19.)

LE Soussigné, &c., a l'honneur d'exprimer à son Excellence M. le Comte Aberdeen, &c., tous ses remerciemens de la communication qu'elle a bien voulu lui faire, par la note du 16 de ce Mois, à laquelle se trouvent joints les signaux destinés à l'usage exclusif des croiseurs, qui, en vertu de l'Article 4, du Traité du 20 Déc^{bre}. 1841, pour la Suppression de la Traite des Noirs, exerceront le droit de la visite.

Le Soussigné s'empressera de transmettre cette communication avec ses annexes à son Gouvernement, et saisit cette occasion pour renouveler à son Excellence l'assurance de sa tres haute considération.

(Signé)

NEUMANN.

A son Excellence le Comte Aberdeen,
&c. &c. &c.

No. 12.

The Earl of Aberdeen to Sir R. Gordon.

SIR,

Foreign Office, December 29, 1843.

IN accordance with an application which has been made to me by the Admiralty, I have to instruct your Excellency to request the Austrian Government to issue a warrant to enable Commander Sir Cornwallis Ricketts, Bart., of Her Majesty's sloop "Helena," about to be employed on the Cape of Good Hope station, to act under the Treaty of December 20, 1841, between Great Britain, Austria, Prussia, and Russia, for the Suppression of Slave Trade.

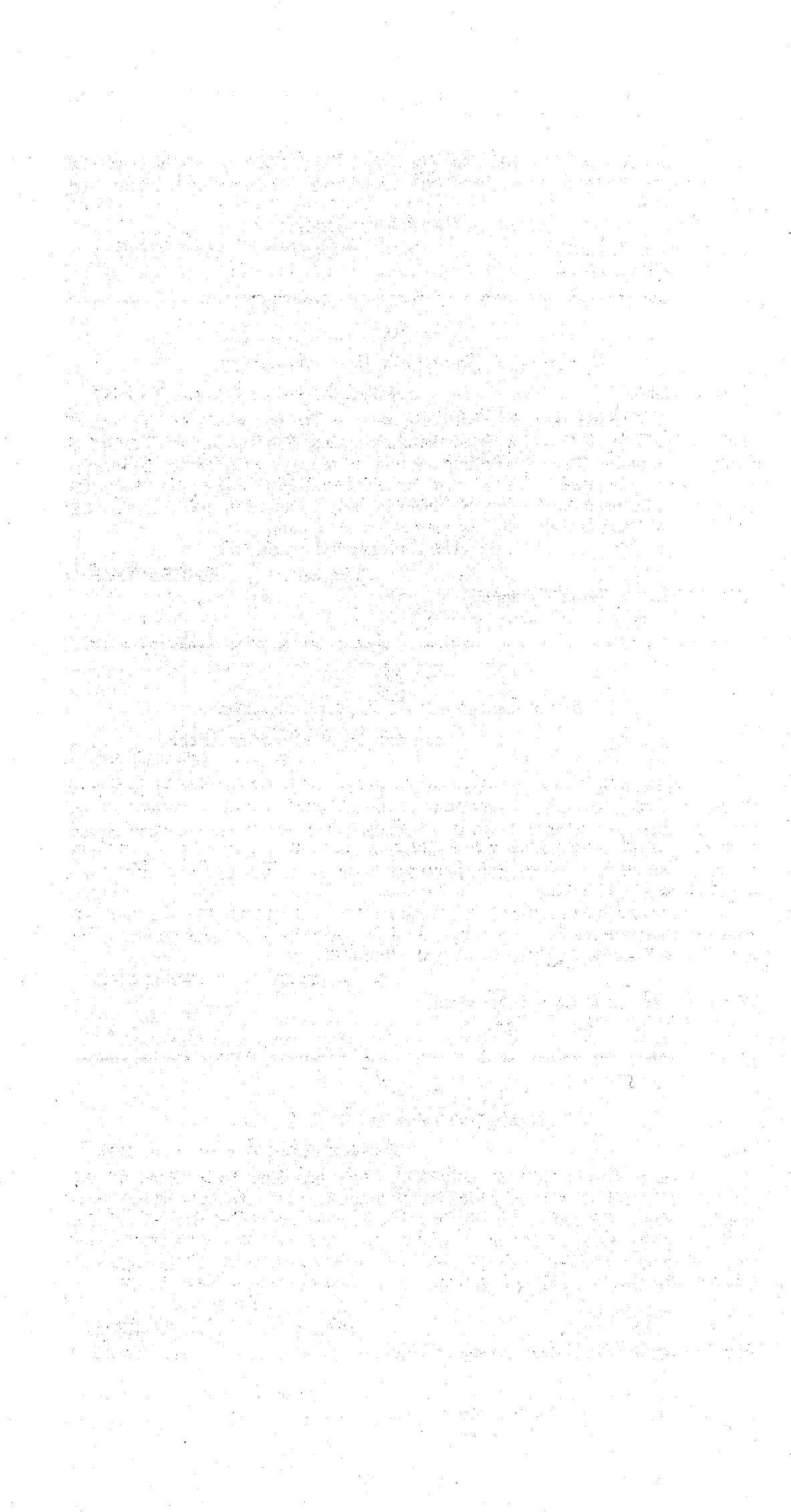
I have, &c.

(Signed)

ABERDEEN.

His Excellency Sir Robert Gordon, G.C.B.
&c. &c. &c.

N.B. A similar Instruction was addressed under the same date to Her Majesty's Ambassador at St. Petersburg, and to Her Majesty's Minister at Berlin.



P R U S S I A.

No. 13.

*The Earl of Westmorland to the Earl of Aberdeen.*Berlin, September 27, 1843.
(Received October 3.)

MY LORD,

IN compliance with the Instructions contained in your Lordship's Despatch, marked "Slave Trade," of the 22d instant, I have addressed a note to Baron Bülow, requesting his Excellency to cause warrants to be issued for Her Majesty's ships, specified in the List forwarded to me by your Lordship, in accordance with the Fourth Article of the Treaty of the 20th December, 1841, for the Suppression of the Slave Trade.

I have, &c.

(Signed) WESTMORLAND.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 14.

Memorandum communicated by the Chevalier Bunsen to the Earl of Aberdeen.

(Received November 9, 1843.)

LE Gouvernement Prussien ayant ratifié le Traité conclu le 20 Décembre, 1841, avec la Grande Bretagne, la Russie, et l'Autriche, pour la Suppression de la Traite des Noirs, s'occupe dans ce moment de la rédaction d'une loi pénale qui servira de base à l'exécution pratique des stipulations de la dite Convention.

Dans les délibérations préalables sur ce projet de loi un doute s'est élevé concernant un Article spécial du Traité du 20 Décembre. Il y est dit (Article 7), que les bâtimens arrêtés par les croiseurs des puissances contractantes seront conduits à un port *appartenant à la nation du bâtiment*, disposition qui se trouve plus explicitement précisée par l'Article 10, ainsi que par l'Annexe B. du Traité, Article 4.

Or il reste à préciser si c'est *la nationalité véritable* du bâtiment, constatée d'une manière complète, qui dans de tels cas devra décider du port auquel le vaisseau sera conduit, ou si c'est plutôt le *pavillon* que le bâtiment avait déployé au moment de la capture, qui doit décider de sa destination. Si les articles précités semblent confirmer la première alternative, il paraît que d'autres passages de la même Convention militent pour la seconde.

Ainsi l'Article 6. dit :

"Toutes les fois qu'un bâtiment de commerce, *naviguant sous le pavillon* de l'une des Hautes Parties contractantes, aura été arrêté . . . ce bâtiment marchand, ainsi que le capitaine, &c. &c., seront conduits dans tel lieu que les Hautes Parties contractantes auront respectivement désigné à cet effet."

Et le § 3, de l'Annexe B. ajoute—

"Le commandant du croiseur conduira ou enverra sans délai le navire arrêté, ainsi que son capitaine, &c. &c., à l'un des ports ci-après spécifiés pour qu'il soit procédé à leur égard, conformément aux lois *du pays dont le navire porte le pavillon* ;"

Passage qui correspond aux termes des deux formulaires de l'Annexe A. et aux expressions de l'Annexe B. qui dit :

"Navire *appartenant* à une des Hautes Parties contractantes, ou *naviguant sous son pavillon* ;" et surtout au passage suivant : "et attestant que le seul but de sa visite est de s'assurer si le navire se livre à la Traite des nègres, ou s'il

CLASS C.

est équipé pour ce trafic, ou s'il a été employé à cette Traite durant la traversée, pendant laquelle il a été rencontré par le dit croiseur."

S'il est défendu au croiseur par ses dispositions du Traité de faire des recherches quelconques sur la nationalité véritable des bâtimens arrêtés, il semble résulter de cette circonstance, que le Traité place sur la même ligne, et les bâtimens dont la nationalité est constatée et ceux qui se couvrent du pavillon de telle ou telle puissance auquel ils n'ont pas de droit.

Le Gouvernement de Prusse, avant de décider de cette question, désire savoir la manière dont elle est envisagée par le Gouvernement Britannique.

No. 15.

The Earl of Aberdeen to the Chevalier Bunsen.

Foreign Office, November 27, 1843.

THE Undersigned, &c. has the honour to acquaint the Chevalier Bunsen, &c., that Her Majesty's Government have had under consideration the question submitted to them in the Memorandum presented by the Chevalier Bunsen to the Undersigned on the 9th instant, viz., whether vessels detained on suspicion of Slave Trade by duly authorised cruisers, under the Treaty of December 20, 1841, between Great Britain, Austria, Prussia, and Russia, for the Suppression of Slave Trade, ought to be carried to a port of the nation to which they really belong, or to a port of the nation whose flag they carry.

The Undersigned has the honour to request, that the Chevalier Bunsen will state to his Government, that the invariable practice of Her Majesty's cruisers employed in the Suppression of the Slave Trade, under Treaties with foreign powers, is, to deal with suspected vessels according to their real nationality, and not according to the flag which they carry, where such flag is not that of the nation to which they really belong.

Moreover, Her Majesty's Government are of opinion, that the terms of Article 10, to the Treaty of 1841, are conclusive upon this point. That Article states that "proceedings shall be immediately taken against the vessel detained, her master, her crew, and cargo, before the competent tribunals of the country to which she belongs;" and that consequently vessels sailing under whatever flag which may be met with by duly authorised cruisers, and considered by the Commanders of such cruisers to belong to one of the contracting parties to the Treaty of December 20, 1841, and to be engaged in enterprises forbidden by that Treaty, must be carried to the proper port of the nation to which, in the opinion of such commanding officers, they may really belong.

The Undersigned, &c.

The Chevalier Bunsen,
&c. &c.

(Signed) ABERDEEN.

No. 16.

The Earl of Westmorland to the Earl of Aberdeen.

Berlin, November 18, 1843.

(Received December 5.)

MY LORD,

I AM now enabled to transmit herewith to your Lordship the warrants which I received yesterday from His Prussian Majesty's Minister for Foreign Affairs, Baron Bulow, to authorise the Commanders of Her Majesty's cruisers, specified in your Lordship's Despatches to me, marked "Slave Trade," of September 22, October 27, and the 5th and 7th instant, to act under the Treaty of December 20, 1841, between Great Britain, Austria, Prussia, and Russia, for the Suppression of the Slave Trade, on the stations respectively assigned to them.

I have, &c.

(Signed) WESTMORLAND.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 17.

*(Confidential.) The Earl of Aberdeen to Chevalier Bunsen.**Foreign Office, December 16, 1843.*

THE Undersigned, &c., with reference to Article 4 of the Treaty of December 20, 1841, between Great Britain, Austria, Prussia, and Russia, for the Suppression of the Slave Trade, has the honour to transmit to the Chevalier Bunsen, &c. for communication to his Court, the accompanying two copies of the signals proposed to be used exclusively by those cruisers, which shall be invested with the Right of Search, under the above-mentioned Treaty.

The Chevalier Bunsen,
&c. &c.

The Undersigned, &c.
 (Signed) ABERDEEN.

No. 18.

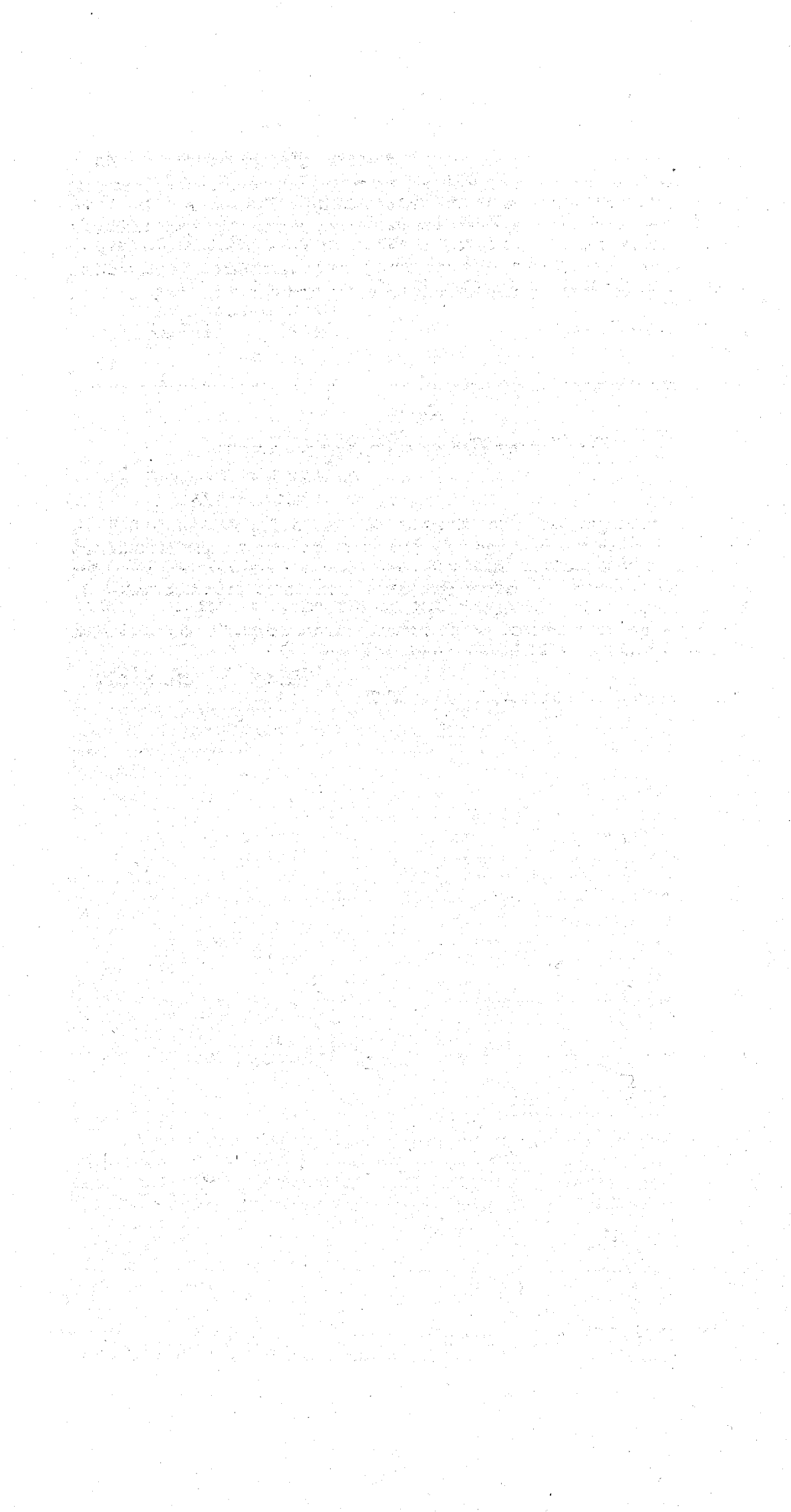
*The Chevalier Bunsen to the Earl of Aberdeen.**Londres, le 18 Décembre, 1843.**(Received Dec. 18.)*

LE Soussigné, &c. a eu l'honneur de recevoir la note confidentielle de Monsieur le Comte d'Aberdeen en date du 16 de ce mois, par laquelle son Excellence a bien voulu lui faire communication des signaux proposés pour l'usage des croiseurs des quatre puissances signataires de la Convention du 20 Décembre, 1841, concernant l'Abolition de la Traite des Noirs.

Le Soussigné ne manquera pas de porter le contenu de cette communication à la connaissance de son Gouvernement; et il saisit, &c.

A son Excellence le Comte d'Aberdeen, K.T.
&c. &c. &c.

(Signé) BUNSEN.



RUSSIA.

No. 19.

Baron Brunnow to the Earl of Aberdeen.

Londres, le 7 Janvier, 1843.

(Received January 7.)

MY LORD,

J'AI eu l'honneur de recevoir l'office que votre Excellence a bien voulu m'adresser sur la date du 31 Décembre, 1842, concernant la patente à délivrer aux bâtimens de la Compagnie Russe Américaine en conformité avec le § 8 de l'Instruction annexée au Traité du 8 (20) Décembre, 1841.

L'observation de votre Excellence, qui se réfère aux visas des consulats à St. Pétersbourg, me semble d'une parfaite justesse. Je ne manquerai pas, My Lord, d'attirer l'attention du Gouvernement Impérial sur la proposition de supprimer ce passage en entier, plutôt que d'y ajouter une observation explicative. Je me ferai un devoir d'informer en son tems le Ministère Britannique de la résolution qui aura été prise à ce sujet par le Cabinet Impérial.

J'ai l'honneur, &c.

(Signé) BRUNNOW.

A son Excellence le Comte d'Aberdeen,
 &c. &c. &c.

No. 20.

The Earl of Aberdeen to Baron Brunnow.

Foreign Office, September 22, 1843.

THE Undersigned, &c., has the honour to request the attention of Baron Brunnow, &c., to the correspondence which has already passed between Baron Brunnow and the Undersigned, on the subject of the Form of Patent to be furnished to vessels of the Russian American Company, in accordance with the Eighth Section of the Instructions annexed to the Treaty of the 20th December, 1841.

The Undersigned begs to remind Baron Brunnow that on the 10th December, 1842, he transmitted to the Undersigned a Form of Patent for the purpose in question, and that the Undersigned, on the 31st December, 1842, suggested some alterations in the proposed document, which Baron Brunnow, on the 7th January, 1843, stated he would lay before his Government. Baron Brunnow added that he would in due time announce to the Undersigned the decision of the Imperial Cabinet thereon.

The Undersigned has the honour to inform Baron Brunnow that Her Majesty's Government are about to request, through Her Majesty's Ambassador at St. Petersburg, the issue of warrants to certain ships of Her Majesty's Navy, to enable them to act with respect to Russian vessels in execution of the provisions of the Treaty above-mentioned.

The Undersigned has accordingly to request that Baron Brunnow will again call the attention of his Government to this matter; inasmuch as it is desirable that the Form of the Patent, as finally settled, should be communicated to the Commanders of Her Majesty's ships about to be employed under that Treaty.

And the Undersigned has the honour further to state to Baron Brunnow, that it is desirable that the Commanders of Her Majesty's ships should also be made acquainted with the flag carried by vessels of the Russian American

Company, and which distinguishes them from the Merchant Navy; and the Undersigned has accordingly to request that Baron Brunnow will furnish him with a description of that flag.

The Undersigned, &c.

Baron Brunnow,
&c. &c.

(Signed) ABERDEEN.

No. 21.

Baron Brunnow to the Earl of Aberdeen.

Londres, le 27 Septembre, 1843.

(Received September 27.)

LE Soussigné, &c., a eu l'honneur de recevoir la note que son Excellence Monsieur le Comte Aberdeen, &c., a bien voulu lui adresser sous la date du 22 Septembre, pour rappeler à l'attention du Gouvernement Impérial les dispositions de détails relatifs à la forme à adopter pour la patente dont les vaisseaux de la Compagnie Russe Américaine devront être munis pour les exempter de la visite de la croisière, conformément aux régles établies par le Traité du 20 Décembre, 1841.

Le Soussigné s'est fait un devoir de porter itérativement cet objet à la connaissance du Cabinet Impérial en réclamant également de sa part une description du pavillon que les vaisseaux de la susdite Compagnie sont autorisés à porter pour les distinguer des navires de la marine marchande.

Dès que le Soussigné aura reçu sur ces deux points une réponse du Gouvernement Impérial, il se fera un devoir empressé de la communiquer à son Excellence Monsieur le Comte Aberdeen, et il saisit cette occasion pour lui offrir l'assurance renouvelée de sa haute considération.

A son Excellence le Comte d'Aberdeen,
&c. &c. &c.

(Signed) BRUNNOW.

No. 22.

Lord Stuart de Rothsay to the Earl of Aberdeen.

St. Petersburg, October 4, 1843.

(Received October 16.)

MY LORD,

I HAVE the honour to acknowledge the receipt of your Lordship's Despatch, marked "Slave Trade," of the 22nd ultimo, transmitting a copy of a List of Her Majesty's ships, for which warrants are required, under the Treaty of December 20, 1841, between Great Britain, Austria, Prussia, and Russia, for the Suppression of the Slave Trade.

I have addressed a communication to the Russian Government in conformity with your Lordship's Instructions.

I have, &c.

(Signed)

STUART DE ROTHSAY.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 23.

Lord Stuart de Rothsay to the Earl of Aberdeen.

St. Petersburg, October 20, 1843.

(Received November 3.)

MY LORD,

I HAVE the honour to enclose a copy of a note which I have this day received from Count Nesselrode, transmitting the warrants required for Her Majesty's ships, under the Treaty of December 20, 1841, between Great Britain, Austria, Prussia, and Russia, for the Suppression of the African Slave Trade.

I have, &c.

(Signed)

STUART DE ROTHSAY.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

Enclosure in No. 23.

Count Nesselrode to Lord Stuart de Rothsay.

LE Soussigné, &c. &c. a reçu la note que son Excellence Lord Stuart de Rothsay, &c. &c. lui a fait l'honneur de lui adresser le 20 Septembre (2 Octobre). Conformément à la demande qu'elle renferme, et d'après la liste qu'elle accompagne, le Soussigné s'empresse de transmettre ci-près à Monsieur l'Ambassadeur *quarante trois* mandats (*warrants*) pour les croiseurs que le Gouvernement de Sa Majesté Britannique se propose d'envoyer dans les différents parages, en exécution du Traité du 8 (20) Décembre, 1841.

Le Soussigné, &c.

(Signé) NESSELRODE.

A son Excellence Lord Stuart de Rothsay,
 &c. &c. &c.

No. 24.

Baron Brunnow to the Earl of Aberdeen.

Londres, le 25 Octobre (6 Novembre), 1843.

(Received November 6.)

LE Soussigné, &c. &c., en se référant à la note qu'il a eu l'honneur d'adresser à son Excellence M. le Comte d'Aberdeen, &c. &c. sous la date du 27 Septembre dernier, relativement à la régularisation du service de la croisière établie en vertu du Traité du 8 (20) Décembre, pour la répression efficace de la Traite des Noirs,—a l'honneur de joindre ci-près en original une dépêche qu'il vient de recevoir de la part du Cabinet Impérial.

Elle annonce que les mandats (*warrants*) demandés par Lord Stuart de Rothsay ont été dûment délivrés par l'autorité compétente au nombre de 43. Elle énonce, en même tems, la prière, que le Gouvernement de Sa Majesté Britannique veuille bien communiquer au cabinet Impérial le signal spécial destiné à faire connaître les croiseurs, et que l'Article IV. du Traité sus-mentionné avoit indiqué comme devant être arrêté de commun accord entre les hautes puissances contractantes. Enfin, elle invite le Soussigné à rappeler à son Excellence Monsieur le Comte d'Aberdeen la promesse qu'il avoit bien voulu lui faire dans le tems, à l'effet d'appeler l'attention de l'Amirauté de Sa Majesté Britannique sur la nécessité de munir ses croiseurs des instructions nécessaires pour exempter de la visite ceux des bâtimens de notre Compagnie Russe Américaine qui se trouvent actuellement employés à leur destination lointaine, avant qu'ils soient à même de recevoir une patente revêtue des formalités requises par le Traité du 8 (20) Décembre. Cette prière s'est trouvée énoncée dans une dépêche du 4 Mai, 1842, que le Soussigné a eu l'honneur de communiquer à son Excellence Monsieur le Principal Secrétaire d'Etat ayant le Département des Affaires Etrangères, et dont le contenu sert à préciser l'objet de la disposition temporaire sur laquelle le Cabinet Impérial a cru devoir appeler l'attention bienveillante du Gouvernement de Sa Majesté Britannique.

En s'acquittant des ordres contenus dans la dépêche cjointe en original, le Soussigné a l'honneur de prier son Excellence Monsieur le Comte d'Aberdeen de vouloir bien la lui faire restituer en son tems, et saisit cette occasion, &c. &c.

(Signé) BRUNNOW.

A son Excellence le Comte d'Aberdeen, K.T.
 &c. &c. &c.

Enclosure in No. 24.

Count Nesselrode to Baron Brunnow.

MONSIEUR LE BARON,

St. Pétersbourg, le 9 Octobre, 1843.

AINSI que votre Excellence a bien voulu m'en prévenir, par sa dépêche du 14 (26) Septembre, Lord Stuart de Rothsay vient de me demander les mandats (*warrants*), dont seront munis de notre part, aux termes du Traité du 8 (20) Décembre, 1841, les croiseurs Anglais, destinés à faire la police des mers

contre la Traite des Nègres. M'étant, dès l'année dernière, concerté sur cet objet avec M. le Ministre de la Marine, je me suis trouvé à même, Monsieur le Baron, de satisfaire à la demande de l'Ambassadeur Britannique, en lui délivrant les mandats requis au nombre de quarante-trois, dressés textuellement d'après la formule annexée au Traité; ces mandats ont été expédiés sous le sceau et la signature du conseil d'Amirauté.

Comme c'est le conseil d'Amirauté qui délivre chez nous les patentes autorisant nos bâtimens marchands à arborer le pavillon Russe, et que par conséquent nos marins connaissent et sont plus particulièrement tenus de respecter sa signature et son sceau, c'est à lui aussi qu'il a paru convenable de confier l'expédition des mandats, destinés à attester aux yeux des mêmes marins le droit conféré aux croiseurs étrangers de les arrêter en pleine mer et de les soumettre à la visite. Les textes Russes et Anglais du mandat sont accompagnés d'une traduction Allemande et d'une autre en langue Suédoise, pour l'intelligence des nombreux capitaines Allemands et Finlandais, employés dans notre marine marchande.

Je suis entré dans ces détails afin de mettre votre Excellence à même de donner, en cas de besoin, sur la forme de nos mandats, les explications nécessaires au Principal Secrétaire d'Etat.

L'Article IV. du Traité stipule entr'autres que les hautes parties contractantes conviendraient d'un signal spécial à l'usage exclusif de ceux des croiseurs qui seraient investis du droit de visite. Mais vous saurez, Monsieur le Baron, que rien n'a été encore arrêté et que même aucune ouverture ne vous a été faite jusqu'à présent sur cet objet de détail. Le Cabinet Impérial n'a pas cru devoir, par ce seul motif, retarder l'expédition des mandats. Toutefois il serait désirable qu'au moment où le Gouvernement Britannique se propose d'expédier ses croiseurs, le signal spécial destiné à les faire connaître, fût définitivement déterminé et généralement connu. Je prie donc votre Excellence de vouloir bien rappeler cet objet à Lord Aberdeen.

Tout ce qui précède, vous convaincra, M. le Baron, que le Cabinet Impérial ne néglige rien pour sa part qui puisse assurer l'exécution du Traité du 8 (20) Décembre, et prévenir autant que possible toute espèce de mal-entendu dans la mise en pratique d'une combinaison encore peu familière à notre marine marchande. C'est dans le même but que je vous engage, M. le Baron, à rappeler au souvenir de Lord Aberdeen l'obligeante promesse qu'il a bien voulu vous donner, relativement aux bâtimens de la compagnie Russe-Américaine, qui, employés dans nos possessions sur la côte Nord Ouest, n'auront pas encore le temps de se mettre en règle conformément à ce qu'exige le § 8 de l'Instruction jointe au Traité.

Je me suis adressé à Monsieur le Ministre de la Marine pour me trouver à même de faire connaître à votre Excellence, ainsi que Lord Aberdeen en a exprimé la demande dans sa note du 22 Septembre, la forme définitivement adoptée pour les patentes dont seront munis les navires de la dite compagnie, de même que le pavillon qu'ils arborent et qui les distingue de la marine marchande.

Recevez, &c.

M. le Baron de Brunnow,
&c. &c.

(Signé) NESSELRODE.

No. 25.

Baron Brunnow to the Earl of Aberdeen.

*Londres, le 17 Novembre, 1843.
(Received November 18.)*

LE Soussigné, &c., en réponse à la demande que lui a adressée son Excellence M. le Comte d'Aberdeen, &c., a l'honneur de lui communiquer ci-jointe en original, une dépêche de M. le Vice-Chancelier Comte de Nesselrode, accompagnée du projet de patente, ainsi que de plusieurs exemplaires du Pavillon, dont seront munis les bâtimens de la Compagnie Russe-Américaine pour les distinguer de la Marine marchande, en exécution des stipulations du Traité du 8 (20) Décembre, 1841, relatif à la Suppression de la Traite des Noirs.

Le Soussigné en priant son Excellence M. le Comte Aberdeen d'avoir la bonté

de lui faire restituer en son temps la dépêche de M. le Comte de Nesselrode ci-annexée, profite de cette occasion pour lui renouveler l'assurance de sa haute considération.

(Signé)

BRUNNOW.

A son Excellence M. le Comte d'Aberdeen,
 &c. &c. &c.

First Enclosure in No. 25.

Count Nesselrode to Baron Brunnow.

MONSIEUR LE BARON,

St. Pétersbourg, le 18 Octobre, 1843.

CONFORMEMENT à la demande exprimée, dans la note de Lord Aberdeen du 22 Septembre, annexée au No. 211 des Dépêches de votre Excellence, j'ai l'honneur de vous transmettre ci-près, M. le Baron, plusieurs exemplaires du dessin représentant le Pavillon que les navires de la Compagnie Russe-Américaine sont autorisés à arborer, et qui les distingue de la marine marchande. J'ajoute à cet envoi une copie du projet de patente, tel qu'il a été définitivement arrêté entre le Ministère Impérial et celui de la Marine, pour être remis aux navires de la dite Compagnie, à l'effet de les faire exempter de la visite. Cette patente sera toujours accompagnée d'une traduction Anglaise que je joins également ici. En remettant ces pièces au principal Secrétaire d'Etat, votre Excellence voudra bien lui faire observer, qu'ainsi qu'il l'avait proposé dans sa note du 31 Décembre, de l'année dernière, le passage :—" Il est convenu que cette patente, expédiée par l'autorité compétente en Russie, sera visée à St. Pétersbourg par les Consuls . . ." a été omis dans notre projet.

Recevez, &c.

(Signé)

NESSELRODE.

Baron Brunnow,
 &c. &c.

Second Enclosure in No. 25.

English Version of Patent.

IN the Instruction, annexed to the Treaty of the 8 (20) December, 1841, for the Suppression of the Slave Trade, it is said, "Section 8, by Article Fourth of the Treaty, it is stipulated, that in no case shall the mutual right of visit be exercised upon ships of war of the high contracting parties.

"It is agreed that this exemption shall apply equally to vessels of the Russian-American Company, which being commanded by Officers of the Imperial Navy, are authorised by the Imperial Government to carry a flag which distinguishes them from the Merchant Navy, and are armed and equipped similarly to transports of war.

"It is further understood, that the said vessels shall be furnished with a Russian Patent, which shall prove their origin and destination."

Upon this ground, the Administration of the Russian-American Company, being about to despatch their ship, — named —, built in the year — of — tonnage, and commanded by —, to the North-Western Coast of America, to the Colonies settled there, with the right to enter all ports and harbours which necessity may require; considers it conformable to the above-cited Article of the Instructions, that besides the patent authorising the hoisting of the Russian flag by merchant ships in general, the said vessel of the Company should be provided with this special patent, to secure her against the visit of the cruisers of the contracting powers.

Given at St. Petersburg, — —, under the Signature and Seal of the Administration of the Russian-American Company, after being exhibited to the British Consulate.

(L. S.)

(Signature.)

(Pour copie conforme.)

(Signed)

PLATON BAJENOFF,
Secrétaire.

No. 26.

*Lord Stuart de Rothsay to the Earl of Aberdeen.**St. Petersburg, November 14, 1843.**(Received November 28.)*

MY LORD,

IN conformity with the Instructions contained in your Lordship's Despatch, "Slave Trade," of the 27th of October, I have obtained from the Russian Government a warrant to enable Commander J. W. Dunlop, of Her Majesty's sloop "Star," to act under the Treaty of the 20th December, 1841, for the Suppression of the Slave Trade, and have the honour to transmit the same herewith.

I have, &c.

(Signed)

STUART DE ROTHSAÏ.

The Right Hon. the Earl of Aberdeen, K.T.
 &c. &c. &c.

No. 27.

*The Earl of Aberdeen to Baron Brunnow.**Foreign Office, November 30, 1843.*

THE Undersigned, &c., has had the honour to receive the Note addressed to him by Baron Brunnow, &c., on the 17th instant, enclosing an original Despatch from his Excellency Count Nesselrode, together with a Project, Russian and English, of the Patent intended to be issued by the Russo-American Company to their vessels; and also copies of the Flag by which they are to be distinguished from other vessels, agreeably to the stipulation of the Treaty of the 20th December, 1841, for the Suppression of the Slave Trade.

The Undersigned has transmitted copies of these documents to the Admiralty, for communication to the Commanders of Her Majesty's ships employed in the Suppression of the Slave Trade; and, according to the desire of Baron Brunnow, he now has the honour to return to that Minister the original Despatch from Count Nesselrode.

The Undersigned, &c.

Baron Brunnow,
 &c. &c.

(Signed)

ABERDEEN.

No. 28.

*Baron Brunnow to the Earl of Aberdeen.**Londres, ce 9 Décembre, 1843.**(Received December 9.)*

LE Soussigné, &c., a eu l'honneur de recevoir la Note que son Excellence Monsieur le Comte d'Aberdeen, &c., a bien voulu lui adresser sous la date du 30 Novembre, et à laquelle se trouvait jointe la dépêche de M. le Comte de Nesselrode, que le Soussigné avait communiquée à son Excellence, en date du 6 Novembre.

Le Soussigné, conformément aux Instructions de sa Cour, à l'honneur de rappeler à Monsieur le Comte d'Aberdeen le désir du Cabinet Impérial de connaître le signal spécial destiné à faire distinguer les croiseurs de la marine Britannique, et en réitérant l'expression de ce désir, saisit cette occasion de renouveler, &c.

A son Excellence le Comte d'Aberdeen,
 &c. &c. &c.

(Signé)

BRUNNOW.

No. 29.

*Lord Stuart de Rothsay to the Earl of Aberdeen.**St. Petersburg, November 28, 1843.**(Received December 11.)*

MY LORD,

I HAVE the honour to acknowledge the receipt of your Lordship's Despatches, marked "Slave Trade," to that of the 7th instant inclusive.

According to your Lordship's Instruction, I have obtained from the Russian Government the Warrants required to enable Captain George Elliot, of Her Majesty's ship "Eurydice," and Commander Thomas L. Gooch, of Her Majesty's sloop "Sealark," to act under the Treaty of December 20, 1841, for the Suppression of Slave Trade, and transmit them to you herewith.

I have, &c.

(Signed)

STUART DE ROTHSAÏ.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 30.

The Earl of Aberdeen to Baron Brunnow.

(Confidential.)

Foreign Office, December 16, 1843.

THE Undersigned, &c. &c., with reference to Article 4 of the Treaty of Dec. 20, 1841, between Great Britain, Austria, Prussia, and Russia, for the Suppression of the Slave Trade, has the honour to transmit to the Baron Brunnow, &c., for communication to his Court, the accompanying two copies of the Signals proposed to be used exclusively by those cruisers which shall be invested with the Right of Search under the above-mentioned Treaty.

The Undersigned, &c.

The Baron Brunnow,
&c. &c.

(Signed) ABERDEEN.

No. 31.

Baron Brunnow to the Earl of Aberdeen.

Londres, 19 Décembre, 1843.

(Received December 19.)

LE Soussigné, &c., a eu l'honneur de recevoir la note en date du 16 Décembre, par laquelle son Excellence M. le Comte Aberdeen, &c., a bien voulu lui transmettre le dessin du Signal à faire par les croiseurs investis du droit de visite aux termes du Traité du 8 (20) Décembre, 1841 et de celui par lequel il y sera répondu.

Le Soussigné s'est fait un devoir de transmettre ces dessins au Cabinet Impérial, et il saisit, &c.

(Signé)

BRUNNOW.

A son Excellence le Comte d'Aberdeen,
&c. &c. &c.

1. The first part of the document discusses the importance of maintaining accurate records of all transactions and activities. It emphasizes that this is essential for ensuring transparency and accountability in the organization's operations.

2. The second part of the document outlines the various methods and tools used to collect and analyze data. It highlights the need for consistent and reliable data collection processes to support effective decision-making.

3. The third part of the document focuses on the role of technology in data management and analysis. It discusses how modern software solutions can streamline data collection, storage, and reporting, thereby improving efficiency and accuracy.

4. The fourth part of the document addresses the challenges associated with data management, such as data quality, security, and privacy. It provides strategies to mitigate these risks and ensure that data is used responsibly and ethically.

5. The fifth part of the document concludes by summarizing the key findings and recommendations. It stresses the importance of ongoing monitoring and evaluation to ensure that data management practices remain effective and aligned with the organization's goals.

6. The sixth part of the document provides a detailed overview of the data management framework, including the roles and responsibilities of various stakeholders involved in the process.

7. The seventh part of the document discusses the integration of data management with other organizational systems and processes, ensuring a cohesive and integrated approach to data handling.

8. The eighth part of the document explores the future trends in data management, such as the use of artificial intelligence and machine learning to enhance data analysis capabilities.

9. The ninth part of the document provides a comprehensive list of resources and references used in the research, allowing readers to explore the topic further.

10. The tenth part of the document offers a final summary and a call to action, encouraging the organization to adopt best practices in data management to achieve its strategic objectives.

11. The eleventh part of the document discusses the importance of data literacy and training for all employees, ensuring that everyone is equipped to handle data effectively.

12. The twelfth part of the document provides a detailed analysis of the data management process, highlighting the key steps and milestones involved in each phase.

13. The thirteenth part of the document discusses the impact of data management on organizational performance and growth, providing evidence-based insights into the benefits of a robust data management strategy.

14. The fourteenth part of the document provides a detailed overview of the data management framework, including the roles and responsibilities of various stakeholders involved in the process.

15. The fifteenth part of the document concludes by summarizing the key findings and recommendations, emphasizing the need for a continuous and iterative approach to data management.

FRANCE.

No. 32.

*The Earl of Aberdeen to Count St. Aulaire.**Foreign Office, January 2, 1843.*

THE Undersigned, &c., in compliance with the Third Article of the Convention, concluded on the 30th November, 1831, between Great Britain and France, for the Suppression of the Slave Trade, which prescribes that the number of vessels to be invested each year with the right of mutual search, shall be fixed by special agreement, has the honour to acquaint his Excellency Count St. Aulaire, &c., that Her Majesty's Government propose, that, during the current year, 49 of Her Majesty's ships shall be employed in the Suppression of the Slave Trade, under the above-named Convention, and that of the 22nd March, 1833.

This force will be divided as follows:—

Seventeen ships on the West Indian Station; 14 on the West African Station; 10 on the Brazil Station; and 8 on that of the Cape of Good Hope.

The Undersigned has the honour to inform Count St. Aulaire, that he will direct Her Majesty's Ambassador at Paris, to apply to the French Government for such warrants as may be necessary to complete and maintain this force during the current year.

The Undersigned, &c.

(Signed) ABERDEEN.

His Excellency Count St. Aulaire,
&c. &c. &c.

No. 33.

*Count St. Aulaire to the Earl of Aberdeen.**Londres, le 2 Janvier, 1843.**(Received January 3.)*

LE Soussigné, &c., a l'honneur d'accuser réception à son Excellence le Comte d'Aberdeen, &c., de son office de ce jour, par lequel, conformément aux dispositions de l'Article 3 de la Convention signée à Paris, le 31 Novembre, 1831, son Excellence donne connaissance au Gouvernement du Roi du nombre et de la désignation des bâtiments qui pendant l'année 1843, le Gouvernement de Sa Majesté Britannique a jugé utile d'employer aux services stipulés dans les Traités de 1831 et 1833, pour la répression plus efficace de la Traite des Noirs.

Le Soussigné, &c.

(Signé) ST. AULAIRE.

A son Excellence le Comte d'Aberdeen,
&c. &c. &c.

No. 34.

*Count St. Aulaire to the Earl of Aberdeen.**Londres, le 3 Janvier, 1843.**(Received January 3.)*

CONFORMÉMENT aux dispositions de l'Article 3 de la Convention signée à Paris, le 30 Novembre, 1831, pour la répression plus efficace de la

Traite des Noirs, le Soussigné, &c. a l'honneur de transmettre à son Excellence le Comte d'Aberdeen, &c., l'état nominatif des bâtimens par lesquels le Gouvernement de Sa Majesté le Roi des Français se propose, pendant l'année 1843, de faire exercer le droit de visite dans les parages où ce droit est autorisé par l'Article premier de la dite Convention.

Ces bâtimens sont au nombre de 48, à savoir :—

Station d'Afrique	14
„ des Indes Occidentales	17
„ de Madagascar	9
„ du Brésil	8

Des mandats ont été ou seront ultérieurement demandés au Gouvernement de Sa Majesté Britannique pour mettre en mesure les dits bâtimens d'agir, le cas échéant, conformément aux stipulations des Traités de 1831 et 1833. Si dans le cours de la présente année quelques-uns des dits bâtimens cessaient d'être employés à ce service, les mandats à eux délivrés seraient rendus ou annulés : le Gouvernement Français se réservant au besoin d'en demander d'autres en remplacement.

Le Soussigné, &c.

(Signé) ST. AULAIRE.

A son Excellence le Comte d'Aberdeen,
&c. &c. &c.

Noms des Bâtimens.	Espèce des Bâtimens.	Force en Artillerie.	Noms des Commandeurs.	Station.	Date de la Réception du Mandat Français.	Observations.
17	Néréide	52	De Cayen, Capitaine de Vaisseau	Indes Occidentales	Reçu en Février, 1843	
	Corvette	28	Ricard, Capitaine de Corvette	Idem	Idem	
	Idem	24	Régnard, idem	Idem	Idem	
	Brick	16	Allègre (Michel J. B.), idem	Idem	Idem Octobre, 1842	
	Idem	20	Warrier de Waillly, idem	Idem	Idem Décembre, 1842	Un nouveau mandat va être demandé pour M. Sochet.
	Brick aviso	12	Sochet, idem	Idem	Idem Juin, 1842	
	Goëlette	6	Ducrest de Villeneuve, Lieutenant de Vaisseau	Idem	Idem	
	Idem	6	De Barnont, idem	Idem	Idem	
	Aviso	4	Mancel, idem	Idem	Idem	
	Goëlette	4	De Leyritz, idem	Idem	Idem	Un nouveau mandat va être demandé pour M. Papillaul.
	Idem	4	Papillaul, idem	Idem	Idem	
	Aviso	4	Cleret de Langavant, idem	Idem	Idem	
	Idem	4	Cournet, idem	Idem	Idem	
	Goëlette	2	Kerdrain, idem	Idem	Idem	
	Idem	2	Quernel, idem	Idem	Idem	
	Idem	2	Mancel, idem	Idem	Idem	
	Idem	6	Duprat Taxis, idem	Idem	Idem Novembre, 1842	Un nouveau mandat a été demandé pour M. Duprat Taxis.
	Idem	6	Jourdan, Capitaine de Vaisseau	Idem	Idem Avril, 1841	
	Frégate	50	Blanc, Capitaine de Corvette	Brazil	Idem	
	Corvette	28	Leguillon Pénauros, idem	Idem	Idem Février, 1842	
	Idem	28	Pouget, Lieutenant de Vaisseau	Idem	Idem Avril, 1841	
	Canonnière-brick	4	Tardy de Montravel, idem	Idem	Idem Mai, 1842	
	Idem	4	Clos, idem	Idem	Idem Avril, 1841	
	Goëlette	4	De Lorgeril, idem	Idem	Idem Mai, 1842	Un nouveau mandat va être demandé pour M. de Lorgeril.
	Idem	4	D'Alteyrac, idem	Idem	Idem	
	Bâtiment à vapeur	3	Baudin, Capitaine de Corvette	Côtes d'Afrique	Idem Octobre, 1842	Un nouveau mandat va être demandé.
	Brick	20	Flenriot de Langlé, Lieutenant de Vaisseau	Idem	Idem	
	Idem	4	De Keralliet, idem	Idem	Idem Octobre, 1841	Un nouveau mandat va être demandé.
	Idem	4	Leps, idem	Idem	Idem Juin, 1841	Les mandats délivrés au nom du Commandant précédent vont être renvoyés.
	Goëlette	4	Lahalle, idem	Idem	Idem	Service local de Sénégal.
	Idem	1	Commandé par un Officier Marinier	Idem	Idem	
	Bâtiment à vapeur	6	Sourbetz, Lieutenant de Vaisseau	Idem	Idem	
	Brick	16	De Mouléon, Capitaine de Corvette	Idem	Idem Décembre, 1842	
	Goëlette	4	De Martineq, Lieutenant de Vaisseau	Idem	Idem	
	Gutter	6	Darriean, idem	Idem	Idem	
	Canonnière-brick	4	Jance, idem	Idem	Idem	
	Goëlette	2	Favre Lamaurille, idem	Idem	Idem	
	Gabare	12	Bataillo, idem	Idem	Idem	
	Frégate	50	Roy, Capitaine de Vaisseau	Idem	Idem	
	Corvette	24	Trehouart, Capitaine de Corvette	Madagascar	Idem	
	Idem	30	Favin l'Evêque, idem	Idem	Idem Avril, 1841	
	Brick aviso	10	Barbot de la Trésorière, idem	Idem	Idem Juillet, 1842	Un nouveau mandat va être demandé.
	Corvettes de Charge	22	Guillain, Lieutenant de Vaisseau	Idem	Idem	
	Idem	22	Leconte, Capitaine de Corvette	Idem	Idem Janvier, 1842	
	Gabare	12	Jéhone, Capitaine de Corvette	Idem	Idem	
	Idem	12	Jeanbart, Lieutenant de Vaisseau	Idem	Idem	
	Idem	12	Fornier Duplan, Capitaine de Corvette	Idem	Idem	
	Corvette	30		Idem	Idem Décembre, 1842	Le mandat sera ultérieurement demandé.
		628				

Pour Copie conforme, le Secrétaire d'Ambassade,
(Signé) LOUIS DE NOAILLES.

No. 35.

*The Earl of Aberdeen to Count St. Aulaire.**Foreign Office, January 4, 1843.*

THE Undersigned, &c. has the honour to acknowledge the receipt of the note which his Excellency Count St. Aulaire, &c. addressed to him under yesterday's date, with its enclosure, intimating to Her Majesty's Government, in conformity with the stipulations of Article 3, of the Convention of the 30th of November, 1831, between Great Britain and France, for the Suppression of Slave Trade, the number, description, and destination of the vessels which the Government of His Majesty the King of the French proposes to be invested during the year 1843, with the Right of Search, under the above-mentioned Convention, and under the Convention of the 22nd March, 1833.

The Undersigned has to express his acknowledgments to His Excellency Count St. Aulaire for this communication.

The Undersigned, &c.

His Excellency Count St. Aulaire,
 &c. &c. &c.

(Signed) ABERDEEN.

No. 36.

*Lord Cowley to the Earl of Aberdeen.**Paris, January 2, 1843.**(Received January 5.)*

MY LORD,

WITH reference to your Lordship's Despatch, marked "Slave Trade," of the 30th ultimo, I have to state that, upon the receipt of your Despatch, marked "Slave Trade," of the 2nd ultimo, desiring that legal opinions might be taken here relative to the affair of the "*Marabout*," I directed the Law Adviser of the Embassy (Mr. Okey), to take the opinion of two or three of the most celebrated advocates upon this affair: he accordingly submitted the papers enclosed in your Lordship's Despatch, of the 2nd ultimo, to two of the most eminent advocates at Paris, who sent in their opinions two days ago; but as they differ upon a material point, I have thought it necessary to take the opinion of a third advocate upon that particular point, and his report has not yet been received; but I shall be enabled to transmit the three opinions to your Lordship by the next messenger.

I have, &c.

(Signed) COWLEY.

The Right Hon. the Earl of Aberdeen, K.T.
 &c. &c. &c.

No. 37.

*Count St. Aulaire to the Earl of Aberdeen.**Londres, 4 Janvier, 1843.**(Received January 6.)*

L'AMBASSADEUR de France présente ses compliments à son Excellence le Comte d'Aberdeen, et a l'honneur de lui renvoyer un mandat délivré par le Gouvernement Anglais en exécution des Conventions relatives à la répression de la Traite, et qui a cessé d'être utile par suite du retour du bâtiment dont le Commandant en était porteur.

L'Ambassadeur de France prie en même temps son Excellence le Comte d'Aberdeen de vouloir bien lui délivrer un nouveau mandat pour la Gabarre "*l'Indienne*," commandée par M. le Lieutenant de Vaisseau Bataillot, station des Côtes Occidentales d'Afrique.

A son Excellence le Comte d'Aberdeen,
 &c. &c. &c.

The warrant, returned in No. 37, was one issued on the 21st April, 1842, to the French ship "*Du Petit Thours*."

No. 38.

Lord Cowley to the Earl of Aberdeen.

MY LORD,

Paris, January 6, 1843.

(Received January 9.)

THE Law Adviser to the Embassy (Mr. Okey), having informed me, that he has not as yet been able to obtain the third opinion from the advocate, M. Piet, to whom he submitted the case relative to the "*Marabout*," I have determined to forward to your Lordship the two opinions already received, and hope to be able to send the third by the next messenger.

I also enclose the report addressed to me by Mr. Okey, with these opinions, at the close of which he states that as the two advocates had replied to the same effect to all the questions put to them, he had not thought it necessary to take a third opinion.

In a subsequent conversation with me, however, he thought it might be advisable to refer the subject for a third opinion.

I have, &c.

(Signed) COWLEY.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

First Enclosure in No. 38.

Mr. Okey to Lord Cowley.

MY LORD,

Paris, December 27, 1842.

I HAVE the honour to enclose the opinions of Monsieur de Vatimesnil and Monsieur Paillet, taken in pursuance of your Excellency's Instructions upon the questions proposed by the Queen's Advocate and Mr. Rothery, and contained in an Enclosure in the letter from the Queen's Advocate of Nov. 29, 1842, to the Earl of Aberdeen, relative to the French vessel "*Marabout*."

M. de Vatimesnil, in answering the eighth question, observes, that it is a favourable circumstance for the captor of the vessel, that the proceedings instituted against the Captain Dejoie and others at Cayenne, reached the "*Chambre d' Accusation*;" from which he infers that the "*Chambre du Conseil du Tribunal de Première Instance*," considered the evidence against those persons sufficient to send the case before the "*Chambre d' Accusation*," I mentioned this point to M. Paillet, who said that although the inference would be correct if the proceedings had taken place in France; yet the practice was different in Guyana, where there is no "*Chambre du Conseil*;" and in Part 2 of his opinion, he quotes the Article 38 of the Ordonnance of December, 1828, which empowers the "*Cour Royale*" of Guyana to give, in criminal matters, both the first and the last decision, contrary to the rule in France.

M. de Vatimesnil and M. Paillet having, however, replied to the same effect to the *questions*, I have not thought it necessary to take a third opinion.

I have, &c.

(Signed) C. H. OKEY.

His Excellency Lord Cowley,
&c. &c. &c.

Second Enclosure in No. 38.

Note à consulter. MM. Vatimesnil et Paillet.

MM. VATIMESNIL et PAILLET sont prié d'examiner les papiers ci-joints qui sont :—

1 Le No. 245. 2^{de} partie, &c. du bulletin des Lois, contenant les deux Conventions entre la France et l'Angleterre, datées le 30 Novembre, 1831, et le 22 Mars, 1833, relatives à la répression des crimes de la Traite des Noirs.

2. Les Copies des arrêts de non-lieu de la Chambre des mises en accusation de la Cour Royale de la Guyane, datés du 2 Décembre, 1841, et du 27 Janvier 1842, rendus à l'occasion de la saisie du bâtiment Français le "*Marabout*," comme suspect de la Traite des Noirs.

3. Une copie du jugement du Tribunal de Première Instance à la Guyane, en date du 28 Décembre, 1841, relatif à la même affaire; et de donner leur avis sur les questions suivantes.

CLASS C.

1. Si, d'après les Lois Françaises il est illégal ou non pour des Français de violer ces Conventions, et si le bâtiment Français qui aurait violé ces Conventions serait ou non sujet à confiscation.

2. Si, d'après les Lois Françaises, lorsqu'une violation de ces Conventions a été commise, il y a ou non deux procédures à instruire, l'une contre les individus qui auraient participés dans cette violation, l'autre contre le navire ainsi employé.

3. Le Conseil est prié d'expliquer la procédure qui doit être adoptée pour obtenir la confiscation d'un navire pour fait de violation de l'une ou l'autre de ces Conventions, et devant quels Tribunaux cette procédure doit-elle être inscrite.

4. Si, d'après les Lois Françaises il y a quelque différence dans la procédure à diriger soit contre les individus qui ont pris part à la Traite, soit contre le navire arrêté, lorsque cette arrestation aura été faite par un bâtiment de guerre Anglais dûment autorisée conformément aux dites Conventions, ou par un Bâtiment de guerre Français également autorisé.

5. Si, d'après les Lois Françaises l'arrêt de la Chambre des mises en accusation de la Cour Royale daté le 2 Décembre, 1841, peut être le sujet d'un appel ou non, et en cas que oui, quelle est la marche à suivre pour cet effet, et devant quelle Cour soit à la Guyane ou à Paris; si aussi on peut appeler de l'arrêt de la Chambre des mises en accusation de la Cour Royale daté le 27 Janvier.

6. Le Conseil est aussi prié d'examiner l'Article 8 de la Convention Supplémentaire daté le 22 Mars, 1833, qui déclare que lorsqu'un navire aura été indument arrêté, des "dommages et intérêts pourront être prononcés par le Tribunal devant lequel la procédure contre le bâtiment arrêté, son Capitaine, son équipage et sa cargaison aura été inscrite." Et le Conseil est prié de dire si dans le cas où un navire Français serait indument arrêté, les propriétaires du bâtiment qui se croiraient fondés à demander des dommages-intérêts ne doivent pas demander au même Tribunal devant lequel aura été inscrite la procédure contre le navire arrêté, son Capitaine et sa cargaison, de les accorder.

7. Le Conseil est aussi prié d'aviser, si par les raisons que dans l'affaire du "*Marabout*," il ne paraît pas qu'il y ait eu des poursuites contre le navire, et que la seule procédure qui ait été instruite, paraît avoir été dirigée criminellement contre le Capitaine et son équipage pour fait de Traite des Noirs, devant la Chambre des mises en accusation de la Cour Royale, et que les dommages et intérêts n'ont pas été prononcés par cette Cour, mais par le Tribunal de Première Instance par son jugement du 28 Décembre, 1841, ce jugement ne soit pas de soi-même nul, et si ce jugement ne soit pas nul *per se*: que doit-on faire pour obtenir ce résultat?

8. Le Conseil est aussi prié d'examiner l'Article 7 de la Convention Supplémentaire, datée le 22 Mars 1833, qui déclare que lors même que les Tribunaux viendraient à ne prononcer aucune condamnation du navire arrêté, il ne sera dans aucun cas accordé de dédommagement, soit au Capitaine, soit à l'armateur, soit à toute autre personne intéressée dans l'armement ou dans le chargement d'un bâtiment de commerce qui aura été trouvé munis des objets spécifiés dans l'Article précédent. L'avis du Conseil est prié sur la meilleure marche à suivre pour obtenir, soit une annulation complète du jugement du Tribunal de Première Instance, du 28 Décembre, 1841, et devant quelle Cour cette procédure doit elle être faite, et à la Guyane ou à Paris?

9. Dans le cas où il ne serait pas possible d'obtenir, suivant les Lois Françaises, l'annulation complète du jugement du 28 Décembre, 1841, quelle est la meilleure marche à suivre pour obtenir une réduction des montants des dommages-intérêts y accordés?

10. Il a été dit que le Capteur du "*Marabout*," ou le Gouvernement Anglais, aura dans certains cas le droit de se présenter devant le Tribunal de Première Instance, et faire plaider encore une fois la question entière devant ce Tribunal. Le Conseil est prié de dire si des déclarations sous serment, faites en bonne forme en Angleterre par le Capteur et autres personnes seraient encore reçues par ce Tribunal; et aussi si des preuves littérales seraient également admises et feraient foi: si elles doivent être rendus authentiques, et comment, ou s'il est indispensable que les témoins soit examinés *vivâ voce* à la Guyane.

11. Si dans le cas où procéderait devant la Cour d'appel, l'une ou l'autre de ces preuves seraient admises par la Cour.

Third Enclosure in No. 38.

Opinion de M. Vatimesnil, le Conseil Soussigné.

VU 1° L'arrêt de la Chambre d'Accusation de la Cour Royale de la Guyane, en date du 2 Décembre, 1841,

L'arrêt de la même Chambre en date du 27 Janvier, 1842,

Le jugement du Tribunal de Première Instance de la Guyane, en date du 28 Décembre, 1841,

Les Conventions Diplomatiques, des 30 Novembre, 1831, et 22 Mars, 1833,

Enfin une note à consulter, dans laquelle sont posée onze questions, résultans des pièces et Conventions Diplomatiques ci-dessus énoncées,

Est d'avis des résolutions suivantes sur ces questions.

1ere. Question.

D'après les lois Françaises, est-il illégal ou non de violer ces Conventions, et un bâtiment Français qui les aurait violées serait-il sujet à la confiscation ?

Réponse.

La simple violation, de la part d'un bâtiment Français des dispositions de ces Conventions Diplomatiques, ne peut donner lieu à sa confiscation. Aucune loi ne prononce la confiscation comme peine de cette violation. Pour qu'un bâtiment Français arrêté conformément à ces Conventions soit confisqué, il faut que les Tribunaux Français décident qu'il a commis l'un des crimes prévus par la loi du 4 Mai, 1831, sur la Traite des Noirs.

C'est ce qui résulte—

1° de cette loi du 4 Mai, 1831.

2° des Conventions Diplomatiques dont il s'agit.

I. Les Articles 1, 2, 3 et 4, de la loi du 4 Mai, 1831, prononcent des peines contre les individus qui se livrent à la Traite des Noirs, ou qui arment dans le but de s'y livrer.

L'Article 5 est ainsi conçu :—

“ Dans tout les cas prévus par les articles ci-dessus, le navire et la cargaison seront saisis et vendus.”

“ Si le navire et la cargaison n'ont pas été saisis, les armateurs, bailleurs de fonds et assureurs seront solidairement condamnés à une amende égale à leur valeur.”

“ Dans tout les cas, les coupables pourront en outre être condamnés solidairement à une amende, qui ne sera pas moindre de la valeur du navire et de la cargaison et qui n'excédera pas le double de cette valeur.”

Ainsi la confiscation ne peut-être prononcée que dans les cas prévus par les Articles 1, 2, 3 et 4, c'est-à-dire quand la justice décide que les crimes ou délits auxquels s'applique cette loi ont été commis, et qu'en conséquence elle punit les coupables.

En statuant ainsi, la loi du 4 Mai, 1831, s'est conformée au principe général posé par l'Article 11 du Code Pénal . . . que la confiscation spéciale du corps du délit est une peine ; d'où il suit que les Tribunaux n'ont le pouvoir de prononcer cette confiscation que lorsque le crime ou délit existe.

II. L'Article 7 de la Convention Diplomatique du 30 Novembre, 1831, porte ce qui suit :—

“ Les navires capturés pour s'être livrés à la Traite, ou comme soupçonnés d'être armés pour cet infâme trafic, seront, ainsi que leurs équipages, remis, sans délai, à la juridiction de la nation à laquelle ils appartiendront.”

“ Il est d'ailleurs bien entendu qu'ils seront jugés d'après les lois en vigueur dans leurs pays respectifs.”

Pour qu'un bâtiment soit confisqué, il ne suffit donc pas qu'il ait été arrêté ; la confiscation d'un navire Français ne peut être ordonnée que d'après la loi en vigueur en France ; et comme cette loi est celle du 4 Mai, 1831, qui ne prononce la confiscation que lorsqu'il y a crime ou délit, il en résulte que, si les préveus ne sont pas déclarés coupables il ne saurait y avoir la confiscation.

L'Article 5 de la Convention du 22 Mars, 1833, n'est pas moins décisif. Cet Article est ainsi conçu :—

“ Il sera procédé immédiatement devant les tribunaux compétents des états respectifs, et suivant les formes établies, contre les navires arrêtés, ainsi qu'il est dit ci-dessus, leurs capitaines, équipages et cargaisons ; et *s'il résulte de la procédure que les dits bâtiments ont été employés à la Traite des Noirs, ou qu'ils ont été armés dans le but de faire ce trafic*, il sera statué sur le sort du capitaine, de l'équipage et de leurs *complices*, ainsi que sur la *destination* du bâtiment et de la cargaison, conformément à la *légalisation* respective des deux pays.

“ *En cas de confiscation*, une portion du produit net de la vente des dits navires et de leurs cargaisons sera mise à la disposition du Gouvernement du pays auquel appartiendra le bâtiment capteur,” &c.

Ainsi, pour qu'il y ait *confiscation*, il faut qu'il *résulte de la procédure que le bâtiment a été employé à la Traite des Noirs*, ce qui constitue le crime prévu par l'Article 3 de la loi du 4 Mai, 1831, ou que du moins il a été *armé dans le but de faire ce trafic*, ce qui constitue le crime prévu par l'Article 2 de cette même loi.

Dans l'espèce, la Chambre d'Accusation de la Cour Royale de la Guyane a déclaré qu'il n'y avait lieu à suivre contre les prévenus ; il n'y a donc ni crime ni délit ; et par conséquent il ne peut y avoir de confiscation.

Aussi l'arrêt du 2 Décembre, 1841, a-t-il . . . ordonné la *restitution au capitaine Dejoie du brick le Marabout, ainsi que de tous objets composant son armement et sa cargaison*.

Tout est donc terminé ; et la confiscation ne saurait désormais être poursuivie. Pour qu'elle pût l'être, il faudrait qu'on recommençât les poursuites criminelles contre le Capitaine Dejoie et ceux qui étaient inculpés de complicité avec lui ; ce qui, aux termes de l'Article 246 du Code d'Instruction Criminelle, ne pourrait avoir lieu qu'autant qu'il y aurait *de nouvelles charges*, telles qu'elles sont définies par l'Article 247 du même Code ; mais comme on n'allègue rien de semblable, il serait superflu d'entrer à ce sujet dans des détails plus étendus.

2e. Question.

D'après les lois Françaises, lorsqu'une violation des Conventions a été commise, y a-t-il ou non deux procédures à instruire ; l'une contre les individus qui auraient participé à cette violation ; l'autre contre le navire ainsi employé ?

Réponse.

Il résulte de ce que nous avons dit sur la première question qu'il n'y a qu'une seule procédure ; que cette procédure est l'Instruction Criminelle qu'on dirige contre les inculpés, non pas précisément pour violation des Conventions Diplomatiques dont il s'agit, mais pour l'infraction à la loi du 4 Mai, 1831 ; que si, par suite de cette instruction, les inculpés sont déclarés coupables, il y a lieu à la confiscation du navire ; et que, dans le cas contraire, cette confiscation ne peut pas être prononcée.

3e. Question.

Quelle est la procédure qui doit être adoptée pour obtenir la confiscation d'un navire, pour fait de violation de l'une ou l'autre des Conventions, et devant quels tribunaux cette procédure doit-elle être portée ?

Réponse.

La procédure doit consister dans une Instruction Criminelle, selon la forme ordinaire en matière d'inculpation de fait qualifié crime par la loi, c'est-à-dire que le Procureur du Roi, d'office, ou sur la plainte portée devant lui, requiert le Juge d'Instruction d'informer ; que, lorsque la procédure est instruite, le Juge d'Instruction fait son rapport à la Chambre du Conseil du Tribunal de Première Instance, qui peut ou déclarer qu'il n'y a lieu à suivre, ou rendre une ordonnance de mise en prévention ; que, dans ce dernier cas, l'affaire est soumise à la Chambre d'Accusation de la Cour Royale, laquelle statue, soit en déclarant qu'il n'y a lieu à suivre, soit en mettant les prévenus en accusation et en les renvoyant devant la Cour d'Assises ; qu'enfin, à la Cour d'Assises, les

accusés sont jugés, savoir, dans la France continentale par un jury, et dans les colonies par les magistrats et *des assesseurs*.

Ainsi la non-culpabilité des inculpés peut s'établir de trois manières :

- 1°. Par une ordonnance de la Chambre du Conseil du Tribunal de Première Instance, portant qu'il n'y a lieu à suivre ;
- 2°. Par un arrêt de la Chambre d'Accusation, portant également qu'il n'y a lieu à suivre ;
- 3°. Par une décision de la Cour d'Assises, portant que les accusés ne sont pas coupables.

Dans ces trois cas, le navire ne peut pas être confisqué.

Dans l'espèce, la Chambre d'Accusation de la Cour de la Guyane ayant déclaré qu'il *n'y avait lieu à suivre*, il est impossible, comme nous l'avons dit ci-dessus, d'obtenir la confiscation du navire.

4e. Question.

D'après les lois Françaises, y a-t-il quelque différence dans la procédure à diriger soit contre les individus qui ont pris part à la Traite, soit contre le navire arrêté, selon que cette arrestation a été faite par un bâtiment de guerre Anglais dument autorisé conformément aux dites Conventions, ou par un bâtiment de guerre Français également autorisé ?

Réponse.

Il n'y a, relativement à cette procédure, aucune différence entre les deux cas signalés dans la question actuelle ; et tout ce qui a été dit en réponse aux questions précédentes, s'applique également à l'un et à l'autre de ces cas.

5e. Question.

D'après les lois Françaises, les arrêts de la Chambre des Mises en Accusation, en date des 2 Décembre, 1841, et 27 Janvier, 1842, peuvent-ils être attaqués ?

Réponse.

Les arrêts des Chambres d'Accusation qui ont déclaré n'y avoir lieu à suivre ne peuvent être attaqués que par le pourvoi en cassation du Ministère public. Il y a entre les arrêts des Cours du continent et ceux des Cours des colonies une différence, consistant en ce que le Ministère public peut attaquer les premiers non seulement dans l'intérêt de la loi, mais encore dans l'intérêt de la vindicte publique, tandis qu'il ne peut attaquer les seconds que *dans l'intérêt de la loi*.

C'est ce que l'Article 4 de l'Ordonnance du 21 Décembre, 1828, établit relativement à la Guyane, (Bulletin des Lois, 9e série, tom. 11, p. 181.) Ainsi, lors même que le Ministère public aurait attaqué les arrêts dont il s'agit, il n'aurait pu le faire que *dans l'intérêt de la loi* ; et les décisions contenues dans ces arrêts n'en auraient pas moins conservé leur effet à l'égard des parties.

Il faut ajouter que, lors même que le Ministère public aurait eu la faculté d'attaquer ces arrêts dans l'intérêt de la vindicte publique, il serait aujourd'hui déchu de cette faculté par l'expiration du délai de trois jours qui lui était accordé pour le pourvoi.

Quant au capteur, il ne peut pas se pourvoir contre ces arrêts ; et s'il le faisait, son pourvoi serait déclaré non recevable par quatre raisons :

1°. Parcequ'il n'était pas *partie civile* dans la procédure qui s'est terminée devant la Chambre d'Accusation, et qu'en général pour se pourvoir en cassation contre un arrêt, il faut y avoir été partie.

2°. Parceque, dans le cas même où il aurait été partie civile, la voie des recours en cassation contre *l'arrêt de non lieu* ne lui seroit pas ouverte, cette voie n'appartenant qu'au Ministère Public (Arrêts de la Cour de Cassation des 10 Juin, 1826. Dalloz, 1826, 1ère partie, p. 381, 31 Janvier, 1828. Dalloz, 1828, 1ère partie, p. 116, 30 Avril, 1829. Dalloz, 1829, 1ère partie, p. 233, et 30 Avril, 1830. Dalloz, 1830, 1ère partie, p. 257.)

3°. Parceque, comme nous l'avons déjà dit, le délai de trois jours accordé pour le pourvoi en cassation est depuis longtemps expiré ;

4°. En enfin (indépendamment des raisons ci-dessus, qui s'appliqueraient également à toutes les Cours du Royaume) par cette règle particulière aux

Cours des Colonies, que les arrêts de leurs Chambres d'Accusation ne peuvent, comme nous l'avons remarqué ci-dessus, être attaquée en cassation *que dans l'intérêt de la loi.*

6e. Question.

La demande en dommages et intérêts formée par le propriétaire du navire arrêté doit-elle nécessairement être portée devant le Tribunal où la Procédure Criminelle a été instruite ?

Réponse.

Le second alinéa de l'Article 8 de la Convention, du 22 Mars, 1833, est ainsi conçu :—

“ Ces dommages et intérêts *pourront* être prononcés par le Tribunal devant lequel aura été *instruite* * la procédure contre le navire arrêté, son capitaine, son équipage et sa cargaison, et le Gouvernement du pays auquel appartiendra l'Officier qui aura donné lieu à cette condamnation, paiera le montant des dits dommages et intérêts dans le délai d'un an à partir du jugement.”

La demande en dommages et intérêts ne doit pas nécessairement être formée devant le Tribunal devant lequel la procédure aura été *instruite*. La Convention se sert du mot *pourra*, qui est facultatif. C'est une faveur que cette Convention accorde au propriétaire du navire arrêté et dont celui-ci peut, à sa volonté, user ou ne pas user. Si ce propriétaire n'en use pas, on rentre dans les termes du droit commun, c'est-à-dire de l'Article 14 du Code Civil, d'après lequel. “ L'étranger, même non résident en France, peut être cité devant les Tribunaux Français pour l'exécution des obligations par lui contractées en France avec Français ; . . . et . . . il *peut être traduit devant les Tribunaux de France, pour les obligations par lui contractées en pays étranger envers des Français.*” Cette disposition s'applique aux obligations résultans des quasi-contrats, délits et des quasi-délits, aussi bien qu'aux obligations résultans des contrats, la jurisprudence est constante sur ce point. Ainsi le Français indûment arrêté, s'il ne porte pas sa demande en dommages et intérêts devant le Tribunal où la Procédure Criminelle a été *instruite*, peut la porter devant un autre *Tribunal Français* ; car cette demande en dommages et intérêts a pour cause l'*obligation* résultant d'un quasi-délit ; et cette obligation a été contractée envers lui *en pays étranger par un étranger*. Sans doute, le Français indûment arrêté ne pourrait pas choisir, d'une manière arbitraire et capricieuse, le Tribunal Français devant lequel il porterait sa demande ; mais quand ce Tribunal est, ou celui du domicile de ce Français, ou celui du lieu dans lequel son navire a été conduit, par le fait même du capteur étranger, la juridiction ne peut pas être contestée.

Il résulte de ce qui précède que, sous un double rapport, le Tribunal de Première Instance de la Guyane était compétent pour connaître de la demande en dommages et intérêts.

En effet, 1°. C'était devant ce Tribunal que la procédure criminelle avait été *instruite*. Sans doute, elle s'était terminée par un arrêt de la Chambre d'Accusation ; mais il n'en est pas moins vrai que l'instruction s'était faite devant le Tribunal de Première Instance de la Guyane ; car le Juge d'Instruction est un magistrat du Tribunal de Première Instance ; le Procureur du Roi qui requiert l'instruction appartient aussi à ce Tribunal ; et la Chambre du Conseil qui rend l'ordonnance de mise en prévention est celle du Tribunal de Première Instance. D'ailleurs il n'était pas possible que la Chambre d'Accusation statuât sur la demande en dommages et intérêts. Cette chambre ne prononce jamais de condamnations ; elle ne fait que mettre en accusation ou déclarer qu'il n'y a lieu à suivre ; et elle ne peut connaître ni des dommages et intérêts demandés contre le prévenu, ni des dommages et intérêts réclamés par celui-ci. Aussi, la Chambre d'Accusation de la Cour de la Guyane, à laquelle le Capitaine Dejoie avait soumis à tort sa demande en dommages et intérêts, a-t-elle prononcé en ces termes : “ Vu l'Article 8 de la Convention Supplémentaire précitée, *renvoie Dejoie à se pourvoir devant qui de droit.*” Le Capitaine Dejoie, ainsi renvoyé à *se pourvoir devant qui de droit*, ne pouvait pas s'adresser à une autre Chambre de la Cour Royale, puisqu'en matière civile, cette Cour ne peut connaître des

* Il y a dans le Bulletin des Lois *inscrite*, mais c'est évidemment une faute typographique ; et au surplus cette faute est indifférente pour la solution de la question.

affaires qu'en appel et après qu'elles ont parcouru le premier degré de juridiction. Dejoie a donc agi légalement en saisissant le Tribunal de Première Instance où l'Instruction avait été faite ;

2°. Lors même que ce Tribunal n'aurait pas été compétent en vertu de l'Article 8 de la Convention du 22 Mars, 1833, il l'aurait été en vertu de l'Article 14 du Code Civil, ainsi que nous l'avons établi ci-dessus.

7e. Question.

Le jugement du Tribunal de Première Instance de la Guyane n'est-il pas nul à cause de l'incompétence de ce Tribunal ?

Réponse.

Le jugement n'est pas nul pour cause d'incompétence, puisque nous avons établi, en traitant la question précédente, que le Tribunal de la Guyane était compétent.

8e. Question.

D'après l'Article 7 de la Convention du 22 Mars, 1833, le capteur peut-il repousser la demande en dommages et intérêts ?

Réponse.

L'Article 6 de cette Convention porte :—

“ Tout bâtiment de commerce des deux nations, visité et arrêté en vertu de la Convention du 30 Novembre, 1831, et des dispositions ci-dessus, sera présumé, de plein droit, à moins de preuve contraire, s'être livré à la Traite des Noirs ou avoir été armé pour ce trafic, si, dans l'installation, dans l'armement ou à bord du dit navire, il s'est trouvé l'un des objets ci-après spécifiés, savoir, &c.”

(Suit l'énonciation de 9 objets qui sont considérés comme emportant la présomption du crime de *Traite des Noirs*.)

Les Articles 7 et 8, premier alinéa de la même Convention, sont ainsi conçus :

7. “ Il ne sera, dans aucun cas, accordé de dédommagement, soit au capitaine, soit à l'armateur, soit à toute autre personne intéressée dans l'armement ou dans le chargement d'un bâtiment de commerce, qui aura été trouvé muni d'un des objets spécifiés dans l'Article précédent, alors même que les tribunaux viendraient à ne prononcer aucune condamnation, en conséquence de son arrestation.”

8. 1^{er}. Alinéa. “ Lorsqu'un bâtiment de commerce de l'une ou de l'autre des deux nations aura été visité et arrêté indument ou sans motif suffisant de suspicion, ou lorsque la visite ou l'arrestation auront été accompagnées d'abus ou vexation, le commandant du croiseur ou l'officier qui aura abordé le dit navire, ou enfin celui à qui la conduite en aura été confiée, sera, suivant les circonstances, passible de dommages et intérêts envers le capitaine, l'armateur et les chargeurs.”

En rapprochant ces dispositions, on voit qu'il en résulte deux règles :

1^o Si le navire arrêté avait à bord un des neuf objets spécifiés dans l'Article 7, le propriétaire de ce navire ne peut, dans aucun cas, obtenir de dédommagement.

2^o Si le navire arrêté n'avait à bord aucun de ces objets, il peut obtenir un dédommagement ; mais le tribunal n'est pas obligé de le lui accorder. La Convention du 22 Mars laisse à la conscience du juge à décider s'il y a lieu ou s'il n'y a pas lieu d'allouer ce dédommagement. Ce tribunal doit résoudre cette question suivant les circonstances propres à chaque affaire ; il doit examiner s'il y avait des motifs suffisants de suspicion ; et lorsque ces motifs de suspicion existent, lorsqu'il n'y a eu, de la part du capteur, ni mauvaise foi, ni faute lourde, c'est le cas de rejeter la demande en dommages et intérêts.

En admettant, comme le pensent plusieurs hommes d'état qu'une saine politique eût du détourner le Gouvernement Français de signer les Conventions de 1831 et 1833, il n'en doit pas moins, puisqu'il les a souscrites, accepter loyalement leurs conséquences. Or, les conséquences du droit de visite réciproque, sont que le croiseur étranger qui arrête un bâtiment Français est censé avoir agi pour l'exécution des lois étrangères, et en général dans l'intérêt du genre humain, qui se trouve blessé par la Traite des Noirs. Ce croiseur doit être con-

sidéré comme ayant reçu sa mission ou son mandat, non seulement de la nation à laquelle il appartient, mais encore de l'autre nation engagée par le Traité.

Il faut donc appliquer ici les maximes adoptées par la jurisprudence dans tous les cas d'arrestation faite au nom de l'état, dans l'intérêt général et par une personne revêtue d'un caractère public. Cette personne n'est passible de dommages et intérêts, que lorsqu'il y a eu de sa part mauvaise foi ou faute lourde.

D'après ces principes, on voit que M. John Compton, capteur, peut, avec un assez grand espoir de succès, invoquer la seconde des deux règles ci-dessus établies. Il y avait à bord du "*Marabout*" certains objets qui ont pu l'induire en erreur. Ces objets étaient notamment les 72 *planches*, la *barre* et les *organneaux*. Le rapport que M. Compton a dû rédiger au moment de la capture, et les renseignements que donnera cet officier, pourront faire ressortir la gravité des *circonstances* qui ont été pour lui des *motifs de suspicion*, et démontrer que ces *motifs* étaient *suffisants*. La Chambre d'Accusation a dit qu'avec *un peu plus d'attention le capteur Anglais aurait pu se convaincre que les planches étaient tout-à-fait impropres à former un pont à esclaves*. A ce sujet, nous remarquerons d'abord que M. Compton aura le droit de discuter ce motif et d'établir, s'il y a lieu, qu'il est mal fondé : car le dispositif seul des arrêts a l'autorité de la chose jugée ; les motifs n'ont pas cette autorité. En second lieu, admettons que le motif dont il s'agit soit exactement dans le vrai, il en résultera seulement que M. Compton n'aura pas été très attentif ; mais ne pas être très attentif, ce n'est pas commettre *une faute lourde*, c'est commettre seulement une faute légère ; et nous venons d'établir que la faute lourde est nécessaire pour que le capteur soit condamné à des dommages et intérêts.

Ce qui nous paraît militer assez fortement en faveur de M. Compton, c'est que l'affaire est venue jusqu'à la Chambre d'Accusation, ce qui suppose que la Chambre du Conseil du Tribunal de Première Instance avait trouvé, contre le capitaine et l'équipage du "*Marabout*" des motifs de prévention. Dès lors, comment pourrait-on faire un reproche à M. Compton d'avoir considéré comme suffisants pour déterminer l'arrestation de ce navire, des indices qui ont paru suffisants aux magistrats pour établir la prévention ?

Si M. Compton est disposé à présenter ces moyens, que nous ne pouvons faire qu'indiquer, les faits relatifs à l'état matériel du brick le "*Marabout*," ne nous étant qu'imparfaitement connus, il faudra que cet officier forme opposition au jugement par défaut rendu le 28 Décembre, 1841, par le Tribunal de la Guyane. Nous pensons que cette opposition sera recevable, parce que M. Compton n'avait pas d'avoué, et que les jugemens par défaut rendus contre une partie qui n'a pas d'avoué sont recevables jusqu'à l'exécution. (Code de Procédure, Art^{es} 158 et 159.) M. Compton doit donc charger de sa cause un avoué de la Guyane, qui formera l'opposition, fera la procédure nécessaire et défendra la cause. Il faudra lui envoyer tous les documens propres à établir qu'il y avait des *motifs de suspicion suffisants*.

Par l'effet de l'opposition, tout sera remis en question ; l'affaire sera contradictoirement soumise au même tribunal ; et si M. Compton est condamné à des dommages et intérêts, il pourra appeler devant la Cour Royale de la Guyane.

9e. Question.

Dans le cas où il ne serait pas possible d'obtenir la réformation complète du jugement par défaut, quelle est la meilleure marche pour obtenir une réduction de dommages et intérêts ?

Réponse.

C'est de former opposition comme nous l'avons dit ci-dessus. Cette marche est non seulement *la meilleure*, mais même la seule légale.

10e. Question.

Des déclarations sous serment faites en bonne forme en Angleterre par le capteur et autres personnes pourraient-elles être reçues par le Tribunal de la Guyane ? Des preuves littérales seraient-elles également admises et feraient-elles foi. Devraient-elles être rendues authentiques, et comment ?

Réponse.

La déclaration sous serment du *capteur* n'aurait aucune valeur devant les Tribunaux Français.

De pareilles déclarations émanées d'autres personnes n'en auraient pas davantage ; mais M. Compton pourrait articuler des faits et demander à les prouver par témoins. Si la preuve était admise par les juges, les témoins pourraient être entendus en Angleterre, en vertu d'une commission rogatoire donnée par le Tribunal. Alors leurs dépositions seraient considérées comme de puissants élémens de conviction.

Quant aux *preuves littérales*, elles sont admissibles dans tous les cas ; seulement il est utile que les signatures soient légalisées par un agent diplomatique Français.

11e. Question.

Dans le cas où l'on procéderait devant la Cour, les mêmes preuves y seraient elles admises ?

Réponse.

Les réglès sur l'admission des preuves sont les mêmes en appel qu'en Première Instance.

Délibéré à Paris, le 19 Décembre, 1842.

(Signed)

H. DE VATIMESNIL.

Fourth Enclosure in No. 38.

Opinion of M. Paillet.

Note à Consulter et Consultation.

POUR M. John Compton, Officier de la Marine Anglaise, chargé par le Capitaine Christie, Commandant la corvette la "Rose," d'amener à Cayenne le navire Français le "*Marabout*," sous la prévention de s'être livré au commerce illicite de la Traite des Noirs.

§ 1ère.

Note à Consulter.

Le 26 Juillet, 1841, le navire le "*Marabout*," de Nantes, appareilla de Bahia (Brésil) pour la Côte d'Afrique, sous le commandement du Capitaine Dejoie, ayant à bord 14 hommes d'équipage, 11 passagers, et une cargaison qui se composait de diverses marchandises.

Le 27 du dit mois de Septembre, ce navire fut arrêté par la corvette de la Marine Royale Anglaise la "Rose," Capitaine Christie, et conduit à Cayenne sous la prévention de s'être livré au commerce illicite de la Traite des Noirs, par M. Compton, Officier de la Marine Anglaise, en exécution des Conventions conclues entre la France et la Grande Bretagne, les 30 Novembre, 1831, et 22 Mars, 1833.

A son arrivée à Cayenne, le 19 Août, 1841, il fut remis aux Autorités Françaises, et une instruction eut lieu, à la suite de laquelle fut rendue par la Chambre des Mises en Accusation de la Cour Royale, le 2 Octobre, 1841, au profit du Capitaine Dejoie et des Srs. Gautrel et Lorandin, faisant partie de l'équipage du navire, et, à ce titre, impliqués dans la poursuite, un arrêt de non lieu, dont voici les motifs et le dispositif.

" Considérant que de l'Instruction il ne résulte pour le Capitaine Dejoie et les hommes de son équipage Gautrel et Lorandin, aucun indice de culpabilité ;

" Considérant en effet, que ni le brick le "*Marabout*" soumis aussitôt son arrivée à Cayenne à la visite la plus sévère et la plus minutieuse, ni les objets composant son armement et sa cargaison, soumis également à l'examen et à l'appréciation d'experts, n'ont offert la plus légère trace qui indiquât l'intention criminelle de se livrer au trafic de la traite ; qu'on n'a trouvé à bord aucun des objets énumérés en l'Article 6 de la Convention Supplémentaire conclue à Paris entre la France et la Grande Bretagne, le 22 Mars, 1833, et dans les conditions voulues par le dit Article, pour créer la présomption de traite et motiver la capture du bâtiment ;

CLASS C.

“ Considérant que la présence à bord des planches au nombre de 72, est suffisamment justifié par le certificat émané du Consul de France à Bahia, et constatant le but pour lequel elles étaient embarquées ; que le capteur Anglais aurait pu, avec un peu plus d'attention, se convaincre facilement que ces planches étaient, à cause de leur épaisseur, longueur, et de leur état brut, tout à fait impropres à former un pont volant, ou pont dit à esclaves ;

“ Considérant que la quantité d'eau trouvée à bord ne dépassait pas les besoins du navire lorsqu'il est prouvé que, se dirigeant sur la Côte d'Afrique pour de-là opérer son retour en France, il portait 11 passagers, 14 hommes d'équipage, et qu'il est presque impossible de faire de l'eau à la Côte d'Afrique ;

“ Considérant que les farines et autres vivres n'offraient pas également une quantité dépassant les besoins du bric ;

“ Considérant que les Taffias ont été reconnus comme loyaux et marchands, et qu'il n'est pas présumable, à moins de prohiber ce genre de commerce avec l'Afrique, qu'ils n'auraient été embarqués que pour cacher la destination des futailles ;

“ Considérant que la barre de fer et les trois organeaux signalés par le capteur Anglais, n'est qu'une barre de justice en usage sur tous les bâtimens de commerce, pour la discipline de l'équipage ;

“ Considérant que les lettres saisies n'inculpent en rien le Capitaine Dejoie ; qu'il résulte de l'instruction et de leur traduction, qu'elles avaient été confiées à des passagers, et qu'elles lui étaient entièrement étrangères ;

“ Considérant, en outre, qu'il est établi par le livre de gestion du dit Capitaine, par sa correspondance pendant les années 1839, 1840, 1841, avec sa maison de Nantes, et par la correspondance de cette maison avec lui, qu'il ne s'est jamais livré à la Côte d'Afrique qu'à un commerce de change licite, et que les dernières lettres de la dite maison lui enjoignaient l'ordre d'opérer son retour avec une cargaison d'huile de palme, cotée alors en France à un prix très élevé.

“ Par ces motifs, la Cour déclare qu'il n'y a lieu à suivre contre Dejoie et ses deux hommes d'équipage, Gautrel et Lorandin.

“ Ordonne la restitution du brick le “ *Marabout*,” ainsi que de tous les objets composant son armement et sa cargaison, au Capitaine Dejoie.

“ En ce qui touche les dommages-intérêts réclamés—

“ Vu l'Article 8 de la Convention Supplémentaire précitée—

“ Renvoie Dejoie à se pourvoir devant qui de droit.”

La Chambre des Mises en Accusation s'étant déclarée incompétente pour statuer sur les dommages-intérêts réclamés par le Capitaine Dejoie, celui-ci, suivant exploit du 14 Décembre, 1841, assigna M. Compton, tant en son nom personnel, que comme représentant le Capitaine Christie, Commandant la corvette Anglaise la “ *Rose*,” et représentant lui-même le Gouvernement Britannique, au nom duquel l'arrestation avait eu lieu, à comparaître devant le Tribunal Civil de Première Instance de Cayenne, pour s'entendre condamner à lui payer, 1^o à titre de dommages-intérêts, une somme principale de 274,863f. 56c^{es} ; 2^o le montant des gages et des indemnités dûs à l'équipage, et des frais, sur la justification qui en sera faite.

Sur cette demande, M. Compton n'ayant pas constitué avoué, il intervint contre lui, à la date du 28 Décembre, 1841, un jugement par défaut, qui fixa à 253,283f. 84c^{es} le chiffre des dommages-intérêts dûs au Capitaine Dejoie, et condamna M. Compton à payer en outre au demandeur le montant des gages, des indemnités dûs à l'équipage, et des frais portés pour mémoire en l'état fourni par ce dernier.

Postérieurement à ce jugement, de nouvelles poursuites furent dirigées contre les matelots du bric le “ *Marabout*” transbordés lors de l'arrestation du navire sur la corvette Anglaise la “ *Rose*,” et non compris dans la première poursuite ; mais un arrêt rendu par la Chambre des Mises en Accusation de la Cour Royale à Cayenne, le 27 Janvier, 1842, déclara qu'il n'y avait pas lieu-à-suivre, attendu qu'il ne résultait pas de l'information charges et indices suffisant contre les inculpés, de s'être livrés au commerce illicite de la Traite des Noirs.

Dans ces circonstances, on demande :

1^o Quelles sont les dispositions de la loi Française qui ont pour but de réprimer le commerce illicite de la Traite des Noirs, et d'assurer l'exécution des Conventions conclues dans ce but entre la France et la Grande Bretagne, les 30 Novembre, 1831, et 22 Mars, 1833.

2^o Si la procédure suivie devant la Chambre des Mises en Accusation de la Cour Royale de Cayenne est régulière en la forme, et si une voie de recours quelconque est ouverte encore aujourd'hui, contre les arrêts des 2 Décembre, 1841, et 27 Janvier, 1842.

3^o Si le Tribunal Civil de Première Instance de Cayenne était compétent pour statuer sur les dommages-intérêts réclamés par le Capitaine Dejoie, et si le jugement par défaut rendu par ce Tribunal, le 28 Décembre, 1841, est susceptible d'opposition ou d'appel.

4^o Devant quel Tribunal l'opposition ou l'appel devraient être portés ; quelle influence devraient exercer sur l'action civile les arrêts rendus par la Chambre des Mises en Accusation, les 2 Décembre, 1841, et 27 Janvier, 1842 ; quelle est la portée de l'Article 7 de la Convention Supplémentaire du 22 Mars, 1833 ; et enfin quel serait la mode d'instruction et d'information qui serait admis par le Tribunal, dans le cas où un débat contradictoire viendrait à s'engager entre les parties sur la question déjà jugée par le Tribunal de Cayenne le 28 Décembre, 1841.

§ 2.

Consultation.

LE Conseil Soussigné, avocat à la Cour Royale de Paris, qui a lu avec attention la note à consulter qui précède,

Est d'avis des résolutions suivantes sur les diverses questions soumises à son examen.

I.

Il y a déjà long temps qu'en France l'opinion publique s'est émue en faveur des esclaves qui peuplent nos colonies ; et si, par des motifs de prudence, et dans un intérêt d'ordre et de conservation, le Gouvernement n'a pas cru devoir les affranchir brusquement des liens qui les attachent au sol et qui les placent sous la dépendance d'un maître, il a du moins, par tous les moyens possibles, cherché à réprimer le commerce illicite de la traite, et nos lois contiennent contre ceux qui se livrent à cet infâme trafic, les dispositions les plus sévères et les moyens de répression les plus énergiques.

La loi du 15 Avril, 1818, qui prononçait contre les coupables la peine de la confiscation du navire et de l'interdiction du capitaine, fut remplacée par une loi plus sévère du 25 Avril, 1827, qui ajoutait aux peines portées par la loi de 1818, des peines d'amende, de bannissement, d'imprisonnement, qu'elle répartissait entre les armateurs, bailleurs de fonds, assureurs, le capitaine, les autres officiers et tous les hommes de l'équipage : cependant cette loi fut abrogée elle-même par une loi subséquente du 4 Mars, 1831, qui aggrava encore les peines portées par les lois antérieures.

Cette dernière loi est encore aujourd'hui celle de la matière, et il importe d'analyser succinctement ses principales dispositions, pour faire voir quelle rigueur et quelle sévérité la loi Française apporte dans la poursuite et dans la répression d'un crime aussi odieux.

Contrairement aux principes généraux du droit, (Art. 2, Code Pénal,) la loi du 4 Mars, 1831, punit la simple préparation dans le port de l'expédition d'un navire armé pour la traite, d'un emprisonnement de deux ans à cinq ans.

Si le navire est saisi en mer avant qu'aucun fait de traite ait eut lieu, les armateurs, bailleurs de fonds, assureurs, officiers, autres que le capitaine et le subrécargue, sont punis de la reclusion (dont la durée est fixée par la loi à cinq ans au moins et dix ans au plus ; Article 21, Code Penal) ; le capitaine et le subrécargue sont punis de cinq ans de travaux forcés au moins, à dix ans au plus ; les hommes de l'équipage sont punis d'un emprisonnement d'un an au moins, à cinq ans au plus.

Si un fait de traite a eu lieu, le capitaine et le subrécargue doivent être condamnés à dix ans au moins et vingt ans au plus de travaux forcés ; les autres officiers à cinq ans au moins et dix ans au plus ; les hommes de l'équipage et tous autres ayant participé ou aidé au fait de traite, sont punis de la reclusion sans préjudice des peines portées contre les armateurs, bailleurs de fonds, et assureurs par la disposition qui précède.

Dans tous les cas, le navire et la cargaison doivent être saisis et vendus, ou bien les armateurs, bailleurs de fonds et assureurs, condamnés solidairement à

en payer la valeur, les coupables peuvent, en outre être condamnés solidairement à une amende dont le minimum doit être de la valeur du navire et de la cargaison, et le maximum du double de cette valeur.

Quant à la compétence, les Articles 13 et 14, de la loi attribuent juridiction à la Cour d'Assises du département ou de la Colonie, où le fait incriminé aura été commis et le navire conduit, et ces articles veulent, par dérogation aux règles générales, que le jugement soit délégué à la Cour d'Assises, même lorsqu'il s'agit de faits relatifs à la traite que ne sont punis par la loi que correctionnellement : "En effet," dit M. Tarbé, dans son Commentaire sur la loi du 4 Mars, 1831, (Lois et Règlement à l'Usage de la Cour de Cassation—3re. partie—Colonies, No. 1611), "Les faits de traite intéressent à un trop haut degré l'ordre public, pour ne pas les soumettre immédiatement (même lorsque par leur nature ils semblent devoir relever de la juridiction correctionnelle) au jugement d'un corps judiciaire plus élevé, plus solennel."

Telle était la législation en vigueur au moment où ont été signés les Traités du 30 Novembre, 1831, et 22 Mars, 1833.

Bien qu'antérieure aux Traités, la loi du 4 Mars, 1831, en assure et en garantit l'exécution par les moyens énergiques de répression qu'elle place dans la main des juges.

Si ces traités contiennent des dispositions spéciales sur les formalités à observer pour la visite, l'arrestation des navires, leur remise aux autorités chargées du soin de poursuivre la répression du crime ou de délit, ils se réfèrent, pour tout ce qui concerne les poursuites à exercer, la procédure à suivre, les peines à infliger, à la loi du pays auquel appartient le prévenu.

Dans l'espèce, on devait donc se conformer à la lettre et à l'esprit des Traités, pour la visite et l'arrestation du navire le "*Marabout*," mais on devait se conformer aux dispositions de la loi Française pour tout ce qui pouvait se rattacher à la poursuite, aux formes du jugement, à la nature des peines ; et c'est en partant de ce principe qu'il faut se demander si la procédure à suivre devant la Chambre des Mises en Accusation de la Cour Royale de Cayenne est régulière en la forme, et si un recours quelconque peut encore être exercé aujourd'hui contre les décisions émanées de cette cour.

II.

La loi du 4 Mars, 1831, qui soumet à une répression plus sévère les crimes et les délits commis en matière de traite, et qui attribue, dans tous les cas, juridiction aux Cours d'Assises, ne contient aucune règle spéciale sur la mode d'instruction et de procédure à suivre en pareille matière ; il faut donc pour pouvoir apprécier, dans l'espèce, la validité des procédures et le caractère de révocabilité ou d'irrévocabilité attaché aux décisions de la Chambre des Mises en Accusation de la Cour Royale de Cayenne, s'en référer aux dispositions générales du Code d'Instruction Criminelle, modifiées par les lois spéciales, que les besoins particuliers des colonies, et leur organisation judiciaire différente en plusieurs points de celle de la métropole, ont provoquées et rendues nécessaires.

Or, si l'on consulte ces lois, on reconnaîtra bientôt que, dans l'espèce, les formalités prescrites pour la validité des procédures en matière criminelle, ont été scrupuleusement observés, et que, sous ce rapport, les arrêts de la Chambre des Mises en Accusation de la Cour Royale de Cayenne, en date des 2 Décembre, 1841, et 27 Janvier, 1842, sont à l'abri de tout reproche sérieux.

En effet, l'Article 38 de l'ordonnance du 21 Octobre, 1828, concernant l'organisation judiciaire et l'administration de la justice à la Guyane Française, attribue aux Cours Royales de pouvoir de statuer *directement*, par exception aux règles générales, en premier et en dernier ressort à la fois, sur les instructions en matière criminelle ; on ne saurait donc, dans l'espèce, s'emparer de ce fait que les juges du premier degré, réunis en la chambre du conseil, n'ont pas été appelés à statuer avant les juges du second degré, sur la mise en accusation des prévenus, conformément aux dispositions des Articles 127 et suivans du Code d'Instruction Criminelle, puisque l'ordonnance du 21 Octobre, 1828, déroge, en ce point, aux dispositions de ce Code.

En second lieu, l'action dirigée, dans l'espèce, contre le capitaine du navire capturé et les hommes de son équipage, satisfait, quant à ses termes, à toutes les exigences de la loi Française. Si, en Angleterre, dans de semblables circonstances, il faut procéder à la fois, par une sorte d'action noxale, et contre les personnes qui se sont rendues coupables d'un délit, et contre l'objet matériel et inanimé qui a servi à le commettre, ou qui a causé le dommage, notre loi,

moins exigeante, veut seulement que l'action soit dirigée contre la personne coupable, ce qui n'empêche point le juge, dans le cas où la saisie, où la confiscation de l'objet qui a servi au délit est prononcée par la loi, de l'ordonner et de veiller à ce que la disposition de son jugement sur ce chef soit exécutée.

Quant à la question de savoir si une voie de recours quelconque est encore aujourd'hui ouverte contre les arrêts rendus par la Chambre des Mises en accusation de la Cour Royale de Cayenne des 2 Décembre, 1841, et 27 Janvier, 1842, elle est résolue, comme la précédente, par les dispositions du Code d'Instruction Criminelle, combinés avec les dispositions spéciales des lois qui régissent les colonies.

La seule voie qui soit ouverte contre les arrêts des Chambres d'Accusation rendus contradictoirement avec le prévenu, c'est la voie du recours en Cassation ; mais ce recours qui ne peut, dans tous les cas, être utilement exercé que par le prévenu et le ministère public, doit l'être, à peine de déchéance, dans des délais extrêmement courts qui, dans l'espèce, sont depuis long temps écoulés. D'un autre côté, l'Article 41 de l'Ordonnance, du 21 Octobre, 1828, dont il a déjà été question plus haut, et l'Article 298 de l'Ordonnance du 10 Mai, 1829, faisant application à la Guyane Française, des dispositions du Code d'Instruction Criminelle, refusent au prévenu toute espèce de recours, et donnent au Procureur-Général seulement le droit de se pourvoir dans l'intérêt de la loi, de telle sorte qu'en supposant même que l'arrêt de non lieu rendu au profit de l'accusé vienne à être cassé, ce dernier en conserve néanmoins le bénéfice, et ne peut être soumis à de nouvelles poursuites, à moins qu'il ne se trouve placé dans le cas d'exception dont il va être parlé ci-après.

Les arrêts des 2 Décembre, 1841, et 27 Janvier, 1842, sont donc aujourd'hui souverains et définitifs en ce sens qu'ils ne sont plus susceptibles de recours.

Cependant, aux termes de l'Article 246 du Code d'Instruction Criminelle, le prévenu, renvoyé par la Chambre des Mises en accusation, peut être traduit en justice à raison du même fait, si, postérieurement à l'arrêt de non lieu, des charges nouvelles se sont élevées contre lui ; et aux termes de l'Article 247, du même code, sont considérées comme charges nouvelles les déclarations des témoins, pièces et procès-verbaux, qui n'ayant pu être soumis à l'examen de la Cour Royale sont cependant de nature soit à fortifier les preuves que la cour aurait trouvées trop faibles, soit à donner aux faits de nouveau développement, utiles à la manifestation de la vérité.

Si donc, dans l'espèce, des charges nouvelles venaient à s'élever contre les prévenus, il n'est pas douteux que la justice pourrait leur demander compte une seconde fois de leurs actes, et les soumettre à une nouvelle instruction, à de nouvelles poursuites.

“Une Ordonnance de la Chambre du Conseil,” dit M. Maugin (Traité de l'Action Publique, et de l'Action Civil en Matière Criminelle, tome ii. p. 317), “avait déclaré qu'il n'y avait lieu à poursuivre contre le capitaine d'un navire prévenu d'avoir fait la Traite des Noirs. Deux ans après, le rédacteur de la Bibliothèque Ophthalmologique publia que le chirurgien de ce navire avait dit qu'il s'y était trouvé 39 nègres, qu'on avait fait jeter à la mer parcequ'ils étaient devenus aveugles par suite d'une maladie qui s'était déclarée à bord. Si le fait était vrai, il en résultait la conséquence que le capitaine s'était livré à la traite. Par la seule indication contenue dans cet écrit périodique, le Procureur-Général reprit les poursuites et requit la Cour Royale d'évoquer l'instruction : elle s'y refusa non par le motif que les charges nouvelles ne pouvaient pas être recherchées ou provoquées ; ce système est trop peu raisonnable, mais, entre autres motifs, parceque la chambre du conseil avait, en déclarant par son ordonnance qu'il n'existait aucune charge contre le capitaine, exclu le fait dont parlait le Procureur-Général ; qu'ainsi ce fait ne constituerait point une charge nouvelle, fut-il prouvé, mais son arrêt a été cassé dans l'intérêt de la loi, le 10 Avril, 1823 (Baloz, 1823, ii. 613), parceque ce fait n'avait pas été mentionné dans la première instruction.”

Il convient, au surplus, de faire observer que les officiers chargés du ministère public sont seuls juges de la convenance et de l'opportunité des poursuites ; qu'eux seuls sont chargés du soin de surveiller les actions des citoyens, de provoquer les informations, de diriger les procédures, et que si les personnes privées peuvent éveiller l'attention de la justice, et rendre par leur concours l'action des lois plus efficace et plus sûre, c'est au ministère public seul qu'il appartient d'appeler, au nom de la société tout entière, les sévérités des lois pénales sur la tête des coupables.

III.

Occupons nous maintenant du jugement par défaut rendu par le Tribunal Civil de Première Instance de Cayenne, le 28 Décembre, 1841.

La première question à examiner est celle de la compétence.

Les Tribunaux civils sont compétens, en thèse générale, pour statuer sur toutes les questions d'intérêt privé qui peuvent être soumises à leur appréciation : à ce titre toutes les demandes en dommages-intérêts, quelles qu'en soient la cause et l'origine, rentrent par leur nature même dans le cercle de leurs attributions.

Cependant, il arrive quelquefois que, par exception aux règles générales, la connaissance en est attribuée aux tribunaux de répression chargé par la loi du soin de punir les crimes et les délits, ainsi, les Cours d'Assises, les Tribunaux de Police Correctionnelle, ceux de simple police peuvent, dans certains cas, accorder des dommages-intérêts à la partie lésée ou au prévenu injustement accusé, mais il ne sauroient puiser ce droit exceptionnel et extraordinaire, que dans une disposition expresse et précise de la loi, de même que ce n'est jamais que par voie de conséquence, et comme étant saisis de l'action publique, qu'ils peuvent statuer sur l'action en dommages-intérêts portée devant eux.

Or les chambres d'accusation n'ont jamais été investies du droit de statuer sur les dommages-intérêts réclamés par les parties ; elles ne pourraient le faire sans excéder les limites de leur compétence ; il faut donc, lorsque leur décision peut donner naissance à une action de cette nature, que cette action soit portée, conformément aux principes généraux du droit, devant le tribunal civil, qui peut seul en connaître.

Aussi, dans l'espèce, est-ce avec raison que la Chambre des Mises en Accusation s'est déclarée incompétente pour statuer sur les dommages-intérêts réclamés par le Capitaine Dejoie ? L'Article 8 de la Convention Supplémentaire du 22 Mars, 1833, en déclarant que ces dommages-intérêts pourraient être prononcés par le tribunal devant lequel aurait été instruite la procédure contre le navire arrêté, son capitaine, son équipage et sa cargaison, n'a pas pu avoir pour objet de déroger aux principes généraux du droit sur la compétence ; son but a été seulement, en se conformant à ces principes, d'attribuer juridiction au Tribunal du lieu où le navire aurait été amené et où la procédure criminelle aurait été instruite. Donner à cet Article une plus grande portée, ce serait non seulement fausser l'esprit du Traité, mais encore porter une dangereuse atteinte aux règles fondamentales du droit en cette partie.

Cela posé, voyons si le jugement du 28 Décembre, 1841, rendu par défaut contre une partie qui n'avait pas constitué avoué, est périmé à défaut d'exécution dans le délai prescrit par la loi ; et si, dans le cas où la péremption ne serait pas encourue, une voie de recours quelconque serait encore aujourd'hui ouverte contre ce jugement.

L'Article 156, du code du procédure civile, veut que les jugemens par défaut rendus contre une partie qui n'a pas constitué avoué et qui est censée par conséquent n'avoir eu connaissance ni de l'assignation, ni de la procédure qui l'a suivie, soient exécutés dans les six mois de leur obtention : sinon, dit l'article, ces jugemens seront réputés non avenus.

L'Article 159, du même code, ajoute : le jugement est réputé exécuté, lorsque les meubles saisis ont été vendus, ou que le condamné a été emprisonné ou recommandé, ou que la saisie d'un ou de plusieurs de ses immeubles lui a été notifiée, ou que les frais ont été payés ; ou, enfin, lorsqu'il a y quelque acte duquel il résulte *nécessairement* que l'exécution du jugement a été connue de la partie défaillante.

Mais la difficulté est de savoir si les Articles 156 et 159, du Code de Procédure Civile, dont on vient de faire connaître les dispositions, sont applicables à l'étranger défaillant aussi bien qu'au regnicole. Cette question a été jugée affirmativement par arrêt de la Cour de Trèves, du 3 Février, 1813, en faveur d'un étranger qui avait des *propriétés* en France, et contre lequel par conséquent le jugement pouvait être exécuté suivant la disposition de l'Article 159. MM. Pigeau (Procédure Civile, tome i. p. 357) ; Reynaud, (De la Péremption, p. 229 et 234) ; Carré (Procédure Civile, tome i. No. 646) pensent qu'il devrait en être ainsi, alors même que l'étranger *résidant* en France n'aurait aucunes propriétés dans ce pays, parcequ'il suffirait de faire

dresser procès-verbal de carence au lieu de sa demeure ; mais si cet étranger ne résidait pas en France, et s'il n'y avait aucunes propriétés, l'éloignement, les difficultés d'exécution, l'impossibilité où serait le demandeur de faire à l'étranger et dans un délai de six mois, les actes qui constituent l'exécution du jugement, dans le sens des Articles 156 et 159 du Code de Procédure Civile sembleraient devoir nécessiter une dérogation aux principes et à la rigueur du droit. Toutefois, même dans cette hypothèse, il semble qu'on devrait exiger, pour empêcher le jugement de tomber en péremption, sinon un acte d'exécution, dans les termes rigoureux de l'Article 159 du Code de Procédure Civile, du moins un acte d'exécution quelconque, un commencement de poursuites, qui témoigne, de la part du poursuivant, l'intention dans laquelle il est d'exécuter le jugement rendu à son profit.

Ainsi, dans l'espèce, si avant l'expiration du délai de six mois, le jugement avait été signifié au défaillant, soit en parlant à sa personne, soit en se conformant aux dispositions prescrites par l'Article 69, §9, du Code de Procédure Civile, avec commandement de payer le montant des condamnations portées au dit jugement, la péremption aurait été valablement interrompue ; mais s'il n'y a eu de signification ni commandement, le jugement est périmé de plein droit, et il est frappé d'une nullité tellement absolue qu'il n'est pas même besoin de la faire prononcer : "En effet," dit M. Carré (Procédure Civile, tome i. No. 649,) "nous pensons comme M. Perrin" (Traité des Nullités, p. 36,) "qu'après les six mois le jugement tombe de lui même, puisque l'Article 156, porte que s'il n'est pas exécuté dans les six mois de son obtention, il sera réputé non avenu ; il ne serait donc pas besoin soit de se pourvoir pour en faire prononcer l'annulation, soit d'en appeler pour le faire réformer ; seulement on aurait à opposer la péremption, par voie d'exception, à la partie qui entendrait s'en prévaloir, de quelque manière ce fût."

Au surplus, et quelque soit l'effet que l'on croie devoir attribuer, en cas particulier, en ce qui touche la péremption, au simple commandement fait à la partie défaillante, en exécution et en vertu du jugement, ce qu'il y a de certain, c'est qu'une pareille signification ne saurait jamais avoir pour effet de faire courir, contre la partie défaillante, le délai d'opposition, qui lui est accordé par l'Article 158 du Code de Procédure Civile.

Cet Article veut que dans le cas où un jugement a été rendu contre une partie qui n'avait pas constitué avoué, l'opposition soit recevable jusqu'à l'exécution, mais ici, il faut appliquer dans toute leur rigueur les dispositions de l'Article 159, du même code : autrement, on s'exposerait à frapper de déchéance une partie qui n'aurait eu connoissance ni de l'action dirigée, ni du jugement obtenu contre elle ; il faut donc nécessairement, pour que l'opposition ne soit plus recevable, ou que les meubles aient été vendus, ou que le condamné ait été emprisonné ou recommandé, ou que la saisie d'un ou de plusieurs de ses immeubles lui ait été notifiée, ou que les frais aient été payés, ou enfin qu'il y ait quelque acte duquel il résulte nécessairement que l'exécution du jugement a été connue de la partie défaillante, une signification, un simple commandement ne sauraient produire cet effet, la partie à laquelle ils sont adressés pouvant très bien ne pas les avoir reçus.

Dans l'espèce, M. Compton sera donc encore aujourd'hui recevable à former opposition au jugement par défaut du 28 Décembre, 1841, si ce jugement n'a pas été exécuté de l'une des manières énoncées plus haut, et son opposition pourra être formée, aux termes de l'Article 162 du Code de Procédure Civile, soit par acte extrajudiciaire, soit par déclaration sur les commandemens, procès-verbaux de saisie ou d'emprisonnement, à la charge par lui, dans ce dernier cas, de la réitérer, avec constitution d'avoué, dans un certain délai, qui s'accroît en raison des distances, et qui devrait être porté, par application des Articles 1033, 73 et 445 du Code de Procédure Civile combinés, à six mois, si la réitération était faite par requête d'avoué à avoué au lieu même où le jugement a été rendu, à deux mois, si elle était faite en France par acte signifié à personne ou à domicile.

Dans le cas où le jugement ne serait plus susceptible d'opposition, il pourrait encore être attaqué par la voie de l'appel dans les cinq mois à partir du jour de l'exécution (Art. 443, 445, 73, du Code de Procédure Civile).

Mais, dans la première hypothèse, ce serait devant le tribunal qui a déjà connu de l'affaire, que l'opposition devrait être portée ; dans la seconde, ce serait devant la Cour Royale dans le ressort de laquelle se trouve ce tri-

bunal, c'est à dire, au cas particulier, devant la Cour Royale de Cayenne, que le pourvoi devrait être formé.

Voyons maintenant comment, en cet état, le débat devrait s'engager entre les parties en cause.

IV.

Devant le Tribunal Civil, comme devant la Cour Royale de Cayenne, M. Compton pourra, sans aucun doute, faire valoir tous ses moyens de défense, et discuter librement les prétentions de la partie adverse, sans qu'on puisse lui opposer, comme fin de non recevoir, ni le jugement par défaut du 28 Décembre, 1841, ni même les arrêts de non lieu du 2 Décembre, 1841, et 27 Janvier, 1842.

Sans doute, il y a dans le dispositif de ces arrêts, et surtout dans les motifs du premier, un grave préjugé en faveur du demandeur; sans doute ce qui a été décidé au criminel aura, moralement parlant, la plus grande influence sur la décision du procès civil; mais ces arrêts ne sauraient avoir, quant à la décision de ces procès, l'autorité de la chose jugée, dans le sens que la loi attribue à ce mot: en effet, l'un des caractères constitutifs de la chose jugée est l'irrévocabilité de la décision intervenue; "or," dit Mr. Maugin (*Traité de l'Action Publique et de l'Action Civile*, tome ii, p. 449,) "ce caractère manque aux ordonnances et arrêts portant qu'il n'y a lieu à suivre à défaut de charges; car ces décisions tombent dès qu'il survient des charges nouvelles (Article 246, 247, du Code d'Instruction Criminelle); elles ne jugent rien définitivement, elles ne prononcent qu'en regard à l'état où se trouve l'instruction; quelque expresses qu'elles soient sur la non-existence du fait, sur la fausseté même, ou sur l'innocence du prévenu, elles n'en sont pas moins provisoires; telle est leur nature, toutce que les juges peuvent y avoir inséré ne saurait les changer."

Il faut donc tenir pour constant que les juges civils, appelés à statuer sur la demande en dommages-intérêts portée devant eux, pourront apprécier cette demande librement, spontanément, sans être liés par la décision de la Chambre des Mises en Accusation.

Ainsi, ils devront se demander si, en réalité, le bâtiment arrêté était armé pour la traite; s'il était en état de suspicion légitime, cas auquel il n'y aurait lieu d'accorder, aux termes de l'Article 7 de la Convention Supplémentaire du 22 Mars, 1833, aucun dédommagement soit au capitaine, soit à l'armateur, soit à toute autre personne intéressée dans l'armement ou dans le chargement; ou si, au contraire, il a été visité et arrêté sans motif suffisant de suspicion, cas auquel des dommages-intérêts seraient dus, aux termes de l'Article 8 du même Traité.

Toutes ces questions déjà agitées devant la Chambre des Mises en Accusation, et devant le Tribunal Civil de Première Instance à Cayenne, seront de nouveau débattues devant les juges civils appelés à statuer sur la demande en dommages-intérêts formée par le Capitaine Dejoie. Ils pourront, ou maintenir le chiffre porté au jugement du 28 Décembre, 1841, ou décharger M. Compton des condamnations prononcées contre lui, ou bien à plus forte raison restreindre, par une appréciation nouvelle et contradictoire, le montant des dommages-intérêts.

Pour former leur conviction, pour éclairer leur conscience, les magistrats auront du reste la faculté, s'ils ne trouvent pas dans les procès-verbaux, dans les pièces de l'instruction, des élémens de décision suffisans, de recourir à tous les moyens de preuves que la loi civile met en leur pouvoir; ils pourront, s'ils le jugent convenable, ordonner une enquête, qui se fera, pour les témoins résidans en Angleterre, et que l'éloignement empêcherait de se rendre sur les lieux, dans la forme prescrite par la loi Anglaise pour la réception des témoignages en matière civile. Quant aux certificats produits en justice, ils ne sauraient avoir d'autre autorité que celle qui dérive à la fois et du caractère de celui de qui ils émanent, et de l'authenticité de la forme sous laquelle ils se présentent.

Délibéré à Paris, le 23 Décembre, 1842.

(Signé) A. PAILLET.

No. 39.

Lord Cowley to the Earl of Aberdeen.

Paris, January 9, 1843.

(Received January 11.)

MY LORD,

I HAVE the honour to forward to your Lordship a letter, which I have just received from the Law Adviser to the Embassy, enclosing the opinion of M. Piet, the third Advocate consulted by Mr. Okey, upon the affair of the "*Marabout*."

This document is likewise enclosed.

I have, &c.

(Signed) COWLEY.

The Right Hon. the Earl of Aberdeen, K.T.
 &c. &c. &c.

First Enclosure in No. 39.

Mr. Okey to Lord Cowley.

MY LORD,

Paris, January 9, 1843.

I HAVE the honour to enclose the opinion of M. Piet on the affair of the "*Marabout*," upon the following points:—First, whether damages could be awarded in a case where there was not gross negligence on the part of the captor (*faute lourde*); and, Secondly, if it might be inferred from the fact that the proceedings against the Captain and crew of the "*Marabout*" had reached the "*Chambre accusation*," that the "*Chambre du Conseil*" had decided that sufficient grounds existed for the prosecution.

The opinion of M. de Vatimesnil on both these points was favourable to the captor; but M. Paillet was silent on the first point, and stated there was no "*Chambre du Conseil*" in French Guyana.

M. Piet does not consider that gross negligence (*faute lourde*) is necessary to render the captor liable to damages; and, as to the "*Chambre du Conseil*," he confirms M. Paillet's statement, that there is no such Court in French Guyana.

M. Piet concurs in the opinion of Messrs. de Vatimesnil and Paillet, that the judgment of the Tribunal of first instance awarding damages, is still subject to reversal by the same Tribunal, and to an appeal to the "*Cour Royale at Cayenne*."

I have, &c.

His Excellency Lord Cowley, G.C.B.
 &c. &c. &c.

(Signed) C. H. OKEY.

Second Enclosure in No. 39.

Opinion of M. Piet.

L'Avocat aux Conseils du Roi et à la Cour de Cassation, Soussigné.

Qui après lecture, 1^o de deux consultations délibérées l'une par M. de Vatimesnil, l'autre par M. Paillet, avocat à la Cour Royale, en faveur de M. Compton, contre le Capitaine Dejoie et consorts; 2^o Des pièces visées en tête de la consultation de M. de Vatimesnil.

Consulté *seulement* sur les questions, de savoir:—1^o Sile jugement par défaut rendu au Tribunal de Première Instance de la Guyane, le 28 Décembre, 1841, a pu faire courir le délai d'un an dans lequel les dommages-intérêts doivent être payés, aux termes de l'Article 8, § 2, de la Convention Supplémentaire du 22 Mars, 1833?

2^o Si le jugement est susceptible d'opposition ou d'appel?

3^o Si le Capitaine Dejoie et consorts peuvent prétendre à des dommages-intérêts?

4^o En cas d'affirmative sur la précédente question, si l'on peut espérer que

CLASS C.

le taux de l'indemnité fixée par le jugement dont on vient de parler sera réduit ?

Est d'avis des résolutions suivantes :—

1^o Lors que la Convention diplomatique du 22 Mars, 1833, impose au Gouvernement qui a arrêté le bâtiment l'obligation de payer les dommages intérêts dans le délai d'un an à partir du jour du jugement, elle entend nécessairement parler d'un jugement définitif, inattaquable.

En droit, comme de raison, c'est ce qui se suppose toujours à moins de disposition contraire, car il n'est pas naturel de faire exécuter une condamnation tant qu'elle peut être encore réformée.

Si, donc, le jugement de Première Instance de Cayenne n'est pas devenu définitif, s'il est encore susceptible d'opposition et d'appel, le délai n'aura pas couru pour le paiement des dommages-intérêts qu'il prononce contre M. Compton es qualités.

2^o Le jugement est susceptible d'opposition et d'appel : *d'opposition*, puisqu'il est par défaut ; *d'appel*, puisqu'il n'est qu'en premier ressort.

Et les délais ni de l'un, ni à plus forte raison de l'autre recours ne sont expirés, comme l'établissent fort bien MM. de Vatimesnil et Paillet, à moins qu'il n'existe des actes d'exécution que nous connaissions pas.

Nous nous en référons à cet égard, ainsi que sur la question de péremption, à ce qu'ont dit ces honorables jurisconsultes.

3^o Il n'est certainement pas dû de dommages-intérêts soit lorsque le Capitaine ou l'armateur du bâtiment arrêté ont été condamné pour contravention à la loi sur la Traite des Noirs ; soit lorsque le bâtiment a été trouvé muni de l'un des objets spécifiés par l'Article 6 de la Convention Diplomatique de 1833.

Mais il peut en être dû hors de ces deux cas.

L'Article 8 de la Convention dit expressément que la visite et l'arrestation opérées indûment ou *sans motifs suffisans de suspicion*, donneront lieu, *suivant les circonstances*, à des dommages-intérêts.

Or, dans l'espèce, il y a eu visite d'abord, puis l'arrestation, et les adversaires de M. Compton, ès qualité qu'il a agi, soutiennent qu'on n'avait pas *contr' eux des motifs suffisans de suspicion*.

Ils peuvent donc prétendre à des dommages-intérêts s'ils prouvent leur assertion.

Ils invoquent les arrêts de non lieu à suivre rendus en leur faveur par la Chambre d'Accusation.

Certes, ces arrêts ne suffisent pas ; ils ne lient point les juges civils, ainsi que l'ont très bien démontré MM. de Vatimesnil et Paillet.

Dès lors, M. le Capitaine Dejoie et consorts ne peuvent pas dire qu'il est irrévocablement jugé qu'on les a arrêtés sans motifs suffisans de suspicion.

Sur ce point, la question reste entière, à supposer que M. Compton forme opposition au jugement par défaut du tribunal de Première Instance, et le Tribunal devra apprécier par lui-même les faits dans leur rapport avec les dommages-intérêts réclamés.

Mais, comme hors des cas prévus par l'Article 6 de la Convention, et réglés par l'Article 7, l'on n'a pas précisé les caractères auxquels on reconnaîtrait la suffisance ou l'insuffisance des motifs de suspicion ; comme on a laissé aux Tribunaux le soin d'apprécier s'il existait ou non des motifs suffisans de suspicion, suivant les circonstances, les juges ne sont enchaînés par rien dans leur appréciation.

Ils jugeront d'après des documens qui seront mis sous leurs yeux, sans être tenus de s'arrêter aux un plutôt qu'aux autres, sans être astreints à tel ou tel mode de preuve.

Ils n'auront pas à constater si la faute était plus ou moins lourde.

Il leur suffira de déclarer qu'il y avait ou qu'il n'y avait pas motifs suffisans de suspicion ; car la convention ne dit pas, comme notre loi le dit quelquefois, que les dommages-intérêts ne seront dus qu'autant qu'il y aura eu *faute-lourde*.

D'un autre coté—M. Compton ne pourra pas se prévaloir de ce que la Chambre du Conseil du Tribunal de Première Instance aurait trouvé des motifs de prévention.

1^o Parce qu'en fait, il n'y a pas eu de mise en prévention prononcé par le Tribunal de Première Instance.

2^o Parce qu'en droit, à la différence de ce qui se pratique dans la France continentale, les affaires criminelles ne sont pas à la Guyane d'abord soumises à la Chambre du Conseil du Tribunal de Première Instance, et vont de suite à la Chambre d'Accusation, d'après l'ordonnance du 21 Décembre, 1828, qui règle l'organisation judiciaire à la Guyane et attribue à la Cour Royale le pouvoir de statuer *directement* en premier et dernier ressort sur les instructions en matière criminelle, comme l'établit très bien M. Paillet.

Mais nous devons faire remarquer que se ne sera pas d'après des pièces qui n'auraient pas été mises sous les yeux du visiteur au moment de la visite et qui n'auraient été produites qu'au Tribunal, que les juges devront décider s'il y avait ou non motifs suffisans de suspicion.

Il faudra prendre les choses dans l'état où elles se trouvaient lors de la visite et se déterminer d'après ce qui s'est passé à ce moment.

En effet, il se pourrait que les motifs de suspicion qui eussent dû paraître suffisans lors de la visite, se trouvassent écartés par des documents qu'on n'aurait pas fait connaître au visiteur et qu'on se serait procurés depuis la visite, depuis l'arrestation.

En ce cas, il serait injuste d'imputer au visiteur d'avoir regardé comme suffisans des motifs qui devraient lui paraître tels en l'absence des documens qu'on lui aurait cachés ou qu'on n'aurait pas eus.

Le tort serait du côté du Capitaine arrêté, puisque il aurait négligé ou de se munir des pièces nécessaires pour détruire des motifs de suspicion, suffisant en apparence ou de représenter ces pièces.

En un mot la question sera celle-ci :—

D'après l'état du bâtiment et d'après les documens mis sous les yeux du Capitaine du croiseur lors de la visite, y avait-il ou non motifs suffisans de suspicion ?

4^o Quant au chiffre des dommages-intérêts s'il en est dû, nous n'avons pas les élémens de son appréciation.

Ainsi, nous ne pouvons pas plus l'examiner que nos honorables confrères.

Seulement, il nous semble qu'il devra être fixé moins rigoureusement s'il y a eu bonne foi, simple erreur, faute non lourde, que si l'on paraît avoir arrêté le bâtiment sans motifs raisonnables, et par des motifs que n'avouerait pas la loyauté.

Délibéré à Paris, 9 Janvier, 1843.

(Signé)

PIET.

No. 40.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, January 12, 1843.

IN accordance with an application which has been made to me by the Admiralty, I have to instruct your Excellency to request the French Government to issue a warrant to enable Commander William Alexander Willis, of Her Majesty's sloop "Frolic," about to be employed on the Brazil Station, to act under the Conventions of 30th November, 1831, and 22nd March, 1833, between Great Britain and France, for the Suppression of Slave Trade.

I am, &c.

(Signed)

ABERDEEN.

His Excellency, Lord Cowley, G.C.B.

&c

&c.

&c.

N.B. A similar Instruction was addressed, under the same date, to Her Majesty's Ministers at Copenhagen, Turin, Naples, and Florence, and to Her Majesty's Chargé d'Affaires at Hamburg.

No. 41.

Count St. Aulaire to the Earl of Aberdeen.

Londres, le 13 Janvier, 1843.

(Received January 14.)

L'AMBASSADEUR de France présente ses complimens à son Excellence le Comte d'Aberdeen, et a l'honneur de lui renvoyer trois mandats délivrés par le Gouvernement Anglais en exécution des Conventions relatives à la

répression de la Traite, et qui ont cessé d'être utiles par suite du retour en France des bâtimens dont les commandants en ont été porteurs.

A son Excellence le Comte d'Aberdeen,
 &c. &c. &c.

The Warrants returned in No. 41, were—

1. Warrant issued on the 2nd December, 1835, to French ship "*Bisson*," on the Brazilian station.
2. Ditto on 27th December, 1838, to ditto on the West India station.
3. Ditto on 12th March, 1841, to ditto on the Mexican station.

No. 42.

Count St. Aulaire to the Earl of Aberdeen.

Londres, le 17 Janvier, 1843.

(Received January 17.)

L'AMBASSADEUR de France présente ses compliments à son Excellence le Comte d'Aberdeen, et a l'honneur de lui renvoyer deux mandats, délivrés par le Gouvernement Anglais en exécution des Conventions relatives à la répression de la Traite, qui ont cessé d'être utiles par suite du retour en France des bâtimens dont les Commandants en étaient porteurs.

Il le prie en même temps de vouloir bien lui délivrer un nouveau mandat pour le bâtiment Français "*L'Eglantine*," canonnière brick, commandé par M. Jance, Lieutenant de vaisseau, station des Côtes Occidentales d'Afrique.

A son Excellence le Comte d'Aberdeen,
 &c. &c. &c.

The Warrants returned in No. 42, were—

1. Warrant issued on the 20th May, 1842, to the French ship "*Doris*."
2. Ditto 29th November, 1842, ditto "*Ferret*."

No. 43.

The Earl of Aberdeen to Count St. Aulaire.

Foreign Office, January 20, 1843.

THE Undersigned, &c. in pursuance of the request contained in the note addressed to him on the 4th instant, by his Excellency Count St. Aulaire, has the honour to transmit to him herewith a warrant issued by the Lords Commissioners of the Admiralty, authorising the French gabarre "*L'Indienne*," commanded by M. Bataillot, Lieut. de Vaisseau, to act on the West African Station, in execution of the Conventions of November 30, 1831, and March 22, 1833, between Great Britain and France, for the Suppression of Slave Trade.

In transmitting this warrant to his Excellency, the Undersigned begs to observe that a warrant authorising the French gabarre "*L'Indienne*," commanded by M. Cambon, Lieut. de Vaisseau, about to be stationed on the West Coast of Africa, was transmitted to Count St. Aulaire on the 13th of December last, in compliance with the request made by his Excellency on the 3rd of that month; and that it would appear, therefore, that there are now two warrants issued for that vessel.

By the list of vessels inclosed in Count St. Aulaire's note to the Undersigned, of the 3rd instant, it appears that the "*Indienne*" is to be commanded by M. Bataillot. The Undersigned has, therefore, to request that Count St. Aulaire will have the goodness to return the warrant in which M. Cambon is named as the Commander.

The Undersigned, &c.

(Signed) ABERDEEN.

His Excellency Count St. Aulaire,
 &c. &c. &c.

No. 44.

*Count St. Aulaire to the Earl of Aberdeen.**Londres, le 19 Janvier, 1843.**(Received January 23.)*

L'AMBASSADEUR de France présente ses compliments à son Excellence le Comte d'Aberdeen, et a l'honneur de lui renvoyer un mandat délivré par le Gouvernement Anglais en exécution des Conventions relatives à la répression de la Traite, et qui a cessé d'être utile par suite du changement du Commandant de ce bâtiment.

Il le prie en même temps de lui en adresser un nouveau pour "*Le Papillon*," brick aviso, commandé par M. Sochet, Capitaine de Corvette, Station des Antilles.

A son Excellence le Comte d'Aberdeen,

&c. &c. &c.

The Warrant returned in No. 44, was issued on the 14th November, 1842, to the French ship "*Papillon*."

No. 45.

*Count St. Aulaire to the Earl of Aberdeen.**Londres, le 21 Janvier, 1843.**(Received January 23.)*

L'AMBASSADEUR de France présente ses compliments à son Excellence le Comte d'Aberdeen et a l'honneur de lui renvoyer deux mandats délivrés par le Gouvernement Anglais en exécution des Conventions relatives à la répression de la Traite, et qui ont cessé d'être utiles par suite du retour en France des bâtiments dont les commandants en étaient porteurs.

A son Excellence le Comte d'Aberdeen,

&c. &c. &c.

The Warrants returned in No. 45, were—

1. Warrant issued on the 30th April, 1838, to the French ship "*Inconstant*," on the West India Station.
2. Ditto on 12th December, 1842, "*Indienne*," on the West Coast of Africa.

No. 46.

*Count St. Aulaire to the Earl of Aberdeen.**Londres, le 23 Janvier, 1843.**(Received January 24.)*

L'AMBASSADEUR de France présente ses compliments à son Excellence le Comte d'Aberdeen, et le prie de vouloir bien lui envoyer, en exécution des Conventions relatives à la répression de la Traite, cinq nouveaux mandats qui autorisent les commandants des bâtiments ci-après désignés à exercer le droit de visite à l'égard du pavillon Anglais.

Savoir:

1^o "*La Blonde*," corvette, commandée par M. Barbot de la Tresorière, Capitaine de Corvette; station de Bourbon et Madagascar.

2^o "*Le Messenger*," bric aviso, commandé par M. Lemauff de Kerdudal, Lieutenant de Vaisseau; même station.

3^o "*La Mignonne*," goëlette, commandée par M. de Lorgeril, Lieutenant de Vaisseau; station de Cayenne et du Brésil.

4^o "*Le Baucis*," goëlette, commandé par M. Papillault, Lieutenant de Vaisseau; station des Antilles.

5^o "*La Biche*," aviso, commandés par M. Lepeltier, Lieutenant de Vaisseau; station des Antilles.

Il a l'honneur de lui renvoyer en même tems l'ancien mandat de ' *La Biche* ;' les quatre autres lui seront transmis très prochainement.

A son Excellence le Comte d'Aberdeen,
 &c. &c. &c.

No. 47.

The Earl of Aberdeen to Count St. Aulaire.

Foreign Office, January 28, 1843.

THE Earl of Aberdeen presents his compliments to Count St. Aulaire, and, in pursuance of the request contained in his Excellency's note of the 17th instant, has the honour to transmit herewith to him a warrant, enabling the Commander of the French brig of war "*L'Eglantine*," to act under the Conventions of the 30th Nov., 1831, and 22nd March, 1833, between Great Britain and France, for the Suppression of Slave Trade.

His Excellency Count St. Aulaire,
 &c. &c. &c.

No. 48.

The Earl of Aberdeen to Lord Cowley.

Foreign Office, January 30, 1842.

MY LORD,

IN accordance with an application which has been made to me by the Admiralty, I have to instruct your Excellency to request the French Government to issue a warrant to enable Captain G. Rodney Mundy, of Her Majesty's ship "*Iris*," now employed on the Coast of Africa, to act under the Conventions between Great Britain and France, of the 30th Nov., 1831, and 22nd March, 1833, for the Suppression of Slave Trade.

As soon as the warrant issued to the late Captain of the "*Iris*" shall have reached this Office, it will be transmitted to the French Government, in order that it may be cancelled.

His Excellency Lord Cowley, G.C.B. I am, &c.
 &c. &c. &c. (Signed) ABERDEEN.

N.B.—A similar Instruction to Her Majesty's Ministers at Copenhagen, Turin, Naples, and Florence, and to Her Majesty's Chargé d'Affaires at Hamburg.

No. 49.

Lord Cowley to the Earl of Aberdeen.

Paris, January 27, 1843.

(Received January 30.)

MY LORD,

WITH reference to your Lordship's Despatches of December 10 and 15, instructing me to apply to the French Government for warrants to enable the Officers in command of Her Majesty's ships, the "*Pique*," the "*Arrow*," and the "*Griffon*," to act under the Conventions of the 30th Nov., 1831, and 22nd March, 1833, between Great Britain and France, for the Suppression of Slave Trade, I have the honour to forward to your Lordship the three warrants required, which I have just received from the French Government.

I have, &c.

The Right Hon. the Earl of Aberdeen, K.T. (Signed) COWLEY.
 &c. &c. &c.

Warrants Enclosed in No. 49.

Vessel.	Commander.	Date.	Station.
Pique . .	Captain Montague Stopford .	Dec. 30, 1842 .	North America and West Indies.
Arrow . .	Lieutenant Wm. Robinson .	Ditto . . .	Cape of Good Hope.
Griffon . .	Lieutenant Charles Jenkin .	Deficient . .	Ditto.

No. 50.

*Count St. Aulaire to the Earl of Aberdeen.**Londres, le 30 Janvier, 1843.**(Received January 30.)*

L'AMBASSADEUR de France présente ses compliments à son Excellence le Comte d'Aberdeen, et le prie de vouloir bien lui envoyer, en exécution des Conventions relatives à la répression de la Traite, un mandat qui autorise le commandant du bâtiment ci-après désigné à exercer le droit de visite à l'égard du pavillon Anglais.

Savoir :

Le Bric "*Le Génie*," commandé par M. Warnier de Wailly, Capitaine de Corvette; station du Golfe du Mexique.

A son Excellence le Comte d'Aberdeen,

&c. &c. &c.

No. 51.

*The Earl of Aberdeen to Lord Cowley.**Foreign Office, January 31, 1843.*

MY LORD,

I HEREWITH transmit to your Excellency the warrants described in the margin of this Despatch, issued by the French Government under the Conventions of 1831 and 1833, but now no longer required for Her Majesty's ships and their Commanders for which they were issued. And I have to desire that your Excellency will return them to the French Government, in order that they may be cancelled.

I am, &c.

(Signed) ABERDEEN.

His Excellency Lord Cowley, G.C.B.

&c &c. &c.

The Warrants returned in No. 51 were—

1. Warrant issued on the 6th February, 1839, to Her Majesty's ship "*Pilot*," Commander G. Ramsay, on the West India station.
2. Warrant issued on the 6th August, 1841, to Her Majesty's ship "*Flamer*," Commander W. Robson, on the West India station.
3. Warrant issued on the 4th June, 1841, to Her Majesty's ship "*Ferret*," Lieutenant W. I. Thomas, on the Coast of Africa station.

No. 52.

*The Earl of Aberdeen to Count St. Aulaire.**Foreign Office, February 4, 1843.*

THE Earl of Aberdeen presents his compliments to Count St. Aulaire, and, in pursuance of the request contained in his Excellency's note of the 19th ultimo, has the honour to transmit herewith to him a warrant enabling the Commander of the French brig of war, "*Papillon*," to act under the Conventions of the 30th November, 1831, and 22nd March, 1833, between Great Britain and France, for the Suppression of Slave Trade.

His Excellency Count St. Aulaire,

&c. &c. &c.

No. 53.

*The Earl of Aberdeen to Count St. Aulaire,**Foreign Office, February 4, 1843.*

THE Earl of Aberdeen presents his compliments to Count St. Aulaire, and in pursuance of the request contained in his Excellency's note of the 23rd ultimo, has the honour to transmit herewith to him five warrants, enabling the Commanders of the French vessels of war named on the margin of this letter to act under

"La Blonde."
"Le Messager."
"La Mignonne."
"La Baucis."
"La Biche."

the Conventions of the 30th November, 1831, and 22nd March, 1833, between Great Britain and France for the Suppression of the Slave Trade.

His Excellency Count St. Aulaire,
 &c. &c. &c.

No. 54.

The Earl of Aberdeen to Count St. Aulaire.

Foreign Office, February 16, 1843.

THE Earl of Aberdeen presents his compliments to Count St. Aulaire, and, in pursuance of the request contained in his Excellency's note of the 30th ultimo., has the honour to transmit herewith to him a warrant enabling the Commander of the French brig-of-war "*Genie*," to act under the Conventions of the 30th November 1831, and 22nd March, 1833, between Great Britain and France, for the Suppression of Slave Trade.

His Excellency Count St. Aulaire,
 &c. &c. &c.

No. 55.

Lord Cowley to the Earl of Aberdeen.

Paris, February 3, 1843.

(Received February 6.)

MY LORD,

I HAVE the honour to enclose to your Lordship the accompanying three warrants to enable the Officers commanding Her Majesty's ships the "*Frolic*," "*Megæra*," and the "*Orestes*," to act under the Convention of the 30th November, 1831, and the 22nd March, 1833, between Great Britain and France for the Suppression of Slave Trade.

I have, &c.

(Signed) COWLEY.

The Right Hon. the Earl of Aberdeen, K.T.
 &c. &c. &c.

No. 56.

The Earl of Aberdeen to Lord Cowley.

Foreign Office, February 7, 1843.

MY LORD,

IN accordance with an application which has been made to me by the Admiralty, I have to instruct your Excellency to request the French Government to issue a warrant to enable Lieutenant Joseph A. Bainbridge, of Her Majesty's schooner "*Pickle*," now employed on the North America and West India station, to act under the Conventions between Great Britain and France, of the 30th November, 1831, and the 22nd March, 1833, for the Suppression of Slave Trade.

As soon as the warrant issued to the late Commander of the "*Pickle*," shall have reached this Office, it will be transmitted to the French Government, in order that it may be cancelled.

I am, &c.

(Signed) ABERDEEN.

His Excellency Lord Cowley, G.C.B.
 &c. &c. &c.

N.B.—A similar Instruction was addressed under the same date to Her Majesty's Ministers at Copenhagen, Turin, Naples, and Florence; and to Her Majesty's Chargé d'Affaires at Hamburg.

No. 57.

The Earl of Aberdeen to Lord Cowley.

Foreign Office, February 10, 1843.

MY LORD,

IN accordance with an application which has been made to me by the Admiralty, I have to instruct your Excellency to request the French Govern-

ment to issue a warrant to enable Captain Charles Hotham, of Her Majesty's Steam vessel "Gorgon," about to be employed on the Brazil station, to act under the Conventions of the 30th November, 1831, and 22nd March, 1833, between Great Britain and France, for the Suppression of Slave Trade.

I am, &c.

(Signed) ABERDEEN.

His Excellency Lord Cowley, G.C.B.
&c. &c. &c.

N.B.—A similar Instruction was addressed under the same date to Her Majesty's Ministers at Copenhagen, Turin, Naples, and Florence; and to Her Majesty's Chargé d'Affaires at Hamburg.

No. 58.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, February 10, 1843.

I HEREWITH transmit to your Excellency warrants issued by the French Government, to enable the Commanding Officers of Her Majesty's ships "Charybdis" and "Rover," to act under the Conventions between Great Britain and France, of the 30th November, 1831, and the 22nd March, 1833, for the Suppression of the Slave Trade; and I have to instruct your Excellency to return these warrants to the French Government, in order that they may be cancelled.

I am, &c.

(Signed) ABERDEEN.

His Excellency Lord Cowley, G.C.B.
&c. &c. &c.

The Warrants returned in No. 58, were—

1. Warrant issued on the 6th February, 1839, to Her Majesty's ship "Charybdis," Commander the Hon. A. Gore, on the West India station.
2. Ditto, Ditto, "Rover," Commander J. W. Symonds, Ditto.

No. 59.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, February 11, 1843.

THE accompanying warrant, issued by the French Government, under the Conventions of 1831 and 1833, to Commander C. Frankland, of Her Majesty's ship "Pearl," being no longer wanted for that officer as commander of the ship in question, I have to desire that your Excellency will return it to the French Government to be cancelled.

I have at the same time to instruct your Excellency to request the French Government to issue a warrant, to enable the present commanding officer of the "Pearl," Commander Richard H. Stopford, employed on the Brazil station, to act under the above-named Conventions.

I am, &c.

(Signed) ABERDEEN.

His Excellency Lord Cowley, G.C.B.
&c. &c. &c.

The Warrant returned in No. 59 was issued on the 4th June, 1841, to Commander Frankland, of Her Majesty's ship "Pearl," on the Brazil station.

No. 60.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, February 20, 1843.

A COMMUNICATION has been received at this Office from the Admiralty, stating that the warrant issued by the French Government to enable Her Majesty's ship "Victor," on the North America and West India station to act

CLASS C.

under the Conventions of the 30th November, 1831, and the 22nd March, 1833, between Great Britain and France, for the Suppression of Slave Trade, cannot be traced, and I have therefore to instruct your Excellency to acquaint the French Government with this circumstance, and to request that the warrant in question may be cancelled.

I am, &c.

His Excellency Lord Cowley, G.C.B.
&c. &c. &c.

(Signed) ABERDEEN.

N.B. A similar Instruction was addressed under the same date to Her Majesty's Ministers at Copenhagen, Turin, Naples, and Florence, and to Her Majesty's Chargé d'Affaires at Hamburg.

No. 61.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, February 20, 1843.

COMMUNICATIONS have been received at this Department from the Admiralty, stating that there is reason to believe that the warrants described in the margin of this Despatch, issued by Her Majesty's Government, under the Conventions of 1831 and 1833, between Great Britain and France, for the Suppression of Slave Trade, ought to have been returned by the French Government to be cancelled.

I have accordingly to instruct your Excellency to call the attention of M. Guizot to the fact, that the warrants issued to the vessels in question have not yet been returned, and to request that enquiry may be instituted respecting them.

I am, &c.

His Excellency Lord Cowley, G.C.B.
&c. &c. &c.

(Signed) ABERDEEN.

Warrants above alluded to :—

1. Issued on the 29th August, 1833, to the French brig "*Adonis*," on the West India station.
2. Issued on the 29th August, 1823, to the French brig "*Badine*," on the West India station.
3. Issued on the 29th August, 1833, to the French corvette "*Favorite*," on the Brazil station.
4. Issued on the 2nd December, 1835, to the French brig "*Oreste*," on the West India station.
5. Issued on the 2nd December, 1835, to the French brig "*Bordelaise*," on the African station.
6. Issued on the 20th October, 1836, to the French schooner "*La Fine*," on the African station.
7. Issued on the 10th February, 1837, to the French vessel "*Malouine*," on the Coast of Africa.
8. Issued on the 4th May, 1837, to the French vessel "*Herminie*," on the West India station.
9. Issued on the 12th March, 1841, to the French brig "*Oreste*," on the Mexican station.
10. Issued on the 12th March, 1841, to the French vessel "*Dunois*," on the Mexican station.
11. Issued on the 12th March, 1841, to the French vessel "*Lionne*," on the Bourbon station.
12. Issued on the 30th December, 1841, to the French vessel "*Arcthuse*," on the Mexican station.
13. Issued on the 19th September, 1842, to the French vessel "*Comète*," on the Mexican station.
14. Issued on the 19th September, 1842, on board the "*Oreste*," on the West India station.

No. 62.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, February 22, 1843.

WITH reference to your Despatch of the 3rd instant, I herewith return to your Excellency three warrants, therein enclosed, issued by the French Government, to enable Her Majesty's ships "Orestes," "Megæra," and "Frolic," to act under the Conventions between Great Britain and France for the Suppression of Slave Trade.

It appears that the dates of these warrants have been omitted. I have accordingly to instruct your Excellency to request the French Government to cause the date to be supplied, and the warrants to be returned to you, to be transmitted to Her Majesty's Government.

I am, &c.

His Excellency Lord Cowley, G.C.B.
&c. &c. &c.

(Signed) ABERDEEN.

No. 63.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, February 23, 1843.

IN accordance with an application which has been made to me by the Admiralty, I have to instruct your Excellency to request the French Government to issue a warrant, to enable Commander Geo. Nathaniel Broke, of Her Majesty's steam vessel "Thunderbolt," about to be employed on the Cape of Good Hope station, to act under the Conventions of 1831 and 1833, between Great Britain and France, for the Suppression of Slave Trade.

I am, &c.

His Excellency Lord Cowley, G.C.B.
&c. &c. &c.

(Signed) ABERDEEN.

N.B. A similar Instruction was addressed under the same date to Her Majesty's Ministers at Copenhagen, Turin, Naples, and Florence, and to Her Majesty's Chargé d'Affaires at Hamburg.

No. 64.

The Earl of Aberdeen to Count de St. Aulaire.

MONSIEUR L'AMBASSADEUR,

Foreign Office, February 23, 1843.

A CIRCUMSTANCE has lately been reported to Her Majesty's Government as having occurred on the River Gambia, which is of sufficient gravity to induce me immediately to draw your Excellency's attention to it, and to request that you will submit it without loss of time to your Government.

On the morning of the 17th of December last a French steamer, named the "Galibi," having on board His Royal Highness the Prince de Joinville, passed by the Port of Bathurst on the Gambia, for Albreda, without saluting Her Majesty's flag, or communicating with the British authorities at that place.

An incident of the same kind had occurred at the same place in February of last year; at which time the French schooner "Cigale" passed and repassed the port of Bathurst without saluting Her Majesty's flag.

In the year 1841, the same conduct had been pursued by Captain Bouet, who, with two vessels of war under his command, passed the port of Bathurst without saluting Her Majesty's flag, as had been usually practised up to that period. On that occasion Captain Bouet declared that he deliberately omitted to salute, with the express purpose of trying the question of the right of Great Britain to exact that recognition of sovereignty from the vessels of France.

In consequence of that proceeding, a letter was addressed by Viscount Palmerston to the French Chargé d'Affaires in this country, in which remonstrance was made against the conduct of Captain Bouet, as contrary to esta-

blished usage, and opposed to British right as settled by Treaty ; and as liable, if repeated, to lead to serious misunderstandings between the two Governments. In the same letter, Viscount Palmerston requested that M. de Bourqueney would engage his Government to give orders to their Naval Commander on the Coast of Africa to continue to pay the same respect to the British flag at the mouth of the Gambia which had usually been exhibited down to that time. That letter has to this day remained unanswered.

With respect to the occurrence of the "*Cigale*" in February, 1842, Her Majesty's Government being earnestly desirous not to multiply the points of difference which existed between the two Governments at that moment, were willing to ascribe the act of the French Commander rather to misapprehension than to deliberate violation of his duty ; and they purposely abstained from making any representation to the Government of France upon it.

The repetition of the same conduct, however, by a vessel having on board a French Prince of the blood, now imperatively requires that Her Majesty's Government should call the serious attention of the French Government to the matter without delay.

In so doing, however, Her Majesty's Government wish the King of the French to be assured that although they remonstrate against the act of neglect committed by the Commander of the French vessel, they at the same time highly approve the deferential courtesy which the English officer in command at Bathurst exhibited in his conduct towards the Prince de Joinville, on his Royal Highness's return down the Gambia to the Port of Bathurst.

The subject of the rights of Great Britain in respect to the River Gambia has been so often and so fully discussed between the Governments of Great Britain and France, that it is unnecessary for me to open that discussion afresh. It will suffice to say, that as the full sovereignty over the Senegal is secured by Treaty to France, so the full sovereignty over the Gambia is equally secured by Treaty to Great Britain.

Whatever other question in respect to the Gambia River, or settlements lying on its banks, may have been contested by France, the sovereignty of that river, as residing in Great Britain, has never been disputed. Therefore Great Britain has a right to require that that sovereignty should be respected ; and that the regulations which she may think proper to ordain, in evidence and acknowledgment of that sovereignty, should be observed by all who use the River Gambia as a channel of communication to any place on its banks.

Her Majesty's Government have no desire unduly or vexatiously to impede the navigation of that river by French vessels, or to obstruct their communication with Albreda, although Her Majesty's Government have not acknowledged the right of the French Government to that settlement.

All that Her Majesty's Government insist upon is, that the unquestionable and undisputed right of Great Britain to the sovereignty of the River Gambia as secured by Treaty, should be practically acknowledged and observed. As Great Britain respects the rights of France in the Senegal, so she expects and requires that her own rights in the Gambia should be equally respected by France.

By a course of conduct thus reciprocally just and forbearing, misunderstandings and collisions will be avoided. But if the French officers on the Western Coast of Africa persevere in the improper and unbecoming course which they have recently adopted towards the flag and the authorities of Great Britain at the mouth of the Gambia, it is much to be feared that, with every desire to cultivate the most friendly relations with France, the British Government may find themselves compelled, in defence of their own rights and honour, to adopt proceedings in the same quarter, which may seriously endanger the good understanding at present so happily existing between them and the Government of France.

I am, &c.

(Signed) ABERDEEN.

His Excellency Count de St. Aulaire,
 &c. &c. &c.

No. 65.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, February 24, 1843.

I TRANSMIT to your Excellency herewith, for your information, a copy of a letter which I yesterday addressed the Count St. Aulaire, requesting his Excellency to call the attention of his Government to the fact of the French steamer "*Galibi*," with the Prince de Joinville on board, having passed the port of Bathurst, on the river Gambia, without communicating with the shore, or saluting Her Majesty's flag.

I have, &c.

(Signed) ABERDEEN.

His Excellency Lord Cowley, G.C.B.

&c. &c. &c.

Enclosure in No. 65.

Earl of Aberdeen to Count St. Aulaire, February 23, 1843.

(See No. 64.)

No. 66.

*The Earl of Aberdeen to Count St. Aulaire.**Foreign Office, February 24, 1843.*

THE Undersigned, &c., with reference to the note which his Excellency Count St. Aulaire, &c., addressed to him on the 20th October last, complaining, by order of his Government, of the visit of the French vessel "*L'Aigle*" by Her Majesty's brig "*Cygnets*," while employed in suppressing Slave Trade, under the Conventions of 1831 and 1833, in July preceding, has the honour to transmit herewith to his Excellency, the copy of a communication which has lately been received from Lieutenant Wilson, the officer commanding Her Majesty's brig "*Cygnets*," giving a Report of the transaction in question.

This Report was written a few days after the event occurred, and forwarded, according to the rules of Her Majesty's Service, to the Senior Officer of the Station.

Of course Lieutenant Wilson could not at the time be aware of all the various points on which the Master of the "*Aigle*" would rest any complaints which he might make against Her Majesty's officers. It happens, however, that this statement contains an explanation on almost every point on which a complaint was preferred.

The first subject of complaint is, that a *shotted* gun should have been twice fired as a signal to the "*Aigle*" to heave to.

On this point, the statement of Lieutenant Wilson is to the following effect: That three hours after he first observed the "*Aigle*," at a distance of 14 miles to windward of the "*Cygnets*," and having during that time used every endeavour to come up with her, he hoisted British colours; that the "*Aigle*" did not show her colours until two hours after those of the "*Cygnets*" had been hoisted; and that after a lapse of two hours more the "*Aigle*" was still carrying a press of sail, and showed no disposition to communicate with the "*Cygnets*." Lieutenant Wilson explains the reasons for which, although the colours of the "*Aigle*" were French, he considered it his duty to visit her; and it was under these circumstances, and finding that night was fast approaching, and that she was still at a distance of four miles from the "*Cygnets*," that Lieutenant Wilson, in order to attract her attention, and induce her to bear up, caused two guns *shotted* to be fired well ahead of her.

The Undersigned conceives that, considering the little attention paid by the Captain of the "*Aigle*" to the movements of a vessel which he admits that he knew to be a British cruiser, Lieutenant Wilson was fully justified by the usage of vessels of war of all nations in adopting this measure.

As it was, the "*Aigle*" did not heave to, until an hour after the guns were fired.

The second point complained of is, that the "*Aigle*," for the purpose of being

visited, was obliged to deviate from her course, and that she was thereby subsequently exposed to some danger. The "*Aigle*," lying so much to windward of the "*Cygnet*," some deviation from her course appears to have been unavoidable; and with respect to the danger incurred by her, the Undersigned cannot but observe, that the statement of the Captain of the "*Aigle*," does not very clearly explain what that danger was. But the Undersigned must defer any further notice of this point until Her Majesty's Government shall have learnt the result of the investigation which the Lords of the Admiralty have directed to be made into all the particulars of the case.

The third subject of complaint is, that the searching officer was not in uniform, and that the person accompanying him was in a state of drunkenness.

With respect to the first part of this complaint, it does not appear from the present statement of Lieutenant Wilson what the dress of the searching officer was. It is probable that in a tropical climate, an officer would not wear his full uniform. But Lieutenant Wilson states that the officer was furnished with the requisite authority to search, and that he showed it to the Master of the "*Aigle*."

In the second part of this complaint, namely, drunkenness on the part of the person accompanying the searching officer, the charge is loosely made; is unsupported by any accompanying fact; and is unlikely to have remained unnoticed by the searching officer, and by the commanding officer of the "*Cygnet*," who despatched the officer to search. The Undersigned, under these circumstances, must be permitted at present to doubt its correctness: and, on the other hand, the Count St. Aulaire will forgive his adverting to the observation made by the Commander of the "*Cygnet*," though not preferring a complaint upon the point, that the Master of the "*Aigle*" was excessively impertinent and refused to answer any questions.

In reference to the fourth subject of complaint, namely, that the searching officer refused to certify on the log the fact of having searched the "*Aigle*," it does not appear whether the searching officer certified or refused to certify on the log, that he had visited the "*Aigle*." But Count St. Aulaire will see, that Lieutenant Wilson sent the Master of that vessel a written statement of his having visited her, and of the grounds upon which he part felt it his duty so to do.

When Her Majesty's Government shall have learnt the result of the enquiries which were instituted upon the representation of Count St. Aulaire, in October last, the Undersigned will have the honour to address Count St. Aulaire again on this subject.

In the mean time, he has only to repeat to his Excellency the assurance that Her Majesty's Government will always be ready to enquire into any charges of misconduct on the part of Her Majesty's officers and men; or of any proceedings inconsistent with the courtesy with which a duty entrusted to them in mutual confidence by Great Britain and by France, should always be exercised.

The Undersigned, &c.

Count St. Aulaire,
&c. &c.

(Signed) ABERDEEN.

Enclosure in No. 66.

Lieutenant Wilson to Captain Foote.

*Her Majesty's Brig "Cygnet,"
Princes, July 19, 1842.*

SIR,

SINCE the date of my last letter of proceedings transmitted to Captain Tucker, Senior Officer in the Bights, I have to acquaint you that whilst cruising off Sackin, on the morning of the 8th July, at 10H. 30M. I perceived a rather suspicious looking brig, about fourteen miles to windward, apparently standing out from Whydah. I immediately made all possible sail to endeavour to come up with the stranger before sunset. At 1H. 3M. showed our colours, and; two hours after, the chace hoisted French colours; but although from the circumstance there was a probability of her not being engaged in the Slave Trade, I felt it my duty to use every exertion to examine her, as vessels

under French colours have been reported to take slaves from Whydah. At 4H. 30M., the chace being still four miles to windward, and carrying a press of sail, a dark night fast approaching, when there was every chance of losing sight of her, I ordered two guns to be fired, shotted well a-head, to call her attention, and induce her to bear up; but she took no notice until an hour had elapsed, when she bore up and hove-to close to us. On the officer going on board the master was excessively impertinent, and refused to answer any questions, although he produced the necessary authority; she however proved to be the French brig "*L'Aigle*," J. Brun, master, with a cargo of palm oil, from Whydah, bound to Marseilles; and as she was consigned to respectable owners, and her papers correct, I did not deem any further search necessary; but the master thought proper to send me a letter protesting against the detention of his vessel, and in the manner I adopted for bringing him to, which circumstance he should report to his Government. My reply I copy for your perusal, trusting that my proceedings in this case will meet with your approval:—

"The Commander of Her Majesty's brig "*Cygnnet*," having been informed that vessels trading to Whydah have unloaded slaves under French colours, he conceives it to be his duty to examine all vessels which leave that port, that he may chance to meet with; and in the case of the French brig '*L'Aigle*' having been fired at, to bring the said vessel to, he could not act otherwise, as night was fast approaching, and for aught he knew, the '*L'Aigle*' might have been a Spaniard or Portuguese with slaves on board. The French Government have agreed to a mutual right of search with Great Britain, and cruisers must, in the execution of their duties, use the necessary steps for enforcing the same. And, lastly, it is evident, that all vessels trading to Whydah, which is the most notorious Slave Depôt on the Coast, must consequently be suspected to be concerned, more or less, in the Slave Trade.—To the Mate of the French brig '*L'Aigle*.'"

Agreeably to your instructions respecting Badagry, I have visited that place occasionally, and during the time that the English schooner "*Madora*" was taking in palm oil; but no communication took place with the natives. Latterly strong south-west winds have prevailed, causing a heavy sea to set in, making it quite unsafe to anchor there.

With reference to a letter addressed to the Commander of any of Her Majesty's cruisers arriving in West Bay, I beg leave to acquaint you that it is my intention, should no senior officer to myself be in the Bight, on my return, to direct Lieutenant Cumberland of the *Dolphin*, (which vessel will soon require water,) on his way to Princes, to call off the *Nun*; and should he not find any cruiser there, or hear anything of the "*Wilberforce*," to remain three days; then proceed to Fernando Po, and comply with that part of the letter relating to the crew of the "*Soudan*," &c. should it not have been already executed.

If he can ascertain that a cruiser is somewhere on that station, he is to endeavour to find her, and supply the Commander with a copy of the letter; when he will, of course, return to his own station, after taking in wood and water. In the event of not meeting with the cruiser on that station, he will, after taking in a sufficient quantity of wood and water at Fernando Po, return to the *Nun*, and comply with that part of the letter referring to the Instructions received from the Lords Commissioners of the Admiralty; in compliance with which, he will, of course, be guided by circumstances, or any further Instructions he may receive.

I am, &c.

(Signed)

EDMUND WILSON,
Lieutenant and Commander.

Captain Foote, Senior Officer,
&c. &c.

No. 67.

Count St. Aulaire to the Earl of Aberdeen.

Londres, le 24 Février, 1843.
(Received February 25.)

MY LORD,

J'AI l'honneur d'accuser réception à votre Excellence de sa note en date d'hier, dans laquelle Elle m'expose que des bâtimens de guerre Français, passant

devant le Fort de Bathurst, sur la Gambie, auraient négligé d'accomplir certaines formalités de courtoisie usitées à l'égard du pavillon d'une nation Souveraine et Alliée. Je me suis empressé de transmettre à mon Gouvernement une copie de cette pièce, mais je me borne, en attendant les informations que mon Gouvernement ne tardera sans doute pas à me fournir sur ce point, à annoncer à votre Excellence cet envoi.

Je me suis assuré d'ailleurs, my Lord, que la note précédente à laquelle votre Excellence fait allusion, a été également transmise sans retard à Paris par l'Ambassade du Roi.

Veillez, &c.

(Signé) ST. AULAIRE.

A son Excellence le Comte d'Aberdeen,
 &c. &c. &c.

No. 68.

The Earl of Aberdeen to Count St. Aulaire.

Foreign Office, February 27, 1843.

THE Undersigned, &c., with reference to the note which he addressed on the 2nd ultimo to Count St. Aulaire, &c., notifying to his Excellency the number of ships of the Royal Navy to be employed during the current year in the Suppression of the Slave Trade, under the Conventions of the 30th Nov. 1831, and the 22nd March, 1833, has now the honour to transmit to his Excellency, for communication to the French Government, a List giving the names, force, and other particulars of the ships in question.

The Undersigned, &c.

His Excellency Count St. Aulaire,
 &c. &c.

(Signed) ABERDEEN.

Enclosure in No. 68.
List of Her Majesty's Ships to be employed for the Suppression of Slave Trade during the Year 1843.

Name of Ship.	Class.	No. of Guns.	Name of Commanding Officer.	Station.	Date of Warrant Transmitting the French Warrant.	Remarks.
Madagascar	5th Rate	44	Captain John Foote	Coast of Africa	December 24, 1841.	A New Warrant requested for Captain Mundy
Iris	6th Rate	26	G. R. Mundy	"	June 18, 1841.	
Ferret	Sloop	6	Commander Josiah Oake	"	April 4, 1842.	
Cygnat	Brig.	8	Lieutenant E. Wilson	"	June 18, 1841.	
Herone	Ditto	10	" T. D. Stewart	"	April 4, 1842.	
Bonetta	Ditto	3	" C. E. Gray	"	April 4, 1842.	
Pantaloon	Ditto	10	" C. H. Lapidge	"	April 4, 1842.	
Rapid	Ditto	10	" E. C. Earle	"	January 12, 1843.	
Spy	Steam vessel	3	" Geo. Raymond	"	September 28, 1842.	
Kite	Ditto	2	" W. J. G. Pasco	"	August 8, 1842.	
Alibert	Ditto	5	Not known	"	"	
Wilberforce	Ditto	5	Ditto	"	"	
(Name unknown)	Ditto	26	Ditto	"	"	
(Name unknown)	6th Rate	16	Ditto	"	"	
Alfred	Sloop	50	Commodore J. B. Purvis	"	4 April, 1842.	
Daphne	4th Rate	18	Captain J. J. Onslow	Brazil	October 29, 1842.	
(Name unknown)	6th Rate	26	Not known	"	"	
Frolic	Sloop	16	Commander W. A. Willis	"	"	
Pearl	Ditto	20	" R. H. Stopford	"	June 18, 1841.	
Gorgon	Steam vessel	6	" Captain Charles Hotham	"	"	
Ardent	Ditto	4	Commander John Russell, (b)	"	April 4, 1842.	
Growler	Ditto	4	" C. H. M. Buckle	"	August 8, 1842.	
Viper	Brig.	6	Lieutenant James Carter	"	April 4, 1842.	
Spider	Schooner	6	" R. E. Fym	"	August 8, 1842.	
Winchester	4th Rate	50	Captain Charles Eden	Cape of Good Hope	April 4, 1842.	
Isis	5th Rate	44	" Sir John Marshall	"	August 8, 1842.	
Cleopatra	6th Rate	26	" Christopher Wryvill	"	April 4, 1842.	
Bittern	Sloop	16	Commander Hon. B. C. F. P. Cary	"	August 8, 1842.	
(Name unknown)	Ditto	16	Not known	"	April 4, 1842.	
(Name unknown)	Ditto	16	Commander John Adams	"	March 20, 1840.	
Arrow	Ketch	6	Lieutenant William Robinson	"	"	
Thunderbolt	Steam vessel	4	Commander G. N. Broke	"	"	
Pique	5th Rate	36	Captain Hon. M. Stopford	North America and West Indies	April 4, 1842.	
Voltage	6th Rate	26	" Hon. C. G. J. B. Elliot	"	April 4, 1842.	
Tweed	6th Rate	26	" Sir William Dickson	"	June 18, 1841.	
Electra	Sloop	20	Commander A. D. C. Douglas	"	April 4, 1842.	
Albatross	Ditto	18	" Arthur Darley	"	April 4, 1842.	
Ringdove	Ditto	16	" Reginald York	"	August 23, 1842.	
Scylla	Ditto	16	" Sir William Daniell	"	August 8, 1842.	
Wasp	Ditto	16	" Robert Sharpe	"	August 8, 1842.	
(Name unknown)	Ditto	16	" Andrew Drew	"	January 2, 1843.	
(Name unknown)	Ditto	16	Not known	"	"	
Griffon	Ditto	16	Ditto	"	"	
Pickle	Brig.	3	Lieutenant Charles Jenkin	"	February 5, 1836.	
Fair Rosamond	Schooner	3	Lieutenant J. A. Bainbridge	"	April 4, 1842.	
Hornet	Ditto	2	" A. G. Bulman	"	September 28, 1842.	
Avon	Brig.	6	" R. B. Miller	"	August 23, 1842.	
Megara	Steam vessel	2	" Henry Byng	"	"	
(Name unknown)	Ditto	2	" George Oldmixon	"	"	
		54				Warrants will be applied for.
						Warrant will be applied for.
						Warrant already applied for.
						Warrant already applied for.
						Warrant applied for.
						Warrant will be applied for.
						Warrant already applied for.
						Warrant will be applied for.
						New Warrant for Lieutenant Bainbridge applied for.
						Warrant applied for.

No. 69.

Lord Cowley to the Earl of Aberdeen.

Paris, February 24, 1843.

(Received February 27.)

MY LORD,

WITH reference to your Lordship's Despatch, marked "Slave Trade," of the 30th ultimo, instructing me to apply to the French Government for a warrant to enable the Officer in command of Her Majesty's ship the "Iris" to act under the Conventions of the 30th November, 1831, and 22nd March, 1833, between Great Britain and France for the Suppression of the Slave Trade, I have the honour to forward to your Lordship the warrant required, which I have just received from the French Government.

I have, &c.

The Right Hon. the Earl of Aberdeen, K.T.
 &c. &c. &c.

(Signed) COWLEY.

No. 70.

Count St. Aulaire to the Earl of Aberdeen.

Londres, le 28 Février, 1843.

(Received March 1.)

LE Soussigné, &c., a reçu la note que son Excellence le Comte d'Aberdeen, &c., lui a fait l'honneur de lui adresser le 24 de ce mois, pour lui envoyer le Rapport du Lieutenant Wilson, Commandant du bric de Sa Majesté Britannique le "Cygnet," sur la visite faite par ses ordres à bord du navire de commerce Français "l'Aigle," le 6 Juillet dernier. Le Soussigné s'est empressé de transmettre ces deux pièces à son Gouvernement en rappelant, comme le fait son Excellence le Comte d'Aberdeen, que la dépêche du Commandant du "Cygnet," étant postérieure de quelques jours seulement à la visite même, ne peut contenir des explications sur toutes les circonstances de cette affaire soumises à une enquête, sur la demande du Soussigné, par le Gouvernement de Sa Majesté Britannique.

Le Soussigné, &c.

(Signé) ST. AULAIRE.

A son Excellence le Comte d'Aberdeen,
 &c. &c. &c.

No. 71.

Count St. Aulaire to the Earl of Aberdeen.

Londres, le 28 Février, 1843.

(Received March 1.)

LE Soussigné, &c. a reçu la note que son Excellence le Comte d'Aberdeen, &c. lui a fait l'honneur de lui adresser hier avec le relevé officiel des bâtimens de la Marine Royale Britannique qui doivent être employés dans l'année courante à la Suppression de la Traite.

Le Soussigné, en remerciant son Excellence le Comte d'Aberdeen de cette communication, s'empresse de lui annoncer qu'il l'a transmise aujourd'hui même à son Gouvernement.

Le Soussigné, &c.

(Signé) ST. AULAIRE.

A son Excellence le Comte d'Aberdeen,
 &c. &c. &c.

No. 72.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, March 6, 1843.

WITH reference to your Excellency's Despatch of the 24th of February, I herewith return to your Excellency the warrant therein enclosed, issued by

the French Government, to enable the Commander of Her Majesty's ship "Iris," to act under the Conventions between Great Britain and France for the Suppression of Slave Trade.

It appears that the date of this warrant has been omitted. I have accordingly to instruct your Excellency to request the French Government to cause the date to be supplied, and the warrant to be returned to you, to be transmitted to Her Majesty's Government.

I am, &c.

(Signed) ABERDEEN.

His Excellency Lord Cowley, G.C.B.
 &c. &c. &c.

No. 73.

Count St. Aulaire to the Earl of Aberdeen.

Londres, le 20 Mars, 1843.

(Received March 21.)

MY LORD,

J'AI eu l'honneur, d'après les ordres de mon Gouvernement, de transmettre à votre Excellence le 3 Juin dernier, une réclamation élevée par le commandant du bâtiment Français "*Les deux Sœurs*" de Bordeaux, par suite de la visite faite à son bord par un officier de la Frégate de Sa Majesté Britannique "*Madagascar*." Le 26 Juillet suivant, M. de Rohan Chabot a adressé à votre Excellence un Rapport du Capt. Seignac, où la première version envoyée par cet officier était attestée sous serment par lui, par son second, et par quatre marins de l'équipage. Votre Excellence a bien voulu répondre le 16 Juin dernier qu'une enquête sévère avait été instituée sur ces faits, mais depuis lors aucune communication nouvelle de votre Excellence ne m'est parvenue sur cette affaire.

Je viens de recevoir l'ordre, my Lord, d'appeler de nouveau sur cette réclamation l'attention de votre Excellence, et je la prie de vouloir bien me mettre prochainement en mesure d'informer mon Gouvernement du résultat ou du moins des progrès de l'enquête établie dès le mois de Juin dernier.

Veillez, &c.

(Signé) ST. AULAIRE.

A son Excellence le Comte d'Aberdeen,
 &c. &c. &c.

No. 74.

The Earl of Aberdeen to Lord Cowley.

Foreign Office, March 22, 1843.

MY LORD,

I HEREWITH transmit to your Excellency the warrants described in the margin of this Despatch, issued by the French Government, under the Convention of 1831 and 1833, but now no longer required for Her Majesty's ships and their commanders, for which they were issued; and I have to desire that your Excellency will return them to the French Government, in order that they may be cancelled.

I am, &c.

(Signed) ABERDEEN.

His Excellency Lord Cowley, G.C.B.
 &c. &c. &c.

Warrants returned in No. 74.

1. Her Majesty's Ship "Andromache," Captain Baines, West India station, dated Feb. 6, 1839.
2. Her Majesty's Ship "Calliope," Commander Thomas Herbert, Brazil station, dated Feb. 6, 1839.
3. Her Majesty's Ship "Wanderer," Commander the Honourable J. Denman, African station, dated Feb. 5, 1840.
4. Her Majesty's Ship "Clio," Commander G. Freemantle, Brazil station, dated Feb. 5, 1840.

No. 75.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, March 23, 1843.

I HAVE to refer your Excellency to my Despatches of the 7th, 10th, 11th, and 23rd ultimo, instructing your Excellency to apply to the French Government for warrants to enable Her Majesty's ships "Pickle," "Gorgon," "Pearl," and "Thunderbolt," to act under the Conventions between Great Britain and France for the Suppression of Slave Trade. And as these warrants have not yet been received by Her Majesty's Government, I have to instruct your Excellency to apply again to the French Government for the issue of warrants for the above-named vessels, in case they shall not have reached your Excellency before you receive this Despatch.

I am, &c.

(Signed) ABERDEEN.

His Excellency Lord Cowley, G.C.B.

&c. &c. &c.

No. 76.

*Count St. Aulaire to the Earl of Aberdeen.**Londres, le 24 Mars, 1843.**(Received March 24.)*

LE Soussigné, &c. en accusant réception le 24 du mois dernier, à son Excellence le Comte d'Aberdeen, &c. de la Note qu'il lui avait fait l'honneur de lui adresser, le jour précédent, relativement à quelques formalités que des bâtimens de guerre Français auraient négligé d'accomplir en passant devant S^{te} Marie de Bathurst, a prévenu son Excellence qu'il s'était empressé d'appeler sur cette question l'attention de son Gouvernement.

Le Soussigné est chargé aujourd'hui d'annoncer au Comte d'Aberdeen que les représentations contenues dans sa Note du 23 Février ont paru au Gouvernement Français parfaitement fondées. Des ordres ont en conséquence été transmis sans retard à M. le Gouverneur du Sénégal, pour que la conduite de l'Officier commandant le bateau à vapeur le "Galibi" soit désapprouvée, et pour que les bâtimens de l'état qui remonteront désormais la Gambie, pour se rendre au comptoir possédé par la France dans ce fleuve, fassent le salut d'usage au pavillon de Sa Majesté Britannique devant S^{te} Marie, après s'être assurés que cette marque de courtoisie sera rendu. Il est également recommandé aux Commandants dans ces mêmes instructions de faire la visite d'usage au Gouvernement de l'Etablissement Britannique.

Le Soussigné se flatte que le Gouvernement de Sa Majesté Britannique reconnaîtra dans ces dispositions un nouveau témoignage du soin avec lequel celui de Sa Majesté le Roi des Français s'efforce de mettre partout les procédés de ses agens en harmonie avec les sentiments de bonne intelligence et d'égards mutuels qui existent entre les deux Gouvernements, et son désir sincère, tant en maintenant ses propres droits sur Albréda, de respecter celui de l'Angleterre dans la Gambie.

Le Soussigné a de plus reçu l'ordre de faire connaître au Comte d'Aberdeen que le Roi, son auguste Souverain, a été sensible aux marques de déférence et de courtoisie avec lesquelles le Gouvernement de S^{te} Marie de Bathurst a reçu à son retour d'Albréda, Monseigneur le Prince de Joinville, bien que S. A. R. ne se trouvât que comme simple passager à bord du "Galibi."

Le Soussigné, &c.

(Signé)

ST. AULAIRE.

A son Excellence le Comte d'Aberdeen,

&c. &c. &c.

No. 77.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, March 24, 1843.

IN accordance with an application which has been made to me by the Admiralty, I have to instruct your Excellency to request the French Government to issue a warrant to enable Commander the Honourable S. T. Carnegie, of Her Majesty's sloop "Orestes," about to be employed on the North America and West India station, to act under the Conventions of November 30, 1831, and March 22, 1833, between Great Britain and France, for the Suppression of the Slave Trade.

His Excellency Lord Cowley, G.C.B.
&c.

I am, &c.
(Signed) ABERDEEN.

No. 78.

The Earl of Aberdeen to Count St. Aulaire.

Foreign Office, March 30, 1843.

THE Undersigned &c. has the honour to acquaint Count St. Aulaire, &c. in reply to his Excellency's note of the 20th instant that Her Majesty's Government have received answers to the enquiries which they instituted into the facts alleged in the complaint transmitted by his Excellency on the 3rd June, 1842, on the part of M. Seignac, master of the "*Deux Sœurs*," against Captain Foote, and the Officers and men of Her Majesty's ship "Madagascar."

His Excellency's note of that date mentions four points of complaint.

1st. That seamen from Her Majesty's ship "Madagascar," boarded the French vessel, the "*Deux Sœurs*," with arms in their hands.

2nd. That the Officer who led the boarders was not furnished with any of the documents, the exhibition of which is prescribed by the Conventions between Great Britain and France on Slave Trade.

3rd. That the boarding Officer obliged the master of the "*Deux Sœurs*," to send his mate on board the "Madagascar"; and,

4th. That the seamen from on board the "Madagascar," committed numerous thefts during the visit of the "*Deux Sœurs*."

The Undersigned has now the honour to transmit to Count St. Aulaire, for communication to his Government, copies of the statements made by Captain Foote, the Commander of the "Madagascar," and by the Officers serving under his orders, in reply to the enquiry which has been instituted by Her Majesty's Government.

Count St Aulaire will perceive, that the appearance of the "*Deux Sœurs*," was such as to lead to the suspicion of her being a slave vessel. And as it has frequently happened that the vessels engaged in that trade have offered a most determined resistance to the boats of Her Majesty's cruisers, when the latter have proceeded to visit them, and that serious loss of life has ensued, Her Majesty's Government consider that Captain Foote acted properly in taking the precaution, of arming his men as a means of deterring the slaver, had she proved such, from resisting the boats of the "Madagascar." Moreover, the suspicions entertained by the Commander of the "Madagascar," as to the character of the "*Deux Sœurs*," were in no wise diminished by the fact, that she showed no colours; a circumstance which also sufficiently accounts for the Officer despatched from the "Madagascar," being without the warrant from the French Government with which that vessel was furnished.

With respect, however, to the third point of complaint mentioned in the note of Count St. Aulaire, the Undersigned regrets to say, that Her Majesty's Government must acknowledge it to be just. Undoubtedly, the Lieutenant of the "Madagascar" had no right to oblige the master of the "*Deux Sœurs*," to send his papers, or to go himself, or to send any other person from his vessel on board the "Madagascar."

Her Majesty's Government beg to express their concern at this act, which they at once admit to have been unnecessary, and improper.

Lieutenant Wodehouse will receive an intimation to that effect; and Her Majesty's Government will not fail to guard against the recurrence of such a proceeding.

Upon the fourth point of complaint, the Undersigned has to observe that if any robbery or loss took place on the occasion referred to, it appears unaccount-

able, that Captain Seignac should not have taken opportunities, which it appears were within his reach, for making the circumstance known either to the boarding Officer, or to Captain Foote; and whatever cause of complaint M. Seignac might have felt that he had against Lieutenant Wodehouse, the whole conduct of Captain Foote was such as should have given him confidence that Captain Foote would have caused the grounds of any such charge to be fairly investigated.

It appears, indeed, that on the day following the alleged theft, the circumstance was adverted to by Captain Seignac, in conversation with an Officer of the "Madagascar," who was on a friendly visit on board the "*Deux Sœurs*;" but on that Officer expressing his regret at the circumstance, and adding that he should report it to his Commanding Officer, Captain Seignac said it was a matter of no consequence, and begged him not to do so: and in accordance with that request, the Officer did not mention it.

Her Majesty's Government cannot approve of the compliance of that Officer with Captain Seignac's wish; and it is a matter of sincere concern to Her Majesty's Government, that the charge was not made known to the Commanding Officer of the "Madagascar," until, owing to the lapse of time, and to subsequent events, it had become out of his power to institute a satisfactory enquiry into the circumstances.

But, so far as the claims of M. Seignac are concerned, Count St. Aulaire will agree with the Undersigned that M. Seignac must impute to his own wilful omission the fact that Captain Foote has found himself unable to give a satisfactory answer to those claims.

The Undersigned feels confident, that from the foregoing statement, and from the accompanying papers, the French Government will perceive how little cause for complaint against her Majesty's Officers and men there really appears to have been in the case of the "*Deux Sœurs*," and that, with the exception of their obliging her master to send one of his crew on board the "Madagascar," a proceeding which Her Majesty's Government have no wish to defend, the acts which, in Count St. Aulaire's note of the 3rd June, form the subjects of complaint against Her Majesty's Officers in this case, appear to have arisen mainly out of the conduct of the master of the "*Deux Sœurs*" himself.

But the Undersigned feels that he ought not to close this note without referring to two or three points not noticed by Count St. Aulaire; but stated as charges against Her Majesty's Officers in the Enclosures to his Excellency's letter.

The first is an accusation that the boarding Officer of the "Madagascar" was not in uniform. Count St. Aulaire will see that this assertion was not correct.

On the other hand, Her Majesty's Government freely acknowledge, that the neglect to display the ensigns or pendants of a man-of-war in the boats of the "Madagascar," was most reprehensible; and it will be the care of Her Majesty's Government to guard against the recurrence of such an omission.

Another point is the circumstance under which medical advice and assistance was afforded by the Captain of the "Madagascar," to a sick man on board the "*Deux Sœurs*." The ungrateful manner in which the facts are perverted by the master of the "*Deux Sœurs*," in his statement, as communicated by Captain Bouet to Captain Foote (a copy of which Count St. Aulaire will find amongst the Enclosures of this note), cannot fail to attract the attention of his Excellency, when he compares the latter with the statement of the Captain and Officers of the "Madagascar." Finally, the Undersigned, in sending to the Count St. Aulaire, the accompanying papers, cannot refrain from calling the attention of his Excellency, and of the French Government, to the tone used by Captain Bouet, when referring to the British Navy; a tone not warranted by anything to be found in the letter of Captain Tucker, to which Captain Bouet professes to reply; and, in the opinion of Her Majesty's Government, little becoming an Officer of Captain Bouet's rank and high trust.

Her Majesty's Government will add, that but for the moderation and forbearance which characterise the answer of Captain Foote, the adoption of such a tone could hardly fail to produce an irritation between the naval forces of Great Britain and of France, which the Governments of both countries would equally deprecate.

The Undersigned, &c.

His Excellency Count St Aulaire,
&c. &c. &c.

(Signed)

ABERDEEN.

First Enclosure in No. 78.

*Mr Wodehouse to Admiral Codrington.**Her Majesty's brig "Termagant,"
Portsmouth, July 20, 1842.*

SIR,

SINCE my arrival in England, having been invalided from Her Majesty's ship "Madagascar," I have seen that a General Order has been issued, in consequence (as I am informed) of the Master of a French merchant brig having stated that he had been boarded by an Officer belonging to that ship, out of uniform.

Having had the honour of serving under your flag, and having left your ship to join the "Madagascar," I have presumed to write the following statement, hoping that the stigma attending such an accusation may be removed.

I do not remember the exact date, but it was about the second week in January, when a large brig was observed 8 or 10 miles to windward. As we had only very light winds, and the brig had apparently more wind, Captain Foote ordered the whale boat, launch, and two cutters away, manned and armed, in chase, as we at the time were off a celebrated and established slave port, "Las Gallinas," and the appearance of the brig made him suspect her to be a slaver.

After a very long pull, I got alongside and boarded the French brig "*Les Deux Sœurs*." I was in a uniform jacket, with a gold strap on the right shoulder, a white waistcoat and trousers, all of which being nearly new, with a uniform cap with a broad gold band, and my regulation sword, my rank must have been discernable enough.

A few minutes afterwards I was joined by the Third and Fourth Lieutenants, who were in the same dress, and the Second Lieutenant of Marines, in his uniform jacket. I was lowered down from the davits with my boat's crew, when the other boats had their ammunition in them. Having sent down for my cap and sword, it never occurred to me to leave the deck to put on a coat and cocked hat, as every moment was of consequence, supposing the brig to be engaged in the Slave Trade, which her general appearance, and the neighbourhood, fully justified; I was perfectly surprised at the accusation and complaint, as the French Captain and myself shook hands on parting. The Surgeon of the "Madagascar" had also been on board to see a cabin passenger ill of fever, and a signal had been agreed on between us, as we were going to the same port, if he was not better in the morning, for the Surgeon to repeat his visit.

Trusting this explanation will prove satisfactory,

I am, &c.

(Signed) GEORGE WODEHOUSE,
Late Senior Lieutenant H.M.S. "Madagascar."

Admiral Sir E. Codrington, G.C.B.

&c.

&c.

Second Enclosure in No. 78.

*Captain Foote to Mr. Sidney Herbert.**"Madagascar," at Sea, lat. 14° 46' S. long. 7° 25' E.,
October 4, 1842.*

SIR,

I HAVE the honour to transmit, for their Lordships' information, a copy of a letter which I have received from Monsieur Bouet, Captain of the French corvette "*Nisus*," enclosing a letter of complaint to him from Monsieur Seignac, commanding "*Les Deux Sœurs*," of the conduct of Lieutenant Wodehouse and the boats' crews of the "Madagascar," and my reply to him, of which I trust their Lordships will be pleased to approve.

I lament very much that Captain Seignac did not make me acquainted with this complaint before he parted company with me, that I might have had an opportunity of investigating the subjects of his complaint at the moment, for now, in the absence of Lieutenant Wodehouse (invalided) and Mr. Phipps, the Midshipman spoken of (in charge of a detained vessel), I can only have recourse to those officers remaining on board, who were present on this occasion,

who declare to me most solemnly that the whole of the accusations are a tissue of falsehoods, excepting the "*brusquerie*," of Lieutenant Wodehouse, which I lament; but it is more the manner than the intention of this officer, as their Lordships will perceive, if they are pleased to call him before them. I have desired Lieutenant Wodehouse to explain his conduct to me, and to their Lordships direct, in duplicate; and also Mr. Phipps (midshipman), whose answer I will forward to their Lordships as soon as possible.

I have, &c.

(Signed) JOHN FOOTE,
Captain and Senior Officer Commanding.

The Hon. Sidney Herbert, M.P.
&c. &c.

Third Enclosure in No. 78.

M. Bouet to Captain Foote.

"Nisus," Rade de Force, le 13 Mai, 1842.

MONSIEUR LE COMMODORE,

J'AI l'honneur de vous adresser de nouvelles plaintes qui m'ont été faites sur la manière dont la croisière Anglaise observe les Conventions de 1831 et 1833, relative au droit de visite réciproque.

Je me dispense de les accompagner des observations étendues que je soumis à ce sujet à Monsieur votre prédécesseur; je suppose qu'il vous les aura transmises en vous remettant le Commandement des forces Britanniques dans ces parages; mais je crois d'autant plus de mon devoir de vous tenir au courant des illégalités commises par vos croiseurs à l'égard de mes nationaux, que dans la réponse de cet officier se trouvait le paragraphe suivant.

"You render me but justice in not doubting for a moment that I have given strict orders for the strict observance of the Conventions between our two Governments, which you will find I will always to the utmost of my power strictly enforce; but you must be aware, Sir, that it is possible, though I hope not probable, on such an extensive command, and with so many officers under my orders, an officer *may act contrary to the Conventions, and I not hear of it.*"

Ce que je traduis comme il suit:—"Vous me rendez justice en ne mettant pas en doute que j'aie donné des ordres étroit pour observer les Conventions passées entres nos deux Gouvernements, et vous pouvez être certain que je tiendrai la main à ce qu'elles soient ponctuellement exécutées; mais je vous ferai observer que, dans un Commandement d'une aussi grande étendue, où j'ai tant d'officiers sous mes ordres, il pourrait arriver, bien que cela ne soit, j'espère, pas probable, que quelqu'un pût enfreindre le Traité sans que j'en eusse connaissance." J'ai donc, en raison de ce dernier paragraphe, cru devoir désormais instruire la croisière Anglaise des faits par fois illégaux qui se passent à la côte, et sur lesquels je suis généralement assez bien renseigné, cette marche, je l'ai déjà suivi depuis, et je la suis encore, tout en m' étonnant, je vous l'avoue, que l'organisation de votre service soit telle que vos officiers s'abstiennent de vous rendre compte de leur conduite. Je crois devoir d'autant plus volontiers vous initier à la connaissance de ces faits que parmi les nouveaux griefs que l'on impute à la croisière Anglaise les officiers et marins de votre propre frégate me sont signalés comme ayant commis les plus récentes illégalités.

Le paragraphe de la lettre de votre prédécesseur me laisse à penser, que fort probablement on ne vous en a pas donné connaissance, je m'empresse donc de le faire, ne mettant pas en doute qu'avec l'esprit de justice et de fermeté qu'on vous accorde si généralement vous ne jugiez, qu'il est temps enfin de sévir envers les officiers délinquants, afin de leur faire exécuter strictement les Conventions de 1831 et 1833: c'est le plus ardent de mes vœux. Voici donc la plainte qui vient de m'être adressée.

"Commandant,

"Le 21 du mois de Janvier dernier, par 7° 4' de latitude, et 14° 40' de longitude, faible brise du nord, à trois heures de l'après midi, nous aperçumes à toute vue un grand trois mâts plus rapproché que nous de la terre; à quatre

heures, la brise avait cessé tout à fait, et j'étais descendu pour dîner dans la chambre. Tout à coup on vint m'avertir que cinq embarcations, sans pavillon, se dirigeaient sur nous. Je m'empressai de monter sur le pont ; au même instant nous fumes accostés par ces embarcations dont les équipages nous abordèrent de toutes parts, sabres et pistolets aux poings. Celui qui paraissait le chef de la flotille nous demanda brusquement, De quel pays venez-vous ? De *Sierra Leone*, lui dis-je. Montrez, moi vos papiers ! ajouta-t-il d'une voix de plus en plus impérieuse. Je fis hisser le pavillon Français, et je répondis que, comme il se présentait à bord sans pavillon et sans uniforme, j'avais tout lieu de croire que j'étais attaqué par un pirate, qu'en conséquence je me refusais absolument de satisfaire à sa demande. Il m'apprit alors qu'il était le premier Lieutenant de la frégate Anglaise la 'Madagascar' (assertion dont j'ai reconnu depuis la vérité). Un Officier de la Marine Anglaise, lui dis je, se serait présenté à mon bord avec un uniforme, et m'aurait parlé avec plus de politesse que vous ne l'avez fait. Je persiste donc dans ma résolution de ne point vous montrer mes papiers, jusqu'à ce que vous m'avez montré en outre vos pouvoirs délivrés par le Gouvernement Français de visiter un bâtiment naviguant sous son pavillon.

“ Ces paroles remplirent le Lieutenant de colère ; il s'emporta, fit beaucoup de menaces, et me déclara qu'il prenait le commandement du navire ; puis un des officiers sous ses ordres, accompagné de plusieurs matelots, descendit dans la cale, qu'il visita minutieusement. Le lieutenant y descendit ensuite, et de retour de ses investigations, il me demanda pourquoi j'avais dans mon chargement du *tabac*, des *fusils*, de la *guinée*. Je lui répondis avec étonnement que ces trois articles étaient très importants, et même de première nécessité pour la traite des produits sur la côte. A plusieurs reprises encore il demanda avec violence à prendre connaissance de mes papiers. Je lui répétai constamment que j'étais décidé à ne céder qu'au droit bien établi par des preuves, et que la force n'obtiendrait rien de moi.

“ Alors après avoir confié le commandement du navire à un de ses Officiers, il retourna à bord de la frégate pour savoir du Commodore quelle décision on devait prendre à notre égard.

“ Le Lieutenant revint à bord muni de papiers Anglais, qui ne me permettaient plus de douter de sa qualité, aussitôt je m'empressai de lui livrer les miens. Après en avoir pris lecture, il voulut les porter à son Commandant. Je ne pouvais obtempérer à une pareille exigence, et je le lui exprimai avec force, Il me menaça de mettre à mon bord un officier, et des matelots Anglais, et de nous faire conduire et débarquer à Gallinas. Les menaces n'obtinrent rien de moi ; alors il me proposa de porter moi-même mes papiers à son Commandant.

“ La brise avait fraîchi depuis longtemps ; déjà nous étions en panne ; l'heure avancée de la nuit (il était onze heures) me faisait craindre que le matin ne nous trouvât encore en pourparlers, et certes le temps m'était trop précieux pour le donner à des paroles. Après réflexions je me décidai à envoyer mon second à bord de la 'Madagascar,' avec les papiers de mon navire. A son retour il remit au lieutenant l'ordre du Commodore de nous rendre la liberté.

“ Un de mes pilotins avait la fièvre. Me voyant bien décidé à me plaindre devant mon Gouvernement de la manière dont ils s'étaient conduits à mon égard, afin de m'adoucir et comme excuse, les officiers de la frégate me proposèrent de m'envoyer un de leurs chirurgiens. Je leur répondis que malgré tout le désir que j'avais de voir mon jeune malade entre des mains plus habiles que les nôtres, je ne leur aurais pas demandé le service qu'ils offraient à me rendre puis qu'ils me viendrait de gens contre lesquels je voulais porter une plainte, et pour lesquels je ne pouvais avoir aucune estime.

“ Le lendemain ils m'envoyèrent un chirurgien accompagné d'un jeune midshipman. Je me plaignis à ce dernier de plusieurs vols faits à mon bord par les matelots de la 'Madagascar.' Dans la cale avaient été enlevés une grande quantité de *tabac* et vingt boîtes de conserves alimentaires, sur le pont un pantalon, une partie du dîner de la chambre et le sac du maître voilier où se trouvaient plusieurs épi-soires, des aiguilles, et le midshipman me pria de lui désigner les auteurs de ces vols. Était-ce chose en mon pouvoir lorsque le pont du navire avait été inondé de matelots, qu'il nous avait été impossible de surveiller en raison de leur multitude ? Oh ! me dit le jeune homme, avec légèreté, sonmeilleurs matelots sont les plus voleurs. Vraiment ces paroles me parurent

bien singulières de la part de cet officier ; car c'était implicitement me dire que le vol est toléré si non permis sur les navires de guerre Anglais. J'ai recueilli sur la côte beaucoup de faits dans le genre de ceux que je viens d'avoir l'honneur de vous exposer : faits dont les Anglais sont encore les auteurs et les Français les victimes ; faits qui prouvent, puisqu'il est de notoriété publique, qu'aucun bâtiment de notre pavillon ne se livre à la Traite des Noirs ; que l'Abolition de cette Traite n'est qu'un prétexte dont se servent les Anglais pour maltraiter notre marine marchande, entraver son commerce et finir par le monopoliser à leur profit.

“ Veuillez Monsieur le Commandant, agréer les sentiments de haute considération avec lesquels j'ai l'honneur d'être,

“ Votre très humble, etc.

(Signé)

“ LOVELY SEIGNAC,
“ Capitaine du bric Français les ‘ Deux Sœurs.’ ”

Ces faits je les déplore, Monsieur le Commodore, et vous aussi j'en suis sûr, l'assertion d'un de vos officiers, que les plus pillards parmi vos matelots sont ceux que vous employez de préférence me fait craindre surtout qu'ils ne se renouvellent encore plus d'une fois.

Si au reste le rapport qui précède m'était parvenu de toute autre main que de celle du Capitaine Seignac, un des capitaines les plus calmes, les plus modérés, les plus gentlemen enfin selon votre expression nationale, parmi nos capitaines marchands, je pourrais douter encore de ces griefs et me faire illusion ; mais je crains qu'ils ne soient que trop réels.

Vous êtes trop éclairé, Monsieur le Commodore, pour ne pas comprendre qu'en suivant une pareille ligne de conduite vos officiers éloignent beaucoup le but final auquel nous tendons de commun accord, l'extinction de la Traite—vous avec un droit de visite presque universel, moi avec un droit de visite fort restreint, qu'en ne faisant aucune différence entre les navires négriers et les navires troqueurs, si faciles à reconnaître cependant, ils tendent à dégoûter les autres nations du droit réciproque de visite devenu dans leurs mains un instrument continuel d'abus.

Pendant le trimestre qui vient de s'écouler, ma division a visité de 19 à 20 bâtimens Anglais : je défie qu'aucun d'eux puisse articuler un fait illégal contre les officiers sous mes ordres, c'est que ces derniers savent fort bien que malgré l'étendue de ma croisière, qui est double de la vôtre, s'ils se rendaient coupables d'une seule illégalité, s'ils me la laissaient ignorer, ou même la coloraient, une punition des plus sévères les attendrait au retour.

Je termine Monsieur le Commodore, en faisant des vœux pour que cet état de choses cesse enfin, et en vous priant d'agréer l'assurance de la haute considération avec la quelle j'ai l'honneur d'être,

Votre très humble, etc.

Le Capitaine de Corvette Commandant la station navale Française des
Côtes Occidentales d'Afrique,

(Signé)

EDOUARD BOUET.

P.S.—Il est presque inutile, que je vous fasse savoir qu'à bord de tous les navires Anglais visités il s'est trouvé du *tabac*, de la poudre et des fusils, mais je ne m'en suis pas étonné comme votre Premier Lieutenant. Je concevrais difficilement qu'on pût faire un commerce légal à la côte sans être muni de ces divers articles.

(Signé)

E. B.

Fourth Enclosure in No. 78.

Captain Foote to Monsieur Bouet.

Her Britannic Majesty's ship “ Madagascar,” at Cabenda,
September 7, 1842.

SIR,

I HAVE the honour to acknowledge the receipt of your letter of the 13th May last, complaining of the conduct of the First Lieutenant of Her Majesty's

ship under my command, in boarding "*Les Deux Sœurs*," on the 21st January last; also of the boats' crews on that occasion.

I regret extremely, Sir, that on the first occasion I have the honour to address you, I should be obliged to animadvert upon the language used in your first address to me, because it is my anxious desire to be on the most friendly terms with yourself, as the Senior Officer of the French men of war on this station, as well as with your merchant vessels trading to Africa; but, at the same time, I cannot permit you to criticise the service to which I have the honour to belong, or to find fault with my predecessor, Captain Tucker, who has been invalided, without replying thereto; but by my silence I should give occasion to you or your Government to suppose I plead guilty.

In the first place then, Sir, you have, in my opinion, overstepped that courteous line of correspondence so necessary to be observed between commanding Officers, situated as we are, by your offering these criticisms to me, which you will no doubt see, on mature reflection, were totally uncalled for on this occasion; whereas your duty, it appears to me, was simply to forward Captain Seignac's complaint, with your remarks thereon, requiring my immediate attention thereto, and claiming redress for the same.

But as you have thought proper thus to preface your complaint of Lieutenant Wodehouse and my boats' crews, by your criticisms of the British navy, and of Captain Tucker, it is necessary that I should reply to them as they appear before me.

In the first place then, Sir, having read with considerable attention that part of Captain Tucker's reply to your letter which you have quoted, I am of opinion that it was a very judicious one, and strictly according to truth; not Sir, as you have been pleased to construe it, but as I should have thought every impartial Officer would have done. For what says Captain Tucker? "You must be aware, Sir, that it is possible, though, *I hope*, not *probable*, on such an extensive command, and with so many Officers under my orders, an Officer may act contrary to the Conventions, and I not hear of it."

Now, Sir, it appears to me, that all Captain Tucker meant to say by this explanation was, that it might be *possible* that one of the Commanders of his cruisers might do an illegal act without his knowing it, unless a complaint was made to him on the subject; and although you defy any one to find *fault* with the commanding Officers of the cruisers under your command, in their conduct towards British merchant vessels on their boarding them, which I readily agree to, yet, Sir, it is evident that it is possible, though not probable, that they might do so without your hearing it, unless complained of, notwithstanding the high state of organisation of the French squadron on this coast, and this, on reflection, I am sure you will allow.

You go on to say, Sir, "I am quite astonished, I own it, that the organisation of your service is such that your Officers abstain from giving you an account of their conduct."

So that because Captain Tucker tells you that it is possible, though not, he hopes, probable, that one of his Officers might do an illegal act without his knowing it, you take upon yourself to criticise the organisation of the service to which I have the honour to belong. Now, Sir, I would here leave it to your own good sense, whether this assertion of yours, regarding the organisation of the British Navy, is not one outstepping that courteous line of correspondence which is due to me from you, as Senior Officer of the British cruisers on this coast.

I shall not follow your example by attempting to find fault with the organisation of the French Navy, but I shall confine myself (after having answered your censures,) to reply to that part of your letter which, I presume, should have been its only subject, namely, the complaint of Captain Seignac against the conduct of the First Lieutenant of the "*Madagascar*," and the men under his orders, in boarding "*Les Deux Sœurs*" on the 21st of January last.

This Officer having been invalided to England on account of his health, I can only transmit Captain Seignac's letter of complaint, together with your remarks to me, to him, ordering him to explain his conduct on this occasion, and shall lose no time in forwarding his reply to you on my receiving it; but I have thought it my duty to call upon those officers now on board this ship, and who accompanied the Senior Lieutenant on board "*Les Deux Sœurs*," particularly Lieutenant Stewart, of the Royal Marines, who was the only Officer

who could speak French, and through whom almost all the conversation between the Senior Lieutenant and Captain Seignac passed, by which you will not fail to observe, that the whole affair assumes quite a different shape from that declared by Captain Seignac. With respect to the language used by the midshipman on the following day, I am, unfortunately, similarly situated, as he is at present absent on duty, and the medical officer who accompanied him, in England, and therefore I must await the midshipman's return to the "Madagascar" before I can call upon him for an explanation, which I shall also, immediately on its receipt, forward to you. I should have been induced to believe there was some ground for the complaints of Captain Seignac, had he adhered to truth as to the conversation which took place respecting the sending my surgeon to visit the sick seaman; but as he had purposely kept the truth in the background on this head, I have a right to believe his cause of complaint is, in fact, very highly drawn, if not wholly devoid of truth.

The real truth about the surgeon is, that Captain Seignac having, in the first place, shown my Officers the man lying dangerously ill of fever, requested medical assistance from Lieutenant Wodehouse (the First Lieutenant), and sent me a message by his first Officer, on board the "Madagascar," who being ushered into my cabin, in course of conversation said—"Sir, we have a man on board very ill of fever, will you have the goodness to let your surgeon see him?"

I immediately assented, and the surgeon was instantly sent.

The next morning, "*Les Deux Sœurs*" having kept company with the "Madagascar" all night, for the express purpose of another visit from our surgeon, and being five or six miles astern, I sent the surgeon again, through a hot sun, in a calm, to visit this poor man; for which kindness Captain Seignac has repaid me, by keeping back the fact that the surgeon was sent immediately I knew of the man's being ill; and instead of giving me credit for kindness in sending him on board so promptly, he attributes the motive to the First Lieutenant's fears that he should make a complaint against him; whereas the First Lieutenant had no more power to send a surgeon to his vessel, without my concurrence, than he had himself.

I regret exceedingly, Sir, that anything should have arisen in my boats boarding "*Les Deux Sœurs*," to have given the slightest cause of complaint against my officers and men, as it has always been my anxious desire to strictly comply with the terms of the Conventions between France and England of 1831 and 1833; and I have not failed to enforce, throughout the squadron, in the strongest manner, a strict adherence thereto. But I fear that the vessel in question ("*Les Deux Sœurs*") was not altogether a legal trader, but that she went into the Gallinas, and sold part of her cargo to a French slave dealer residing there, with the French flag flying in his factory; and I send herewith, for your information, an extract of a letter which I have received from Commander Blount, of Her Britannic Majesty's steam vessel "Pluto," dated 27th March last, by which you will see that the French flag is made use of at the town of Solima, up the river Gallinas, in carrying on the Slave Trade; and that, in all probability, the "Peter Sardon" there alluded to, received goods out of "*Les Deux Sœurs*" for this purpose, or very probably came out in that vessel.

(Extract, March 27.)

"Having heard yesterday that a Frenchman named 'Peter Sardon,' residing at the town of Solima, had in his possession a number of slave children, whom he was collecting and shipping off by slavers as they arrived, I proceeded with the boats manned and armed, and demanded them. I found this man sitting under the French flag, and immediately called the heads of the town together, and told them if they did not produce his slaves, I should destroy the town. They replied that they were in the bush, but if I gave them the Frenchman's hat or anything else to show their chief, the brother of King Laminah, that he consented, they would bring them in about half an hour. They brought me thirteen fine boys and girls tied together, whom I asked, through the interpreter, Who bought them? They pointed to the Frenchman. I desired them to go home, and they went into the house of the Frenchman's wife; from whence I took the children, and retired, leaving the Frenchman in possession of all his property, which was well assorted for the Slave Trade."

I think it right that you should be in possession of the facts, that you may take what steps you may think proper to inquire into them, to prevent the French flag being permitted to fly above a slave barracoon at the Gallinas, which I am sure will meet with your earliest attention.

I have, &c.

(Signed) JOHN FOOTE,
*Captain, and Senior Officer Commanding H.B.M.'s
 Squadron on the Coast of Africa.*

*M. Bouet,
 &c. &c.*

Fifth Enclosure in No. 78.

Captain Foote to the Hon. Sidney Herbert,

SIR,

"Madagascar," Ascension, October 13, 1842.

I HAVE the honour to acknowledge the receipt of your letter dated 20th June last, with its Enclosures, from the Foreign Office, desiring me to give a full and minute report of every particular that took place in the boats of Her Majesty's ship "Madagascar," under the command of Lieut. Wodehouse, on boarding the French merchant vessel "*Les Deux Sœurs*," off the Gallinas, on the 21st January last; and in obedience thereto I have to acquaint you that Lieutenant Wodehouse having been invalided and sent to England in May last, I have written to him to explain his conduct on this occasion, desiring him to transmit the same to you without delay, for their Lordships' information.

I am unfortunately similarly situated with regard to the Midshipman (Mr. Phipps) spoken of by the Captain of "*Les Deux Sœurs*," he being absent in a detained vessel; but, in the absence of those officers, I have called on those now on board, who were present on this occasion, to state to me in writing every particular which came under their observation on this occasion; and I have the honour to send herewith copies of their statements, which will, I trust, convince their Lordships that Captain Seignac has been guilty of writing the grossest falsehoods, of which the following are the particulars, namely:—

1st. That his declaring the Officers of the "Madagascar" were not in uniform, when they are proved to have been so.

2nd. The offer of Lieutenant Wodehouse to send a Surgeon to visit Captain Seignac's sick man, when the request came from himself in the absence of Lieutenant Wodehouse.

3rdly. As to Lieutenant Wodehouse threatening to take possession of his vessel, and to land Captain Seignac and his crew at the Gallinas, when no such threat was uttered, as Lieutenant Stewart, R.M., who was present during the whole time, and speaks French fluently, solemnly declares in his statement to me.

4thly. In Captain Seignac's having declared that he persisted in not showing his papers until he saw my authority for searching French vessels, when, on Lieutenant Wodehouse's quitting his vessel, he voluntarily, and most good-humouredly, showed them to the officers left on board, saying, "Now, gentlemen," &c.

5th, His having pretended to take the boats of this ship as likely to be pirates, because the officers were without uniform, and the boats had no colours; when he expressly told Lieutenant Stewart, that having been lately at an anchor with the "Madagascar," at Sierra Leone, he knew her again the first moment he saw her.

Having thus disproved Captain Seignac's assertion, there remains only the "brusquerie" of Lieutenant Wodehouse on his first coming on board, and the robbery said to have been committed by our seamen. It is to be lamented that Lieutenant Wodehouse should have allowed himself to have been irritated by Captain Seignac's refusal to show her papers, though his continuing to do so was of an irritating nature, added to his pretending to think he was boarded by a pirate.

And as to the robbery said to have been committed by our seamen, a grosser falsehood, I conscientiously believe, was never uttered by man. Their Lordships will perceive, that at this distance of time (nearly 10 months), it is impossible for me to institute any inquiry that can have a very satisfactory result; but

they will not fail to observe that Lieutenant Cumberland says, "Sentinels were placed at the different hatchways," and therefore it is almost impossible that our seamen could have been guilty of this robbery, even if they had been so inclined.

I think it is right, Sir, to mention here, that I heard of these accusations on the 7th September last, when at Cabinda, through Captain Bouët of the "*Nisus*," French man-of-war, to which I gave an immediate answer. Both his letter and my reply I now transmit to their Lordships, which forms the subject of another letter to you.

I have now only to add, Sir, what I can alone speak personally to, which is simply that, being off the Gallinas on my way to visit the different parts of my station, on the afternoon of the 21st January, the weather being very hazy, a sail was descried, having the appearance of a low rakish armed brig, such as are usually engaged in the Slave Trade. The weather being perfectly calm, the boats were in all haste hoisted out and sent in chase, when, through hurry and inadvertence, the boats' ensigns and pendants were left behind.

In about an hour and a half I saw them row up alongside, shortly after which I perceived her hoist French colours. A breeze springing up, the two vessels neared each other, and at six Lieutenant Wodehouse returned and reported to me that the captain would not show his papers until he saw my authority to search French vessels, when I immediately gave it, and with which he returned on board.

About half-past seven, the mate of "*Les Deux Sœurs*" came on board to me, and being satisfied she was a legal trader, I ordered her to be set at liberty.

During the time the mate was in my cabin, he told me they had a man on board very ill of fever, and begged me, through his captain, to send a surgeon on board, which I immediately did; and Captain Seignac having signified his desire to remain in company with us till the next morning, for the purpose of having another visit from our surgeon, at ten o'clock on the following day he was sent (though we were at the distance of six miles) through a hot sun in a calm, and remained on board two hours, and returned.

I beg you will draw their Lordships' particular attention to this very important feature in the case, which is, that Captain Seignac having suffered all the indignities he speaks of, and his vessel to be robbed, he did not avail himself of the opportunity afforded him, of my Officers being twice on board him on the 22nd, the day after they were suffered and committed, when, if he had reported them to me, as was his bounden duty, he would have given me the opportunity of instituting a minute inquiry into all the circumstances; and, if I should have found any of them to be correct, to have offered him all the reparation in my power, which I should most certainly have done.

I have now only to add, Sir, that your letter conveying their Lordships' directions on this head, has given me the deepest concern; first, because, I am fearful that their Lordships may be induced to believe Captain Seignac's statements, before my explanations in reply reach them; secondly, I perceive, through the medium of the French and English papers, that Captain Seignac's account of this transaction has been published without waiting for my counter statement, thereby giving him the advantage ground, and making his nation at least believe that I, my Officers, and ship's company, are nothing more than a band of pirates.

But, Sir, I console myself with the assurance, that eventually truth and honour will triumph over calumny and falsehood, and that I may trust that his generous nation, my own, and most particularly their Lordships, will no longer credit M. Seignac's assertion, but that we shall stand fully acquitted of any blame at the bar of their Lordships' justice; and if so, Sir, I shall be amply repaid for all the anxiety of mind such base accusations have unhappily cost me.

If, Sir, either I, my Officers, or ship's crew, could have been guilty of such conduct as it is reported of them, we should merit the ignominy and disgrace their Lordships would so justly inflict upon us.

I have, &c.

(Signed) JOHN FOOTE,
Captain, and Senior Officer Commanding.

The Hon. Sidney Herbert, M.P.
&c. &c. &c.

Sixth Enclosure in No. 78.

*Lieutenant Cumberland to Captain Foote.**Her Majesty's ship "Madagascar,"**Ascension, Oct. 8, 1842.*

SIR,

IN compliance with your orders of this day's date, relative to the "searching and boarding" the French merchant brig, "*Les Deux Sœurs*," on the 21st of January last, I state, as far as my recollection admits, after so long a period having elapsed, as follows:—

On the afternoon of the 21st, the exact time I cannot state, but when drawing near sunset, the weather calm, a brig was seen, and I and many other officers were of the opinion she looked a very suspicious vessel. I asked your permission to take the two cutters and board her: you gave me that permission, telling me the large boats should be hoisted out to assist, and no risk run of losing lives by unequal combat, should she be an armed slaver, as was then suspected. Every exertion was then made on board the "*Madagascar*," under your command, to expedite the boats, more particularly as sunset was approaching. Shortly after I shoved off in the second cutter, I perceived Lieut. Wodehouse in the whale boat, who (during, I should think, one hour and a half full) was near me, and boarded the French vessel only a very short time before myself. I regret to state, in the anxiety and haste manifested in arming, provisioning, watering, &c. by the officers and crews of the boats detached on this service, that the ensigns and pendants were overlooked. On my gaining the deck of the French brig, I joined Lieut. Wodehouse, who was then in conversation with the master or captain of the vessel. I overheard Lieut. Wodehouse ask, in rather a more hurried and louder tone of voice than usual, for his (the master's) papers, which were refused. I consider Lieut. Wodehouse to have been excited to ask for the papers in the way stated, (which I overheard,) by his having been *refused* them by the master of the vessel. Lieut. Wodehouse turned to me and said, "Cumberland, I consider this to be a very suspicious vessel, if not actually engaged in the Slave Trade, and he refuses to show his papers," (or words to that effect); directed me personally to examine his hold, at the same time stating that the master refused to show his papers, and that there was a large quantity of tobacco and musquets on board. I examined his hold, as directed, with Mr. Phipps, (midshipman,) and a few seamen, and reported there were musquets and tobacco on board. Lieut. Wodehouse desired me to take charge till he had reported the circumstances to Capt. Foote, and heard his pleasure on the subject. A few minutes after Lieut. Wodehouse left, Lieut. Kenyon came on board, in one of the larger boats, and I resigned the charge to him. I state most positively that the boats' crews of the "*Madagascar*," behaved in a quiet, orderly manner, and *sentries* were placed over the hatchways by me. As regards the charges of *theft* complained of by the French master, as having been perpetrated by the "*Madagascar's*" boats' crews, I believe them to be quite unfounded: had the thefts complained of been committed, it is more than probable that one of the number of the "*Madagascar's*" officers on board the brig at the time, must have seen some of those numerous articles which the French master unhesitatingly states to have been stolen by our seamen. The French master states, he had every reason to suppose he was boarded by pirates, as the officer in command had no uniform: Lieut. Wodehouse had on a round jacket, with the strap on the shoulder, which must have unequivocally shown his rank as a Lieutenant. As the boats left the ship for a suspicious-looking vessel, and armed for expected resistance, epaulettes and cocked hats certainly were not worn by Lieutenants Wodehouse, Kenyon, or myself. The French master states in his letter, "that in order to soften me, seeing me determined to complain to my Government of the manner in which they had conducted themselves towards me, and, as an excuse, the officers of the frigate proposed to send me one of their *surgéous*."

The above paragraph I consider to be untrue: whether or not the French master thought he had carried his opposition to English officers rather too far by pertinaciously refusing to show his papers, or as the frigate in sight was rapidly closing, certain it is, that shortly after Lieut. Wodehouse left the brig, for the purpose of communicating with you, the French master suddenly became very civil, and stated "Now, gentlemen, we will examine the papers, if you

please, over a cup of coffee;" at the same time placing the papers, &c., on the skylight, offering us coffee and cigars, which were handed round. In course of conversation, Mr. Stewart, (Lieutenant of Marines), who acted as interpreter, stated he (the French master) had a man sick of fever, but had no medical attendant on board, and asked Mr. Kenyon and myself, if we thought Captain Foote would send a surgeon; to which we replied "certainly." At about six or half-past, I suggested to Lieut. Kenyon, the propriety of his sending me to you to communicate the fact of his having shown his papers, which were apparently correct, and that the boats' crews should get their suppers. On the way to the ship, I met Lieut. Wodehouse, who hailed me. It was your orders that I should retain possession of the brig, and proceed in company with the "Madagascar" to the Gallinas.

I returned again to the brig, when Lieut. Wodehouse produced the Treaties authorising him to examine the papers of vessels under the French flag. The officers and boats, with the exception of a few seamen and myself, then left the vessel, together with the mate of the brig, with the papers, &c., for your inspection. In about half-an-hour, I received an order to repair on board the "Madagascar," and to communicate to the French master he was at liberty to proceed. He, however, preferred remaining in company, for the purpose of receiving medical advice the following morning, although he has had the presumption to state, British officers unasked offered assistance, for the purpose of screening themselves from impolite and unofficer-like conduct.

I have, &c.

(Signed) O. CUMBERLAND, *Lieutenant.*

John Foote, Esq., Captain of H.M.S. "Madagascar,"
&c.

&c. &c.

Seventh Enclosure in No. 7E.

Lieut. Stewart to Captain Foote.

Her Majesty's ship "Madagascar,"
Ascension, October 10, 1842.

SIR,

IN reply to your letter of the 8th inst., requiring every information in my power on the subject of boarding the French merchant brig "*Les Deux Sœurs*," I have the honour to acquaint you that on the 21st January last, about 4 P.M., in obedience to your orders, I proceeded, with Lieut. Kenyon, in the pinnace, in company with other boats from the ship, to board a suspicious-looking brig about seven or eight miles off. It being calm and hazy, in about an hour and a half we arrived on board. On going alongside I saw Lieut. Wodehouse jump on deck; some conversation ensued between him and the master of the vessel, and immediately the French flag was hoisted. The purport of the conversation I knew not, not being near enough to hear, but as soon as I was on board I heard Lieut. Wodehouse ask the master of the brig if he still refused to show him his papers? The master answered "Decidedly, if you cannot show me your authority." After visiting the hold, Lieut. Wodehouse returned on board the frigate, leaving Lieut. Kenyon in charge of the brig while he was absent. I, being the only Officer who could speak French, entered into conversation with the master of the vessel, in course of which he said he had seen the ship some hours previous, and knew her to be the "Madagascar," having been in company with her at Sierra Leone. He had gone to dinner in the cabin, when he was informed that the boats of the frigate were approaching without ensigns: he said, "Let them come," and continued his dinner, and did not go on deck until the boats were nearly alongside. Having asked us to take a cup of coffee in the cabin, I and some others descended, where he showed us a sick man, whom he said he was afraid he should lose, having no medical attendant. I said I had no doubt Captain Foote would send the surgeon on board to see his patient, and asked the opinion of Lieut. Kenyon and Cumberland on the subject: they corroborated my statement, on which he said he would feel exceedingly obliged, and did not, as he mentions in his letters to the French Senior Officer, say that he would not have asked a favour of us, whom he intended to complain against, and for whom he could have no esteem; on the contrary, he said he was pleased with our politeness, and even showed us his papers without being asked for them. Accordingly, by my representation to

Lieut. Wodehouse, the surgeon of the "Madagascar" was sent on board by your orders between half-past six and seven the same evening. Lieut. Wodehouse returned on board the brig about six o'clock with the papers authorising him to search a French vessel; upon which the master of the vessel immediately showed him his papers. Wishing to show them to you, he asked the master to allow him to take them on board the frigate, which he refused. He then asked him to take them himself, which he also refused. Lieut. Wodehouse then proposed sending his mate on board with them, which after some demur he agreed to; and accordingly at half-past six P.M. the mate repaired on board the frigate, when you saw him, and not at eleven, as the master of the brig states in his letter. I have also to add that I was present in the cabin of the brig during the whole of the foregoing conversation, and I assure you that no other conversation passed between them at that time, and that Lieut. Wodehouse did not, as the French master asserts, threaten to send and disembark them at the Gallinas; on the contrary, he told them, in the most polite manner possible, that he should be obliged to put an Officer and some men on board to keep him in company with us until your pleasure should be known.

In respect to Lieut. Wodehouse and the other Officers' uniform, I can safely say they were dressed in blue jackets or coats with straps, and wore their side arms; as to myself I had a uniform red jacket, uniform cap, and side arms; my brother Officer was also dressed in the same manner; and no privates of marines were in the boats, so that it was easy to distinguish us from the men.

In regard to the depredations said to have been committed by the boats' crews, I can only say that no such thefts were committed to my knowledge, and that I consider the accusation totally unfounded.

I have, &c.

(Signed)

J. A. STEWART,
Lieut. R.M.

John Foote, Esq., Captain and Senior Officer,
H.M.S. "Madagascar."

Eighth Enclosure in No. 78.

Captain Foote to Mr. Sidney Herbert.

SIR,

"Madagascar," Ascension, October 24, 1842.

WITH reference to my letter of the 13th instant, I have the honour to send herewith a letter I have received from Mr. Phipps, Acting Mate of this ship, who is the Midshipman referred to by Captain Seignac; on the perusal of which, their Lordships will no doubt perceive that Captain Seignac particularly requested Mr. Phipps *not* to report the circumstance of his having missed the cases of preserved meats; and I would here beg to remark, that so much do our seamen dislike these preserved meats, that they are seldom used on board our ships, and that a great number of cases belonging to the Niger Expedition are now spoiling at Fernando Po, because the crews of Her Majesty's ships will not use them.

I mention this to their Lordships, that they may see the improbability of our men having taken preserved meats from "*Les Deux Scours*."

To show their Lordships Captain Seignac's anxiety to have our Surgeon on board on the day following our boarding him, he hoisted a French flag at the fore, and fired a gun to attract our attention at an early hour in the day.

I have, &c.

(Signed)

JOHN FOOTE,

Captain, and Senior Officer commanding.

The Hon. Sidney Herbert, M.P., Admiralty,
&c. &c. &c.

Ninth Enclosure in No. 78.

Acting-Mate Phipps to Captain Foote.

SIR,

H.M.S. "Madagascar," Ascension, October 24, 1842.

I HAVE the honour to acknowledge the receipt of your letter of the 22nd instant, desiring me to state my conversation with Captain Seignac, of the

CLASS C.

"*Deux Sœurs*," when I accompanied the Surgeon to that vessel on the morning of the 22nd of January last.

After the Surgeon had given relief to the sick men, Captain Seignac invited him and me to breakfast, and in the course of conversation Captain Seignac said that he had missed some pots of preserved meats after our boats had left. I then said that I was extremely sorry for it, and should report it when I returned on board; upon which Captain Seignac said frequently, "C'est rien; c'est peu de chose," and begged me not to do so. To the best of my recollection I never made use of the words which he quotes in his letter, excepting that I did say that our men required looking after when they boarded strange vessels.

I have, &c.

Captain Foote,
&c. &c.

(Signed) W. HUGH PHIPPS,
Acting Mate.

No. 79,

Lord Cowley to the Earl of Aberdeen.

Paris, March 27, 1843.
(Received March 30.)

MY LORD,

I HAVE the honour to transmit to your Lordship the accompanying three warrants to enable the Commanders of Her Majesty's ships "*Pickle*," "*Iris*," and "*Gorgon*," to act under the Conventions between Great Britain and France for the Suppression of Slave Trade, and for which I applied to the French Government, in compliance with your Lordship's Instructions.

I have, &c.

(Signed) COWLEY.

The Right Hon. the Earl of Aberdeen, K. T.
&c. &c. &c.

No. 80,

Count St. Aulaire to the Earl of Aberdeen.

Londres, le 28 Mars, 1843.
(Received March 30.)

L'AMBASSADEUR de France présente ses compliments à son Excellence le Comte d'Aberdeen, et a l'honneur de lui renvoyer deux mandats, devenus inutiles par le retour en France des bâtimens auxquels le Gouvernement de Sa Majesté Britannique les avait délivrés, ("*La Mésange*," "*La Doris*."). Il prie, en même temps, son Excellence M. le Comte d'Aberdeen de vouloir bien lui envoyer un nouveau mandat pour la Goëlette "*La Mésange*," commandée par M. le Lieutenant de Vaisseau "*Gout*," station des Côtes Occidentales d'Afrique.

A son Excellence le Comte d'Aberdeen,
&c. &c. &c.

No. 81.

Count St. Aulaire to the Earl of Aberdeen.

Londres, le 1 Avril, 1843.
(Received April 3.)

RETURNING a Warrant issued to the French ship of war "*Cigale*," as no longer wanted.

No. 82.

*Count St. Aulaire to the Earl of Aberdeen.**Hertford House, 3 Avril, 1843.
(Received April 6.)*

L'AMBASSADEUR de France présente ses compliments à son Excellence le Comte d'Aberdeen, et s'empresse de lui accuser réception de la note qu'il a bien voulu lui adresser le 30 Mars dernier, en réponse à celle qu'il lui avait écrite le 20 du même mois, relativement à l'affaire du navire Français "*Les Deux Sœurs*."

Il a immédiatement transmis cette note à son Gouvernement.

A son Excellence le Comte d'Aberdeen,

&c. &c. &c.

No. 83.

*The Earl of Aberdeen to Count St. Aulaire.**Foreign Office, April 7, 1843.*

THE Earl of Aberdeen presents his compliments to Count St. Aulaire, and in pursuance of the request contained in his Excellency's note of the 28th of March, has the honour to transmit herewith to him a warrant to enable the Commander of the French vessel of war the "*Mésange*," employed on the West Coast of Africa, to act under the Conventions of 1831 and 1833, between Great Britain and France, for the Suppression of Slave Trade.

His Excellency Count St. Aulaire,

&c. &c. &c.

No. 84.

*Count St. Aulaire to the Earl of Aberdeen.**Londres, le 7 April, 1843.
(Received April 8.)*

L'AMBASSADEUR de France présente ses compliments à son Excellence le Comte d'Aberdeen, et a l'honneur de l'informer que le Lieutenant de Vaisseau "*Gout*" a été remplacé dans son Commandement de "*La Mésange*" par M. Laffon Hadébat.

Il le prie donc de vouloir bien donner les ordres nécessaires pour qu'il lui soit envoyé un mandat autorisant "*La Mesange*," Goëlette, commandée par M. le Lieutenant de Vaisseau Laffon Hadébat (station des Côtes Occidentales d'Afrique) à exercer le droit de visite à l'égard du pavillon Anglais.

A son Excellence le Comte d'Aberdeen,

&c. &c. &c.

No. 85.

*Lord Cowley to the Earl of Aberdeen.**Paris, April 14, 1843.
(Received April 17.)*

MY LORD,

I HAVE the honour to forward to your Lordship the accompanying warrants to enable the Commanders of Her Majesty's ships "*Thunderbolt*," "*Orestes*," "*Frolic*," and "*Megara*," to act under the Conventions between Great Britain and France, for the Suppression of Slave Trade, and for which I applied to the French Government, in conformity with your Lordship's Instructions.

I have, &c.

(Signed) COWLEY.

The Right Hon. the Earl of Aberdeen, K. T.

&c. &c. &c.

No. 86.

*The Earl of Aberdeen to Count St. Aulaire.**Foreign Office, April 18, 1843.*

THE Earl of Aberdeen presents his compliments to Count St. Aulaire, and in pursuance of the request contained in his Excellency's note of the 7th instant, has the honour to transmit herewith to him a warrant to enable M. le Lieutenant de Vaisseau, Laffon Hadébat, Commander of the French vessel of war, the "*Mésange*," employed on the West Coast of Africa, to act under the Conventions of 1831 and 1833, between Great Britain and France, for the Suppression of Slave Trade.

I am, &c.

(Signed)

ABERDEEN.

His Excellency Count St. Aulaire,
 &c. &c. &c.

No. 87.

*Count St. Aulaire to the Earl of Aberdeen.**Hertford House, 21 Avril, 1843.**(Received April 24.)*

L'AMBASSADEUR de France présente ses compliments à son Excellence le Comte d'Aberdeen, et a l'honneur de lui renvoyer trois mandats, délivrés par le Gouvernement Anglais en exécution des Conventions relatives à la répression de la Traite, et qui ont cessés d'être utiles par suite du retour en France des bâtiments dont les Commandants en étaient porteurs.

Il le prie en même temps de vouloir bien lui en délivrer quatre nouveaux pour les bâtiments ci-dessous désignés :—

1° La Goëlette "*La Gazelle*," Commandée par M. le Lieutenant de Vaisseau Collier, station des Antilles.

2° La Gabarre "*La Lionne*," Commandée par M. le Lieutenant de Vaisseau Protet, station de Bourbon.

3° La Corvette "*La Sabine*," Commandée par M. le Capitaine de Corvette Guerin, station de Madagascar.

4° La Gabarre "*La Prudente*," Commandée par M. le Lieutenant de Vaisseau Bosse, station de Madagascar.

A son Excellence le Comte d'Aberdeen,
 &c. &c. &c.

The Warrants, returned in No. 87, were—

1. Warrant issued on the 12th March, 1841, to the "*Prevoyante*," on the Bourbon station.
2. Ditto on the 20th May, 1842, to the "*Antilope*," Captain Mancel, on the West India station.
3. Ditto on the 6th April, 1843, to the "*Mesange*," Lieutenant de Vaisseau "Gout," on the West Coast of Africa.

No. 88.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, April 27, 1843.

I HEREWITH transmit to your Excellency the warrant described in the margin of this Despatch, issued by the French Government, under the Conventions of 1831 and 1833, but now no longer required for Her Majesty's ship

and its commander, for which it was issued; and I have to desire that your Excellency will return it to the French Government, in order that it may be cancelled.

I am, &c.

His Excellency Lord Cowley, G.C.B.
&c. &c. &c.

(Signed) ABERDEEN.

The Warrant returned in No. 88 was issued on the 27th January, 1843, to Her Majesty's steam vessel "Megæra," Lieutenant G. Oldmixon, on the North America and West India station.

No. 89.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, April 27, 1843.

I TRANSMIT herewith to your Excellency a copy of a communication which I have received from the Admiralty, containing an account that the French ship of war "*La Vigie*," had threatened hostilities against the town of Old Calabar, because the chiefs refused to supply the French merchant vessel "*Luiz d'Albuquerque*" with slaves.

Your Excellency will communicate these papers to M. Guizot, stating at the same time, that Her Majesty's Government, although they cannot give any credence to the report, think it right not to withhold it from the French Government.

I am, &c.

His Excellency Lord Cowley, G.C.B.
&c. &c. &c.

(Signed) ABERDEEN.

Enclosure in No. 89.

Sir John Barrow to Viscount Canning.

MY LORD,

Admiralty, April 15, 1843.

I AM commanded by my Lords Commissioners of the Admiralty to send you herewith, for the information of the Earl of Aberdeen, copies of a letter from Captain Foote, of Her Majesty's ship "*Madagascar*," dated the 17th of January last; and its enclosures, relative to the proceedings of the French brig of war "*La Vigie*," in threatening to destroy the town of Old Calabar, because of a refusal to supply the French merchant schooner "*Luiz d'Albuquerque*" with slaves.

I am, &c.

Viscount Canning,
&c. &c.

(Signed) JOHN BARROW.

First Sub-Enclosure in Enclosure in No. 89.

Captain Foote to the Hon. Sidney Herbert, M.P.

SIR,

"Madagascar," at Sea off Cape Coast Castle.

I HAVE the honour to enclose for their Lordships' information a copy of a letter I have received from Lieutenant Raymond, of the "*Spy*," and its accompanying extracts of letters from Kings Eyo and Eyamba, of the Calabar River representing the proceedings of the French brig of war "*La Vigie*," in threatening to destroy the town of Calabar; because they refused to supply the French merchant schooner, "*Luiz d'Albuquerque*," with slaves, owing to their having made a Treaty with England not to engage in that traffic.

Although it is scarcely credible that the Commander of a French man of war should have acted thus, and I hope still it may prove untrue, it is, however, too evident, that the Commander of "*La Vigie*" must have connived at the "*Luiz*

d'Albuquerque's" dealing in slaves, as she was in the river Calabar with her, when she used every *effort* to obtain a cargo of them; and was at that time perfectly equipped for embarking slaves, and had *slave goods* on board for the purchase of them. I therefore, feel it my duty to state these circumstances to their Lordships, that they may act by them as they may deem proper.

It will be in their Lordships' remembrance that this schooner (the "*Luis d'Albuquerque*") was boarded by Lieutenant Gray, Commander of the "*Bonetta*," on the 3rd July last, and found fully equipped for slaves; but owing to his not having at the time any authority to search and detain French vessels, Lieutenant Gray was obliged to let her go. This vessel not succeeding in obtaining slaves in the Calabar river, went to the river Gaboon, and was met in her way by the "*Spy*," who could not detain her, not having at the time any authority to do so; and I am fearful she succeeded in taking off slaves from the latter river.

I have, &c.

(Signed) JOHN FOOTE,
Captain, and Senior Officer commanding.

The Hon. Sidney Herbert, M.P.
&c. &c. &c.

Second Sub-Enclosure in Enclosure in No. 89.

H.M. Brigantine "Spy,"

SIR, *at Sea, off West Coast of Africa, January 10, 1843.*

I BEG to inform you upon my seeing Kings Eyamba and Eyo, they distinctly told me that the French man of war "*La Vigie*" went up abreast of Old Town Calabar, and threatened to blow their town down about their ears (and had his guns double shotted), if they did not supply the French schooner, "*Luis d'Albuquerque*," then up with him, with slaves. This they refused to do. After a deal of conference she took palm oil in lieu of the traffic which had taken place with the schooner, and the above chiefs at this time. King Eyo, of Creek Town, Calabar, sent a canoe to look for a British man of war outside Calabar River, but it blew so hard she could not proceed.

On my leaving Calabar River, both Kings expressed a wish that some man of war might occasionally come up there, as they are quite sure he will return and perform his threat, and felt much hurt at Lieutenant Blount not having come up again according to his promise.

Enclosed, I have the honour to forward extracts from the letters from Kings Eyamba and Eyo, relative to the above facts: the originals of which letters were handed you, with my report of proceedings in that river, dated the 11th ultimo.

I have, &c,

(Signed) GEO. RAYMOND,
Lieutenant, Commander.

Captain Foote, R.N.
&c. &c.

Third Sub-Enclosure in Enclosure in No. 89.

Extract from a Letter from King Eyamba, of Old Calabar River, dated 1st December, 1842.

TO COMMANDER RAYMOND.

LONG time we no look man of war all same Mr. Blount promise, and one Frenchman been for make plenty palaver for slave side, when he can't have them. You been so very proper for us, and now we want to keep proper mouth. I hope some man of war must come with proper Captain, all same you to look out for us and help us to keep word when French man of war come.

(True Extract.)

(Signed) GEO. RAYMOND, *Lieutenant.*

Fourth Sub-Enclosure in Enclosure in No. 89.

*Extract from a Letter from King Eyo, of Creek Town, Old Calabar, dated
1st December, 1842.*

TO COMMANDER RAYMOND, MAN OF WAR SHIP.

I AM very glad you come up and settle Treaty proper, and thank you for doing every thing right for me. Yesterday I have been for look for some man of war, long time, and when Frenchmen come here, I sent, I think last December, one canoe to let you know, but too much wind live for cat h Fernando Po, and not one come for help me keep Treaty; all same, Mr. Blount promise, and when I no give slaves, French man of war come here and make plenty palaver, but I no will.

(True Extract.)

(Signed)

GEO. RAYMOND, *Lieutenant.*

No. 90.

Count Ste. Aulaire to the Earl of Aberdeen.

Londres, le 30 Avril, 1843.

(Received May 2.)

MY LORD,

EN réponse à la note que votre Excellence m'a fait l'honneur de m'adresser le 24 Novembre dernier, sur la réclamation du Sr. René Valentin, Subrécargue du navire "*La Fourmi*," j'ai eu l'honneur d'envoyer à votre Excellence, le 22 Novembre dernier, un exposé complet de cette affaire, accompagnée d'une série de pièces destinées à éclairer le jugement du Gouvernement Britannique.

Je suis chargé par mon Gouvernement de rappeler cette question, à laquelle il attache un vif intérêt, à l'attention bienveillante de votre Excellence, et je la prie encore une fois de vouloir bien me mettre en mesure de répondre le plus promptement possible aux dernières communications que mon Gouvernement m'avait chargé de lui adresser.

Veillez agréer, &c.

(Signé) ST^e. AULAIRE.

*A son Excellence le Comte d'Aberdeen,
&c. &c. &c.*

No. 91.

The Earl of Aberdeen to Count St. Aulaire.

Foreign Office, May 5, 1843.

THE Earl of Aberdeen presents his compliments to Count St. Aulaire, and in pursuance of the request contained in his Excellency's note of the 21st of April, has the honour to transmit herewith to him four warrants to enable the Commanders of the French vessels of war, the "*Gazelle*," "*Lionne*," "*Sabine*," and "*Prudente*," to act under the Conventions of 1831 and 1833, between Great Britain and France, for the Suppression of Slave Trade.

*His Excellency Count St. Aulaire,
&c. &c. &c.*

No. 92.

Lord Cowley to the Earl of Aberdeen.

Paris, May 5, 1843.

(Received May 7.)

MY LORD,

I HAVE communicated to Monsr. Guizot your Lordship's Despatch, marked "Slave Trade," of the 27th ultimo, together with the copy of a communication received from the Admiralty, containing an account that the French ship of war "*La Vigie*," had threatened hostilities against the town of Old Calabar, because the Chiefs refused to supply the French merchant vessel "*Luis d'Albuquerque*" with slaves.

M. Guizot said that he would venture to take upon himself to say that there was not one word of truth in this statement. He requested, however, that I would leave with him the Enclosures received from the Admiralty, in order that he might make enquiries upon the subject, the result of which he would, he said, communicate to me.

I have, &c.

(Signed) COWLEY.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 93.

Lord Cowley to the Earl of Aberdeen.

Paris, May 6, 1843.
(Received May 7.)

MY LORD,

I HAVE the honour to forward to your Lordship the accompanying warrant to enable the Commander of Her Majesty's sloop "Pearl," to act under the Conventions of 1831 and 1833, which I applied for to the French Government, in conformity with your Lordship's Instructions.

I have, &c.

(Signed) COWLEY.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 94.

The Earl of Aberdeen to Count St. Aulaire.

Foreign Office, May 11, 1843.

THE Undersigned, &c., has the honour to acknowledge the receipt of the letter which his Excellency Count St. Aulaire, &c., addressed to him on the 30th ultimo, on the subject of a claim of M. René Valentin, on account of losses said to have been sustained by him, owing to the destruction of his property in Slave Factories at Rio Pongos.

The Undersigned begs to inform his Excellency that he has given directions to the proper department to hasten the investigation of the accounts connected with this case, in order that the Governments of Great Britain and France may come to a final settlement upon it without further delay.

The Undersigned, &c.

(Signed) ABERDEEN.

His Excellency Count St. Aulaire,
&c. &c. &c.

No. 95.

The Earl of Aberdeen to Lord Cowley.

Foreign Office, May 11, 1843.

MY LORD,

IN accordance with an application which has been made to me by the Admiralty, I have to instruct your Excellency to request the French Government to issue a warrant to enable Commander the Hon. George Hope, of Her Majesty's sloop "Sappho," about to be employed on the Cape of Good Hope station, to act under the Conventions of 1831 and 1833, between Great Britain and France, for the Suppression of Slave Trade.

I have to request that you will inform the French Government that the "Sappho" is intended to replace the "Lily," which latter sloop has been ordered home.

I am, &c.

(Signed) ABERDEEN.

His Excellency Lord Cowley, G.C.B.
&c. &c. &c.

N.B. A similar Instruction (with the exception of the last paragraph) was addressed on the same date to Her Majesty's Ministers at Copenhagen, Turin, Naples, and Florence; to Her Majesty's Charge d'Affaires at Hamburg; and to Her Majesty's Consul in Hayti.

No. 96.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, May 26, 1843.

IN accordance with an application which has been made to me by the Admiralty, I have to instruct your Excellency to request the French Government to issue a warrant to enable Captain Sir Thomas S. Pasley, Bart. of Her Majesty's ship "Curaçoa," about to be employed on the Brazil station, to act under the Conventions of 1831 and 1833, between Great Britain and France, for the Suppression of Slave Trade.

I am, &c.

His Excellency Lord Cowley, G.C.B.
&c. &c. &c.

(Signed) ABERDEEN.

N.B. A similar Instruction was addressed under the same date to Her Majesty's Ministers at Copenhagen, Turin, Naples, and Florence; to Her Majesty's Chargé d'Affaires at Hamburg; and to Her Majesty's Consul in Hayti

No. 97.

Lord Cowley to the Earl of Aberdeen.

MY LORD,

*Paris, May 26, 1843.**(Received May 29.)*

I HAVE the honour to enclose the copy of a note, with its Enclosures, which I have received from the Minister for Foreign Affairs, containing a refutation of the charge preferred against the Captain of the French brig of war "La Vigie," of having endeavoured to compel one of the Chiefs of the African Coast to furnish a cargo of slaves to be embarked on board a French merchant vessel (the "Louis d'Albuquerque") said to be fitted out and armed for that trade.

I have, &c.

(Signed) COWLEY.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

Enclosure in No. 97.

M. Guizot to Lord Cowley.

MONSIEUR L'AMBASSADEUR,

Paris, le 22 Mai, 1843.

VOTRE EXCELLENCE m'a fait l'honneur de me remettre la copie de quelques dépêches adressées à l'Amirauté de Sa Majesté Britannique, dans lesquelles le navire du commerce Français le "Luiz d'Albuquerque," Capitaine Bellet, est signalé comme ayant été armé pour la Traite des Noirs, et le bric de guerre Français, "La Vigie," comme ayant voulu contraindre un chef de la Côte Occidentale d'Afrique, à livrer à ce bâtiment une cargaison d'esclaves.

Je me trouve heureusement en mesure de détruire immédiatement ces suppositions inexactes, car j'ai, en ce moment même, sous les yeux une enquête que j'ai cru devoir provoquer sur la plainte formée par le Capitaine Bellet, au sujet des procédés irréguliers employés à son égard par des croiseurs Britanniques. Ce Capitaine, je dois le reconnaître, est à tort ou à raison, l'objet d'une surveillance sévère et toute spéciale de la part des agens consulaires du roi et des Officiers de la Marine Royale. Il est donc permis d'ajouter une confiance entière aux résultats des vérifications auxquelles son bâtiment a été soumis. Or votre Excellence verra par la copie ci-jointe d'un rapport du Commandant du bric de guerre "La Vigie," et d'un certificat émané du même Officier, que le "Luiz d'Albuquerque" a été visité par les Consuls de France à Rio Janeiro et à Bahia, par les autorités Brésiliennes, par trois bâtimens du Roi, et qu'aucune de ces visites n'a laissé apercevoir la moindre trace d'un armement destiné pour la traite.

Quant à l'accusation portée contre le Commandant de "La Vigie," le Gouvernement de Sa Majesté Britannique n'admet pas lui-même la nécessité d'une

CLASS C.

justification ; mais l'extrait ci-joint d'un rapport adressé, le 2 Janvier, 1842, à M. le Ministre de la Marine par le Capitaine commandant la station Française des Côtes Occidentales d'Afrique, et l'extrait également ci-joint d'un interrogatoire subi à St. Malo, le 28 Mars dernier, par le Capitaine Bellet, expliqueront à votre Excellence l'origine d'une assertion aussi calomnieuse contre l'honneur d'un Officier de la Marine Royale. Votre Excellence remarquera en effet que l'un des chefs du vieux Calabar avait volé ou laissé voler des objets appartenant au "*Luiz d'Albuquerque*, et que l'intervention du Commandant de "*La Vigie*" n'a eu d'autre but et d'autre résultat que de forcer ce chef à une juste restitution ; ce chef et d'autres, pour mettre leur mauvaise foi habituelle à couvert, n'auront pu rien imaginer de mieux que de se représenter comme victimes d'un acte arbitraire pour avoir refusé de faire la traite.

Je prie votre Excellence de vouloir bien porter ces explications à la connaissance du Gouvernement de Sa Majesté Britannique, auquel je me réserve de faire parvenir ultérieurement la plainte du Capitaine Bellet, plainte que les pièces mêmes que m'a communiquées votre Excellence justifient sur un point principal, c'est à dire l'absence de tout mandat autorisant les croiseurs Britanniques à exercer la visite à bord d'un bâtiment Français.

J'ai, &c.

A son Excellence Lord Cowley,
&c. &c.

(Signé) GUIZOT.

First Sub-Enclosure in Enclosure in No. 97.

*Rapport à M. Leps, Lieutenant de Vaisseau, Commandant la Canonnière Bric
"La Vigie."*

CAPITAINE,

EN vertu des ordres que vous m'avez donnés, je me suis rendu à bord de la goëlette "*Le Luiz d'Albuquerque*," Capitaine Bellet, alors en rivière du Vieux Calabar, pour y procéder à une visite minutieuse, ce bâtiment ayant été fortement soupçonné de se livrer à la Traite des Noirs.

Arrivé à son bord, je commençai par visiter scrupuleusement ses papiers ; tous furent examinés et lus en entier, tant ses papiers Français que ceux provenant des ports du Brésil, où ce navire avait été, et furent trouvés en règle.

Son acte de francisation, son congé de douane à son départ de France, son certificat de visite, son manifeste de chargement, son rôle, les expéditions des douanes de Bahia, (dernier port du Brésil où il était allé,) son registre timbré et paraphé par un Tribunal de Commerce et son Journal de Navigation. Un seul faisait défaut, c'était le livre du bord ou placement des objets, que le Capitaine me dit ne pas avoir, son Journal de Navigation lui en tenait lieu, vu la petitesse de son navire ; je m'assurai de la vérité du fait qui se trouva conforme au dire du Capitaine. Je trouvai parmi les papiers du navire, un certificat de visite signé de deux Officiers et du Commandant de la corvette "*l'Alcmene*," attestant qu'après visite scrupuleuse faite sur rade de Rio Janeiro à bord du "*Luiz d'Albuquerque*," ce navire a été trouvé parfaitement en règle et n'ayant rien qui pût le faire suspecter de se livrer à la Traite des Noirs. Le consulat de Rio Janeiro, par une autre pièce, certifie la même chose, et de plus visite a encore été faite de cette goëlette à Bahia, sans qu'on y trouvât rien qui pût motiver une accusation.

Après avoir ainsi visité ses papiers, je fis réunir l'équipage et j'en fis l'appel d'après le rôle visé en dernier lieu au Consulat de Bahia ; le nombre et les noms des matelots Français y étaient conformes, mais sur six passagers qui s'y trouvaient portés, deux n'y étaient pas ; l'un qui avait manqué le navire à son départ de Bahia, au dire du Capitaine et de son second, et l'autre, qui annoté comme se rendant à l'Île du Prince, avait été débarqué à Wydah.

Les quatre autres portés sur le rôle et présents étaient deux Portugais se rendant à l'Île du Prince, munis de passeports du consulat de France à Bahia, et deux matelots Espagnols destinés pour Fernando Po ou l'Île du Prince, que le Capitaine avait pris au Cap Coast, et qui étaient munis de papiers de l'autorité Anglaise.

Ces quatre hommes bien que passagers étaient, me dit le Capitaine, employés à son bord comme matelots, à charge par lui de leur payer une rétribution à

leur débarquement ; la faiblesse de son équipage, qui n'était que de cinq hommes et deux mousses, l'avait, disait-il, obligé à cela.

Après cet appel, je fis ouvrir les panneaux et me mis en devoir de visiter son chargement, muni de son manifeste et de son journal de navigation qui, comme je l'ai dit plus haut, lui tenait lieu de *livre de bord*. Diverses caisses de marchandises et colis choisis en divers points par moi furent ouverts et trouvés conformes aux papiers que j'avais sous les yeux. J'en fis déplacer d'autres pour m'assurer qu'ils ne me cachaient rien de suspect, mais je trouvai tout en règle et ne vis aucun des objets, tels que planches, caillebotes, fers, etc., qui auraient pu me donner des soupçons.

Je visitai les cuisines et n'y trouvai que des chaudières proportionnées au nombre d'hommes d'équipage. Un appareil distillatoire pour l'eau de mer y attira mon attention, et de suite je demandai au mousse de cuisine combien de litres d'eau il fournissait par jour : il me dit que cela pouvait monter à une 90^e de litres à peu près. Le Capitaine ajouta qu'il croyait, sans pourtant l'avoir jamais essayé, car cela suffisait aux besoins de son équipage, qu'en forçant le feu et maintenant ses cuisines allumées tout le jour, il pourrait fournir jusqu'à cent litres d'eau distillée.

Je fus alors visiter le poste de l'équipage : déjà, après avoir visité les papiers du bâtiment la chambre de derrière ainsi que les cabines avaient été soumises à mes investigations. Il ne me restait donc plus à voir que la soute à voiles, qui était le seul endroit de la goëlette qu'un des croiseurs Anglais avait incriminé. Je pénétrai dans cet emplacement qui se trouve situé sur l'avant de la chambre et sert à la fois à loger les voiles de rechange et les vivres. — Il y a environ cinq pieds de la cloison arrière à celle de l'avant, et prend toute la largeur du navire. Je n'ai pu supposer, comme l'a fait un Officier Anglais, (c'est ce que m'a dit le Capitaine lui-même,) que cet endroit pût être destiné à loger des esclaves, vu son peu de capacité d'abord et en suite le manque absolu de place dans quelqu'autre endroit que ce soit de là pour loger les objets de première nécessité qu'il contient. Il me reste, Capitaine, à vous dire deux mots relatifs aux visites exercées à bord de cette goëlette par les bâtiments Anglais, visites qui sont constatées sur son Journal de Navigation. Il ressort d'un certificat de visite de la corvette Anglaise "l'Iris," en date du 9 Décembre, 1841, qu'on n'a rien retrouvé à redire à bord de la goëlette le "*Luiz d'Albuquerque*." Le 24 Juillet un bric goëlette de guerre visita ce même navire et le laissa passer sans rien apostiller sur son Journal.

Enfin le bric "le Cygne" la visita deux jours plus tard, le 26 Juillet, et certifia qu'il a trouvé tout en règle à bord. J'ai bien de plus entendu de la part du Capitaine quelques mots relatifs à des exactions commises à son bord par des hommes d'un navire Anglais qui l'a visité, mais j'ignore lequel, le Capitaine n'étant entré dans aucun détail avec moi là-dessus et ayant du vous en faire un rapport particulier. Voilà, Capitaine, quel a été le résultat de l'enquête dont vous m'avez chargé ; j'espère avoir compris et exécuté dans toutes ses parties la mission que vous avez bien voulu me donner.

J'ai, etc.

(Signé) L. BOUYER.

A bord du Bric Canonnière "La Vigie," le 26 Août, 1842,
au mouillage du Vieux Calabar.

Second Sub-Enclosure in Enclosure in No. 97.

Certificat délivré au Sr. Bellet, Capitaine du navire le "Luiz d'Albuquerque," par le Commandant du Bric de Guerre "La Vigie."

(Extrait du Livre de bord de "*L'Albuquerque*.")

Vieux Calabar, le 26 Août, 1842.

Le 26 Août, 1842, le Lieutenant de Vaisseau, Commandant le bric de guerre "La Vigie," certifie qu'après une visite exacte et minutieuse qu'il a faite à bord de la goëlette le "*Luiz d'Albuquerque*," Capitaine Bellet, ce navire n'a prêté aucun côté qui puisse le rendre suspect de pouvoir se livrer à la Traite des Noirs, quoiqu'en ait dit le Capitaine de la Bonetta, qui s'est bien donné garde de désigner les raisons qui l'ont fait suspecter.

Le résultat de la visite faite par "*La Vigie*" s'est du reste trouvé en concordance avec les visites faites par divers bâtimens, "*L'Iris*," "*L'Alcmène*;" par M. le Consul de Rio Janeiro par un officier de la frégate "*La Gloire*" par le Consul Français de Bahia, et par les autorités Brésiliennes, &c. &c.

En foi de quoi j'ai délivré le présent certificat de visite pour servir à qui de droit.

Le Lieutenant de Vaisseau, Commandant le bric de guerre "*La Vigie*."
(Signé) LEPS.

Third Sub-Enclosure in Enclosure in No. 97.

Extrait d'un Rapport du Commandant de la Station des Côtes Occidentales d'Afrique à M. le Ministère de la Marine.

Rade de Gorée, 2 Janvier, 1842.

JE m'empresse d'avoir l'honneur de vous adresser un Rapport du Capitaine et de l'équipage du "*Luiz d'Albuquerque*," qui vient de m'être remis par M. le Capitaine de "*La Vigie*."

M. Leps trouva le "*Luiz d'Albuquerque*," le 14 Août, 1842, dans la rivière du Gabon, au mouillage de Quaben et fit rembourser au Capitaine de ce navire quelques sommes dues par les gens du Roi de ce pays; c'est alors que le Capitaine Bellet remit au Capitaine de "*La Vigie*" le rapport détaillé sur une visite illégale faite par le croiseur Anglais "*La Bonetta*," en station au Nord du Cap des Palmes.

(Signé) BAUDIN.

Extrait d'une Lettre adressée le 15 Janvier, 1843, au Ministère de la Marine, par le Commandant de la Station des Côtes Occidentales d'Afrique.

M. l'AMIRAL, *A bord du "Nisus," Rade de Gorée, le 15 Janvier, 1843.*

QUANT AUX soupçons pour ce bâtiment le "*Luiz d'Albuquerque*," d'avoir eu l'intention de se livrer à la Traite des Noirs, ils tombent évidemment devant les visites rigoureuses de trois croiseurs Anglais, de la corvette Française "*L'Alcmène*" au Brésil, et devant la visite minutieuse de l'Officier en second de "*La Vigie*." J'ai voulu voir moi-même ici ce bâtiment, et il m'a paru impossible que, disposé comme il l'est, on ait jamais eu l'intention de s'en servir pour le Traffic des Noirs.

Veillez agréer, &c.

Le Capitaine Commandant la Station des Côtes Occidentales d'Afrique,
(Signé) BAUDIN.

Fourth Sub-Enclosure in Enclosure in No. 97.

Extrait de l'Interrogatoire subi à St. Malo, par le Sr. Bellet, Emile Jean Jacques, Capitaine du Navire le "Luiz d'Albuquerque," le 28 Mars, 1843.

D'ou venez-vous, quelle était votre destination, la nature de votre chargement, et la composition de votre équipage?

Je venais de Bahia, à la destination de la Côte d'Afrique, ayant pour cargaison du Tabac et des Taffias, dont une partie des produits a été remise à des créanciers de mes chargeurs, et mon but était également de réclamer la protection d'un bâtiment de guerre Français pour me faire restituer ce qui m'avait été dérobé dans la rivière du Vieux Calabar; ce qui s'est en partie effectué. Mon équipage était composé de sept hommes et de trois passagers.

No. 98.

Count Ste. Aulaire to the Earl of Aberdeen.

Londres, le 27 Mai, 1843.

(Received May 30.)

LE Soussigné, &c., a eu l'honneur d'annoncer, le 28 Février dernier, à son Excellence le Comte d'Aberdeen, &c., qu'il avoit transmis à Paris la note que son Excellence lui avait adressée le 26 Février, sur l'affaire du bâtiment Français "*L'Aigle*," visité le 6 Juillet dernier, par le croiseur de Sa Majesté Britannique, le "*Cygné*."

Dans cette note, le Principal Secrétaire d'état de Sa Majesté Britannique établit que la semonce à coup de boulet faite par le Commandant du "*Cygné*" était justifiée dans les circonstances où elle a eu lieu par l'usage des bâtimens de guerre de toutes les nations. Le Soussigné regrette d'avoir à annoncer à son Excellence le Comte d'Aberdeen que telle n'a point été l'opinion du Cabinet Français sur la jurisprudence maritime en matière de semonces.

En conséquence, le Soussigné a reçu l'ordre, en faisant connaître à son Excellence le Comte d'Aberdeen, le jugement porté sur ce point par son Gouvernement, de renouveler la demande que des représentations soient adressées au Commandant du "*Cygné*," pour l'usage qu'il a fait en cette occasion de la semonce à coup de boulet. Le Soussigné est également chargé d'exprimer le vœu que les Commandans des croiseurs de Sa Majesté Britannique reçoivent la recommandation de suivre en matière de semonces les usages incontestablement reconnus et admis dans toutes les marines militaires.

(Signé) ST^e. AULAIRE.

A son Excellence le Comte d'Aberdeen,
 &c. &c. &c.

No. 99.

Count Ste. Aulaire to the Earl of Aberdeen.

Londres, le 2 Juin, 1843.

(Received June 3.)

LE Soussigné, &c., a l'honneur, d'après les ordres de son Gouvernement, d'appeler particulièrement l'attention de son Excellence le Comte d'Aberdeen, sur les procédés irréguliers de deux croiseurs Anglais à l'égard du Capitaine Bellet, Commandant le "*Luis d'Albuquerque*."

L'affaire que le Soussigné a l'honneur de soumettre aujourd'hui au Gouvernement Britannique, a déjà donné lieu, entre le Ministère des Affaires Etrangères et l'Ambassade de Sa Majesté Britannique à Paris, à une correspondance qui a sans doute été portée à la connaissance de son Excellence le Comte d'Aberdeen.

D'après les faits consignés dans les pièces que le Soussigné a l'honneur de transmettre à son Excellence le Comte d'Aberdeen le Capitaine Bellet aurait à se plaindre :—

1^o. D'avoir été visité le 4 Juillet, 1842, par le navire Anglais "*La Bonetta*," qui n'était point pourvu d'un mandat en exécution des Conventions sur la Traite;

2^o. D'avoir été visité par un Officier sans uniforme, d'un grade probablement inférieur à celui de Lieutenant;

3^o. De ce que la visite ait été opérée avec des formes abusives et vexatoires, accompagnées de dégâts et de plusieurs actes de spoliation et de violence;—

4^o. Enfin, que par suite du temps employé à la visite, le bâtiment aurait été entraîné par les courans, et n'aurait regagné le large qu'au moyen de manœuvres forcées qui lui ont occasionné des avaries.

C'est surtout sur le premier point de cette plainte que le Soussigné a l'honneur de fixer l'attention de son Excellence le Comte d'Aberdeen. Ce premier grief, qui paraît d'ailleurs s'être renouvelé plus tard, semble incontestablement établi et prouvé dans les pièces mêmes, transmises par Lord Cowley, à M. le Ministre des Affaires Etrangères. Son Excellence le Comte d'Aberdeen trouvera dans la lettre du Capitaine Foote, Commandant le "*Madagas-*

car," que ni "La Bonetta," dont les Officiers ont abordé le "*Luz d'Albuquerque*," et fouillé le navire du pont jusqu'à la cale, ni le "*Spy*," qui l'a ultérieurement arrêté, n'étaient pourvus de mandats qui seuls pouvaient leur donner le droit de visiter un navire Français. Ces bâtiments se trouvaient donc en contravention manifeste avec les Conventions qui existent entre la France et l'Angleterre en matière de visite.

Quant aux autres griefs, le Soussigné ne peut douter que le Principal Secrétaire d'Etat de Sa Majesté Britannique pour les Affaires Etrangères, ne les trouve suffisamment constatés par l'enquête établie, d'après les ordres du Gouvernement du Roi, sur la plainte du Capitaine Bellet, et par les témoignages unanimes des passagers et de l'équipage. Le Soussigné pense même qu'une visite dans de pareilles formes, quand même elle eût été justifiée en principe par un mandat, eut inévitablement donné lieu, de la part du Gouvernement du Roi, aux réclamations consignées dans les trois derniers points.

Alors même que le Commandant du "*Luz d'Albuquerque*" aurait été soupçonné antérieurement de participation à la Traite, la note adressée le 22 Mai dernier, à Lord Cowley, par M. le Ministre des Affaires Etrangères, établit suffisamment qu'aucune trace d'armement destiné à la Traite n'a pu être découverte dans les visites régulières, opérées sur ce bâtiment à plus de sept reprises différentes, tant par des Officiers Français que par ceux de Sa Majesté Britannique.

Il serait d'ailleurs inutile de rappeler à son Excellence le Comte d'Aberdeen, que les soupçons, même les mieux établis, n'auraient pu justifier ni la visite sans mandat d'un bâtiment Français par un croiseur Anglais, ni de la part d'un Officier porteur d'un mandat en règle, les procédés qui ont signalés les recherches opérées par le Lieutenant Gray.

C'est donc avec une confiance entière dans l'appréciation équitable de son Excellence le Comte d'Aberdeen, que le Soussigné a l'honneur de lui demander, au nom de son Gouvernement—

1^o Le désaveu de la conduite des Officiers qui ont fouillé et visité le "*Luz d'Albuquerque*" sans mandats ;

2^o L'institution d'une enquête, par le Gouvernement Anglais, sur les procédés irréguliers mis à leur charge, pour en assurer la punition, s'il y a lieu, et pour en prévenir désormais le retour.

Le Soussigné, &c.

(Signé) ST^e. AULAIRE.

A son Excellence le Comte d'Aberdeen,
&c. &c. &c.

First Enclosure in No. 99.

Nous Soussignés, composant l'équipage et passagers de la goëlette Française le "*Luz d'Albuquerque*" de Bordeaux, armateurs MM. Balguerie et C^o :

Certifions que le quatre Juillet, 1842, vers 9 heures du matin, étant par 5^o 30' de latitude N., et par 12^o 15' de longitude Ouest du méridien de Paris, nous avons remarqué un navire dans nos eaux, et que ce navire, reconnu bric goëlette, à deux heures de l'après midi, nous restait sous le vent, à une grande distance. Des matelots ayant alors prévenu le Capitaine qu'ils avaient vu la fumée d'un coup de canon, le Capitaine, qui avait la plus grande facilité, en forçant de toile à se soustraire à la poursuite de ce navire, se décida de suite pour éviter toute suspicion, à faire hisser le pavillon Français, et à courir droit dessus le bric goëlette en laissant arriver vent arrière, et en perdant par cette manœuvre plus de deux lieues sous le vent.

Ce navire, reconnu Anglais à son pavillon, ayant mis en travers, nous sommes venus sous le vent à lui mettre le grand hunier sur le mat.

Une grande embarcation, paraissant contenir quatre officiers armés de sabres et une vingtaine de matelots, est venue le long de notre bord, et aussitôt qu'avec notre aide, ces hommes ont pu y monter sans dire un mot, ils se sont précipités dans la chambre, dans le logement de l'équipage, pendant que plusieurs deux procédaient à l'ouverture des panneaux.

Dans un clin d'œil toute la chambre a été encombrée de provisions, de marchandises, déclouant, cassant, les caisses de vin, de liqueur, &c.

Le Capitaine, qui s'est cru entre les mains de vrais pirates, a demandé à un des officiers, où était le Chef de sa bande? il lui a désigné celui qui dirigeait l'ouverture du grand panneau. L'ayant interpellé pour savoir s'il était réellement Anglais et quel grade il avait, il a fait mine de ne pas me comprendre; et celui qui me l'avait désigné, me dit qu'il était second lieutenant, ou du moins en remplissait les fonctions à bord du navire de guerre Anglais présent.

De ce moment, comme Capitaine, j'ai protesté, leur déclarant qu'ils n'étaient point dans leur droit, puisqu'il fallait que le Commandant, ou à son défaut un officier ayant au moins le rang de Lieutenant, assistât à leur acte de violence, qui ressemblait plutôt à un acte de piraterie qu'à une visite légale; j'ai même ajouté que si j'avais quelques hommes de plus, je me défendrai jusqu'à la dernière goutte de mon sang contre cet abus de la force.

L'officier à qui je m'adressai, sans qu'on discontinua d'ouvrir toutes les malles, les caisses, en mettant tout sens dessus dessous, est retourné à son bord dans un second canot qui nous avait abordé, et on est venu me prévenir, peu de temps après, pendant que je faisais visiter mes papiers les plus particuliers à un officier déjà à moitié ivre, que le Commandant lui-même était à mon bord, et demandait à me parler.

Sans me faire voir aucun titre ni uniforme, il s'est annoncé pour le Commandant, et je l'ai cru sur parole, en me soumettant à ce qu'il commanderait. Il me dit, qu'il trouvait plusieurs motifs de me suspecter, et qu'il me prenait mon navire.

Je lui répliquai que les mêmes motifs existaient probablement quand d'autres officiers Anglais, Français, Brésiliens, etc., l'avaient visité, et qu'ils ne m'avaient jamais fait la plus légère observation, et lui ayant demandé quels étaient ses motifs de suspicion, il n'a pu me citer qu'un petit compartiment qui se trouve sur l'avant de la chambre, qui prend le nom, à bord de tous les navires du commerce Français, de Cambuse, pour séparer les provisions, et les voiles de rechange de la cargaison: cette Cambuse existant quand j'ai acheté le navire, comme à présent, ayant par conséquent subi, comme il m'est facile de le prouver, les visites réitérées d'autorités Françaises, Anglaises, et Brésiliennes.

Après un moment d'hésitation, le Commandant a écrit sur mon journal de mer les lignes qui se trouvent à la date du 4 Juillet, et il m'a autorisé à continuer ma route.

Un des officiers m'a alors demandé une caisse de vin pour boire à ma santé, que je me suis empressé de lui donner. Le même m'a demandé le prix des caisses de cigares; lui ayant répondu deux piastres, mais que je ne voulais pas en vendre, il en a pris deux caisses avec mon consentement, et il a remis une piastre à mon second; après quoi, ils ont débarrassé mon navire en s'en retournant à leur bord, ce qui a eu lieu à six heures du soir. Présument alors, à cause de notre énorme arrivée, et de la dérive, ayant été quatre heures en travers, que nous étions près de terre; forcé de suite de voile pour nous en éloigner en courant à l'ouest, le temps ayant mauvaise apparence et la mer étant très grosse. Ensuite nous nous sommes occupés à remettre chaque chose à sa place, surtout à bien refermer nos panneaux: un seul coup de mer pouvant, grâce à leur ouverture, perdre la moitié de notre cargaison.

Une fois dans la Chambre et dans la Cambuse, nous nous sommes aperçus que plusieurs dames pleines de vin avaient été vidées; que plusieurs caisses de liqueur ayant été ouvertes, des bouteilles avaient été vidées, d'autres brisées, etc.

Dans la cabine même du Capitaine on lui a volé plus de la moitié d'une caisse de cigares, ainsi que la moitié d'une autre caisse dans la grande Chambre.

Le second, les matelots et les passagers se sont aperçus qu'on leur avait également volé leur pauvre provision de cigares, ainsi que leurs couteaux et leurs cuillers en fouillant dans leurs coffres; les Anglais en exigeant leurs clefs, ayant interdit la présence des propriétaires, etc.

Nous ne pouvons connaître le dégât qu'ils auront pu faire dans la cale, n'ayant voulu permettre à personne de l'équipage d'y descendre pendant leurs recherches, avec des panneaux mal fermés.

Nous constaterons qu'un officier Anglais s'est permis de jeter une vieille cane aux jambes d'un passager nommé Antoine Moreira pour le forcer à travailler à l'ouverture du grand panneau.

Nous certifions également que le lendemain matin cinq Juillet, nous nous sommes aperçus que la sous barbe fausse sous barbe de Tribord et la lieure du beaupré étaient rompus par suite du tangage occasionné par la grande quantité de voiles que nous avons été contraints de conserver, malgré la grosse mer, pour nous éloigner de terre, et qu'ayant été forcés de mettre en cape à sept heures pour réparer nos avaries, nous n'avons pu continuer notre route qu'à midi, ce qui nous a donc encore occasionné un retard de cinq heures qu'on ne peut, avec justice, attribuer qu'à la brutale et longue visite de Messieurs les Anglais.

En foi de quoi, nous signons tous le présent procès-verbal pour servir et valoir au besoin.

En mer, par les dites latitude et longitude, le cinq Juillet, 1842.

(Signé) E. BELLET, *Capitaine*.
L. GEFFRAIN.
ROBIN.
ANTONIO MOREIRA.

Les nommés URVOIS, SALOMON, CHEVALIER ET PIERRE, ne sachant signer, font leur croix.

Pour copie conforme.

Le Premier Secrétaire d'Ambassade,
(Signé) PH. DE ROHAN CHABOT.

Second Enclosure in No. 99.

Extrait d'une Lettre adressée, le 15 Janvier, 1843, au Ministre de la Marine, par le Commandant de la Station des Côtes Occidentales d'Afrique.

A bord du "Nisus," Rade de Gorée, le 15 Janvier, 1843.

MONSIEUR L'AMIRAL,

QUANT AUX soupçons pour ce bâtiment (le "*Luis d'Albuquerque*") d'avoir eu l'intention de se livrer à la Traite des Noirs, ils tombent évidemment devant les visites rigoureuses de trois croiseurs Anglais, de la corvette Française "*L'Alcmène*" au Brésil, et devant la visite minutieuse de l'Officier en second de la "*Vigie*." J'ai voulu voir moi-même ici ce bâtiment, et il m'a paru impossible que, disposé comme il l'est, on ait jamais eu l'intention de s'en servir pour le Trafic des Noirs.

Veillez agréer, &c.

Le Capitaine de Corvette, Commandant la Station des Côtes Occidentales d'Afrique,

(Signé) BAUDIN.

Pour copie conforme.

Le Premier Secrétaire d'Ambassade,
(Signé) PH. DE ROHAN CHABOT.

Third Enclosure in No. 99.

MARINE ROYALE. Port de Paimbœuf.

EN conformité de l'Article 9 de la Convention passée le 22 Mars, 1833, entre la France et l'Angleterre, pour la répression de la Traite des Noirs, et d'après les dispositions de la dépêche ministérielle du 20 Juin, 1842, qui prescrit l'interrogatoire sous serment des principaux hommes de l'équipage ou passagers qui auraient été témoins d'abus ou de vexations commis dans la visite d'un navire du commerce, desquels abus le Capitaine croirait avoir à se plaindre. Nous, Commissaire de l'Inscription Maritime à Paimbœuf, avons procédé ce jour, 1^{er} Mars, 1843, en passant la revue de débarquement des marins de la goëlette "*Luis d'Albuquerque*," du port de 92 tonneaux, inscrite à St. Malo, f^o. 135, N^o. 404, Capitaine Bellet, à l'Interrogatoire des dits Marins, sur les circonstances de la navigation du dit navire à la Côte d'Afrique.

Geffrain, Guillaume Louis, Matelot de Première Classe, f^o 190, N^o 759, inscrit à St. Malo. Interrogé sur la visite faite près le Cap de Palme par un bric goëlette de la Marine Royale d'Angleterre ("La Bonetta"), déclare sous serment, que l'embarcation de ce bâtiment est arrivée montée par quinze hommes environ, dont plusieurs Officiers, lesquels ont fait avec violence la visite du navire, renversant et brisant jusqu'aux coffres des marins, en dispersant leurs effets. Du reste, le déclarant n'a rien à réclamer, n'ayant perdu que des cigares enlevées par les matelots Anglais. Et a signé. (Signé) L. GEFFRAIN.

Chevalier, Joseph François Julien, Matelot, inscrit f^o 827, N^o 874, à St. Malo. Interrogé comme le nommé Geffrain, ci-dessus, déclare sous serment, que les matelots Anglais de "La Bonetta" ayant sauté à bord, ont brisé les prélatés et ont cassé son coffre en visitant ses effets; affirme que les Anglais ont brisé dans la chambre du Capitaine des bouteilles de vin et liqueurs, et qu'un matelot a voulu démolir une cloison dans l'avant du navire.—Ne sait signer, et a fait sa croix.

Salmon, Léon Eustache, Novice, inscrit à St. Malo, f^o 858, N^o 989. Interrogé comme les nommés Geffrain et Chevalier, a déclaré sous serment, que les matelots Anglais se sont jetés à la barre où le déclarant se trouvait au moment de leur arrivée, qu'ils ont en son absence ouvert son coffre, et qu'il a perdu dans cette visite ses couteaux et ces cuillers. Et a signé.

(Signé) SALMON.

Fait et clos à Paimbœuf, le 1^{er} Mars, 1843.
Le Commissaire de l'Inscription Maritime.

(Signé) FONTAN.

Pour Copie conforme.

Le Premier Secrétaire d'Ambassade,
(Signé) PH. DE ROHAN CHABOT.

Fourth Enclosure in 99.

Liste Nominative des Marins présents à bord de la Goëlette le "Luiz d'Albuquerque," le jour du désarmement, à Paimbœuf, 1^{er} Mars, 1843.

BELLET, Emile Jean Jacques, Capitaine au long cours, classé à St. Malo, fo. 73. No. 291.

GEFFRAIN, Guillaume Louis, Matelot 1^{re} Classe, St. Malo, fo. 190. No. 759.

CHEVALIER, Joseph François Julien, Novice, St. Malo, fo. 827. No. 874.

SALMON, Léon Eustache, Novice, St. Malo, fo. 858. No. 989.

ROBIN, Edouard Yver, Novice, St. Malo, fo. 1268. No. 1239.

BRUNAUD, Michel, Mousse, Bordeaux, fo. 452. No. 1807.

Pour Extrait du Rôle d'Equipage,

Nantes, le 22 Mars, 1843.

La Commission de l'Inscription Maritime.

(Signé) MILRAN.

Présens au quartier de St. Malo :

BELLET.

GEFFRAIN.

CHEVALIER à Granville.

ROBIN.

St. Malo, le 25 Mars, 1843. Le Commissaire de l'Inscription Maritime.

(Signé) GARDON.

(Pour Copie conforme.)

Le Premier Secrétaire d'Ambassade,
(Signé) PH. DE ROHAN CHABOT.

Fifth Enclosure in No. 99.

MARINE ROYALE. Port de St. Malo.

Ce jourd'hui, 28 Mars, 1843.

PAR devant nous, Jean François Auguste Gardon, Chevalier de la Légion d'Honneur, Commissaire de l'Inscription Maritime du Quartier de St. Malo.

S'est présenté d'après notre invitation,

M. Bellet, Emile Jean Jacques, âgé de 42 ans, Capitaine au long cours, domicilié à St. Servan, auquel nous avons adressé les questions suivantes.

Vous avez déposé une plainte entre les mains de M. le Commandant de la station des Côtes d'Afrique, au sujet des abus et des vexations commis à votre bord par les officiers et les marins de l'équipage d'un bâtiment de guerre Anglais. Pouvez-vous attester, sous la foi du serment, qu'elle contient l'exacte vérité, et n'avez-vous rien à y ajouter ?

R. C'est par serment et sur l'honneur que j'affirme ne m'être écarté de la vérité dans aucun de mes rapports ; tous les faits principaux sont les mêmes, la seule différence n'existe que dans quelques détails qui m'ont paru peu importants ; par exemple, dans mon premier rapport que je rédigeais avec précipitation, la nuit même que cette visite eut lieu, j'ai déclaré que nous n'avions vu la fumée que d'un coup de canon, et des matelots m'ont dits depuis qu'il en avait été tiré plusieurs. Pour moi personnellement je n'ai eu connaissance que d'un seul, qui me fit supposer deux choses : que ce navire désirait me visiter, ou qu'il était en détresse ; et ce fut dans la prévision de ces deux motifs que je me dirigeai sur lui ; chacun de mes rapports, pour abréviation, n'a bien pu en mentionner qu'un seul.

D'où veniez-vous, quelle était votre destination, la nature de votre chargement et la composition de votre équipage ?

Je venais de Bahia, à la destination de la Côte d'Afrique, ayant pour cargaison du tabac et des tafia, dont une partie des produits a été remise à des créanciers de mes chargeurs, et mon but était également de réclamer la protection d'un bâtiment de guerre Français, pour me faire restituer ce qui m'avait été dérobé dans la rivière du vieux Calabar, ce qui s'est en partie effectué. Mon équipage était composé de sept hommes et trois passagers.

N'avez-vous pas été visité, avant votre départ, par une commission Française ; est-ce l'usage, ou l'objet d'une prévention particulière ?

Sur une dénonciation sans fondement de M. le Gérant du Consulat de France à Bahia, qui est mon ennemi particulier, M. le Consul de Rio Janeiro, accompagné d'un Lieutenant de Vaisseau de la frégate "*La Gloire*," visitèrent mon navire, et M. le Consul me donna un certificat, que j'ai l'honneur de vous présenter, attestant qu'il n'avait trouvé à mon bord que les objets mentionnés sur l'inventaire vérifié par la douane Française. Le jour de mon départ de Rio Janeiro, une autre commission composée d'officiers et de sous-officiers de la corvette "*L'Alémène*" vint encore visiter mon navire, et me délivrer également un certificat attestant qu'elle n'avait rien trouvé à mon bord qui pût me faire suspecter de vouloir faire la Traite des Noirs ; je vous sou mets ce dernier certificat.

Vous devez connaître les devoirs de votre position de capitaine au long cours, et dès-lors, vous ne pouviez ignorer qu'ils vous imposent l'obligation de remettre au bureau de la marine, dans les 24 h. de votre arrivée un rapport circonstancié de votre voyage, en tout ce qui peut intéresser la navigation, le commerce, et l'industrie de la France ; comment se fait-il que vous vous soyez abstenu de satisfaire à cette disposition importante ?

Je suis entré dans la Loire, le 22 Février dernier, épuisé de fatigue, ayant reçu depuis les Açores plusieurs coups de vent terribles et très-dangereux pour mon petit navire, que le pilote n'a pu conduire devant Paimbœuf que le 24, au moment où le bateau à vapeur allait partir pour Nantes, ce qui me décida à y prendre de suite passage, et je n'eus que le temps de remettre mes expéditions à mon courtier qui se chargea de faire ce qu'il conviendrait auprès de chaque administration.

Lecture faite, M. Bellet a déclaré que le présent contenait exactement ses réponses et la vérité, et a signé avec nous.

(Signé)

E. BELLET.
GARDON.

Est ensuite comparu : Geffrain, Guillaume Louis, matelot de 1^{re} cl., immatriculé à St. Malo, fo. 190, No. 756, précédemment embarqué sur le navire le "*Luis d'Albuquerque*," en qualité de maître, puis de second capitaine, lequel, sur notre interpellation, nous a déclaré, sous la foi du serment, que le procès-verbal des faits qui se sont passés à bord de "*l'Albuquerque*," le 4 Juillet dernier, et sa déclaration devant M. le Commissaire de l'Inscription Maritime à Paimbœuf, sont parfaitement exacts ; qu'il les a signés après en avoir pris lecture, et qu'il ne peut rien y ajouter, si ce n'est, qu'après l'arrivée à bord d'une 1^{re} embarcation qui pouvait contenir une vingtaine de marins Anglais, il en vint une 2^e, puis une 3^e, et que le nombre total des officiers et matelots qui envahirent le navire n'était pas de moins de 40 ; qu'il était de quart, qu'il n'a pu communiquer avec son Capitaine, retenu à la Chambre par des individus qui agissaient comme des Officiers, quoiqu'ils ne portassent aucune marque distinctive ; ni avec la cambuse dans laquelle il fut pris et brisé 7 à 8 caisses de vins et de liqueurs, mais qu'il vit partir du bord tous ces marins, sans exception, complètement ivres.

A lui demandé : s'il peut évaluer le dommage causé par les spoliations et les dégats dont il s'agit ?

R. Non, mais je dois dire que cette arrestation nous a retenus pendant plus de quatre heures ; que le vent et la marée nous portèrent à la côte ; que pour nous en tirer, nous avons été obligés de faire le plus de voile possible, et que par la fatigue du bâtiment tout le grément du beaupré a été rompu.

Avez-vous à vous plaindre personnellement de quelques violences ou de spoliations ?

On m'a retiré le commandement et fait descendre de la dunette. On n'a rien brisé dans ma cabine, mais on m'a pris quelques cigarres dans une équipette.

Lecture faite, a signé avec nous les jour, mois et an que susdits.

(Signé) L. GEFFRAIN.
GARDON.

ROBIN, EDOUARD YVES, âgé de 15 ans $\frac{1}{2}$, demeurant à St. Malo, était mousse sur "*l'Albuquerque*." Il se trouvait sur le pont quand la première embarcation des marins Anglais est arrivée à bord ; on l'a fait descendre à la chambre pour donner de la lumière ; qu'il remit des fanaux que l'on jeta de côté, pour se servir de bougies allumées dans la cambuse et les cabanes de l'équipage ; que là, on a forcé les malles, les armoires et les caisses, en jetant ce qu'on y trouvait, et qu'après le départ des Anglais, qui se sont retirés complètement ivres, il a vu un très grand nombre de bouteilles vides ou brisées, et que chacun s'est plaint d'avoir été volé de quelques objets : cigarres, couteaux, rasoirs, etc.

Il a vu, étant sur le pont, un marin Anglais, qui paraissait commander la corvée, jeter dans les jambes d'un Portugais passager une broche de rôtissoire pour le forcer de travailler à l'ouverture des panneaux.

Lecture faite, a dit que ce qu'il venait d'entendre était conforme à ce qu'il avait précédemment déclaré, et que c'était la vérité.

(Signé) EDOUARD ROBIN.
GARDON.

Vu pour légalisation de la signature de M. Gardon, Commissaire de l'Inscription Maritime à St. Malo,

Le Chef du Service de la Marine,
St. Servan, 4 Avril, 1843. (Signé) REVON.

Pour Copie conforme,

Le Premier Secrétaire d'Ambassade,

PH. DE ROHAN CHABOT.

Sixth Enclosure in No. 99.

MARINE ROYALE.

Visite en Mer.

Port de Granville.

INTERROGATOIRE du né Chevalier, Joseph François Julien, novice, de St. Malo, 827, 874, provenant de la goëlette "*Luis d'Albuquerque*," de Boredeau, armateur MM. Balguerie, visitée en mer le 4 Juillet, 1842, à la Côte

Occidentale d'Afrique, par ordre du Commandant du bâtiment de guerre Anglais "Bonetta."

Aujourd'hui premier Avril mil huit cent quarante trois nous soussigné, Commissaire de l'Inscription Maritime, à Granville, en conformité des ordres contenus dans la Dépêche Ministerielle du 14 Mars, 1843, timbrée Colonies, et adressée à M. le Commissaire-Général de la Marine à Nantes, avons fait appeler le né Chevalier, Joseph François Julien, novice, de St. Malo, actuellement embarqué sur le cutter "*l'Espiegle*," station de Granville, pour l'interroger, en vue de vérifier, conformément à l'Article 9 de la Convention passée, le 22 Mars, 1833, entre la France et l'Angleterre, pour la répression de la Traite des Noirs, et à la Circulaire Ministerielle du 20 Juin, 1842, timbrée 3^e Direction, le rapport fait en mer, le 5 Juillet, 1842, par le Capitaine Bellet, de la goëlette "*Luiz d'Albuquerque*," sur une visite à laquelle ce bâtiment a été soumis, le 4 du dit, par le Commandant du bâtiment de guerre Anglais "Bonetta."

D. 1^o. Quels sont vos nom, prénom, âge et profession ?

R. Chevalier, Joseph François Julien, 21 ans, marin.

D. 2^o. Où étiez-vous au mois de Juillet de l'année dernière ?

R. A la Côte d'Afrique, sur le "*Luiz d'Albuquerque*."

D. 3^o. Vous rappelez-vous toutes les circonstances d'une visite faite à bord de votre navire, par un bâtiment de guerre Anglais ?

R. Je ne peux pas répondre de me souvenir de toutes, mais des principales.

Jurez de dire toute la vérité et rien que la vérité, sur ce que vous savez de cet événement.

Je le jure.

D. 4^o. Quel jour, à quelle heure, et comment avez-vous aperçu le bâtiment qui vous a visité ?

R. Je ne me souviens pas du jour, c'était vers 11 heures du matin que je le vis de dessus le pont, comme tout le monde à bord.

D. 5^o. Quel est son nom, et comment avez-vous reconnu à quelle nation il appartenait ?

R. "Bonetta"—par le coup de canon qu'il a tiré, par son pavillon, et en laissant porter dessus.

D. 6^o. Ce navire s'étant fait reconnaître, quelle manœuvre a-t-il faite, et par suite, qu'a-t-on fait à bord de la goëlette ?

R. L'Anglais s'est mis en travers, a cargué ses basses voiles, pour nous attendre, et nous avons continué à courir dessus.

D. 7^o. Que s'est-il passé ensuite ?

R. Lorsque nous avons été à portée de voix, nous avons mis en panne. Alors deux embarcations se sont détachées du navire Anglais, à un quart d'heure environ d'intervalle, une grande contenant 20 hommes environ avec trois ou quatre officiers, et l'autre huit à dix hommes ; deux officiers de la grande embarcation étaient armés de sabres.

Une fois le monde à bord, les hommes se sont mis, avec des barres de guindeau, à ouvrir de force les panneaux, après quoi ils se sont précipités dans la cale avec de la lumière et une vrille pour vérifier le contenu des pièces, tandis qu'une autre partie du monde était dans la chambre et dans la cambuse, visitant les malles et défonçant les caisses de liqueurs.

Le capitaine, croyant alors avoir affaire à des pirates, demanda à l'un des officiers qui étaient sur le pont, où était le chef.

Je ne me rappelle pas bien ce qui fut répondu, mais je sais qu'un officier a bientôt après visité nos papiers de bord, en nous faisant passer derrière ; et je me rappelle bien que la petite embarcation a fait plusieurs voyages de la goëlette au navire.

Je me souviens très bien de la circonstance qui a rapport au passager Portugais, Moreira, et au vol des cigarres, dans la chambre du Capitaine et dans la grande chambre, ainsi que de celui de deux rasoirs pris dans la chambre du Portugais.

Je me rappelle bien aussi l'affaire relative à la caisse de vin et aux deux caisses de cigarres, qu'un officier a demandées au Capitaine, et pour lesquelles il a remis une piastre au second, bien que le Capitaine lui eût fait connaître que le prix de chaque caisse de cigarres était de deux piastres.

C'est alors qu'ils ont quitté le bord, et il était environ six heures du soir.

Ensuite nous avons forcé de voile pour nous éloigner, le temps étant mauvais et la mer très-grosse ; et nous avons travaillé à remettre tout en ordre.

Le lendemain, nous nous sommes aperçus que la fausse soubarbe de tribord et la lieure de beaupré étaient cassées par le tangage.

Je n'ai pas connaissance que personne de la goëlette soit descendu dans la calle, pendant qu'on la visitait ; pas plus que l'on ait volé les provisions ni les ustensiles à l'usage des passagers et des matelots, mais seulement des cigares.

Je n'ai rien de plus à déclarer sur cette affaire.

En foi de quoi nous avons clos et arrêté le présent interrogatoire, après en avoir donné lecture à celui qui l'a subi, et qui a déclaré ne savoir signer.

A Granville, les jour, mois et an que dessus,

(Signé) PRENILLY.

Vu pour légalisation de la Signature de M. Prenilly,

Commissaire de l'Inscription M^{me}. à Granville.

St. Servan, 4 Avril, 1843. Le Chef du Service de la Marine,

(Signé) REVON.

Pour Copie conforme.

Le Premier Secrétaire d'Ambassade,

(Signé) PH. DE ROHAN CHABOT.

Seventh Enclosure in No. 99.

MARINE ROYALE.

Visite en Mer.—Port de Paimbœuf.

INTERROGATOIRE du nommé Salmon, Léon Eustache, Novice, inscrit à St. Malo, fo. 858, No. 989, provenant de la goëlette "*Luis d'Albuquerque*," de Bordeaux, armateur M. Balguerie, Capitaine Bellet, visitée en mer, le 4 Juillet, 1842, à la Côte Occidentale d'Afrique, par ordre du Commandant du bâtiment de guerre Anglais "*Bonetta*."

Aujourd'hui huit Avril mil huit cent quarante trois, nous soussigné, Commissaire de l'Inscription Maritime à Paimbœuf, en conformité des ordres contenus dans la lettre de M. le Commissaire Général de la Marine à Nantes, en date du 7 Avril, 1843, avons fait appeler le nommé Salmon, Léon Eustache, novice, de St. Malo, actuellement embarqué sur le navire le Colon, aux quatre amarres à Paimbœuf, pour l'interroger, au sujet de vérifier en conformité de l'Article 9 de la Convention passée le 22 Mars, 1833, entre la France et l'Angleterre, pour la répression de la Traite des Noirs, et de la Circulaire Ministerielle du 20 Juin, 1842, (3^{me} Direction), le Rapport fait en mer, le 5 Juillet, 1842, par le Capitaine Bellet, sur une visite à laquelle le "*Luis d'Albuquerque*" a été soumis, le quatre dudit, par le Commandant de la "*Bonetta*," navire de guerre Anglais.

D. 1°. Quels sont vos nom, prénoms, âge et profession ?

R. Salmon, Léon Eustache, 19 ans, Marin.

D. 2°. Où étiez-vous au mois de Juillet de l'année dernière ?

R. A la Côte d'Afrique, embarqué novice sur la goëlette le "*Luis d'Albuquerque*," commandée par M. Bellet.

D. 3°. Vous rappelez-vous les circonstances d'une visite faite à bord par un bâtiment de guerre Anglais ?

R. Je pense pouvoir me rappeler des plu intéressantes.

D. 4°. Jurez de dire toute la vérité sur ce que vous savez au sujet de cette visite ?

R. Je le jure.

D. 5°. Quel jour, à quelle heure et comment avez-vous aperçu le navire visiteur ?

R. Je ne me rappelle pas du jour ; c'était vers midi que je le vis, j'étais à la barre, et je le vis sous le vent à nous.

D. 6°. Quel est son nom, et comment avez-vous reconnu sa nation ?

R. "*Bonetta*"—par un coup de canon qu'il a tiré, et par son pavillon Anglais.

D. 7°. Ce navire s'étant fait reconnaître, quelle manœuvre a-t-il faite, et par suite qu'a-t-on fait à bord de la goëlette ?

R. L'Anglais s'est mis en travers et nous avons laissé porter dessus.

D. 8°. Que s'est il passé ensuite ?

R. Lorsque nous avons été portés, un canot est parti de son bord, on a tiré un coup de fusil, et bientôt une vingtaine d'hommes et six officiers, et armés de sabres, sont montés à bord. Là, ces marins se sont portés, les uns dans la Chambre, les autres dans le poste de devant. Avec des pinces et des barres de

guindeau, ils ont forcé les panneaux et déchiré les prélats. Ils sont entrés dans la cambuse (où se trouvait de la poudre) avec de la lumière. J'ai connaissance qu'un officier Anglais a demandé les papiers de bord, et a fait l'appel de l'équipage et des passagers. Je déclare que les matelots Anglais ont ouvert mon coffre en mon absence, et qu'il m'a été enlevé mes couteaux et cuillers. Je me rappelle bien qu'on a pris une caisse de cigares au Capitaine Bellet, et qu'on a brisé plusieurs bouteilles, et que des rasoirs ont été pris dans la chambre du passager Portugais Antonio Moreira.

Je déclare qu'un second canot plus petit que le premier est venu à bord à la suite du premier. Dans ce petit canot était le Commandant Anglais.

C'est à l'approche de la nuit, et vers six heures du soir, que les Anglais ont quitté le bord. Ensuite, nous avons fait de la toile pour nous éloigner de terre, la mer étant grosse; dans la nuit nous avons cassé la fausse sous barbe.

Je n'ai pas connaissance que l'on ait volé des effets autres que les couteaux, cuillers, qui m'appartenaient, et des cigares aux passagers et à l'équipage.

Je n'ai plus rien à ajouter aux déclarations ci-dessus.

En foi de quoi nous avons clos et arrêté le présent interrogatoire, après en avoir donné lecture au nommé Salmon, qui a signé avec nous.

A Paimbœuf, les jour, mois et an que dessus.

(Signé)

SALMON.
FONTAN.

Pour Copie conforme,

Le Premier Secrétaire d'Ambassade,
(Signé) PH. DE ROHAN CHABOT.

No. 100.

Count Ste. Aulaire to the Earl of Aberdeen.

Londres, le 3 Juin, 1843.

(Received June 6.)

LE Comte de Ste. Aulaire présente ses compliments empressés à son Excellence le Comte d'Aberdeen, et le prie de vouloir bien réclamer de l'Amirauté Anglaise, en exécution des Conventions relatives à la répression de la Traite, la délivrance de dix mandats qui autorisent les Comandants des bâtiments désignés dans la note ci-jointe à exercer le droit de visite à l'égard du pavillon Anglais.

Le Comte de St^e. Aulaire a l'honneur de transmettre à Lord Aberdeen quatre mandats qui ont cessé d'être utiles par suite du retour en France des bâtiments dont les commandants en étaient porteurs.

A son Excellence le Comte d'Aberdeen,

&c. &c. &c.

The Warrants returned in No. 100, were—

1. Warrant issued on the 12th March, 1841, to the French ship "*Bergère*" on the Brazil station.
2. Warrant issued on the 12th March 1841, to the French ship "*Blonde*," on the Bourbon station.
3. Warrant issued on the 30th Dec. 1841, to the French ship "*Mesager*," on the Bourbon station.
4. Warrant issued on the 20th May, 1842, to the French ship "*Baucis*," Capitaine Mesnard, on the West India station.

Enclosure in No. 100.

Station des Indes Occidentales.

- 1^o La corvette "*La Nayade*," Commandant M. Dejenès, Capt. de corvette.
- 2^o Le bric "*Le Griffin*," Commandant M. Gasquet, Capt. de corvette.
- 3^o Le bric "*Le Mercure*," Commandant M. Dubut, Cap^e. de Corvette.
- 4^o La goëlette "*La Doris*," Commandant M. de Barmon, Lieut. de Vaisseau.

Station des Côtes Occidentales d'Afrique.

- 5° La canonnière "*L'Alouette*," Commandant M. de Kerallet, Lieut. de Vaisseau.
 6° La canonnière "*La Malouine*," Commandant M. Fleuriot de Langle, Lieut. de Vaisseau.
 7° La canonnière "*La Vigie*," Commandant M. Leps, Lieut. de Vaisseau.
 8° La goëlette "*La Fine*," Commandant M. Lahalle, Lieut. de Vaisseau.
 9° La goëlette, "*La Cigale*," Commandant M. Potestas, Enseigne de Vaisseau.

Station du Brésil.

- 10°. Le bric aviso le "*Du Petit Thouars*," Commandant M. Lagrandière, Cap°. de Corvette.

No. 101.

The Earl of Aberdeen to Lord Cowley,

MY LORD,

Foreign Office, June 7, 1843.

IN accordance with an application which has been made to me by the Admiralty, I have to instruct your Excellency to request the French Government to issue a warrant to enable Lieutenant D. R. B. Mapleton, of Her Majesty's steam vessel "*Avon*," about to be employed on the North America and West India station, to act under the Conventions of 1831 and 1833, between Great Britain and France, for the Suppression of Slave Trade.

I am, &c.

(Signed) ABERDEEN.

His Excellency Lord Cowley, G.C.B.

&c. &c. &c.

N.B. A similar Instruction was addressed, under the same date, to Her Majesty's Ministers at Copenhagen, Turin, Naples, and Florence; to Her Majesty's Chargé d'Affaires at Hamburg; and to Her Majesty's Consul in Hayti.

No. 102.

Lord Cowley to the Earl of Aberdeen.

MY LORD,

*Paris, June 5, 1843.**(Received June 7.)*

I HAVE the honour to enclose the copy of a note which I have received from the Minister for Foreign Affairs, enclosing an account of some pecuniary advances made by the Colonial Treasury of French Guiana to an Officer of the Royal Navy, and to a British Sailor, for the subsistence at the hospital.

I have, &c.

(Signed) COWLEY.

The Right Hon. the Earl of Aberdeen, K.T.

&c. &c. &c.

Enclosure in No. 102.

M. Guizot to Lord Cowley.

MY LORD,

Paris, le 2 Juin, 1843.

JE suis invité par M. le Ministre de la Marine à transmettre à votre Excellence, l'état qu'elle trouvera ci-joint, des avances faites par la Caisse Coloniale de la Guiane Française à un Officier de la Marine Royale Britannique, et à un matelot Anglais pour son entretien à l'hôpital.

Cet état s'élève à la somme de 840frs. Je prie votre Excellence de vouloir

bien employer ses bons offices pour en procurer le remboursement au trésor public, au crédit de l'Agent comptable des fonds Coloniaux, et pour le compte de la Guiane.

Je saisis, &c.

(Signé)

GUIZOT.

A son Excellence Lord Cowley, G.C.B.

&c.

&c.

&c.

Sub-Enclosure in Enclosure in No. 102.

Paris, le 26 Mai, 1843.

ETAT des Avances faites par la Caisse Coloniale de la Guyane Française au Département des Affaires Etrangères.

Dates.	Détails de la Dépense.	Sommes.
13 Décembre, 1841 .	Compton, Officier de la Marine Royale Britannique, détaché à Cayenne pour la conduite du navire Français le "Marabout," arrêté à Bahia sous la suspicion de se livrer à la Traite des Noirs; montant de l'avance à lui faite par décision de M. le Gouverneur du 12 Décembre, 1841, de la somme de . . .	fr. 600
6 Février, 1842 . .	John Jameson, matelot Anglais, venu à Cayenne avec le "Marabout," 30 journées d'hôpital à raison de 8fr. l'une, du 24 Octobre au 24 Novembre, 1841	240
	Total	840

Ar êe le présent état, montant à la somme de huit cent quarante francs.

Le Chef du Bureau des Finances et Approvisionnements,

(Signé)

RAYMOND LEGRAND.

Vu: Le Maître des Requêtes, Directeur des Colonies,

(Signé)

Signature illegible.

No. 103,

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, June 12, 1843.

I HEREWITH transmit to your Excellency, warrants described in the margin of this Despatch, issued by the French Government, under the Conventions of 1831 and 1833, but now no longer required for Her Majesty's ships and their Commanders, for which they were issued; and I have to desire that your Excellency will return them to the French Government, in order that they may be cancelled.

I am, &c.

(Signed)

ABERDEEN.

His Excellency Lord Cowley, G.C.B.

&c.

&c.

&c.

The Warrants returned in No. 103, were as follows:—

1. Issued on the 6th August, 1842, to Her Majesty's steam vessel "Sydenham," Commander Wm. Pearson Crozier, on the West India station.
2. Issued on the 27th August, 1842, to Her Majesty's sloop "Spy," Lieutenant Geo. Raymond, on the West Coast of Africa.
3. Issued on the 27th January, 1843, to Her Majesty's ship "Orestes," Commander S. Carnegie, on the North America and West India station.

No. 104.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, June 13, 1843.

IN accordance with an application which has been made to me by the Admiralty, I have to instruct your Excellency to request the French Government to issue a warrant to enable Commander Henry R. Sturt, of Her Majesty's ship "Rose," about to be employed on the North America and West India station, to act under the Conventions of 1831 and 1833, between Great Britain and France, for the Suppression of Slave Trade.

I am, &c.

(Signed) ABERDEEN.

His Excellency Lord Cowley, G.C.B.
 &c. &c. &c.

N.B. A similar Instruction was addressed under the same date to Her Majesty's Ministers at Copenhagen, Turin, Naples, and Florence; to Her Majesty's Chargé d'Affaires, at Hamburg; and to Her Majesty's Consul in Hayti.

No. 105.

*The Earl of Aberdeen to Count St. Aulaire.**Foreign Office, June 20, 1843.*

THE Earl of Aberdeen presents his compliments to Count St. Aulaire, and in pursuance of the request contained in his Excellency's note of the 3rd inst., has the honour to transmit herewith to him ten warrants enabling the Commanders of the French vessels of war, "Malouine," "Fine," "Du Petit Thouars," "Cigale," "Vigie," "Alouette," "Doris," "Mercure," "Griffon," and "Nayade," to act under the Conventions of the 30th November, 1831, and 22nd March, 1833, between Great Britain and France, for the Suppression of Slave Trade.

His Excellency Count St. Aulaire,
 &c. &c. &c.

No. 106.

*Count Ste. Aulaire to the Earl of Aberdeen.**Londres, le 19 Juin, 1843.**(Received June 20.)*

MY LORD,

L'ARTICLE 1^{er} de la Convention du 30 Novembre, 1831, relatif à la répression de la Traite des Noirs, porte que le droit de visite pourra être exercé; "2^o, tout autour de l'Île de Madagascar, dans une zone d'environ 20 lieues."

Le canal qui sépare l'Île de la côte d'Afrique a plus de 20 lieues de largeur, et c'est en général de cette partie de la côte, que se font les exportations de noirs: il s'est élevé récemment, à l'occasion de l'arrestation d'un bâtiment négrier sous pavillon Sarde par un croiseur Français, la question de savoir, si la zone, où peut s'exercer le droit de visite, est strictement limitée à la mer qui entoure l'Île de Madagascar, sur une étendue de 20 lieues à partir de son rivage, ou si cette zone doit s'entendre depuis la côte d'Afrique jusqu'à 20 lieues au large, à partir de la côte orientale de Madagascar; en d'autres termes si le droit de visite peut s'exercer dans toute l'étendue du canal qui sépare l'Île de Madagascar et les îles qui en dépendent, du continent Africain.

Je suis chargé, my Lord, de prier votre Excellence de vouloir bien me faire connaître l'opinion du Gouvernement de Sa Majesté Britannique sur cette clause de la Convention de 1831, qui se retrouve produite comme vous savez, dans tous les Traités d'accession que nous avons conclus en commun avec la Grande Bretagne.

Veuillez, &c.

(Signé) ST^e. AULAIRE.

A son Excellence le Comte d'Aberdeen, K. T.
 &c. &c. &c.

No. 107.

Lord Cowley to the Earl of Aberdeen.

Paris, June 19, 1843.

(Received June 21.)

MY LORD,

I HAVE the honour to enclose the copy of the answer, with the Enclosures, which I have received from the Minister for Foreign Affairs, in refutation of the charges brought against the Captain of the French vessel, the "*Luz d'Albuquerque*," of being engaged in the Slave Trade; and of endeavouring to obtain, by force, a cargo of slaves.

I have, &c.

(Signed) COWLEY.

The Right Hon. the Earl of Aberdeen, K.T.

&c.

&c.

&c.

Enclosure in No. 107.

M. Guizot to Lord Cowley.

MONSIEUR L'AMBASSADEUR,

Paris, le 15 Juin, 1843.

JE viens de recevoir de M. le Ministre de la Marine la communication des rapports spéciaux qui lui ont été adressés au sujet des transactions qui ont eu lieu entre le Capitaine du navire Français le "*Luz d'Albuquerque*," et les Chefs Noirs du Vieux Calabar.

Ces rapports auxquels se trouve joint un exposé de sa conduite, rédigé par le Capitaine et affirmé par l'équipage, corroborent pleinement les renseignements que j'ai eu l'honneur de vous transmettre le 22 du mois dernier, sur la nature licite des opérations du "*Luz d'Albuquerque*." Je m'empresse de vous adresser des copies de ces documens, en vous priant de les porter à la connaissance du Gouvernement de Sa Majesté Britannique.

Agréé, &c.

A son Excellence Lord Cowley, G.C.B.

(Signé) GUIZOT.

&c.

&c.

&c.

First Sub-Enclosure in Enclosure in No. 107.

Copie d'une Lettre adressée le 15 Janvier, 1843, au Ministre de la Marine, par M. le Capitaine de corvette "Baudin," Commandant de la Station des Côtes Occidentales d'Afrique.

Bord du "Nisus," Rade de Gorée, le 15 Janvier, 1843.

MONSIEUR LE MINISTRE,

J'AI l'honneur de vous informer que la goëlette "*Luz d'Albuquerque*," que vous avez donné l'ordre de surveiller et dont j'ai commencé à vous entretenir dans une première dépêche du 2 Janvier, à laquelle sont annexés deux rapports, l'un du Capitaine et de l'équipage de ce navire, l'autre de l'officier en second de la canonnière "*La Vigie*," qui l'avait visitée, vient d'arriver au mouillage de Gorée venant du Vieux Calabar avec au chargement d'huile de palme livré par le Roi Eyamba, suivant ses engagements pris avec M. le Capitaine Leps qui, d'après les ordres de M. le Commandant Bouet, était allé au Vieux Calabar pour forcer Eyamba à payer une somme de 23,137 barres (ou 57,832 francs), qu'il devait en échange de tout un chargement que le Capitaine du "*Luz d'Albuquerque*" lui avait vendu. Je joins ici la note détaillée des sommes et motifs de cette dette, ainsi qu'une copie de l'engagement pris par le Roi Eyamba par devant M. le Capitaine de "*La Vigie*." J'ai l'honneur d'adresser en outre un extrait du rapport de M. le Capitaine Leps pour tout ce qui concerne l'affaire du "*Luz d'Albuquerque*," et je pense que vous pourrez conclure de tout cela, M. le Ministre, que ce pauvre Capitaine Bellet est plus à plaindre qu'à blâmer, et peut être m'autoriserez vous à envoyer un autre bâtiment dans le Vieux Calabar pour obliger le Roi Eyamba à terminer le payement en huile de palme dont il n'a encore livré que la moitié.

Je vais achever maintenant, M. le Ministre, de porter à votre connaissance tous les renseignemens que j'ai pu recueillir sur ce qui est arrivé au "*Luiz d'Albuquerque*" après le départ de "*La Vigie*" du Vieux Calabar.

Le Roi Eyamba paya en sept jours un premier engagement de 3000 gallons d'huile que la goëlette fut déposer à Fernando Po ; à son retour au Calabar, le Capitaine Bellet parvint à se faire payer un second engagement de 8000 gallons, après quoi le Roi Eyamba lui signifia qu'il ne donnerait plus un seul gallon d'huile à moins que le "*Luiz d'Albuquerque*" ne lui fournit des futailles, chose entièrement contraire à ses engagements et absolument impossible, puisqu'en chargeant des barriques vides à bord de son navire sans expédition de douane, c'eût été s'exposer à se faire saisir comme négrier par les croiseurs Anglais, et telle était peut-être la pensée du Roi Eyamba qui, au dire du Capitaine Bellet, aurait déjà employé ce moyen de se débarrasser d'un créancier.

La quantité d'huile livrée au "*Luiz d'Albuquerque*" ayant complété à peu près un chargement, le Capitaine de ce navire s'est décidé à se rendre en France avec l'intention de réclamer votre appui, M. le Ministre pour, obtenir au moyen d'un des bâtimens de la station, le paiement du reste de sa créance qui se monte encore à 7,819 gallons d'huile.

Selon ce que vous permettrez d'espérer au Capitaine Bellet il reviendra à la côte d'Afrique ; ou il se décidera à abandonner sa créance, ce qui serait pénible. Car le voyage qu'il vient de faire a été fort onéreux par les lenteurs et les retards qu'il a éprouvés ; je pense consciencieusement que sa demande pourrait lui être accordée sans inconvénient. Quant aux soupçons pour ce bâtiment d'avoir eu l'intention de se livrer à la Traite des Noirs, ils tombent évidemment devant les visites rigoureuses des trois croiseurs Anglais, et de la corvette Française "*L'Alcmène*," au Brésil, et devant la visite minutieuse de l'officier en second de "*La Vigie*." J'ai voulu voir moi-même ici ce bâtiment, et il m'a paru impossible que, disposé comme il est, on ait jamais eu l'intention de s'en servir pour le Trafic des Noirs.

Veuillez agréer, &c.

Le Capitaine de Corvette, Commandant la Station des Côtes Occidentales d'Afrique.

(Signé)

A. BAUDIN.

Second Sub-Enclosure in Enclosure in No. 107.

Copie d'un Procès-Verbal adressé par le Capitaine du "Luiz d'Albuquerque," de Bordeaux, au Commandant de la Station Navale Française des Côtes Occidentales d'Afrique.

Nous Soussignés, composant l'équipage de la goëlette Française le "*Luiz d'Albuquerque*" de Bordeaux, armateurs, M. M. Balguerie et C^e, certifions que nous sommes entrés dans la rivière du Vieux Calabar, le 17 Decembre, 1841, et que nous avons remis la cargaison entière, composée de pipes de tafia, au roi de ce pays, sur sa promesse formelle de nous payer le montant de la cargaison en or et en huile de palme, 13 jour après la livraison qui était entièrement effectuée le 22 du même moi, le Roi s'étant engagé en outre à nous fournir toutes les futailles qui pourraient nous être nécessaires, lui ayant donné pour cela nos marchandises bien au dessous du cours, de même que pour l'indemniser des pertes qu'il allait, disait-il, éprouver pour nous procurer l'huile de palme aussi promptement.

Le 4 Janvier, 1842, époque de l'échéance, le Capitaine ayant réclamé au Roi l'exécution de sa parole, n'obtint de lui qu'un engagement par écrit de nous solder le premier Février suivant ; ce qui nous décida, étant bien forcés d'accepter cette nouvelle et bien préjudiciable condition, de sortir de la rivière, pour éviter la maladie du pays, et nous nous sommes rendus à l'Île du Prince où nous avons séjournés jusqu'au 27 Janvier.

Ayant remis à la voile ce dit jour, nous sommes rentrés dans la rivière du Vieux Calabar le 31 suivant, et le Capitaine ayant laissé le navire au mouillage à la pointe nommée *Sept Brasses*, s'est rendu à la ville, le 1^{er} Février, dans son canot armé de trois hommes, emportant un fusil à deux coups d'une grande valeur, deux sabres, des papiers, avec quelques effets, etc.

Le Capitaine à son arrivée fut bien vite convaincu de la mauvaise foï du

Roi, qui n'avait pas une seule carrique d'huile à lui remettre, se rejetant toujours sur les navires Anglais qu'il était obligé de charger avant les autres citant pour exemple, une galiotte Hollandaise (dont le Capitaine, le second, et presque tous les matelots étaient morts) qu'il ne voulait expédier qu'après les navires Anglais arrivés sur la rade long-temps après elle.

Le Capitaine ne pouvant rien obtenir voulait revenir de suite à son bord, mais le Roi le retint toute la nuit du 1 et 2^e Février chez lui, voulant, disait-il, assembler et consulter son conseil, pour le mieux de nos intérêts, et le 2 au matin, il lui remit un nouveau papier écrit de sa main, promettant encore de payer dans un mois au plus tard.

Quand le Capitaine revint à son canot, il apprit des trois hommes qui le gardaient qu'on était venu dans la nuit leur voler le fusil à deux coups, les sabres, le paquet contenant des effets et des papiers, etc.

Toutes les réclamations au Roi n'ont produit que des promesses de faire restituer le tout plus tard.

Sur ce, le Capitaine est venu à bord, et le 3 au matin, nous avons fait route pour sortir de la rivière; dans le but de revenir à l'Île du Prince protester contre tous ces vols, en demandant des dommages et intérêts, et ainsi dans l'espoir d'y trouver un navire de guerre Français, étant d'ailleurs dans la nécessité, nous trouvant démunis absolument de tout, d'aller nous ravitailler au Brésil ou ailleurs.

Fait de bonne foi, pour servir et valoir au besoin.

En rivière du Vieux Calabar, le 4 Février, 1842.

(Signé)

BELLET, (Capitaine.)

L. GEFFRAIN, (2^e Capitaine.)

MORINIAS, MORVAN, ROBIN, FRANCOIS RENE, &c.

Suit la traduction en Portugais, par M. Carneiro, et le protêt (du Juge de Paix, &c.

(Signé)

BELLET.

Third Sub-Enclosure in Enclosure in No. 107.

Engagement pris par le Roi Eyamba du Vieux Calabar, pardevant M. Leps, Lieutenant de Vaisseau, Commandant "La Vigie."

Moi, Roi Eyamba, je m'engage à payer en 6 jours, 1^{er} jour de Septembre, et de conduire à bord de M. Bellet, 3000 gallons de bonne huile de palme, et je lui fournirai les pipes nécessaires pour cela. Après ce chargement, M. Bellet me donnera un reçu, et je ne lui devrai plus que 18,819 gallons. Pour cette somme je m'engage à payer en huit jours après la prochaine arrivée de M. Bellet sur la rade 10,000 gallons, et pour cela je fournirai encore les pipes ou bariques.

Je continuerai à payer à chaque voyage de M. Bellet, dans cette rivière, 10,000 gallons, et toujours je fournirai les futs nécessaires.

Si je ne paye pas lorsque j'en serai requis par M. Bellet, je me mettrai en position d'être puni par les navires Français de guerre qui viendront dans la rivière.

Vieux Calabar, 2 Janvier, 1842.

Le Lieutenant de Vaisseau, Commandant "La Vigie,"

(Signé)

LEPS.

(Signature du Roi Eyamba)

KING EYAMBA.

(Signature du Roi Eyo de Briektown)

KING EYO-HONESTY.

Nota.—Ce dernier individu avait pris la cargaison de M. Bellet, de moitié, avec le Roi Eyamba; c'est pour cela que je l'ai fait signé sur l'engagement. M. Bellet a le double de cette pièce, et le Roi Eyamba a l'autre.

Fourth Sub-Enclosure in Enclosure in No. 107.

MINISTÈRE DE LA MARINE.

Extrait du Rapport de M. Leps, Commandant de "La Vigie."

LE 24 Août, 1842, après midi, je mis sous voiles, à l'aide d'une jolie brise d'ouest et me dirigeai droit sur un massif de grands arbres plantés sur un coteau de moyenne hauteur et sur la rive gauche de la rivière; au pied de ce coteau étaient mouillés les deux navires Anglais. La route que je fis fut le N.E. du monde je passai par des fonds de 3 brasses d'abord, tout à fait à mer basse, et gagnai de suite les fonds de 4 à 5 brasses. Le massif de grands arbres qu'on aperçoit fait partie d'un immense coteau dont les habitants ont défriché une partie pour y bâtir des cases.

Enfin en approchant, ayant un peu démasqué le grand massif d'arbres dont j'ai parlé, un immense espace couvert de milliers de cases se présente à mes yeux étonnés. C'était le village Duck'stown, ou Vieux Calebar, village du Roi Eyamba, où j'avais à m'arrêter. Je passai devant la ville et laissai tomber l'ancre par 5 brasses, sable et vase, par le travers de tout le village. La rivière en cet endroit est fort peu large; je me trouvais à portée de fusil de terre.

Aussitôt que le bâtiment fût amarré, ne voulant pas perdre un seul instant, j'envoyai chercher M. Bellet, et je partis pour voir le Roi.

A mon arrivée à terre, je fus en un clin d'œil entouré de plus de deux mille individus, tous armés de fusils, de sabres, de batons, &c. Ils me formèrent une escorte jusque chez le Roi. Je m'adressai à l'un d'eux, et je lui dis de me montrer la route, ce qu'il s'empressa de faire.

Plus nous approchions de la maison du Roi, plus la foule augmentait, tous les abords de sa maison étaient encombrés par une masse innombrable de noirs tous armés, comme les premiers, d'armes différentes. Je passai entre deux haies de ces individus qui, du reste, me parurent fort inoffensifs, et appelés là seulement par curiosité, et j'entrai enfin chez le Roi. Cette maison, bâtie à un premier étage, avait assez bonne apparence.

Le Roi me reçut très bien, il était entouré d'une masse d'individus, tous des chefs ou puissants du village.

Lorsque toutes les cérémonies de politesse furent achevées et que le silence fut établi, je pris la parole et lui annonçai le but de ma visite. Je lui montrai tous les papiers qu'il avait signés, et enfin je lui dis que j'étais venu pour qu'il eût à me payer, et cela le plus promptement possible. Il reconnut toutes les signatures, dit qu'il n'avait pas pu payer à l'époque, mais qu'il allait s'occuper de le faire. Je lui donnai jusqu'au lendemain pour me fixer le temps qu'il croyait lui être nécessaire pour réunir le montant de ce qu'il devait, qu'il m'enverrait à cette époque un homme pour me le faire savoir; je lui dis que si ses dispositions me convenaient, je les accepterais; que dans le cas contraire, je lui ferai connaître mes intentions; que dans tous les cas je ne descendrais plus à terre, et qu'il eût par conséquent à venir à bord, où se traiteraient toutes les affaires. Avant de le quitter, je lui parlai du fusil qu'on avait volé à M. Bellet. Il me dit qu'il l'avait fait retrouver, je demandai alors à ce qu'on me le remît; il m'annonça que je l'aurais le Lendemain. Je me tins toute la nuit et tout le temps que je passai dans cette rivière en position de faire feu au moindre geste de la part des habitants; les pièces étaient chargées à mitraille.

Le lendemain matin, un homme envoyé par le Roi vint à bord et m'apporta le fusil à deux coups en question et que le Roi m'avait promis de me faire rendre; on y avait joint la poudrière et le sac à plomb volés en même temps. A 8 heures environ, le même homme qui avait apporté le fusil revint et me dit que le Roi *Eyamba*, ayant le désir de venir me voir, me pria de lui envoyer mon canot, ce que je fis de suite. Le Roi arriva bientôt, (le 25 Août, 1842,) accompagné de plusieurs grands du pays et d'une troupe de cinq à six cents noirs, dont une partie était armée et formant la garde du Roi; les autres munis d'instrumens guerriers, ce qui faisait un vacarme infernal. Ils voulaient monter tous à bord, je m'y opposai.

Quelque temps après son arrivée, le Roi partit pour aller à bord des Anglais; mais il me dit qu'il allait revenir pour régler nos affaires ensemble. Il avait envoyé chercher à une ville voisine un autre Roi qui avait aussi pris une partie de la cargaison, afin qu'il participât au paiement. Une heure après environ, le Roi

Eyamba revint à bord ; je l'avais fait saluer de cinq coups de canon, ce qui parut lui faire plaisir ; quelques uns des grands descendirent avec lui chez-moi, et je commençai le palabre. Il reconnut, comme la veille, ses signatures et me dit qu'il paierait. Le Roi qui avait envoyé chercher à Breek-town, et qu'on nommait *Eyo l'honnête*, (les Anglais lui ont donné le nom, ayant reconnu à ce qu'il paraît chez cet homme plus de probité que chez les autres,) arriva. Nous reprîmes nos affaires, il fut décidé alors que comme M. Bellet n'avait aucun moyen de prendre à son bord tout ce qui lui était dû, le Roi *Eyamba* s'engageait à payer, d'ici six jours, c'est à dire jusqu'au 1^{er} Septembre, 3000 gallons d'huile de palme. Qu'après ce paiement il ne devrait plus à M. Bellet, que 18,819 barres ou gallons d'huile, le gallon étant livré à raison d'une barre ; que pour le paiement de cette somme, 18,819 gallons, M. Bellet ferait deux ou trois voyages, suivant la capacité de son navire. Qu'à chaque voyage il resterait dix jours en rivière ; que pendant ce temps le Roi devrait fournir 10,000 gallons d'huile ou 100 ponchons, et agir de cette manière jusqu'à parfait paiement. Je fis ajouter à cet engagement ; "Si je ne paie pas lorsque M. Bellet m'en requerra, je serai dans la position d'être puni pas les navires de guerre Français qui viendraient dans le Calebar." Il s'engagea de plus comme il était convenu à l'époque à fournir toutes les barriques nécessaires pour ces livraisons. Je fis signer cet engagement au Roi *Eyamba* et au Roi *Eyo*, et ils me promirent bien de payer.

Le 27 Août au matin, plusieurs pirogues, ayant des ponchons d'huile, se rendirent à bord de la goëlette ; on reçut 880 gallons dans cette journée. Le lendemain le temps me poussant, je partis, en voyant que le Roi commençait à remplir sa promesse.

No. 108.

The Earl of Aberdeen to Count St. Aulaire.

Foreign Office, June 23, 1843.

THE Undersigned, &c., has had the honour to receive the note addressed to him on the 2nd instant by his Excellency Count St. Aulaire, &c., respecting the proceedings of the Commanders of Her Majesty's ships "Bonetta" and "Spy" towards the French merchant vessel, the "*Luis d'Albuquerque*," Captain Bellet.

In that note his Excellency, referring to the statements contained in the Enclosures to his Excellency's communication, informs the Undersigned that he is directed by his Government to require, first, that Her Majesty's Government will disavow the conduct of Her Majesty's Officers in searching the "*Luis d'Albuquerque*" without warrants ; and, secondly, that they will institute an inquiry into the irregular proceedings with which Her Majesty's Officers and men are charged, in order to insure their punishment, if punishment should be due, and to prevent a recurrence of the irregularity complained of.

With respect to the first point, the Undersigned at once assures Count St. Aulaire that Her Majesty's Government have no intention to uphold or defend the conduct of any Officer in Her Majesty's service who shall search a French vessel without a warrant from the French Government authorising that step ; inasmuch as Her Majesty's Government consider that such a proceeding is not only not sanctioned by the Treaties which exist between the two countries, but that it is in direct contravention of their spirit.

With respect to the second request contained in the note of Count St. Aulaire, the Undersigned begs to inform his Excellency that orders have been given to institute, without delay, a strict investigation into the conduct of the persons charged with committing irregularities on board the "*Luis d'Albuquerque* ;" and that if misconduct should be proved on the part of any person in Her Majesty's service, it will be visited with proper punishment ; and that measures will be taken for preventing its recurrence.

The Undersigned, &c.

His Excellency Count St. Aulaire,
&c. &c.

(Signed) ABERDEEN.

No. 109.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, June 26, 1843.

I HEREWITH transmit to your Excellency the warrants described in the margin of the Despatch issued by the French Government, under the Conventions of 1831 and 1833, but now no longer required for Her Majesty's ships and their Commanders for which they were issued; and I have to desire that your Excellency will return them to the French Government, in order that they may be cancelled.

I am, &c.

His Excellency Lord Cowley, G.C.B.
&c. &c.

(Signed) ABERDEEN.

The Warrants returned in No. 109 were

1. Warrant issued on the 5th February, 1840, to Her Majesty's ship "Partridge," Commander Morris, on the Brazil station.
 2. Ditto, on the 19th March, 1842, to Her Majesty's ship "Illustrious," Captain Erskine, on the West India station.
 3. Ditto, on the 6th August, 1842, to Her Majesty's ship "Avon," Lieutenant Byng, on the West India station.
-

No. 110.

The Earl of Aberdeen to Count St. Aulaire.

MONSIEUR LE COMTE,

Foreign Office, June 27, 1843.

I HAVE had the honour to receive your Excellency's letter of the 19th instant, requesting to know the opinion of Her Majesty's Government as to the interpretation which should properly be put upon that clause in the Convention of 1831, which specifies the extent within which search may be exercised round the Island of Madagascar.

I have the honour to acquaint your Excellency, in reply, that it does not appear to Her Majesty's Government that the clause in question authorises the search of vessels at a greater distance than twenty leagues from the shores of that Island, whether on the East Coast, or on the West.

I am, &c.

His Excellency Count St. Aulaire,
&c. &c.

(Signed) ABERDEEN.

No. 111.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, July 4, 1843.

IN accordance with an application which has been made to me by the Admiralty, I have to instruct your Excellency to request the French Government to issue a warrant to enable Commander Arthur Morrell, of Her Majesty's sloop "Espoir," about to be employed on the West Coast of Africa station, to act under the Conventions of 1831 and 1833, between Great Britain and France, for the Suppression of Slave Trade.

I am, &c.

His Excellency Lord Cowley, G.C.B.
&c. &c.

(Signed) ABERDEEN.

N.B. A similar Instruction was addressed under the same date to Her Majesty's Ministers at Copenhagen, Turin, Naples, and Florence; to Her Majesty's Chargé d'Affaires at Hamburg; and to Her Majesty's Consul in Hayti.

No. 112.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, July 6, 1843.

IN accordance with an application which has been made to me by the Admiralty, I have to instruct your Excellency to request the French Government to issue a warrant to enable Lieutenant Peché Hart Dyke, of Her Majesty's brig "Heroine," about to be employed on the West Coast of Africa station, to act under the Conventions of 1831 and 1833, between Great Britain and France, for the Suppression of Slave Trade.

I am, &c.

(Signed) ABERDEEN.

His Excellency Lord Cowley, G.C.B.

&c. &c. &c.

N.B. A similar Instruction was addressed under the same date to Her Majesty's Ministers at Copenhagen, Turin, Naples, and Florence; to Her Majesty's Chargé d'Affaires at Hamburg; and to Her Majesty's Consul at Hayti.

No. 113.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, July 7, 1843,

IN accordance with an application which has been made to me by the Admiralty, I have to instruct your Excellency to request the French Government to issue a warrant to enable Commander Edmund Peel, of Her Majesty's sloop "Bittern," about to be employed on the Cape of Good Hope station, to act under the Conventions of 1831 and 1833, between Great Britain and France, for the Suppression of Slave Trade.

I am, &c.

(Signed) ABERDEEN.

His Excellency Lord Cowley, G.C.B.

&c. &c. &c.

N.B. A similar Instruction was addressed under the same date to Her Majesty's Ministers at Copenhagen, Turin, Naples, and Florence; to Her Majesty's Chargé d'Affaires at Hamburg; and to Her Majesty's Consul in Hayti.

No. 114.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, July 8, 1843.

IN accordance with an application which has been made to me by the Admiralty, I have to instruct your Excellency to request the French Government to issue a warrant to enable Lieutenant S. O. Wooldridge, of Her Majesty's brig "Spy," about to be employed on the Coast of Africa station, to act under the Conventions of November 30, 1831, and March 22, 1833, between Great Britain and France, for the Suppression of Slave Trade.

I am, &c.

(Signed) ABERDEEN.

His Excellency Lord Cowley, G.C.B.

&c. &c. &c.

N.B. A similar Instruction was addressed under the same date to Her Majesty's Ministers at Copenhagen, Turin, Naples, and Florence; to Her Majesty's Chargé d'Affaires at Hamburg; and to Her Majesty's Consul at Hayti.

No. 115.

Lord Cowley to the Earl of Aberdeen.

Paris, July 7, 1843.

(Received July 9.)

MY LORD,

I HAVE the honour to enclose a copy of a note which I have received from the Minister for Foreign Affairs, in reply to a letter I addressed to his Excellency on the receipt of your Lordship's Despatch of the 20th February, marked "Slave Trade," relative to certain warrants issued by Her Majesty's Government, under the Conventions of 1831 and 1833, and which have not been returned by the French Government to be cancelled.

I have, &c.

(Signed) COWLEY.

The Right Hon. the Earl of Aberdeen, K.T.

&c.

&c.

&c.

Enclosure in No. 115.

M. Guizot to Lord Cowley.

MONSIEUR L'AMBASSADEUR,

Paris, le 2 Juillet, 1843.

VOTRE Excellence m'a fait l'honneur de me transmettre le 27 Février dernier une liste de quatorze mandats délivrés à des bâtimens Français, conformément aux conventions sur la répression de la Traite en demandant qu'ils fussent rendus au Gouvernement de Sa Majesté Britannique comme ne pouvant plus servir. Il résulte des recherches que j'ai fait faire que deux de ces mandats se sont perdus dans le naufrage des bâtimens "*L'Herminie*" et le "*Dunois*," dont les Capitaines en étaient porteurs; que le mandat délivré en 1833 au Capitaine de la "*Favorite*" a été égaré lors du désarmement de ce bâtiment; et que les trois mandats délivrés aux Capitaines de "*L'Adonis*," de "*L'Oreste*," et de la "*Bordelaise*," doivent avoir déjà été restitués au Gouvernement de Sa Majesté Britannique par l'intermédiaire de l'Ambassade du Roi à Londres. Quant aux huit autres mandats, M. le Ministre de la Marine a donné l'ordre de les réclamer aux officiers qui en étaient porteurs, et dès qu'ils m'auront été adressés, je m'empresserai de les transmettre à votre Excellence.

Agréez, &c.

A son Excellence Lord Cowley, G.C.B.

&c.

&c.

(Signé) GUIZOT.

No. 116.

Viscount Canning to Lord Cowley.

MY LORD,

Foreign Office, July 8, 1843.

I AM directed by the Earl of Aberdeen to draw your Excellency's attention to his Lordship's Despatch of the 20th February last, containing a list furnished by the Admiralty of French vessels of war, to which warrants had formerly been issued by the Admiralty, but which vessels had not been named in the return given by the French Government, of those proposed to be employed in the Suppression of Slave Trade in the year 1843.

In the Admiralty list, your Excellency will find that mention is made of a warrant which had been granted to the "*Adonis*," for the *West India station*, on the 29th August, 1833.

The warrant in question was applied for by the Duc de Broglié, to the Earl of Granville, on the 20th June, 1833; it was issued, as I have above stated, on the 29th of August following, and was forwarded to Her Majesty's Ambassador, at Paris, for transmission to the French Government, on the 31st of the same month.

But on the 31st of August, 1837, M. de Bourqueney sent a note returning two warrants, one for the "*Hussard*," the other for the "*Medée*," and asking for three new warrants; one for the "*Bergère*," the second for the "*Oreste*,"

CLASS C.

on the West Indian station, and the third for the "*Adonis*," on the *Brazil station*.

The warrant which had been granted for the "*Adonis*," for the West India station, on the 29th August, 1833, was not returned, nor indeed mentioned in this note.

The three warrants requested as above in the note of the 31st August, 1837, were issued on the 21st September following, and were forwarded with a note to the Count Sebastiani, on the 4th October in the same year.

On the 4th January, 1838, however, Count Sebastiani, applying for warrants for five other French vessels, referred to the previous application of the 31st August, 1837, for warrants for the "*Bergère*," "*Oreste*," and "*Adonis*," stated that they had not been received, and requested that they also might be issued.

On the 9th January, 1838, he was answered that they had already been furnished, as above stated, and left at his house on the day of the date of the note inclosing them, viz., on the 4th of October, 1837; but that if they could not be found, application should be made at the Admiralty for duplicates.

On the 13th of the same month, Count Sebastiani answered that they must have been mislaid, and that they could not be found.

Accordingly application was made to the Admiralty for duplicates, and on the 18th of the same month they were forwarded to Count Sebastiani.

On the 17th of June, 1841, the *Chargé d'Affaires* of France at this Court returned, however, the original of the warrant, dated the 21st September, 1837, for the "*Adonis*," on the *Brazil station*, which it seems must, after having been mislaid, have been found again. And on the 2nd May, 1842, the French Ambassador returned the *duplicate* of the same warrant which had been forwarded on the 18th January, 1838.

But it appears that the warrant issued on the 29th of August, 1833, for the West Indian station, has not been yet returned.

This is the particular warrant specified in Lord Aberdeen's Despatch of the 20th February last, which, under the instructions in that Despatch, your Excellency will have noticed to the French Government as one apparently not now in use, and which ought therefore to have been returned.

If, however, it should have been mislaid or lost, it will only be necessary to have a memorandum to that effect.

I have, &c.

His Excellency Lord Cowley, G.C.B.
&c. &c.

(Signed)

CANNING.

No. 117.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, July 10, 1843.

I HEREWITH transmit to your Excellency the warrants described in the margin of this Despatch, issued by the French Government, under the Conventions of 1831 and 1833, but now no longer required for Her Majesty's ships and their commanders, for which they were issued; and I have to desire that your Excellency will return them to the French Government, in order that they may be cancelled.

I am, &c.

(Signed)

ABERDEEN.

The Warrants returned in No. 117 were—

1. Warrant issued on the 5th February, 1840, to Her Majesty's ship "*Waterwitch*," Lieutenant Matson, to African station.
2. Ditto on the 19th March, 1842, to Her Majesty's ship "*Bittern*," Commander B. C. F. P. Cary, Cape of Good Hope station.

His Excellency Lord Cowley, G.C.B.

&c.

&c.

&c.

No. 118.

*The Earl of Aberdeen to Count St. Aulaire.**Foreign Office, July 14, 1843.*

THE Undersigned, &c. has the honour to acquaint his Excellency the Count St. Aulaire, &c. that the papers transmitted by his Excellency in support of the claim of M. René Valentin, on account of goods destroyed in Mrs. Lightbourne's factory, in the Rio Pongos, by the boats of Her Majesty's ship "Iris," have been examined by the proper department of Her Majesty's Government.

The Undersigned has now the honour to state to his Excellency, that although there is no evidence, on oath, either of M. Valentin or of any one else, nor any documentary evidence, such as invoices, &c. to verify the quantity of goods destroyed, or the items inserted; yet, as the prices charged are not unreasonable, and as Her Majesty's Government see no reason to doubt that the statements of the claimant have been made in good faith, they are prepared to authorise the payment of £430 sterling, being the full amount of the compensation applied for.

The sum in question will accordingly be paid at Her Majesty's Treasury, to any person whom the Count St. Aulaire shall authorise to receive the same, on account of M. René Valetin.

The Undersigned, &c.

His Excellency Count St. Aulaire,
 &c. &c. &c.

(Signed) ABERDEEN.

No. 119.

*Count Ste. Aulaire to the Earl of Aberdeen.**Londres, le 14 Juillet, 1843.**(Received July 15.)*

MY LORD,

L'ARMATEUR du navire "*le Marabout*" vient d'annoncer à mon Gouvernement qu'il n'a reçu jusqu'à ce jour aucune notification relative aux mesures que le Gouvernement Anglais paraissait disposé à prendre pour faire réformer le jugement qui l'a condamné à des dommages-intérêts à raison de l'arrestation de ce bâtiment. Il assure même qu'à la date du 29 Avril, ses correspondans à Cayenne lui affirmaient qu'aucune démarche n'avait été fait au nom du Gouvernement Angais auprès des Tribunaux de la Colonie.

Je suis chargé, my Lord, de porter à votre connaissance ces instances nouvelles adressées par l'armateur du "*Marabout*" au Gouvernement du Roi pour obtenir le règlement à l'amiable, de sa réclamation, ou pour être mis en mesure de débattre ses intérêts devant les tribunaux compétens; et je me permets de prier votre Excellence de vouloir bien me mettre prochainement en mesure d'éclairer mon Gouvernement sur la marche que se propose de suivre dans cette affaire le Cabinet Britannique.

Je joins à cette note la copie authentique d'une pièce du Dossier du "*Marabout*," qui n'a point été encore communiqué à votre Excellence

Veuillez, &c.

(Signé) STE. AULAIRE.

A son Excellence le Comte d'Aberdeen,
 &c. &c. &c.

Enclosure in No. 119.

Extrait des Minutes du Greffe du Tribunal de Première Instance de la Guyane Française, séant à Cayenne.

CONCLUSIONS pour le sieur Paul Dejoie, Capitaine au long Cours, Commandant le bric le "Marabout," du port de Nantes, actuellement ancré au port de Cayenne, le dit Capitaine agissant tant en son nom personnel qu'au nom de son armateur, de son équipage et des intéressés dans le navire le "Marabout," et la cargaison, et encore au nom des assureurs, pour lequel domicile est élu en l'étude de M. Candolle, ayant le dit M. Candolle pour avoué.

Contre le sieur John Compton, officier de la Marine Royale Anglaise ; chargé d'amener le navire le "Marabout" à Cayenne, sous la prévention de se livrer au commerce illicite de la Traité des Noirs, mon dit sieur Compton, domicilié et demeurant en ce moment à Cayenne, Rue Dauphine chez Mademoiselle Zélina dite Monferrand, et pris ici tant en son nom personnel que comme représentant le sieur P. Christie, commandant la corvette Anglaise la "Rose," celui ci représentant le Gouvernement Britannique au nom duquel l'arrestation du "Marabout" a été faite à sa sortie de Bahia sur les côtes du Brésil.

Attendu qu'il résulte de l'arrêt de la Chambre des mises en accusation de la Cour Royale de Cayenne en date du deux Décembre mil huit cent quarante un, que le navire le "Marabout" a été indûment arrêté et sans aucun motif suspicion.

Attendu qu'en violation des Articles Trois et Quatre de l'Annexe à la Convention Supplémentaire relative à la Répression de la Traité des Noirs, en date du vingt deux Mars, huit cent trente trois, l'équipage du "Marabout" a été retenu par le croiseur Anglais, ce qui a mis le navire dans l'impossibilité de reprendre son voyage, et de porter sa cargaison au lieu de sa destination primitive.

Attendu d'ailleurs qu'il est résulté de l'arrestation du "Marabout," un retard préjudiciable à la vente de sa cargaison, qu'il conste d'un rapport d'experts en date du dix November, mil huit cent quarante un, qu'une partie des marchandises qui composent la dite cargaison était déjà détériorée, et qu'une autre partie était en voie de détérioration ; que dès lors un plus long séjour de ces marchandises dans la Colonie, ou leur transport à la côte d'Afrique aurait achevé de les détruire, ce qui en a nécessité la vente à Cayenne, suivant jugement du tribunal de Première Instance de Cayenne, jugeant en matière de commerce en date du sept Décembre mil huit cent quarante un.

Attendu que tout fait quelconque de l'homme qui cause à autrui un dommage, oblige celui par la faute de qui il est arrivé à le réparer, treize cent quatre vingt deux Code Civil.

Attendu que l'Article huit de la Convention du vingt deux Mars, mil huit cent trente trois, dispose que :—

"Lorsqu'un bâtiment de commerce de l'une ou de l'autre des deux nations aura été visité et arrêté indûment ou sans motif suffisant de suspicion, ou lorsque la visite ou l'arrestation auront été accompagnées d'abus, ou de vexations, le Commandant du croiseur, ou l'officier qui aura abordé le dit navire, ou enfin celui à qui la conduite en aura été confiée, sera suivant les circonstances, passible de dommages intérêts envers le Capitaine, l'armateur et la chargeur."

Attendu qu'il résulte du rapport fait par le Capitaine Dejoie à son arrivée à Cayenne, et signé des deux hommes de son équipage qui l'ont accompagné dans ce port, et d'un rapport d'experts du vingt cinq Octobre, mil huit cent quarante un, la preuve que la visite et l'arrestation du "Marabout," ont été accompagnés d'abus et de vexations tant de la part de l'officier qui procédait à la visite du navire, que de celui qui a amené le "Marabout," à Cayenne.

Attendu que les dommages intérêts sont dûs de la perte qu'on a faite et du gain dont on a été privé, onze cent quarante neuf Code Civil.

Attendu que le montant des factures des marchandises composant la cargaison du "Marabout," s'élève à quatre vingt dix neuf mille soixante trois francs

99,063f. 00c.

Que le produit net de la vente publique qui a été faite de la cargaison ne s'élève qu'à dix neuf mille sept cent cinquante un francs, soixante centimes ci 19,751 60

A reporter . . . 118,814 60

Report	118,114f. 60c.
Qu'il résulte une différence en déficit de soixante dix neuf mille trois cent onze francs, quarante centimes pour l'opération ci	79,311 40
Attendu que si le " <i>Marabout</i> ," fut arrivé au lieu de sa destination primitive la vente de sa cargaison aurait produit d'après les ventes faites à ses précédents voyages un bénéfice d'au moins soixante pour cent qui, calculé sur la somme de quatre vingt dix neuf mille soixante trois francs, montant des factures, devait s'élever à la somme de cinquante neuf mille quatre cent trente sept francs, quatre vingts centimes, ce qui prive l'opération du gain de	59,437 80
Attendu que le " <i>Marabout</i> " devait conduire onze passagers sur la Côte d'Afrique, payant chacun quatre cents francs, ce qui fait la somme totale de quatre mille quatre cents francs, qu'on est obligé de leur rembourser, ce qui prive l'opération du gain de quatre mille quatre cents francs ci	4,400 00
Attendu que les marchandises chargées par divers (non compris la cargaison appartenant à l'armement) devaient produire un fret de cinq mille quatre cents francs, que les dites marchandises n'ayant pas été portés au lieu de leurs destinations, l'armement est privé du gain du fret soit de	5,400 00
Attendu que si le " <i>Marabout</i> ," n'eût pas été arrêté, et qu'il eût pu continuer son voyage à la Côte d'Afrique, il y eût acheté un chargement de cent soixante huit mille kilos d'huile de palme à raison de vingt six francs les cinquante kilos, futailles comprises, qui revendues à Nantes au prix de cinquante deux francs, derniers cours cotés par la lettre de l'armateur, à la date du quatorze Mai, mil huit cent quarante un, eussent donné un bénéfice de quatre vingt dix mille sept cent vingt francs, dont se trouve privé l'opération ci	90,720 00
Attendu que d'un procès verbal d'expert en date du trente Octobre, mil huit cent quarante un, il résulte que des avaries ont eu lieu dans le gréement, la voilure, et la mature du " <i>Marabout</i> ," qu'il n'est pas raisonnable de supposer que le Capitaine Dejoie ait pu prendre la mer avec de telles avaries qu'il n'est pas moins déraisonnable de supposer que ces avaries ont eu lieu de Bahia à Cayenne, dont le trajet s'est opéré en peu de jours, et par de beaux temps, que dès lors ces avaries ne proviennent que de l'incurie et du mauvais vouloir du Sieur Compton, comme l'atteste d'ailleurs le rapport du Capitaine Dejoie, déposé au greffe du Tribunal le vingt un Octobre, mil huit cent quarante un, lesquelles avaries occasionnent à l'armement un perte de deux mille trois cent cinquante cinq francs, cinquante centimes ci	2,355 50
Attendu que des assurances ont été commises sur la valeur de la cargaison à raison de sept et demi pour cent, laquelle prime calculée sur la somme de quatre vingt dix neuf mille soixante trois francs, montant des factures; et sur celle des espèces de quarante deux mille soit sur la somme totale de cent quarante un mille soixante trois	

A reporter 241,624 70

Report	241,624f. 70c.
francs, produit celle de dix mille cinq cent soixante dix neuf francs, soixante douze centimes qui n'en sera pas moins payée aux assureurs, quoique l'opération n'ait pas eu lieu, ce qui occasionnait une perte à l'armement de dix mille cinq cent soixante dix neuf francs soixante douze centimes ci	10,579 72
Attendu que par un caprice incompréhensible du Commandant Christie, la dame Santo Lobo a été envoyée à Cayenne, que cette passagère a droit de réclamer à l'armement les frais de logement et de nourriture jusqu'à son arrivée à Jouda, côte d'Afrique, lieu de sa destination, que cette dame doit partir par le trois-mâts le " <i>Quos-Ego</i> ," de Nantes qui va appareiller pour Gorée, que de là il sera dû à la dite dame un passage jusqu'à Jouda, ce qui occasionne à l'opération une dépense pour le double passage de douze cents francs-ci	1,200 00
Que le prix de la pension de la dame Santo Lobo, depuis son arrivée à Cayenne jusqu'au vingt sept Décembre, jour où elle s'embarquera, s'élèvera à la somme de six cent quarante francs, ce qui occasionne à l'opération une perte de	640 00
Attendu que le dépôt forcé de la somme de quarante cinq mille cinq cent quatre vingt quinze francs, dans le caisses du Trésor public, occasionne à l'opération une perte de cent quatre vingt treize francs, quatre vint dix neuf centimes, pour commission à la quelle a droit le Trésorier ci	193 99
Attendu que le pont du " <i>Marabout</i> ," a eu besoin pendant son séjour à Cayenne d'un Calfatage, que ce travail n'ayant pu être fait par l'équipage du navire, puisqu'il lui avait été enlevé, le Capitaine a du avoir recours à un constructeur de Cayenne, ce qui occasionne à l'opération une dépense de deux cent soixante dix huit francs ci	278 00
Attendu que le débarquement de la cargaison, et son séjour dans les magasins de la Douane, ont exigé l'assistance d'un Tonnelier pour soins à donner aux futailles de Tafia, Rhum, et autres marchandises, ce qui a occasionné une dépense à l'opération de trois cent cinquante francs	35 00
Attendu que l'arrivée du " <i>Marabout</i> ," à Cayenne, le débarquement et la vente de sa cargaison, la ré-expédition du navire en France occasionne une dépense de sept mille cinquante trois francs, quinze centimes pour commission de cinq pour cent due au consignataire sur la somme de cent quarante un mille soixante trois francs, montant des valeurs à bord ci	7,053 15
Attendu que depuis le vingt sept Septembre, jour de l'arrestation du " <i>Marabout</i> ," jusqu'au vingt sept Décembre, jour où aura lieu son ré-armement à Cayenne, il est dû au Capitaine Dejoie, Primo: pour appointemens à raison de deux cents francs par mois pour trois mois, six cent francs ci	600 00
Secundo: pour frais de séjour à terre depuis le vingt Octobre jusqu'au vingt sept Décembre, mil huit cent quarante un, soit soixante neuf jours à raison de dix francs par jour, six cent quatre vingt dix francs	690 00
A reporer	261,919 56

Report 261,919f. 56c.

Attendu que depuis le vingt sept Septembre, jour de l'arrestation du "*Marabout*," jusqu'au vingt sept Décembre, jour où aura lieu son ré-armement à Cayenne, il sera dû aux matelots, Gautrel et Lorandin,

Primo: par gages à raison de quatre vingts francs par mois, pour le deux, deux cent quarante francs 240 00

Secundo: pour frais de séjour à Terre du vingt Octobre jusqu'au vingt sept Décembre, soit soixante neuf jours à raison de six francs parjour pour les deux, quatre cent quatorze francs 414 00

qu occasionne à l'opération tant pour le Capitaine que pour les dits deux matelots, une perte de dix neuf cent quarante quatre francs, pour les causes susdits-ci 1944 00

Attendu qu'à son dernier voyage à la Côte d'Afrique, et sur l'espoir d'un prompt retour, le Capitaine Dejoie y avait laissé pour onze mille francs de créances à recouvrer; qu'aujourd'hui ces créanciers ne lui laissent aucun espoir de recouvrement pour la cessation de ses affaires dans ces contrées, qui occasionne à l'opération une perte de onze mille francs 11,000 00

Attendu que l'équipage du "*Marabout*," retenu par le Commandant Christie en violation des traités, a droit au paiement de ses gages et a des indemnités jusqu'à son retour au port de son embarquement, que l'armateur est responsable des dits gages et indemnités; que ne pouvant actuellement apprécier la juste valeur de cette dépense, elle n'est provisoirement portée que pour mémoire sauf à en réclamer le montant lorsqu'on en pourra faire la justification

mémoire.

Attendu que l'arrestation du "*Marabout*" et son arrivée à Cayenne ont occasionné, et occasionnent encore, des frais de justice, dont on ne peut préciser aujourd'hui la valeur, les dits frais ne sont portés ici que pour mémoire, sauf à en réclamer le montant lorsqu'on en pourra faire la justification

mémoire.

Total des sommes déterminées Francs 2743 56

Par ces motifs et ces considérations plaise au Tribunal condamner le Sieur John Compton, et qualités, à payer comptant au requérant et qualités—Primo, la somme principale de deux cents soixante quatorze mille huit cent soixante trois francs, cinquante six centimes, pour les causes sus-déterminées; Secundo, le montant des gages et indemnités dûs à l'Equipage et des frais dont il est parlé dans les deux derniers paragraphes, articles portés pour mémoire, et ce, sur la justification qui en sera faite.

Enfin condamne le dit Sieur Compton en tous les dépens.—

Donner acte au requérant des réserves qu'il fait pour augmenter, diminuer, rectifier ou changer tout ou partie des présentes conclusions, en tout état de cause et notamment des réserves qu'il fait pour réclamer en tems utile le paiement de la somme de quatre mille soixante quinze francs, dix centimes, pour erreur fait dans le calcul du fret des marchandises chargées par divers à bord du "*Marabout*," et dont le chiffre a été omis dans l'exploit introductif d'instance.

Sera Justice, Cayenne le vingt quatre Décembre, mil huit cent quarante un.

(Signé) CANDOLLE, Avoué,
Collationné,

(Signé) MERENTIER.

Nous, André Vildarie Révoil, Juge Royal près le Tribunal de Première in-

stance de la Guyane Française, sèant à Cayenne, certifions que la signature apposée en l'autre part, est bien celle de M. Mérentier, greffier en chef près le dit Tribunal, et que foi doit y être ajoutée.

Cayenne, le 26 Janvier, 1843.

(Signé) REVOIL.
 Vu : le Procureur-Général du Roi,
 (Signé) VIDAL DE LINGENDES.
 Vu : Pour Légalisation.
 Le Gouverneur de la Guyane Française,
 (Signé) CHARMASSON.

No. 120.

Count St. Aulaire to the Earl of Aberdeen.

Londres, le 15 Juillet, 1843.

(Received July 15.)

MY LORD,

J'AI reçu la Note que votre Excellence m'a fait l'honneur de m'adresser hier pour m'annoncer qu'une indemnité de 430*l.* a été alloué par le Gouvernement Britannique au S^r. René Valentin pour les marchandises détruites dans la factorerie de Mme. Lightbourn, au Rio Pongo, par les bateaux du Navire Anglais "*l'Iris.*"

Je suis particulièrement heureux de pouvoir annoncer à mon Gouvernement une décision qui répond si bien à la juste confiance qu'il avait placée dans la loyauté et l'impartialité éclairée des Autorités Britanniques chargés d'examiner les réclamations du S^r. Valentin.

Veuillez, &c.
 (Signé) ST. AULAIRE.

A son Excellence le Comte d'Aberdeen.
 &c. &c. &c.

No. 121.

Lord Cowley to the Earl of Aberdeen.

Paris, July 14, 1843.

(Received July 17.)

MY LORD,

I HAVE the honour to forward to your Lordship the accompanying warrant to enable Lieutenant D. R. R. Mapleton to act under the Conventions between Great Britain and France, for the Suppression of Slave Trade, and for which I applied in conformity with your Lordship's instructions contained in your Despatch, marked "Slave Trade," of the 7th ultimo.

I have, &c.

(Signed) COWLEY.

The Right Hon. the Earl of Aberdeen, K. T.
 &c. &c. &c.

No. 122.

The Earl of Aberdeen to Count St. Aulaire.

Foreign Office, July 18, 1843.

THE Earl of Aberdeen presents his compliments to Count St. Aulaire, and has the honour to transmit to his Excellency, for his information, the accompanying copy of a letter which has been addressed, under his directions, to Lord Cowley, on the subject of the warrant for the "Adonis."

His Excellency Count St. Aulaire,
 &c. &c. &c.

Enclosure in No. 122.

Viscount Canning to Lord Cowley.

(See No. 116, page 105.)

No. 123.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, July 21, 1843.

WITH reference to my Despatch of the 6th instant, directing your Excellency to apply to the French Government for a warrant to enable Lieut. Peché Hart Dyke, of Her Majesty's brig "Heroine," to act under the Conventions of 1831 and 1833, I have to request that your Excellency will state to the French Government that the appointment of Lieutenant Dyke to the "Heroine" having been cancelled, the warrant in question will not be required.

I am, &c.

(Signed) ABERDEEN.

His Excellency Lord Cowley, G.C.B.

&c. &c. &c.

N.B. A similar Instruction was addressed, under the same date, to Her Majesty's Ministers at Copenhagen, Turin, Naples, and Florence; to Her Majesty's Chargé d'Affaires at Hamburg; and to Her Majesty's Consul in Hayti.

No. 124.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, July 22, 1843.

IN accordance with an application which has been made to me by the Admiralty, I have to instruct your Excellency to request the French Government to issue a warrant to enable Commander Henry Bagot, of Her Majesty's sloop "Wasp," about to be employed on the North America and West India station, to act under the Conventions of 1831 and 1833, between Great Britain and France, for the Suppression of Slave Trade.

I am, &c.

(Signed) ABERDEEN.

His Excellency Lord Cowley, G.C.B.

&c. &c. &c.

N.B. A similar Instruction was addressed, under the same date, to Her Majesty's Ministers at Copenhagen, Turin, Naples, and Florence; to Her Majesty's Chargé d'Affaires at Hamburg; and to Her Majesty's Consul in Hayti.

No. 125.

*Count St. Aulaire to the Earl of Aberdeen.**Londres, le 20 Juillet, 1843.*

MY LORD,

(Received July 22.)

IL résulte d'un rapport adressé par le Capitaine du navire Française, "le Grenouille," au Gouvernement du Roi, que ce bâtiment aurait été sans motifs semoncé à coup de boulet par le croiseur Britannique "l'Iris."

Je suis chargé, My Lord, par mon Gouvernement, de signaler ce fait à l'attention de votre Excellence. J'ai tout lieu de croire, avec le Gouvernement du Roi, que la semonce à coup de boulet n'est usitée par toutes les Marines que dans les cas de nécessité. Je pense donc que votre Excellence jugera qu'il y aurait tout intérêt à prévenir dorénavant, par des instructions précises de l'Amirauté les réclamations auxquelles l'abus de cette semonce a déjà donné lieu dans quelques circonstances antérieures, et notamment dans l'affaire du bâtiment Française "l'Aigle." Je serais heureux, My Lord, de pouvoir assurer mon Gouvernement qu'il n'y a sur cette question aucune divergence entre ses vues et celles du Cabinet Britannique.

Veuillez recevoir, &c.

(Signé) ST. AULAIRE.

A son Excellence le Comte d'Aberdeen,

&c. &c. &c.

No. 126.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, July 24, 1843.

IN accordance with an application which has been made to me by the Admiralty, I have to instruct your Excellency to request the French Government to issue a warrant to enable Lieutenant Daniel Woodruffe, of Her Majesty's steam vessel "Albert," about to be employed on the West Coast of Africa, to act under the Conventions of 1831 and 1833, between Great Britain and France, for the Suppression of Slave Trade.

I am, &c.

(Signed) ABERDEEN.

His Excellency Lord Cowley, G.C.B.

&c.

&c.

N.B. A similar Instruction was addressed, under the same date, to Her Majesty's Ministers at Copenhagen, Turin, Naples, and Florence; to Her Majesty's Chargé d'Affaires at Hamburg; and to Her Majesty's Consul at Hayti.

No. 127.

*Count St. Aulaire to the Earl of Aberdeen.**Londres, le 25 Juillet, 1843.*

MY LORD,

(Received July 26.)

J'AI l'honneur d'informer votre Excellence que le bâtiment à vapeur le "Styx," Commandé par le Lieutenant Jacques (Toussaint) doit partir incessamment pour le station des Antilles; je suis chargé de réclamer pour le Commandant de ce bâtiment un mandat de l'Amirauté Anglaise conformément aux Conventions pour la répression de la Traité.

Votre Excellence trouvera ci-joint un mandat qui est devenu inutile par suite du retour en France du bâtiment dont le Commandant en était porteur.

Veuillez, &c.

(Signé) ST. AULAIRE.

A son Excellence le Comte d'Aberdeen,

&c.

&c.

&c.

The Warrant returned in No. 127, was issued on the 12th December, 1842, to the French ship "Cleopatra," Captain Roy, West Coast of Africa.

No. 128.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, July 27, 1843.

IN accordance with an application which has been made to me by the Admiralty, I have to instruct your Excellency to request the French Government to issue a warrant to enable Commander Archibald Reed, of Her Majesty's ship "Racer," about to be employed on the Brazil Station, to act under the Conventions of 1831 and 1833, between Great Britain and France, for the Suppression of Slave Trade.

I am, &c.

His Excellency Lord Cowley, G.C.B.

(Signed)

ABERDEEN.

&c.

&c.

&c.

N.B. A similar Instruction was addressed, under the same date, to Her Majesty's Ministers at Copenhagen, Turin, Naples, and Florence; to Her Majesty's Chargé d'Affaires at Hamburg; and to Her Majesty's Consul in Hayti.

No. 129.

*The Earl of Aberdeen to Count St. Aulaire.**Foreign Office, August 1, 1843.*

THE Earl of Aberdeen presents his compliments to Count St. Aulaire, and in pursuance of the request contained in his Excellency's note of the 25th

ultimo, has the honour to transmit to him herewith a warrant to enable Lieut. Jacques (Toussaint) of the French steam vessel "*Styx*," to act under the Conventions of 1831 and 1833 between Great Britain and France for the Suppression of Slave Trade.

His Excellency Count St. Aulaire,
&c. &c.

No. 130.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, August 2, 1843.

IN accordance with an application which has been made to me by the Admiralty, I have to instruct your Excellency to apply to the French Government to issue a warrant to enable Captain Robert Fair, of Her Majesty's ship "*Conway*," about to be employed on the Cape of Good Hope station, to act under the Conventions of 1831 and 1833 between Great Britain and France for the Suppression of Slave Trade.

I am, &c.

His Excellency Lord Cowley, G.C.B.
&c. &c. &c.

Signed) ABERDEEN.

N.B. A similar Instruction was addressed under the same date to Her Majesty's Ministers at Copenhagen, Turin, Naples, and Florence; to Her Majesty's Chargé d'Affaires at Hamburg; and to Her Majesty's Consul in Hayti.

No. 131.

The Earl of Aberdeen to Count de Rohan Chabot.

THE Undersigned, &c., has the honour to acknowledge the receipt of two notes from his Excellency the Count St. Aulaire, &c., dated respectively the 27th of May and the 20th of July, respecting the practice of Her Majesty's ships of war in firing shotted guns in order to bring vessels to.

The note first mentioned referred to the case of the French vessel "*Aigle*," brought to in this manner by Her Majesty's ship "*Cygnets*."

The second referred to the case of the French vessel "*La Grenouille*," said to have been brought to in a similar manner by Her Majesty's ship "*Iris*."

In those notes the Count St. Aulaire refers to this custom as one which is not usual in the navies of other countries. Count St. Aulaire states it to be the opinion of the French Government that under the circumstances attending the case of the "*Aigle*," the Officer commanding the "*Cygnets*" was not justified in having recourse to such a measure; and requests that Her Majesty's cruisers may be recommended to follow the practice recognised and admitted by the armed ships of other nations.

The Undersigned, also entertaining a strong opinion that the custom of nations should be strictly adhered to by each individual power, upon the receipt of his Excellency's note of the 27th May, referred it to the functionary who is the legal adviser of Her Majesty in matters of international law and usage; and that functionary has reported that under the circumstances of the case of the "*Aigle*," the Commander of the "*Cygnets*" was warranted in causing two guns shotted to be fired *well ahead* of the "*Aigle*;" that it cannot be inferred that any disrespect was thereby intended towards the flag of France; and that no breach of the law of nations was committed.

Moreover, Her Majesty's Government, anxious to have the point satisfactorily decided, both with respect to the particular case of the "*Aigle*," and as regards general custom, directed at the same time that an inquiry should be made from the Admiralty as to the ordinary practice of cruisers on this point, and whether the complaint of the French Government appeared to be grounded in justice.

The Undersigned cannot do better, by way of complete explanation on this subject, than to send to Count de Rohan Chabot, for communication to his Government, the accompanying copy of the answer which he has received to his inquiry, and which he is persuaded will satisfy the French Government

that no violation of the established usages of maritime powers was either intended or practised by the Officer in command of the "Cygnet."

The Undersigned, &c.

Count de Rohan Chabot,
&c. &c.

(Signed) ABERDEEN.

Enclosure in No. 131.

Mr. Sidney Herbert to Viscount Canning.

MY LORD,

Admiralty, July 19, 1843.

HAVING laid before my Lords Commissioners of the Admiralty, your Lordship's letter of the 13th inst., with its Enclosures, from which it appears, with reference to the mode in which the search of the French vessel "*Aigle*," was enforced and effected by Her Majesty's brig "*Cygnet*," that the French Government do not admit the right of a British cruiser to fire shotted guns in order to bring to a vessel under French colours, suspected of being engaged in Slave Trade, I am commanded by my Lords to state, for the information of the Earl of Aberdeen, in answer to his Lordship's request to be acquainted what is the practice of Her Majesty's ships on this point, that cruisers generally have their guns shotted, and that in their Lordships' experience they do not recollect an instance of seeing a gun fired *to bring to* a vessel, which was not shotted.

A gun fired unshotted to leeward, displaying colours at the same time, is used to designate a friend, but does not intimate a demand to another vessel to bring to, or convey a determined demand for communication with her.

In the instance in question, the French vessel "*Aigle*," was deemed by the British cruiser to be a suspicious vessel, which showed no disposition to communicate with the "*Cygnet*," but on the contrary, had for several hours done everything in her power by press of sail to keep at a distance. Night was also approaching, and any vessel of war of France or other nation would under such circumstances have fired a shotted rather than an unshotted gun to convey the intended intimation of the determination to enforce a communication—which an unshotted gun would not have done.

The custom of the sea requires, however, that a first gun so fired should be directed sufficiently far ahead of the vessel to be brought to, to ensure the impossibility of striking her, although when the obstinacy of a vessel chased causes a second gun to be fired from the cruiser, such second gun is usually directed somewhat more towards her, yet it is not till these efforts have failed that the vessel chased becomes liable to be struck by the chasing cruiser, to oblige her to bring to.

With any other understanding such as now advanced by the French Government, a Portuguese or other slave vessel, or even a pirate, by hoisting French colours, might continue her efforts to escape from an English cruiser, though within gunshot of her, for a length of time, until night might enable her to escape altogether; whereas, when once within shot range, according to the existing practice, a forced communication can, if there be apparent cause for such a measure, be ensured; which of course, in the supposed case of false colours, could not be effected by merely firing blank cartridge to any extent.

My Lords desire me further to observe, that the course now complained of has been the invariable custom of the cruisers of all nations. In the case of the French corvette "*Le Creole*," commanded by His Royal Highness the Prince de Joinville, and Her Majesty's packet brig "*Express*," at Vera Cruz, in 1838, where a Mexican pilot was taken under a threat of force from on board the "*Express*," of which part of the transaction complaint was made at the the time, His Royal Highness carried the practice in question to the very unusual extent of firing across the bows of an American schooner, although she was a vessel of war, and of Her Majesty's packet "*Express*," which also bore a pendant.

I am, &c.

Viscount Canning,
&c. &c.

(Signed) SIDNEY HERBERT.

No. 132.

Count de Rohan Chabot to the Earl of Aberdeen.

Londres, le 5 Août, 1843.

(Received August 7.)

MY LORD,

J'AI reçu avec son annexe la note que votre Excellence m'a fait l'honneur de m'adresser hier sur l'affaire du bâtiment Français "*La Grenouille*," semoncé à coups de boulet par le croiseur Anglais "*l'Iris*." Je m'empresse de transmettre à mon Gouvernement copie de ces deux pièces.

J'ai, &c.,

(Signé)

PH. DE ROHAN CHABOT.

A son Excellence le Comte d'Aberdeen,
 &c. &c. &c.

No. 133.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, August 8, 1843.

IN accordance with an application which has been made to me by the Admiralty, I have to instruct your Excellency to request the French Government to issue a warrant to enable Commander Charles J. Bosanquet, of Her Majesty's ship "*Alert*," about to be employed on the West Coast of Africa station, to act under the Conventions of 1831 and 1833 between Great Britain and France, for the Suppression of Slave Trade.

I am, &c.

His Excellency Lord Cowley, G.C.B.
 &c. &c. &c.

(Signed) ABERDEEN.

N.B. A similar Instruction was addressed under the same date to Her Majesty's Ministers at Copenhagen, Turin, Naples, and Florence; to Her Majesty's Chargé d'Affaires at Hamburg; and to Her Majesty's Consul in Hayti.

No. 134.

The Earl of Aberdeen to Count de Rohan Chabot.

Foreign Office, August 11, 1843.

THE Undersigned, &c., has the honour herewith to transmit to Count de Rohan Chabot a copy of a Despatch from Her Majesty's Ambassador at Paris, enclosing a copy of a note from the French Minister for Foreign Affairs, requesting reimbursement of the sum of 840 francs, advanced by the Colonial Treasury of Cayenne to Lieutenant Compton and a seaman of Her Majesty's sloop "*Rose*."

The Undersigned begs to inform Count de Rohan Chabot that the Paymaster of Civil Services has received directions to pay to the order of the French Minister at this Court the sum of 33*l.* 12*s.*, being the equivalent, at the present rate of exchange, of the sum in question.

The Undersigned accordingly has the honour to request that Count de Chabot will authorise some person to receive that sum at Her Majesty's Treasury in the name of the French Government.

The Undersigned, &c.

Count de Rohan Chabot,
 &c. &c.

(Signed) ABERDEEN.

Enclosure in No. 134.

Lord Cowley to the Earl of Aberdeen, dated June 5, 1843.

(See No. 102, page 95.)

No. 135.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, August 11, 1843.

IN accordance with an application which has been made to me by the Admiralty, I have to instruct your Excellency to request the French Government to issue a warrant to enable Lieutenant Washington Carr, of Her Majesty's steam-vessel "Hermes," about to be employed on the North America and West India station, to act under the Conventions of 1831 and 1833 between Great Britain and France for the Suppression of Slave Trade.

I am, &c.

His Excellency Lord Cowley, G.C.B.
&c. &c. &c.

(Signed) ABERDEEN.

N.B. A similar Instruction was addressed under the same date to Her Majesty's Ministers at Copenhagen, Turin, Naples, and Florence; to Her Majesty's Chargé d'Affaires at Hamburg; and to Her Majesty's Consul in Hayti.

No. 136.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, August 15, 1843.

IN accordance with an application which has been made to me by the Admiralty, I have to instruct your Excellency to request the French Government to issue a warrant to enable Commander Horatio B. Young, of Her Majesty's steam-vessel "Hydra," about to be employed on the Coast of Africa station, to act under the Conventions of 1831 and 1833, between Great Britain and France, for the Suppression of Slave Trade.

I am, &c.

His Excellency Lord Cowley, G.C.B.
&c &c &c.

(Signed) ABERDEEN.

N.B. A similar Instruction was addressed under the same date to Her Majesty's Ministers at Copenhagen, Turin, Naples, and Florence; to Her Majesty's Chargé d'Affaires at Hamburg; and to Her Majesty's Consul in Hayti.

No. 137.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, August 16, 1843.

I HEREWITH transmit to your Excellency the warrants described in the margin of this Despatch, issued by the French Government under the Conventions of 1831 and 1833, but now no longer required for Her Majesty's ships and their Commanders, for which they were issued; and I have to desire that your Excellency will return them to the French Government, in order that they may be cancelled.

I am, &c.

His Excellency Lord Cowley, G.C.B.
&c. &c. &c.

(Signed) ABERDEEN.

The Warrants returned in No. 137 were—

1. Issued on the 4th June, 1841, to Her Majesty's ship "Persian," Commander Eden, on the Coast of Africa station.
2. Issued on the 4th June, 1841, to Her Majesty's ship "Iris," Capt. Nurse, on the Coast of Africa station.
3. Issued on the 2nd July, 1842, to Her Majesty's ship "Kite," Lieut. Pasco, on the Coast of Africa station.
4. Issued on the 16th February, 1843, to Her Majesty's ship "Iris," Commander Mundy, on the Coast of Africa station.

No. 138.

Lord Cowley to the Earl of Aberdeen.

Paris, August 14, 1843.

(Received August 16.)

MY LORD,

I HAVE the honour to inclose to your Lordship the accompanying warrants, for which, in conformity to your Instructions, I applied to the French Government.

I have, &c.

(Signed) COWLEY.

The Right Hon. the Earl of Aberdeen, K.T.

&c.

&c.

&c.

List of Warrants enclosed in No. 138.

"Spy," Lieutenant S. O. Wooldridge, West Coast of Africa.

"Espoir," Commander Arthur Morrell, West Coast of Africa.

"Rose," Commander Henry Sturt, North America and West Indies.

"Curaçoa," Captain Thomas S. Pasley, Brazil station.

"Sappho," Commander Geo. Hope, Cape of Good Hope station.

"Bittern," Commander Edmund Peel, Cape of Good Hope station.

"Wasp," Commander Henry Bagot, North America and West Indies.

"Albert," Lieutenant Daniel Woodruffe, West Coast of Africa.

Dated Paris,
July 29th
1843.Dated Paris,
Aug. 3rd 1843.

No. 139.

Count de Rohan Chabot to the Earl of Aberdeen.

Londres, le 15 Aout, 1843.

(Received August 19.)

MY LORD,

J'AI reçu l'ordre de mon Gouvernement d'appeler l'attention de votre Excellence sur la conduite tenue par les autorités de Sierra Leone, au mois de Mars dernier, à la suite de l'arrestation du navire Anglais "*le St. Christophe*," capturé par le croiseur Français "*la Vigie*," sous la prévention d'être engagé dans le Trafic des Noirs.

Vous trouverez ci-joint, my Lord, copie de la correspondance qui a eu lieu entre Monsieur le Gouverneur M'Donald et l'officier chargé de conduire "*le St. Christophe*" à Sierra Leone. Votre Excellence y verra que cet officier a été déterminé par les observations du Gouverneur à donner main-levée de capture, et qu'ainsi la procédure judiciaire n'a pas suivi le cours prescrit dans tous les cas par les Conventions de 1831 et 1833.

Je suis persuadé que votre Excellence reconnaitra avec mon Gouvernement tout l'inconvénient qu'il y aurait à passer sous silence les procédés employés à cette occasion par les autorités de Sierra Leone, et je ne puis douter, my Lord, que le Gouvernement de Sa Majesté Britannique ne donne les ordres nécessaires pour prévenir dorénavant toute transaction aussi contraire aux dispositions des Traités.

J'ai l'honneur d'être, &c.

(Signé)

PH. DE ROHAN CHABOT.

A son Excellence le Comte d'Aberdeen,

&c.

&c.

&c.

First Enclosure in No. 139.

Lettre à M. le Gouverneur de Sierra Leone.

MONSIEUR LE GOUVERNEUR,

Le 16 Mars, 1843.

J'AI l'honneur de vous informer de mon arrivée dans la Colonie de Sierra Leone, sur le brick de commerce Anglais le "*St. Christophe*," arrêté par le brick de guerre Français "*la Vigie*." J'adresse en même temps à votre Excellence les diverses pièces, au nombre de quatre, constatant l'arrestation du dit navire, les

motifs de son arrestation, et les diverses mesures prises depuis. Ignorant le mode de législation qui régit la Colonie, et les lois Anglaises relatives au cas dans lequel se trouve ce navire, j'ai l'honneur de remettre cette affaire entre les mains de Votre Excellence, pour que justice soit fait selon les lois en vigueur, et suivant ce que vous jugerez convenable de faire.

Recevez, &c.

(Signé) BOUYER.

Pour Copie conforme.

Le Gouverneur du Sénégal et Dépendances,
(Signé) BOUET.

Second Enclosure in No. 139.

Lettre de M. le Gouverneur de Sierra Leone.

MONSIEUR,

Le 20 Mars, 1843.

AYANT examiné avec soin les divers documens que vous avez placés entre mes mains relativement à l'arrestation du bric le "*St. Christophe*," par le navire de guerre Français la *Vigie*, et ayant reçu le Rapport de l'Avocat de la Reine, qui, sous ma direction, a examiné ces papiers, et a aussi visité le navire capturé, je pense qu'il est aussi de mon devoir vous informer que l'impression, restée dans mon esprit par suite de mon propre examen de ces documens, et par le Rapport du Conseiller légal du Gouvernement, est, que le bric le "*St. Christophe*" n'était en aucune manière engagé dans la Traite des Noirs; et je suis en outre d'opinion que la légalité même de son arrestation est une circonstance extrêmement douteuse. Je désire aussi appeler votre attention sur le 8^e Article du Traité entre le Gouvernement Français et Anglais, signé à Paris, le 22 Mars, 1833, et sur les dommages qui peuvent par ce être imposés.

J'ai pensé qu'il était de mon devoir envers vous étranger, probablement peu versé dans nos lois, de vous montrer pleinement toutes les difficultés du cas qui vous a amené dans cette Colonie, afin que vous puissiez être plus capable d'établir votre opinion, ainsi que la marche que vous voudrez adopter.

Veillez considérer que si vous n'êtes pas satisfait en délivrant ce navire entre les mains de ses propriétaires, la Cour de Vice-Amirauté vous est ouverte, devant laquelle vous pourrez suivre la procédure, et où, il n'y a pas à en douter, la plus scrupuleuse et la plus impartiale investigation des circonstances du cas sera faite.

J'ai l'honneur, &c.

(Signé) MACDONALD.

Pour Copie conforme.

Le Gouverneur du Sénégal et Dépendances,
(Signé) BOUET.

Third Enclosure in No. 139.

Lettre à M. le Gouverneur de Sierra Leone.

MONSIEUR LE GOUVERNEUR,

Le 20 Mars, 1843.

J'AI lu attentivement la lettre que vous m'avez fait l'honneur de m'écrire, et suis profondément peiné de ne pouvoir me rendre à l'avis que me donne votre Excellence avis dicté par la bienveillance et une profonde raison; mais veuillez, je vous prie, considérer, Monsieur le Gouverneur, que je ne suis ici qu'un intermédiaire entre M. le Capitaine de "*La Vigie*," et l'autorité Anglaise; que toutes les pièces de cette affaire sont faites au nom de M. Leps, commandant "*La Vigie*," et signées de lui; que, par conséquent, il est hors de mon pouvoir de les annuler, ni même d'en discuter la validité. M. Leps, en agissant ainsi qu'il l'a fait, a rempli son devoir, et doit, par conséquent, être disposé à en subir toutes les conséquences.

Agréez, &c.

(Signé) L. BOUYER.

Pour Copie conforme.

Le Gouverneur du Sénégal et Dépendances,
(Signé) E. BOUET.

Fourth Enclosure in No. 139.

Lettre de M. le Gouverneur de Sierra Leone.

MONSIEUR,

Le 29 Mars, 1843.

J'AI à vous doner connaissance de la réception de votre lettre du 20 de ce mois.

J'ai l'honneur de vous informer que j'ai de nouveau attentivement examiné le cas du Capitaine du brick le "*St. Christophe*," et j'ai requis officiellement l'opinion de M. l'Avocat de la Reine à ce sujet. Je joins ici une copie de la lettre contenant son opinion ; par cette lettre vous verrez que l'Avocat de la Reine ne pense pas qu'il y ait des griefs suffisans pour sanctionner la poursuite du dit navire, et qu'il serait hors de propos de faire une telle procédure.

Les faits sur lesquels l'Avocat de la Reine appuie son opinion, et ceux qu'il a établis m'ont rangé entièrement à son avis.

Je n'ai épargné aucune peine pour que toutes les circonstances de ce cas soient examinées avec soin ; et, si le résultat de ces enquêtes eût laissé dans mon esprit le moindre soupçon que le "*St. Christophe*" fût engagé dans la Traite des Noirs, je vous aurais donné le conseil de commencer la procédure contre lui devant la Cour, et j'eusse fait tout mon possible pour livrer à un juste châtiment un sujet Anglais engagé dans cet infâme trafic.

J'ai l'honneur, &c.

Pour Copie conforme.

(Signé)

MACDONALD.

Le Gouverneur du Sénégal et Dépendances,

(Signé)

E. BOUET.

First Sub-Enclosure in Fourth Enclosure in No. 139.

Rapport de M. l'Avocat de la Reine à M. le Gouverneur de Sierra Leone, sur la prise de "St. Christophe."

MONSIEUR,

J'AI l'honneur d'informer votre Excellence que j'ai reçu et examiné la déclaration et les autres documens relatifs à l'arrestation du brick le "*St. Christophe*" par le navire de guerre Français "*La Vigie*." M. Mac Cormack, Collecteur des Douanes, à ma requête (a) visité le navire capturé, et j'ai l'honneur de joindre son rapport au mien. Les Krewmens et autres personnes de couleur trouvés à bord du *St. Christophe*, ont été examinés sous ma direction devant les Magistrats de la police, et leurs dispositions (sic) seront mises sous les yeux de votre Excellence qui, d'après la lecture de ces documens, n'aura plus aucun doute sur le caractère de ces personnes. En examinant les circonstances de ce cas, il paraît que le principal motif de détention du *St. Christophe*, est à la présence à bord d'un grand nombre d'hommes de couleur, sans aucun papier manifestant le sujet pour lequel ils s'y trouvaient.

Il est à regretter que le Capitaine Rees (Capitaine du *St. Christophe*) n'ait pas eu un tel document ; mais en même temps, d'après la déclaration de l'officier capteur, le Capitaine Rees l'a informé que ces personnes étaient des passagers pour Sierra Leone ; et en outre il apprit (sic) du rapport de M. Mac Cormack et des dépositions des Krewmen, qu'ils ont dit à l'officier qui a abordé le navire qu'ils étaient hommes libres et non esclaves, et qu'ils étaient passagers pour Sierra Leone, où ils allaient chercher de l'ouvrage.

On doit considérer en outre que les Krewmens, race facile à distinguer et connue sur la côte, ne sont jamais réduits en esclavage.

Sur le sujet des Krewmens étant à bord d'un navire de commerce comme passagers, je dois renvoyer votre Excellence à un rapport, dans le Archives du Parlement, relativement à la Traite des Noirs pour 1824 et 1825, rapport d'une correspondance qui a eu lieu entre les Gouvernement Anglais et Français, dans lequel on indique clairement au Gouvernement Français les habitudes et le caractère de ces peuples, ainsi que leur coutume de quitter leur pays, et de se rendre à Sierra Leone, sur des navires de commerce.

Quant au nombre de pièces à eau mentionné dans le procès verbal, je suis d'avis, ainsi que M. le Collecteur des Douanes, qu'il n'est pas trop grand pour un navire du port du *St. Christophe* et pour son équipage. Pour ce qui est du

CLASS C.

compartiment aussi mentionné dans la déclaration, je renvoie, votre Excellence au rapport de M. Mac Cormack. La description de ce compartiment ne la sse pas à penser qu'il fût fait pour la Traite des Noirs. Les autres points de la déclaration admettant leur exactitude, ne demandent pas de discussion ; ils n'offrent rien qui puisse indiquer que ce navire était engagé dans la Traite des Noirs.

D'après toutes les circonstances, je pense qu'il n'est pas convenable pour les capteurs de procéder devant la Cour d'Amirauté. Le mieux qu'il en pourrait résulter serait de voir le navire relâché sans qu'on eût à lui payer de dommages et intérêts ; mais je pense que les capteurs seraient obligés à payer les frais, et en outre des dommages pour la détention, d'après l'Article 8 du Traité entre la France et la Grande Bretagne ; car je ne pense pas qu'ils pourraient se prévaloir de la protection de l'Article 7 du Traité, en prouvant que la détention du navire était justifiable.

J'ai l'honneur d'être, etc.

(Signé)

BENJ. B. J. PINE,

Avocat de la Reine.

Pour Copie conforme.

Le Gouverneur du Sénégal et Dépendances,

(Signé)

E. BOUET.

Second Sub-Enclosure in Fourth Enclosure in No. 139.

Rapport de M. le Collecteur des Douanes à M. le Directeur de Sierra Leone.

AYANT été requis par l'Avocat de la Reine pour l'accompagner à bord du bric Anglais le "St. Christophe," arrêté par le bric de guerre Français "La Vigie," et de plus, sur la demande de faire un rapport par écrit de ce que j'avais observé, je certifie et déclare que Vendredi 17 Mars, je crois, j'accompagnai l'Avocat de la Reine à bord du dit navire, que je trouvai à la charge d'un officier et d'un équipage Français, avec un certain nombre de Krewmens et quelques autres hommes de couleur sur le pont ; les Krewmens presque entièrement nus, comme c'est leur coutume, et les autres vêtus ; qu'à la suggestion de l'Avocat de la Reine d'observer si je voyais quelque chose qui pût me faire conclure que ce navire avait été disposé pour la traite des Noirs, je parcourus le pont du bâtiment, et descendis dans la chambre où entrepont du dit navire, mais sans rien voir qui pût me donner à penser que ce navire fût disposé pour la traite des Noirs. Je vis neuf pièces d'eau assujéties près des dromes tribord et babord du pont, et je fus informé qu'une pièce avait été envoyée à terre. J'en vis une très grande sur le gaillard d'arrière, mais qui n'avait pas l'apparence d'avoir été employée pour mettre de l'eau. Ces pièces ne contiennent pas plus d'eau qu'il n'est nécessaire pour l'équipage d'un tel bâtiment.

Il y avait dans la partie antérieure de l'entrepont indiquée par l'officier Français, des épontilles, mais mises évidemment pour maintenir la cargaison et les morceaux de bois de teinture entassés devant, et les empêcher de tomber dans l'entrepont.

Il n'y avait pas l'apparence de division ou de cloison, comme il est d'usage dans les navires négriers.

A la requête de l'Avocat de la Reine, je fis aussi quelques questions aux Krewmens qui étaient à bord, dont je connais quelques-uns, desquels j'appris qu'ils étaient à bord soixante et quelques. Quant à la manière dont ils étaient venus à bord, et leur but en y venant, un Krewman nommé Tom. Jeidy, et plusieurs autres, me répondirent qu'ils étaient venus à bord de leur propre et libre volonté, comme passagers pour Sierra Leone ; qu'ils étaient quelques chefs avec leurs garçons qui venaient à Sierra Leone dans le but d'y travailler pour gagner de l'argent, pour retourner ensuite dans leur pays avec le fruit de leur travail. Il dirent aussi qu'ils avaient informé l'officier qui avait abordé le navire, qu'ils étaient hommes libres et non esclaves, passagers pour Sierra Leone pour y chercher de l'ouvrage.

Je déclare aussi que je vis une autre personne, que j'ai connue depuis quelques années, comme menuisier dans la colonie, ayant avec lui sa femme et un enfant, qui me dit qu'il avait été à un des établissemens Américains pour travailler, et que maintenant il retournait chez lui à Sierra Leone.

Un autre me dit aussi qu'il avait été travailler comme maçon aux établis-

semens Américains, et qu'il retournerait actuellement chez lui. Aucun de ces hommes n'avait l'apparence d'être esclave.

Je dois dire aussi qu'il y a environ 29 ans que je suis venu pour la première fois dans cette colonie, et que pendant tout ce temps, j'ai vu beaucoup de bâtimens venant du pays des Krewmen, ayant à bord un certain nombre de ces hommes venant dans la colonie comme travailleurs, exactement comme ils étaient à bord du "St. Christophe," et que de temps en temps, suivant qu'ils en trouvaient l'opportunité, ils tournaient dans leur pays avec le fruit de leur travail.

(Signé)

MAC CORMACK,

Collecteur des Douanes.

Je certifie en outre que le bric le "St. Christophe," Capitaine William Rees, est expédié des Douanes de Londres, en date du 16 Avril, 1842, et est sorti de ce port pour faire son voyage commercial sur la côte, sous le vent, le 7 Mai.

Pour Copie conforme.

Le Gouverneur du Sénégal et Dépendances,

(Signé)

BOUET.

Fifth Enclosure in No. 139.

Lettre à M. le Gouverneur de Sierra Leone.

MONSIEUR LE GOUVERNEUR,

Le 30 Mars, 1843.

J'AI l'honneur de vous accuser réception de votre lettre du 29 Mars, ainsi que des copies des Rapports de MM. l'Avocat de la Reine et le Collecteur des Douanes.

J'ai attentivement examiné et commenté les Rapports de ces Messieurs, et bien que j'aie trouvé dans plusieurs parties matière à contestation, je croirai avoir rempli consciencieusement mon devoir en suivant l'avis que me donne votre Excellence, avis basé sur le Rapport des hommes de loi, et en abandonnant la poursuite du bric le "St. Christophe ;" certain du reste que ma position d'étranger dans la colonie, et ignorant de la législation Anglaise, m'est un sûr garant de votre bienveillance et de l'appui des lois.

Pourtant, Monsieur le Gouverneur, je ne puis me ranger entièrement à l'avis de votre Excellence, qu'autant que j'aurai la certitude de ne pas voir après la cessation de mes poursuites, la partie adverse venir m'attaquer en dommages et intérêts. Car, s'il devait en être autrement, si j'avais le moindre soupçon que je pusse, après cession faite du navire entre les mains de ses propriétaires, être poursuivi par eux, rien ne pourrait me faire désister de mes poursuites, et je ne m'en référerais qu'à la Cour d'Amirauté.

J'ai dû vous faire cette remarque, Monsieur le Gouverneur, parce que M. l'Avocat de la Reine me parla, il y a peu de jours, de l'intention qu'avait le propriétaire du "St. Christophe," de poursuivre l'officier capteur en dommages et intérêts, même en admettant qu'il abandonnât toute poursuite. Votre Excellence verra sans peine que ce serait alors m'engager dans une fausse voie, ma position ne me permettant pas de me borner à me défendre, mais me faisant au contraire un devoir d'être l'agresseur, si l'affaire doit être présentée devant la Cour. Veuillez donc, je vous prie, Monsieur le Gouverneur, avoir la bonté de faire prendre à ce sujet des renseignemens positifs, et alors, s'ils sont tels que je suis en droit de l'espérer, toute poursuite sera arrêtée, et je n'aurai plus qu'à m'excuser auprès de votre Excellence, de tout l'embarras que lui aura causé ma présence dans cette colonie.

Agréé, &c.

(Signé)

L. BOUYER.

Pour copie Conforme.

Le Gouverneur de Sénégal et Dépendances,

(Signé)

BOUET.

*The Earl of Aberdeen to Count de Rohan Chabot.**Foreign Office, August 28, 1843.*

THE Undersigned, &c., begs to refer M. de Rohan Chabot, &c., to the notes which the Undersigned addressed, on the 24th February last, to his Excellency Count St. Aulaire, and on the 12th instant to M. de Chabot, upon the subject of complaints which the Master of the French vessel "*Aigle*," had preferred against the Commander of Her Majesty's ship "*Cygnnet*," for his conduct on visiting the "*Aigle*."

Those notes contained such explanation as the information possessed by Her Majesty's Government at the time enabled them to give, on the various allegations upon which the Master of the "*Aigle*" founded his complaint; but M. de Chabot will perceive that, in the first note, the Undersigned stated that, as soon as he should have learned the result of the enquiries instituted upon the representations of the Count St. Aulaire, he should again have the honour to address his Excellency upon the subject.

Her Majesty's Government having now received from Lieutenant Wilson, Commander of Her Majesty's ship "*Cygnnet*," a more detailed statement of the occurrence, the Undersigned proceeds to reply to those points in Count de St. Aulaire's note, which remain unanswered.

The first of these points is, that the "*Aigle*" was obliged to deviate from her course, and that she was thereby subsequently exposed to some danger.

On this the Undersigned has already remarked to Count St. Aulaire, "that, with respect to the danger incurred, the statement of the Captain of the "*Aigle*," does not very clearly explain what that danger was." It appears probable, however, that the Master of the "*Aigle*" may have referred here to an alleged difficulty in doubling Cape Formoso, in consequence of the delay occasioned by the visit; a delay which the Master of the "*Aigle*" avers to have lasted two hours and a half.

Lieutenant Wilson, on the contrary, states, that to any one who has navigated that part of the coast, it is manifest that there can be no truth in the statement that a vessel leaving Whydah could have any difficulty in doubling Cape Formoso. The distance from Whydah to Cape Formoso is upwards of 200 miles; in the months of June, July and August, there is always a fresh W.S.W. breeze; and a ship leaving Whydah can, allowing for the current, have no difficulty in making a S.S.E. course, which would carry her considerably to the south of Cape Formoso.

With respect to the delay occasioned by the visit, it is observed, that the time actually occupied by the boarding officer in ascertaining the nationality and character of the "*Aigle*," did not exceed ten minutes; but that the French Master then wrote to Lieutenant Wilson a letter of complaint, to which it, of course, became that Officer's duty to return an answer.

The time which elapsed between the departure of the letter from the "*Aigle*," and the arrival of the answer on board that vessel, was an hour and twenty minutes; and this portion of the delay, as M. de Chabot will perceive, was occasioned by the act of the French Master himself.

The remaining hour of delay probably elapsed between the time of firing the shot, and actually boarding the vessel.

The Undersigned feels assured that the French Government will concur with the Undersigned in opinion, that a delay of so short duration, and of which so small a portion is attributable to the proceedings of the British Officers, does not form a material cause of grievance against the Commander of the "*Cygnnet*."

That the British Commander did not visit the vessel wantonly, or without cause of suspicion, the accompanying extract from a letter addressed by Captain Tucker to Lieutenant Wilson, of Her Majesty's ship "*Cygnnet*," will furnish abundant proof.

The Master of the "*Aigle*" has asserted that the visit was made by two men without uniform, one of whom was in a state of drunkenness. On this point Lieutenant Wilson states, that Mr. Hall, the Officer who visited the "*Aigle*," was next in command to himself; that he was dressed in his proper uniform; and that the other Officer who accompanied him was in jacket and

gold-laced cap; and Lieutenant Wilson adds, and, as it appears to the Undersigned, with justice, that it is not to be supposed that he, the Commander of Her Majesty's ship, would suffer any person who was intoxicated to go on board a vessel on such an occasion as that in question.

The last remaining point of complaint is, that the visiting Officer refused to enter the visit on the log of the "*Aigle*."

Mr. Hall, who conducted the visit, has stated specifically, that he did not sign the log, because the Master did not ask him to do so.

Her Majesty's Government admit, that it was the duty of that Officer to have offered to the Master of the "*Aigle*" to enter the visit on his log; and directions have been given that, in all cases in which a French vessel may be visited by a British cruiser, in pursuance of the Conventions of 1831 and 1833, for the Suppression of Slave Trade, an offer to that effect shall be made by the visiting Officer.

But, as in the present case, it does not appear from the statement of the French Master, or from that of the visiting Officer, that any request to that effect was made by the Master of the "*Aigle*," and the written communication between the Master of the French vessel and the Commander of the "*Cygnets*," may, under the circumstances, have appeared to the British visiting Officer to furnish a sufficient record of the visit, the Undersigned trusts that this not very unnatural omission of a part of his duty will be pardoned by the French Government.

The Undersigned has the honour to request that the Count de Rohan Chabot will communicate these observations to his Government.

The Undersigned, &c.

Count de Rohan Chabot,
&c. &c. &c.

(Signed) ABERDEEN.

Enclosure in No. 140.

Extract from a Letter from Captain Tucker of Her Majesty's ship "Iris," to Lieutenant Wilson of Her Majesty's ship "Cygnets," dated Her Majesty's ship "Iris," off Little Popoe, May 18, 1842.

I HAVE received information of two vessels having been in Dutch Accra Roads four days ago, a barque and a brig under French colours, with French captains and Spanish crews, belonging to Havana; one, the barque, said to have slaves at Whydah; the other, the brig, at Away. Do not let one load on your station; "*Dolphin*" must mind her's, and I hope I shall be able to prevent any escaping from my division of the Bights, though it is the worst to watch.

No. 141.

The Earl of Aberdeen to Count de Rohan Chabot.

Foreign Office, August 28, 1843.

THE Undersigned, &c. has the honour to acknowledge the receipt of a note from the Count de Rohan Chabot, &c. of the 15th instant, enclosing certain documents relating to the detention of a British vessel named the "*St. Christopher*," by the French ship of war "*La Vigie*," upon suspicion of being concerned in the Slave Trade, and describing the proceedings which took place at Sierra Leone upon the arrival of the "*St. Christopher*" in that colony, charged with the crime in question.

Count de Rohan Chabot observes that, in these proceedings, the course prescribed by the Conventions of 1831 and 1833, has not been followed; and he suggests that such instructions may be given as shall prevent the recurrence of transactions so contrary to the provisions of the Treaties.

Previously to the receipt, by the Undersigned, of Count de Rohan Chabot's note and its enclosures, Her Majesty's Government had been furnished by the authorities at Sierra Leone with copies of the same papers; and the Undersigned has the satisfaction of informing Count de Rohan Chabot that his suggestion has been anticipated, and that Her Majesty's Government have given directions that henceforward, in the event of a British vessel being brought to

the colony for trial, under a charge of Slave Trading, the course prescribed by the Conventions between the two countries shall be strictly adhered to, without reference to the interests of any party concerned.

The Undersigned, in issuing this Instruction, has not thought it necessary to pass any censure upon the conduct of the Governor of Sierra Leone in the case of the "*St. Christopher*." Her Majesty's Government are of opinion that the circumstances of the case, as well as the motives under which Governor Macdonald acted, were such as in a great measure to excuse his departure from the strict letter of his duty; and they know that the cause of justice lost nothing by the consideration which he showed for the interests of the captors of the British vessel.

At the same time, if it were necessary to demonstrate the inconvenience of adopting in such a case any course but that marked out by law and Treaty, the proof would be found in the letter from Captain Bouet to the Governor of Sierra Leone, of which the Undersigned has the honour to enclose a copy to Count de Rohan Chabot.

To this letter Governor Macdonald has replied, in the opinion of the Undersigned, most properly—by a simple acknowledgment of its receipt; and the Undersigned would beg to suggest to Count de Rohan Chabot whether it would not be desirable that Instructions should be given to Captain Bouet to leave it to his Government to make to the Government of Her Majesty, when they may see reason so to do, any communications of the nature of that which he has addressed to Governor Macdonald, and to confine himself, in his official intercourse with the authorities of the British settlements, to such matters as the interests of the colony entrusted to his charge may make it necessary to discuss directly with those authorities.

The Undersigned, &c.

(Signed)

ABERDEEN.

His Excellency Count de Rohan Chabot,
 &c. &c. &c.

Enclosure in No. 141.

M. Bouet to Governor Macdonald.

MONSIEUR,

Saint Louis, le 10 Mai, 1843.

J'ENVOIE la "*Fine*" à Sierra Léone prendre M. Bouillet et l'équipage du "*St. Christophe*," capturé sous prévention de Traité. J'ai toute espèce de remerciements à vous faire pour les bons soins dont le Capitaine Bouillet et ses gens ont été entourés à Sierra Léone par vos ordres.

La mission commune que les bâtimens de France et d'Angleterre ont à remplir sur la côte d'Afrique fera naître bien des rapprochemens de ce genre, tendant à resserrer l'intimité de leur alliance, si indispensable pour la moralisation de l'Afrique. Ce n'est pas sans regret toutefois, Monsieur le Gouverneur, et je vous le dis avec franchise, que j'ai vu les magistrats de Sierra Léone insister avec tant d'ardeur auprès du jeune et inexpérimenté capitaine de la prise pour l'engager à se desister de ses poursuites à l'égard du *St. Christophe*, les résultats de ce desistement sont fâcheux sous tous les rapports. Je ne parle qu'en passant du blâme que mérite l'Enseigne Bouillet pour avoir voulu sortir du rôle d'intermédiaire, ou le restreignait sa position de simple conducteur de prise, mais ce qui est plus grave, c'est le retentissement qui sera donné à ce fait. Ce sont les circonstances aggravantes, et sans doute erronnées dont la publicité de nos deux pays ne tardera pas à l'entourer; c'est l'apparence, fautive certainement, de déni de justice que semblera revêtir cet abandon de l'accusation; c'est le mauvais vouloir que l'on ne manquera pas de reprocher à M. l'Avocat de la Reine, pour n'avoir pas jeté sur cette affaire le grand jour qu'elle semblait appeler. L'occasion était celle cependant, Monsieur le Gouverneur, pour rechercher au fond et publiquement ce qu'étaient toutes ces immigrations opérées sur le littoral Africain. Il n'est pas encore parfaitement démontré à tous, qu'elles ne puissent pas souvent être la source de bien des abus, bien des manœuvres immorales tendant, au dire de beaucoup des vos compatriotes, à couvrir les opérations d'une Traite déguisée; et en effet les personnes qui expriment cette

opinion pensent qu'en enlevant de noirs du littoral Africain, par la ruse et des promesses menteuses pour les porter sur un autre continent, où nos besoins d'Europe les appellent et les exilent à tout jamais, ou tourne dans un cercle vicieux dont l'abolition de la Traite semblait avoir fait sortir les nations Européennes les Anglais à leur tête.

Ces ruses, ces promesses mensongères, sont-elles vraiment mises en usage par les recruteurs de travailleurs libres ?

N'avaient-elles pu l'être pour le recrutement du St. Christophe tout particulièrement ?

Tous les Noirs étaient-ils vraiment de Krewmanes voyageurs ?

N'étaient-ils pas au contraire expédiés en grande partie du Cap de Monte, où il y a fort peu de Krewmanes, et où Monsieur Cannot, ancien capitaine de Négrier, a un établissement considérable sous pavillon Anglais, destiné sans doute à opérer des recrutements de travailleurs pour les Antilles ?

Pourquoi ensuite ces graves irrégularités sur le rôle, qui ne peut prouver la présence à bord d'une cinquantaine de Noirs, et l'absence de plusieurs autres personnes qui y sont portées nominativement ?

Irregularités assez graves pour motiver une arrestation de piraterie, la loi à la main ?

Ce sont autant de questions, Monsieur le Gouverneur, sur lesquelles la publicité des débats aurait jeté une clarté désirable dans l'intérêt de la grande cause que nous poursuivons de concert. Je regrette donc que l'on ait amené M. Bouillet à se désister de ses poursuites, soit que l'application de l'Article 7, ou celle de l'Article 8, en eut été la conséquence. Je le regrette d'autant plus qu'il paraît officiel qu'un navire Anglais, porteur de soixante travailleurs libres les a vendus comme esclaves à Porto Rico, ce qui tendrait à faire penser que les opérations des recruteurs d'immigrants Africains, doivent être surveillés de très près.

Veillez croire, Monsieur le Gouverneur, que de tout ceci je ne conserve que le souvenir du bon accueil que vous avez fait au capitaine; ainsi que je l'ai écrite à Monsieur le Gouverneur de Gambie, mon plus vif désir est que les deux colonies imitent leurs chefs, leur donnant l'exemple d'une communauté parfaite de sentiments d'estime et d'affection.

Veillez agréer, &c.

(Signé)

C. BOUET.

Monsieur Le Gouverneur de Sierra Leone,
&c. &c. &c.

No. 142.

Count de Rohan Chabot to the Earl of Aberdeen.

Londres, le 28 Aout, 1843.

(Received August 31.)

MY LORD,

LE bâtiment, "*La Baucis*," goëlette, Commandée par M. le Bihan de Penvelé, Lieutenant de Vaaisseau, devant partir incessamment pour la station des Antilles, je prie votre Excellence de vouloir bien me transmettre un mandat qui autorise le Commandant de ce navire à exercer le droit de visite à l'égard du Pavillon Anglais.

J'ai l'honneur d'adresser ci-joint à votre Excellence six mandats qui ont cessé d'être utiles par suite du retour en France des bâtiments dont les commandants en étaient porteurs.

J'ai l'honneur, &c.

(Signé)

PH. DE ROHAN CHABOT.

A son Excellence le Comte d'Aberdeen,
&c. &c. &c.

The Warrants returned in No. 142 were—

1. Issued on the 12th March, 1841, to the French ship "*Oreste*," on the Mexican station.
2. Issued on the 30th December, 1841, to the French ship "*Circe*," on the West India station.
3. Issued on the 20th May, 1842, to the French ship "*Mignonne*," Captain Fournier, on the South American station.

4. Issued on the 20th May, 1842, to the French ship "*Coursier*," Captain d'Alteyrac, on the South American station.
5. Issued on the 19th August, 1842, to the French ship "*Oreste*," Captain Jannin, on the West India station.
6. Issued on the 1st February, 1843, to the French ship "*Baucis*," Lieutenant de Vaisseau Papillault, on the West India station.

No. 143.

Lord Cowley to the Earl of Aberdeen.

MY LORD,

Paris, August 28, 1843.

I HAVE the honour to forward to your Lordship the accompanying warrant to enable Captain R. Fair, of Her Majesty's ship "*Conway*," to act under the Conventions between Great Britain and France, for the Suppression of Slave Trade, and for which I applied to the French Government according to your Lordship's Instructions.

I have, &c.

(Signed) COWLEY.

The Right Hon. the Earl of Aberdeen, K. T.
 &c. &c. &c.

No. 144.

Count de Rohan Chabot to the Earl of Aberdeen.

Londres, le 29 Août, 1843.

(Received September 1.)

LE SOUSSIGNÉ, &c., a reçu la note que son Excellence Comte d'Aberdeen lui a fait l'honneur de lui adresser hier, sur l'affaire du bâtiment Anglais le "*St. Christophe*," arrêté sous prévention de Traité, par le croiseur Français "*la Vigie*," et postérieurement relaché.

En transmettant cette pièce à Paris, le SS. ne manquera pas d'appeler l'attention de son Gouvernement sur la Dépêche adressée le 10 Mai dernier par le Commandant Bouet à M. le Gouverneur de Sierra Leone, dont copie était jointe à la note de Lord Aberdeen, et sur les considérations indiquées à ce sujet par son Excellence.

Le Soussigné, &c.

(Signé) PH. DE ROHAN CHABOT.

A son Excellence le Comte d'Aberdeen,
 &c. &c. &c.

No. 145.

Count de Rohan Chabot to the Earl of Aberdeen.

Londres, le 30 Août, 1843.

(Received September 1.)

LE SOUSSIGNÉ, &c., a reçu la dernière note que Son Excellence le Comte d'Aberdeen a bien voulu lui adresser, pour lui annoncer que le Gouvernement de Sa Majesté Britannique se trouvait en mesure de répondre, sur tous les points, aux plaintes élevés par le Capitaine du bâtiment Français "*L'Aigle*," à l'occasion de la visite faite à son bord par le Commandant du "*Cygné*." Le Soussigné s'est empressé de soumettre à l'appréciation de son Gouvernement cette nouvelle communication.

Le Soussigné, &c.

(Signé) PH. DE ROHAN CHABOT.

A son Excellence le Comte d'Aberdeen,
 &c. &c. &c.

No. 146.

*Viscount Canning to M. de Talleyrand.**Foreign Office, September 4, 1843.*

VISCOUNT CANNING presents his compliments to M. de Talleyrand, and, in pursuance of the request contained in Count de Rohan Chabot's note of the 28th ultimo, has the honour to transmit herewith to him, a warrant, enabling the Commander of the French ship of war "*Baucis*" to act under the Conventions of 1831 and 1833, between Great Britain and France, for the Suppression of Slave Trade.

M. de Talleyrand,
&c. &c.

No. 147.

*Baron de Talleyrand to Viscount Canning.**Londres, le 5 Septembre, 1843.**(Received September 6.)*

LE Baron de Talleyrand présente les compliments à Lord Canning, et a l'honneur de lui accuser réception du mandat accordé par le Gouvernement de Sa Majesté Britannique au Commandant de la goëlette "*Baucis*," afin qu'il puisse exercer, d'après les Conventions de 1831 et 1833, le droit de visite à l'égard du Pavillon Anglais, dans la station des Indes Occidentales.

Viscount Canning,
&c. &c.

No. 148.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, September 8, 1843.

IN accordance with an application which has been made to me by the Admiralty, I have to instruct your Excellency to request the French Government to issue a warrant to enable Captain Chas. H. Freemantle, of Her Majesty's ship "*Inconstant*," about to be employed on the North America and West India station, to act under the Conventions of 1831 and 1833, between Great Britain and France, for the Suppression of Slave Trade.

I am, &c.
(Signed) ABERDEEN.

His Excellency Lord Cowley, G.C.B.
&c. &c. &c.

N.B. A similar Instruction was addressed, under the same date, to Her Majesty's Ministers at Copenhagen, Turin, Naples and Florence; to Her Majesty's Chargé d'Affaires at Hamburg; and to Her Majesty's Consul in Hayti.

No. 149.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, September 9, 1843.

I HEREWITH transmit to your Excellency the warrant described in the margin of this Despatch, issued by the French Government under the Conventions of 1831 and 1833, but now no longer required for Her Majesty's ship and its Commander, for which it was issued. And I have to desire that your Excellency will return it to the French Government, in order that it may be cancelled.

I am, &c.
(Signed) ABERDEEN.

His Excellency Lord Cowley, G.C.B.
&c. &c. &c.

The Warrant above alluded to was issued on the 6th February, 1839, to Her Majesty's ship "Grecian," Commander Smyth, on the Brazil station.

No. 150.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, September 10, 1843.

IN accordance with an application which has been made to me by the Admiralty, I have to instruct your Excellency to request the French Government to issue a warrant to enable Lieutenant O'B. Hoare, of Her Majesty's brigantine "Dolphin," about to be employed on the Brazil station, to act under the Conventions of 1831 and 1833, between Great Britain and France, for the Suppression of the Slave Trade.

I am, &c.

(Signed) ABERDEEN.

His Excellency Lord Cowley, G.C.B.

&c. &c. &c.

N.B. A similar Instruction was addressed, under the same date, to Her Majesty's Ministers at Copenhagen, Turin, Naples, and Florence; to Her Majesty's Chargé d'Affaires at Hamburg; and to Her Majesty's Consul in Hayti.

No. 151.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, September 11, 1843.

IN accordance with an application which has been made to me by the Admiralty, I have to instruct your Excellency to request the French Government to issue a warrant to enable Captain William Jones, of Her Majesty's steam ship "Penelope," about to be employed on the West Coast of Africa, to act under the Conventions of 30th November, 1831, and 22nd March, 1833, between Great Britain and France, for the Suppression of Slave Trade.

I am, &c.

(Signed) ABERDEEN.

His Excellency Lord Cowley, G.C.B.

&c. &c. &c.

N.B. A similar Instruction was addressed, under the same date, to Her Majesty's Ministers at Copenhagen, Turin, Naples, and Florence; to Her Majesty's Chargé d'Affaires at Hamburg; and to Her Majesty's Consul in Hayti.

No. 152.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, September 11, 1843.

I TRANSMIT herewith to your Excellency, for your information, copies of two notes which I have received from the Count St. Aulaire, complaining of the conduct pursued by Captain Foote and the Officers and men of Her Majesty's ship "Madagascar," towards the French vessel, "*Les Deux Sœurs*;" and a copy of the note which I have addressed to the Count St. Aulaire.

I am, &c.

(Signed) ABERDEEN.

His Excellency Lord Cowley, G.C.B.

&c. &c. &c.

Enclosures in No. 152.

1. *Count St. Aulaire to the Earl of Aberdeen, dated June 3, 1842.*
(See Class C. 1842, No. 33, p. 59.)
2. *Count St. Aulaire to the Earl of Aberdeen, dated March 20, 1843.*
3. *The Earl of Aberdeen to Count St. Aulaire, dated March 30, 1843.*
(See Nos. 73 and 78, pages 59 & 61.)

No. 153.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, September 11, 1843.

I TRANSMIT herewith to your Excellency, for your information, the copy of a note which I have received from the Count St. Aulaire, respecting the extent of the limits of search round the island of Madagascar, authorised under the Convention of 1831 between Great Britain and France, and a copy of the note which I have addressed to his Excellency in reply.

I am, &c.

His Excellency Lord Cowley, G.C.B.
&c. &c. &c.

(Signed) ABERDEEN.

Enclosures in No. 153.

1. *Count St. Aulaire to the Earl of Aberdeen, dated June 19, 1843.*
2. *The Earl of Aberdeen to Count St. Aulaire, June 27, „*
(See Nos. 106 and 110, pages 97 and 103.)

No. 154.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, September 11, 1843.

WITH reference to previous correspondence respecting an application made by the French Government for compensation for losses said to have been sustained by M. René Valentin, on account of goods destroyed in Mrs. Lightbourne's factory in the Rio Pongas, by the boats of Her Majesty's ship "Iris:"

I transmit herewith to your Excellency, for your information, the copy of a note which, since the date of my last communication with your Excellency upon this subject, I have received from the Count St. Aulaire; and a copy of the note which I addressed to his Excellency in reply; and a copy of the note which his Excellency addressed to me in acknowledging the last-mentioned communication.

I am, &c.

His Excellency Lord Cowley, G.C.B.
&c. &c. &c.

(Signed) ABERDEEN.

Enclosures in No. 154.

1. *Count St. Aulaire to the Earl of Aberdeen, dated April 30, 1843.*
2. *The Earl of Aberdeen to Count St. Aulaire, July 14 „*
3. *Count St. Aulaire to the Earl of Aberdeen, July 15 „*
(See Nos. 90, 118, and 120, pages 79, 107, and 112.)

No. 155.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, September 11, 1843.

I TRANSMIT herewith to your Excellency, for your information, a copy of a note which I have received from the Count St. Aulaire respecting the proceedings of the Commanders of Her Majesty's ships "Bonetta" and "Spy," towards the French merchant vessel the "*Luiz de Albuquerque*," and a copy of the note which I have addressed to his Excellency in acknowledging that communication.

I am, &c.

His Excellency Lord Cowley, G.C.B.
&c. &c. &c.

(Signed) ABERDEEN.

Enclosures in No. 155.

1. *Count St. Aulaire to the Earl of Aberdeen, dated June 2, 1843.*
2. *The Earl of Aberdeen to Count St. Aulaire, „ June 23 „*
(See Nos. 99 and 108, pages 85 and 102.)

No. 156.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, September 11, 1843.

I HEREWITH transmit to your Excellency, for your information, the accompanying copies of a correspondence with the French Ambassador and Chargé d'Affaires at this Court, on the subject of complaints preferred by the French Government against the Commanders of Her Majesty's ships "Cygnet" and "Iris," on account of the proceedings of those Officers with respect to the French Merchant vessels "Aigle" and "Grenouille."

I am, &c.

(Signed) ABERDEEN.

His Excellency Lord Cowley, G.C.B.
&c. &c. &c.

Enclosures in No. 156.

1. *Count St. Aulaire to the Earl of Aberdeen, dated October 20, 1842.*
2. *The Earl of Aberdeen to Count St. Aulaire, „ „ 26, 1842.*
(See Class C. 1842, Nos. 72 and 73, pages 79 and 81.)
3. *The Earl of Aberdeen to Count St. Aulaire, dated February 24, 1843.*
4. *Count St. Aulaire to the Earl of Aberdeen, dated February 28, 1843.*
5. „ to „ „ May 27, „
6. „ to „ „ July 20, „
7. *The Earl of Aberdeen to Count de Rohan Chabot, August 4, „*
8. *Count de Rohan Chabot to the Earl of Aberdeen, „ 5, „*
9. *The Earl of Aberdeen to Count de Rohan Chabot, „ 28, „*
(See Nos. 66, 70, 98, 125, 131, 132, and 140, pages 53, 58, 85, 113, 115, 117 and 124.)

No. 157.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, September 11, 1843.

I HEREWITH transmit to your Excellency, for your information, a copy of a Note, and of its Enclosures, from the French Chargé d'Affaires at this Court, relative to the proceedings which took place at Sierra Leone, consequent upon the capture of the British merchant vessel "St. Christopher," by the French ship of war "La Vigie," on a charge of Slave Trade. I transmit also to your Excellency a copy of the reply which I have returned to that communication.

I am, &c.

(Signed) ABERDEEN.

His Excellency Lord Cowley, G.C.B.
&c. &c. &c.

Enclosures in No. 157.

1. *Count Rohan de Chabot to the Earl of Aberdeen, August 15, 1843.*
2. *The Earl of Aberdeen to Count de Rohan Chabot, August 28, 1843.*
(See Nos. 139 and 141, pages 119 and 125.)

No. 158.

*Lord Cowley to the Earl of Aberdeen.**Paris, September 8, 1843.**(Received September 11.)*

MY LORD,

I HAVE the honour to transmit to your Lordship the accompanying warrants, to enable the Commanders of Her Majesty's ships, named on the margin, to act under the Slave Trade Conventions between Great Britain and France, for the Suppression of the Slave Trade.

I have, &c.

(Signed) COWLEY.

The Right Hon. the Earl of Aberdeen, K.T.

&c. &c. &c.

Warrants Enclosed in No. 158.

"Alert," Commander C. J. Bosanquet, 22nd August, 1843, West Coast of Africa.

"Hermes," Lieutenant W. Carr, 25th August, 1843, North America and West Indies.

"Hydra," Commander H. B. Young, 29th August, 1843, West Coast of Africa.

No. 159.

*Count de Rohan Chabot to the Earl of Aberdeen.**Londres, le 10 Septembre, 1843.**(Received September 20.)*

MY LORD,

J'AI l'honneur de renvoyer ci-joint à votre Excellence le mandat délivré par le Gouvernement Anglais* en exécution des Conventions relatives à la Traité, à M. Lahalle, Commandant la goëlette "*La Fine*," dans la station des Côtes Occidentales d'Afrique; ce mandat ayant cessé d'être utile, par suite du chargement de M. Lahalle, appelé à un autre commandement.

J'ai l'honneur d'être, &c.

(Signé) PH. DE ROHAN CHABOT.

A son Excellence le Comte d'Aberdeen,

&c. &c. &c.

* On the 19th June, 1843.

No. 160.

*Count de Rohan Chabot to the Earl of Aberdeen.**Londres, le 18 Septembre, 1843.**(Received September 20.)*

MY LORD,

D'APRÈS les ordres de mon Gouvernement, et en exécution des Conventions, relatives à la répression de la Traité, j'ai l'honneur de demander à votre Excellence la délivrance d'un mandat qui autorise le commandant de la goëlette "*La Fine*," M. Mequet (Eugène Louis Hugues) Lieutenant de Vaisseau, à exercer le droit de visite à l'égard du Pavillon Anglais dans la station des Côtes Occidentales d'Afrique.

J'ai l'honneur d'être, &c.

(Signé) PH. DE ROHAN CHABOT.

A son Excellence le Comte d'Aberdeen.

&c. &c. &c.

No. 161.

*The Earl of Aberdeen to Count de Rohan Chabot.**Foreign Office, September 23, 1843.*

THE Earl of Aberdeen presents his compliments to Count de Rohan Chabot, and in pursuance of the request contained in Count de Rohan Chabot's

note of the 18th instant, has the honour to transmit herewith to him a warrant, enabling the Commander of the French ship of war "*La Fine*," to act under the Conventions of 1831 and 1833, between Great Britain and France, for the Suppression of Slave Trade.

The Count de Rohan Chabot,
 &c. &c. &c.

No. 162.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, October 7, 1843.

I HEREWITH transmit to your Excellency the warrants described in the margin of this Despatch, issued by the French Government under the Conventions of 1831 and 1833, but now no longer required for Her Majesty's ships and their Commanders for which they were issued; and I have to desire that your Excellency will return them to the French Government, in order that they may be cancelled.

I am, &c.

His Excellency Lord Cowley, G.C.B.
 &c. &c. &c.

(Signed) ABERDEEN.

Warrants returned in No. 162.

1. Issued on the 5th February, 1840, to Her Majesty's ship "*Acorn*," Commander Adams, on the African station.
2. Issued on the 4th June, 1841, to Her Majesty's ship "*Cygnets*," Lieutenant Wilson, on the African station.

No. 163.

Count de Rohan Chabot to the Earl of Aberdeen.

Londres, le 6 Octobre, 1843.

MY LORD,

(Received October 7.)

J'AI l'honneur de renvoyer ci-joint à votre Excellence le mandat délivré* par le Gouvernement Anglais, en exécutions des Conventions relatives à la Traité à M. de Barimont, Commandant la goëlette "*La Toulonnaise*" dans la station des Indes Occidentales, ce mandat ayant cessé d'être utile par le retour du bâtiment dont le commandant en était porteur.

J'ai l'honneur d'être, &c.

(Signé)

PH. DE ROHAN CHABOT.

A son Excellence le Comte d'Aberdeen,
 &c. &c. &c.

* On the 20th May, 1843.

No. 164.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, Oct. 17, 1843.

I HEREWITH transmit to your Excellency the warrant described in the margin* of this Despatch, issued by the French Government, under the Conventions of 1831 and 1833, but now no longer required for Her Majesty's ship and its Commander for which it was issued; and I have to desire that your Excellency will return it to the French Government, in order that it may be cancelled.

I am, &c.

His Excellency Lord Cowley, G.C.B.
 &c. &c. &c.

(Signed) ABERDEEN.

* The warrant referred to was issued on the 5th of February, 1840, to Her Majesty's ship "*Fantome*," Commander Butterfield, on the African station.

No. 165.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, Oct. 20, 1843.

I HEREWITH transmit to your Excellency the warrants described in the margin* of this Despatch, issued by the French Government, under the Conventions of 1831 and 1833, but now no longer required for Her Majesty's ships and their Commanders for which they were issued; and I have to desire that your Excellency will return them to the French Government, in order that they may be cancelled.

I am, &c.

His Excellency Lord Cowley, G.C.B.
&c. &c. &c.

(Signed) ABERDEEN.

* The warrants returned in No. 179 were issued on the 16th of January, 1836, to Her Majesty's ship "Pickle," Commander Bulman, on the West India station; and on the 4th of July, 1843, to Her Majesty's steam vessel "Avon," Lieutenant Mapleton, on the North America and West India station.

No. 166.

Lord Cowley to the Earl of Aberdeen.

MY LORD,

Paris, Oct. 16, 1843.
(Received Oct. 20.)

I HAVE the honour to enclose to your Lordship the accompanying warrants, for which I applied to the French Government, according to your Lordship's Instructions, to enable the Officers commanding Her Majesty's ships, the "Inconstant," "Dolphin," and "Penelope," to act under the Conventions of 1831 and 1833, between Great Britain and France, for the Suppression of Slave Trade.

I have, &c.

(Signed) COWLEY.

The Right Hon the Earl of Aberdeen, K.T.
&c. &c. &c.

Description of Warrants issued in No. 166.

- "Inconstant," Captain C. H. Freemantle, North America and West India station, October 3, 1843.
- "Dolphin," Lieutenant Wm. O'B. Hoare, Brazil station, October 3, 1843.
- "Penelope," Captain Wm. Jones, West Coast of Africa, Oct. 3, 1843.

No. 167.

Baron Talleyrand to the Earl of Aberdeen.

MY LORD,

Londres, le 21 Octobre, 1843.
(Received October 23.)

J'AI l'honneur de renvoyer ci-joint à votre Excellence le mandat délivré* par le Gouvernement Anglais, en exécution des Conventions relatives à la Traité, à M. Leps, Commandant de la canonnière bric "La Vigie," dans la station des Côtes Occidentales d'Afrique; le mandat ayant cessé d'être utile par suite du changement de M. Leps, appelé à un autre commandement.

J'ai l'honneur d'être, &c.

(Signé) TALLEYRAND PERIGORD.

A son Excellence le Comte d'Aberdeen,
&c. &c. &c.

* On the 19th June, 1842.

No. 168.

*Baron Talleyrand to the Earl of Aberdeen.**Londres, le 12 Octobre, 1843.**(Received October, 23.)*

MY LORD,

D'APRES les ordres de mon Gouvernement, et en exécution des Conventions relatives à la répression de la Traite, j'ai l'honneur de demander à votre Excellence la délivrance d'un mandat qui autorise le Commandant de la canonnière bric "*La Vigie*," M. Fournier (Charles Anselme) Lieutenant de Vaisseau, à exercer le droit de visite à l'égard du Pavillon Anglais, dans la Station des Côtes Occidentales d'Afrique.

J'ai l'honneur d'être, &c.

(Signé)

TALLEYRAND PERIGORD.

A son Excellence le Comte d'Aberdeen,
 &c. &c. &c.

No. 169.

*The Earl of Aberdeen to Lord Cowley.**Foreign Office, October 27, 1843.*

MY LORD,

IN accordance with an application which has been made to me by the Admiralty, I have to request your Excellency to request the French Government to issue a warrant to enable Commander Robert J. W. Dunlop, of Her Majesty's sloop "*Star*," about to be employed on the Coast of Africa station, to act under the Conventions of 1831 and 1833, between Great Britain and France, for the Suppression of Slave Trade.

I am, &c.

(Signed) ABERDEEN.

His Excellency Lord Cowley, G.C.B.
 &c. &c. &c.

N.B. A similar Instruction was addressed under the same date, to Her Majesty's Ministers at Copenhagen, Turin, Naples, and Florence; to Her Majesty's Chargé d'Affaires at Hamburg; and to Her Majesty's Consul in Hayti.

No. 170.

*The Earl of Aberdeen to Baron Talleyrand.**Foreign Office, November 1, 1843.*

THE Earl of Aberdeen presents his compliments to M. de Talleyrand Perigord, and in pursuance of the request contained in M. de Talleyrand Perigord's note of the 21st ultimo, has the honour to transmit herewith to him a warrant, enabling the Commander of the French brig of war, "*La Vigie*," to act under the Conventions of 1831 and 1833, between Great Britain and France, for the Suppression of Slave Trade.

M. de Talleyrand Perigord,
 &c. &c.

No. 171.

*The Earl of Aberdeen to Lord Cowley.**Foreign Office, November 1, 1843.*

MY LORD,

I HEREWITH transmit to your Excellency the warrant described in the margin of this Despatch, issued by the French Government under the Conventions of 1831 and 1833, but now no longer required for Her Majesty's ship and its Commander for which it was issued; and I have to desire that your Excellency will return it to the French Government, in order that it may be cancelled.

I am, &c.

(Signed) ABERDEEN.

His Excellency Lord Cowley, G.C.B.
 &c. &c.

The Warrant returned in No. 171, was issued on the 4th June, 1841, to Her Majesty's ship "Tweed," Commander Douglas, on the West India station.

No. 172.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, November 3, 1843.

I HEREWITH transmit to your Excellency the warrant described in the margin of this Despatch, issued by the French Government under the Conventions of 1831 and 1833, but now no longer required for Her Majesty's ship and its Commander for which it was issued; and I have to desire that your Excellency will return it to the French Government, in order that it may be cancelled.

I am, &c.

(Signed) ABERDEEN.

His Excellency Lord Cowley, G.C.B.

&c.

&c.

The Warrant above referred to was issued on the 19th March, 1842, to Her Majesty's ship "Heroine," Commander Stewart, on the Coast of Africa.

No. 173.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, November 5, 1843.

IN accordance with an application which has been made to me by the Admiralty, I have to instruct your Excellency to request the French Government to issue a warrant to enable Captain George Elliott, of Her Majesty's ship "Eurydice," about to be employed on the North American and West India station, to act under the Conventions of 1831 and 1833, between Great Britain and France, for the Suppression of Slave Trade.

I am, &c.

(Signed) ABERDEEN.

His Excellency Lord Cowley, G.C.B.

&c.

&c.

N.B. A similar Instruction was addressed, under the same date, to Her Majesty's Ministers at Copenhagen, Turin, Naples, and Florence; to Her Majesty's Chargé d'Affaires at Hamburg; and to Her Majesty's Consul in Hayti.

No. 174.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, November 7, 1843.

IN accordance with an application which has been made to me by the Admiralty, I have to instruct your Excellency to request the French Government to issue a warrant to enable Commander Thomas L. Gooch, of Her Majesty's sloop "Sealark," about to be employed on the West Coast of Africa station, to act under the Conventions of 1831 and 1833, between Great Britain and France, for the Suppression of Slave Trade.

I am, &c.

(Signed) ABERDEEN.

His Excellency Lord Cowley, G.C.B.

&c.

&c.

N.B. A similar Instruction was addressed, under the same date, to Her Majesty's Ministers at Copenhagen, Turin, Naples, and Florence; to Her Majesty's Chargé d'Affaires at Hamburg; and to Her Majesty's Consul in Hayti.

No. 175.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, November 15, 1843.

I HEREWITH transmit to your Excellency the warrant described in the margin of this Despatch, issued by the French Government, under the Conventions of 1831 and 1833, but now no longer required for Her Majesty's ship and its Commander for which it was issued ; and I have to desire that you will return it to the French Government, in order that it may be cancelled.

I am, &c.

(Signed) ABERDEEN.

His Excellency Lord Cowley, G.C.B.
 &c. &c. &c.

The Warrant above referred to was issued on the 19th March, 1842, to Her Majesty's ship "Volage," Captain Sir William Dickson, on the North America and West India station.

No. 176.

*Count St. Aulaire to the Earl of Aberdeen.**Londres, le 23 Novembre 1843.**(Received November 24.)*

MY LORD,

J'AI l'honneur de renvoyer ci-joint à votre Excellence le mandat délivré par le Gouvernement Anglais, en exécution des Conventions relatives à la Traité, au Commandant de la corvette Française "la Fortune;" ce mandat ayant cessé d'être utile par suite du retour de ce bâtiment.

Je suis aussi chargé par mon Gouvernement de demander à votre Excellence la délivrance d'un mandat qui autorise le Commandant de la gabare "la Zélée," M. Fierrick, Lieutenant de vaisseau, à exercer le droit de Visite à l'égard du pavillon Anglais, dans la station de l'Isle Bourbon.

Veuillez, &c.

(Signé) ST. AULAIRE.

A son Excellence le Comte d'Aberdeen,
 &c. &c. &c.

The Warrant above referred to was issued on the 30th December, 1841, to the French ship "Fortune," Bourbon station.

No. 177.

*Lord Cowley to the Earl of Aberdeen.**Paris, November 27, 1843.**(Received December 1.)*

MY LORD,

I HAVE the honour to enclose to your Lordship the accompanying warrant, to enable Commander R. W. Dunlop, of Her Majesty's sloop the "Star," to act under the Conventions between Great Britain and France for the Suppression of the Slave Trade.

I have, &c.

(Signed) COWLEY.

The Right Hon. the Earl of Aberdeen, K. T.
 &c. &c. &c.

No. 178.

*The Earl of Aberdeen to Count St. Aulaire.**Foreign Office, December 1, 1843.*

THE Earl of Aberdeen presents his compliments to Count St. Aulaire, and in pursuance of the request contained in his Excellency's note of the 23rd

ultimo, has the honour to transmit herewith to him a warrant, enabling the Commander of the French vessel of war the "Zélée," to act under the Conventions of 1831 and 1833, between Great Britain and France, for the Suppression of Slave Trade.

His Excellency Count St. Aulaire,
&c. &c. &c.

No. 179.

Lord Cowley to the Earl of Aberdeen.

Paris, December 4, 1843.
(Received December 7.)

MY LORD,

I HAVE the honour to enclose to your Lordship the accompanying warrants, dated the 28th ultimo, to enable the Commanders of Her Majesty's ships named in the margin to act under the Conventions between Great Britain and France for the Suppression of the Slave Trade.

Captain G. Elliot,
H.M.S.
"Eurydice."
Commander
T. Gooch, H.M.B.
"Sealark."

I have, &c.

(Signed) COWLEY.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No 180.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, December 11, 1843.

I HEREWITH transmit to your Excellency the warrant described in the margin of this Despatch, issued by the French Government under the Conventions of 1831 and 1833, but now no longer required for Her Majesty's ship and its Commander for which it was issued; and I have to desire that your Excellency will return it to the French Government, in order that it may be cancelled.

I am, &c.

(Signed) ABERDEEN.

His Excellency Lord Cowley, G.C.B.
&c. &c. &c.

The Warrant above referred to was issued on the 5th February, 1840, to Her Majesty's ship, "Cameleon," Commander Hunter, on the Brazil station.

No. 181.

Count St. Aulaire to the Earl of Aberdeen.

Londres, le 12 Décembre, 1843,
(Received December 15.)

MY LORD,

LE Sieur Pierre Sardon se disant originaire de la Guadeloupe, vient d'adresser au Gouvernement du Roi, par l'entremise de M. le Capitaine Baudin, Commandant la station Française en Afrique, une réclamation contre le Commandant du steamer de Sa Majesté Britannique "le Pluto," qu'il accuse d'avoir, en Mars, 1842, excité les Noirs à détruire un établissement commercial fondé par lui près de la rivière de Solima, voisine de celle de Gallinas.

Je suis chargé par mon Gouvernement d'appeler sur cette plainte du Sieur Sardon, dont elle trouvera ci-jointe copie, l'attention de votre Excellence, et de la prier de vouloir bien me mettre en mesure d'éclairer mon Gouvernement sur les motifs, et les circonstances qui ont pu déterminer Monsieur le Commandant du "Plutot" à recourir à des actes aussi rigoureux.

Veuillez agréer, etc.

(Signé) ST. AULAIRE

A son Excellence le Comte d'Aberdeen,
&c. &c. &c.

Enclosure in No. 181.

Rapport du Monsieur Pierre Sardon, créole de la Guadeloupe, dont le factorerie a été pillée et détruite à l'instigation du Capitaine du steamer Anglais "Le Pluto."

Rivière de Gallinas, le 7 Mars, 1843.

LE 25 Mars, 1842, cinq embarcations Anglaises du bric "le Rolla" et le steamer "Le Pluto," sont entrés dans la rivière de Solime voisine de celle Gallinas, avec l'intention de détruire des établissemens Espagnols soupçonnés de se livrer au Commerce des Esclaves. Le lendemain un de ces établissemens à été détruit par le feu, un second ne l'a été que beaucoup plus tard, quand ils ont quitté la rivière.

Le 27, le Capitaine Blount du steamer "Le Pluto," s'est présenté chez moi (à la pointe de Solima) pour réclamer 19 esclaves, qu'il assurait que je devais avoir, et qui étaient destinés, disait-il, pour être vendus aux Négriers. Après avoir visité tout mon établissement, et n'ayant rien trouvé qui put justifier ses soupçons, il fit la proposition aux naturels du pays de leur donner le pillage de mes magasins, s'ils voulaient lui livrer les 19 esclaves en question. Peu de temps après une partie des Noirs, auxquels la proposition à été faite, sont revenus conduisant avec eux 13 enfans enlevés je ne sais d'où.

J'ai déclaré sur l'honneur au Capitaine Blount, que les enfans ne m'appartenaient pas, et que je ne les connaissais pas. Sans ajouter foi à mes paroles, et sans avoir égard à ma protestation, une fois in possession des enfans, qu'il fit conduire à son bord sur le champ, il donna lui même l'exemple du pillage en distribuant aux Noirs plusieurs objets de mes magasins, entre autres choses, des liqueurs spiritueuses propres à les animer d'avantage; aussi après son départ les naturels excités de plus en plus, et par la boisson et par le pillage, achevèrent leur œuvre de destruction par l'incendie de ma propriété. J'avois alors dans mes magasins une valeur d'environ 45,000 piastres en diverses marchandises, tabac, eau de vie, tissus, poudre, etc.

A la suite de cette malheureuse affaire, qui à causé ma ruine entière, j'ai été forcé de venir me réfugier dans la rivière de Gallinas, où je recommençai à travailler sur de nouveaux frais, et où j'ai trouvé heureusement un très bon accueil des chefs du pays, qui me connaissaient depuis long temps. Je suis prêt, M. le Commandant, à affirmer, par serment, la vérité de tout ce que j'avance ici, et les principaux chefs du pays, que je réunis en votre presence, et auxquels je vais lire devant vous tout ce que contient mon rapport, ne me refuseront par de le signer avec moi, et d'en garantir l'exactitude et la vérité dans toutes ses parties.

(Signé) PIERRE SARDON.

(Signed)

LE ROI, ANSSUN ROYE, ne sachant écrire a fait sa croix.

GUIRRE ROYE, Chef du village de Bivia, ne sachant signer, fait sa marque.

STAFFA ROYE, Chef de Tindo, ne sachant signer, fait sa marque.

THOMAS ROOD, Secrétaire de l'ancien Roi. (Signé) THOMAS ROOD.

Tous ces chefs, en nombre beaucoup plus considérables, que ceux qui ont signé le présent Rapport, m'ont répété en Anglais, et absolument dans les mêmes termes, tout ce qu'il renferme.

Le Capitaine de corvette, Commandant la station des Cotes Occidentales d'Afrique.

(Signé) H. BAUDIN.

No. 182.

The Earl of Aberdeen to Count St. Aulaire.

Foreign Office, December 22, 1843.

THE Undersigned, &c., has had the honour to receive the note addressed to him on the 12th instant by his Excellency Count St. Aulaire, &c., enclosing a statement submitted, through Captain Baudin, commanding on the French Naval station in Africa, that the Commander of Her Majesty's steam-vessel the "Pluto," had excited the natives near Gallinas to destroy a commercial establishment belonging to a Mr. Sardon, of Guadeloupe.

The Undersigned has transmitted the note from Count St. Aulaire to the Admiralty, in order that inquiries may be instituted into the facts alleged, and will have the honour to communicate further on this subject with his Excellency, so soon as the result of that inquiry shall have reached Her Majesty's Government.

The Undersigned, &c.

His Excellency Count St. Aulaire,
&c. &c. &c.

(Signed) ABERDEEN.

No. 183.

Count St. Aulaire to the Earl of Aberdeen.

Londres, le 23 Decembre, 1843.

(Received December 27.)

MY LORD,

J'AI eu l'honneur de porter à la connaissance de votre Excellence le 15 Juillet dernier, les instances réitérées de l'armateur du "*Marabout*," auprès du Gouvernement du Roi pour obtenir le règlement à l'amiable de sa réclamation, ou pour être mis à même de débattre ses droits devant le tribunal auquel le Gouvernement de Sa Majesté Britannique annonçait l'intention de déférer le jugement qui l'a condamné.

Jusqu'à ce jour, My Lord, je n'ai pu informer mon Gouvernement du résultat des démarches qu'il m'avait chargé de faire auprès de votre Excellence. L'armateur du "*Marabout*," annonce qu'à la date du 2 Octobre dernier, il n'avait encore été dirigé devant aucun tribunal de Cayenne, ni appel, ni opposition contre le jugement rendu en sa faveur.

Je dois signaler à votre Excellence ces délais prolongés, et je viens aujourd'hui la prier de me faire connaître les mesures que le Gouvernement de Sa Majesté Britannique a dû prescrire pour terminer une réclamation restée depuis si longtemps indécidée.

Le retour en Angleterre de l'Amiral King, Commandant en Chef de la station du Brésil, a dû faciliter l'enquête qui devait être instituée sur les plaintes formées contre les officiers et matelots Anglais à l'occasion de l'arrestation du "*Marabout*." Dans cette prévision, je suis chargé, My Lord, d'insister d'auprès de votre Excellence pour qu'elle veuille me mettre à même d'en faire savoir les résultats à mon Gouvernement.

Je ne saurais appeler de nouveau l'attention de votre Excellence sur l'affaire du "*Marabout*," sans chercher à détruire un soupçon exprimé par l'Avocat de la trésorerie Britannique sur la légitimité des voyages antérieurs du bâtiment en question. Les documents publiés l'année dernière par le Gouvernement Anglais lui-même, suffisent pour écarter tout soupçon à l'égard des voyages de "*Marabout*."

A la page 44 de l'Appendice du Rapport Parlementaire, sur les possessions Anglaises à la côte d'Afrique, se trouve une représentation adressée sous la date du 24 Octobre, 1840, par les negociants Anglais de Cape Coast au Comité de Direction à Londres contre les préjudices causés à la Navigation Anglaise et au commerce Anglais, par la concurrence des bâtiments étrangers qui fréquentent les comptoirs Anglais de la côte. Au nombre des bâtiments signalés comme se livrant à cette navigation, on cite le "*Marabout*," qui, *outré d'autres marchandises aurait apporté à Cape Coast une cargaison de tafia et de tabac, et qui devait retourner à Bahia pour en chercher une autre, et revenir dans quatre mois.* Je ne doute pas, My Lord, que cette citation n'établisse aux yeux de votre Excellence le caractère regulier des voyages du "*Marabout*."

En vous priant, My Lord, de porter votre attention sur ma note du 15 Juillet dernier, veuillez me permettre de vous rappeler aussi les diverses communications précédemment adressées à votre Excellence sur l'affaire du "*Marabout*" par l'Ambassade du Roi. Tant de délais causent non seulement un dommage notable à l'armateur du bâtiment, mais ils affligent en même temps le Gouvernement du Roi, en ce qu'ils accusent une exécution inexacte des Traités aussi contraires à ses propres desirs qu'à ceux du Cabinet Britannique.

Veuillez recevoir, &c.

(Signé) ST. AULAIRE.

A son Excellence le Comte d'Aberdeen,
&c. &c. &c.

*The Earl of Aberdeen to Count St. Aulaire.**Foreign Office, December 28, 1843.*

THE Undersigned, &c., has had the honour to receive the note which, upon the 23rd instant, his Excellency Count St. Aulaire, &c., addressed to him upon the subject of the "*Marabout*."

In that note, Count St. Aulaire calls the attention of the Undersigned to the delay which has taken place in entering upon the Appeal, of which Her Majesty's Government had given notice, and requests to be informed what measures Her Majesty's Government have determined to take with the view of bringing the claim made by the owners of the "*Marabout*" to a final settlement.

In reply to this inquiry, the Undersigned is now enabled to inform the Count St. Aulaire that Her Majesty's Government have appointed a gentleman to proceed forthwith to Cayenne, there to conduct the Appeal in behalf of the captors of the "*Marabout*."

The Undersigned will take this opportunity of referring to that part of his note of the 26th of October, 1842, in which he stated to Count St. Aulaire that Her Majesty's Government had not lost sight of the several requisitions contained in his Excellency's note of the 19th April, 1842, and that directions had been given for instituting a strict examination into the conduct of the several Officers and men in Her Majesty's service employed on the occasion of the detention of the "*Marabout*," and in the proceedings which subsequently took place with respect to the crew and passengers who were found on board that vessel.

The several demands contained in the note from Count St. Aulaire above-mentioned, and which still remain unanswered by Her Majesty's Government, are as follows:—

First, The demand for the punishment of the authors of the ill-treatment complained of by Captain Pichard, in respect to the officers, passengers, and sailors of the "*Marabout*."

Secondly, The demand for the punishment of a sailor belonging to Her Majesty's ship "*Rose*," who was guilty of an act of violence during the visit of the "*Marabout*," and of such of the other sailors as might be proved to have committed thefts from the cargo or from the passengers.

Thirdly, The demand for a pecuniary indemnity to the officers, sailors, and passengers, whose detention was unjustly prolonged by their removal from the "*Marabout*" by Her Majesty's ship "*Rose*."

And, fourthly, The demand for an indemnity equal to the sum paid by Captain Dejoie to the crew he had engaged at Cayenne, to replace the crew removed by the "*Rose*."

With respect to the first of these requisitions, the Undersigned has the honour herewith to transmit to Count St. Aulaire a copy of the Report received from Commander Russell, of Her Majesty's steam-vessel "*Ardent*." The Undersigned trusts that the French Government will concur with him in opinion, that the explanations therein given contain a satisfactory refutation of the statement made by M. Pichard, on this head.

With respect to the second requisition, the Undersigned has the honour to transmit herewith to Count St. Aulaire the accompanying extracts from Reports made to the Admiralty by Captain Christie, of Her Majesty's ship "*Rose*," and Lieutenant Compton, the prize officer of the "*Marabout*."

Count St. Aulaire will perceive from these papers, first, that the particular act of violence complained of originated with the mate of the "*Marabout*" himself: and that the manner in which it was repelled by the British seaman does not appear to have merited punishment. And with respect to the alleged depredations, it appears from these papers, that, with the exception of a small quantity of glass beads, which belonged to one of the crew or passengers of the "*Marabout*," and were found in the possession of a boy on board the "*Ardent*," and for having which in his possession the boy received due punishment, nothing of the sort occurred. Indeed, from the precautions taken, both on board the "*Ardent*," by Captain Russell, and on board the "*Marabout*," by Lieutenant Compton, it appears to have been almost impossible that any

depredations could have been committed, and escaped detection, On the other hand, the Undersigned cannot forbear calling the attention of Count St. Aulaire to the very vague nature of the charges brought forward by Captain Dejoie on this head.

One act alone of misconduct in a sailor, belonging to the "Rose," was brought home to him; and Count St. Aulaire will perceive from Captain Christie's Report, that the man was immediately punished.

With respect to the third requisition, the Undersigned has the honour to remind Count St. Aulaire that the Court of First Instance of Cayenne appears already to have included the settlement of that claim, as regards the crew of the "Marabout," in the sentence dated the 28th December, 1841, condemning Lieutenant Compton to pay, together with a sum of 253,283 francs for costs and damages, the amount of wages and indemnities due to the crew of the "Marabout." This matter will, therefore, form a point for consideration in the Appeal upon that sentence.

With respect to the fourth requisition, the Undersigned has the honour to inform the Count St. Aulaire that Her Majesty's Government have decided that they may with propriety at once accede to this demand; because, without entering into the question, whether or not the detention of the "Marabout" was proper, or whether or not she had on board articles prohibited by the Conventions, it is clear that the necessity for hiring the crew in question arose from the removal of the crew of the "Marabout" to Rio Janeiro; and that this act, although done under circumstances which may be considered in great measure to justify the conduct of the officer, Her Majesty's Government have no hesitation in admitting, in the note addressed by the Undersigned to Count St. Aulaire, on the 29th December, 1842, to be contrary both to the letter and spirit of the Conventions.

The Undersigned, &c.

His Excellency Count St. Aulaire,
&c. &c. &c.

(Signed) ABERDEEN.

First Enclosure in No. 184.

Commander Russell to Commodore Purvis.

*Her Majesty's Steam Sloop "Ardent," in
Rio de Janeiro, May 26, 1843.*

SIR,

I HAVE the honour to acknowledge the receipt of your letter dated April 18, 1843, calling upon me to forward as soon as practicable a particular report of the treatment complained of in an extract of a letter, which is annexed, from Pichard, towards him, a part of the passengers, and crew of the French vessel "Marabout," while on their passage from Rio de Janeiro to Cayenne, in Her Majesty's steam sloop "Ardent," under my command; which account I beg fully to subjoin.

According to orders dated November 26, 1841, received from Captain Christie, of Her Majesty's sloop "Rose," to receive on board, and convey to Cayenne, the crew and passengers of the French brig "Marabout," and deliver them over to the French jurisdiction; they were brought on board for that purpose in one of the boats of Her Majesty's ship "Crescent," together with all their luggage and money. When they came on board, 21 in number, I ordered them to be kept abaft to see their luggage got in, so they might look after it, also to prevent anything being mislaid. At that time, being employed unmooring and preparing to get underweigh, they were mustered in the best way one could; one of them only, a black man, a passenger, being able to speak English; so when they were all on board, luggage, &c., I signed for the money given in charge to me, and the number of people received, which requires to be done, they being victualled accordingly.

All that having transpired, I then desired they should be shown down to the orlop or troop deck; their luggage, which they did not require, stowed, and a sentry put over it, with orders to allow no one near it. What they wanted for present use, I told them to keep out, and I placed a sentry to attend them, with all their trappings, mess things, &c., his orders being to report any of our men who attempted to annoy them in the least; also to go with any of them to their luggage when

they wished, and then to see it again covered, and put in charge of the before-mentioned sentry. He had also orders to prevent any of the ship's crew going near them, the surgeon of Her Majesty's steam sloop under my command having informed me they had a most contagious disease among them called itch, and if I did not use the greatest precaution, every one on board would be attacked with the same. The deck I gave them for use, can berth 99 men. I took my petty officers from it, (who by indulgence were alone allowed to make use of it,) so as they might have it all to themselves, and have no one to interfere with them. They had, besides, the free run of the upper deck during the day, (excepting the quarter deck,) and at night they retired to the before-mentioned deck, which restraint is the same as my own ship's crew.

The mate, whose name I now suppose to be Pichard, I said might occupy the after-part of the deck given up for their use, if he wished to be alone.

During our stay at Pernambuco, where I put in solely for fuel, I gave orders for them not to be allowed to go to and fro the upper and lower decks, I being employed coaling, and much dirt is occasioned by simply the taking in of coals; much more carrying it below in their clothing and on their feet.

This I do in order to have a clean and comfortable place to retire to, when the work is finished. Such I conceive necessary, and carry the same at all times into effect with my own crew, where health, cleanliness, and comfort are strictly attended to.

An instance occurred during the passage of half a basin of glass beads, (such as you see generally round the black women's necks,) being found in one of the ship's company's messes on the lower deck. Upon investigation, I found a boy had seen a few on the lower deck, beside the strangers' luggage, and had gathered them up; together with having picked a larger hole in a bag that was full of these beads, until he had got the quantity found, amounting to about half a tumbler full, for which offence I awarded him an appropriate punishment.

On my arrival I delivered all over to the French authorities at Cayenne, as ordered.

I have now given a statement of the occurrences as they took place, as called on by you, in accordance with the directions of the Lords Commissioners of the Admiralty; and now I beg to reply to the various base insinuations contained in the extract from Pichard's letter, which I trust may be considered apart from the explanation so called for.

In the first place, he seems to state as a grievance his being mustered, and requested to look after his own property. I conceive such a measure was highly necessary to prevent any mistake.

Secondly, he says his dignity in the service was equal to an officer. I can only say, if so, it was badly supported, he being in a great state of excitement when he came on board, and brandishing a pistol about in a way not at all calculated either to cause respect, or have any sympathy shown; also taking no part in making arrangements to add to the comfort of the people that were with him; and neither by appearance, behaviour, or manners, could he be discerned from the rest.

Thirdly, he goes on to say, he was treated as a pirate, which only displays ignorance, and proves the mal-construction he places on everything.

In the fourth place, he asserts he was confined seven days at Pernambuco. By reference to ship's log, that will be found false.

Having landed the crew, eleven in number, at Cayenne, I brought the passengers, ten in number, back with me to Bahia, and there landed them.

On that occasion I was informed by the Governor of that Province, that he was about to send the police after them so soon as they were landed from me; their characters being known to him.

I have, &c.

(Signed) JOHN RUSSELL.

Commodore J. B. Purvis,
 &c. &c. &c.

Second Enclosure in No. 184.

Extract from a Letter from Captain Christie, late of H.M.S. "Rose," to the Secretary to the Admiralty, dated London, November 16, 1842.

I HAVE the honour to acknowledge the receipt of your letter of the 4th inst., stating that my Lords Commissioners of the Admiralty had directed two letters from the Under Secretary of State for Foreign Affairs, dated the 26th of last month, and 2nd inst., with their several Enclosures, respecting the detention and subsequent proceedings against the French brig "*Marabout*," to be referred to me; and directing me to report most fully on all the points alluded to therein.

The allegations of misconduct on the part of the crew of the "*Rose*" are gross fabrications. The only complaint made was by one of the Mates of the "*Marabout*" against one of the seamen of the "*Rose*," for striking him. I sent for the parties on the quarter deck, and investigated the matter, when it appeared that some cigars had fallen out of an open box on board the "*Marabout*," and the seaman was in the act of picking them up to replace them, when the Mate thinking he intended to pocket them, seized hold of him. The seaman pushed the Mate from him, but did not strike him. This was corroborated by another witness at the time; and the boy of the "*Marabout*," in his evidence before the Court at Cayenne, states that the Mate struck the seaman first. The Mate brought no one to prove his statement. I, however, reprimanded the seaman for touching him, instead of reporting the circumstance to me, and threatened to flog him, if at any future time it should be proved to me that the Mate was correct in his statement.

The Captain of the "*Marabout*" states in his letter, that the cargo of the vessel was turned over, casks pierced, that the men got drunk, &c. Had part of the cargo not been moved, the planks might not have been found out, as he took care not to show any document relative to them with the rest of the papers, nor till after they were discovered. In consequence of its being reported to me that two casks marked coffee were found to contain farinha, I ordered the suspicious casks to be pierced sufficiently to ascertain their contents. This was done with great care by the cooper, superintended by an Officer: sentinels were placed on each side, and the part of the cargo which was moved was carefully replaced. There was only one case of drunkenness while I was in company with the "*Marabout*"—that was one of the prize crew. He was reported by Lieutenant Compton, when I immediately took him out, and sent another in his room. He stated that he got some spirits from the Captain's boy on board the "*Marabout*." He received corporal punishment for it. Every attention was paid to the comfort of the people of the "*Marabout*" on board the "*Rose*;" and when I sent them into the "*Crescent*," I requested Lieutenant Donellan to be as lenient as possible with them; and notwithstanding the complaints of M. Pichard, the mate, I have no doubt they were equally well treated on board the "*Ardent*."

Third Enclosure in No. 184.

Extract from a Letter from Lieutenant Compton, late of H.M.S. "Rose," to the Secretary to the Admiralty, dated Admiralty, November 24, 1842.

I HAVE the honour to acknowledge the receipt of your letter of the 4th inst., and to inform you, that on my arrival at the Admiralty the two letters from the Under Secretary of State for Foreign Affairs, dated the 26th of last month and 2d inst., with their several Enclosures, respecting the detention and subsequent proceedings against the French vessel "*Marabout*," detained by Her Majesty's sloop "*Rose*," for being engaged in the Slave Trade, were submitted to me, along with other papers which I requested to see; and in obedience to the commands of the Lords Commissioners of the Admiralty, I have given the same my most serious attention, and beg most humbly to report thereon as follows:—

I begin with the points to which my attention is more particularly directed by you. 1st. As to the allegations of misconduct on the part of the crew of the "*Rose*," employed in the detention of, and in navigating the "*Marabout*"

to Cayenne. On this point I have no hesitation in saying, that after the "*Marabout*" parted company with the "*Rose*," the prize crew under my command conducted themselves entirely to my satisfaction. By my Instructions from Captain Christie, I was reminded that I was held responsible for the prize crew while away from the "*Rose*;" and it was his desire that the same regularity and discipline should be kept up as if they were on board of their own ship. I can most confidently state that, from the time of my parting company with the "*Rose*," no instance of misconduct on the part of any of the prize crew came under my notice, nor do I believe that any one of them did in any manner misconduct himself. No complaint was ever made to me by the Master of the "*Marabout*," of any misconduct on their part. It is true that, notwithstanding that two sentries were placed in the hold while the "*Marabout*" was being searched in the first instance, one of the "*Rose*'s" crew contrived to get drunk: for this I sent him to the "*Rose*," where I believe he was punished—and this man did not afterwards form part of the prize crew.

With reference to the quarrel between one of the "*Rose*'s" crew and the mate of the "*Marabout*," I have only to observe, that this occurred before the "*Marabout*" parted company with the "*Rose*," and I immediately sent the man on board of the "*Rose*," to have the whole affair investigated by Captain Christie. This man also did not again rejoin the "*Marabout*." With these exceptions, I repeat that no instance of misconduct came under my notice.

It is also true, that in navigating the detained vessel to Cayenne, she got on one of the shifting soft muddy banks, from which the utmost exertions of myself and prize crew could not succeed in getting her off for five days. But this arose from no misconduct on the part of any of the crew, nor from any inattention on my part—the only chart with which I was furnished was on a very small scale. The "*Marabout*" was got off without, in my opinion, sustaining any damage; and I may now observe, with reference to what the Master stated in his evidence as to the pumping of the ship, that during the whole time I was on board of her there was no occasion to use the pumps at all.

No. 185.

The Earl of Aberdeen to Lord Cowley.

MY LORD,

Foreign Office, December 29, 1843.

IN accordance with an application which has been made to me by the Admiralty, I have to instruct your Excellency to request the French Government to issue a warrant to enable Sir Cornwallis Rickets, Bart., of Her Majesty's sloop, "*Helena*," about to be employed on the Cape of Good Hope station, to act under the Conventions of 1831 and 1833, between Great Britain and France, for the Suppression of Slave Trade.

I am, &c.

(Signed)

ABERDEEN.

His Excellency Lord Cowley, G.C.B.

&c.

&c.

&c.

N.B. A similar Instruction was addressed under the same date to Her Majesty's Ministers at Copenhagen, Turin, Naples; and Florence; to Her Majesty's Chargé d'Affaires, at Hamburg; and to Her Majesty's Consul at Hayti.

DENMARK.

No. 186.

Sir H. Wynn to the Earl of Aberdeen.

Copenhagen, January 2, 1843.

(Received January 11.)

MY LORD,

IN compliance with the orders contained in your Lordship's Despatches of November 26, and the 10th and 15th ultimo, I have not failed to apply to the Danish Government for warrants, enabling the Commanding Officers of Her Majesty's ships, the "Pique," the "Spy," the "Griffin," the "Hornet," the "Pickle," "the Wasp," to act under the Treaty between Great Britain, France, and Denmark, of the 26th July, 1834, for the Suppression of Slave Trade; and having received them, I have now the honour of transmitting them to your Lordship.

I have, &c.

(Signed) H. W. W. WYNN.

The Right Hon. the Earl of Aberdeen, K.T.

&c. &c. &c.

No. 187.

Sir H. Wynn to the Earl of Aberdeen.

Copenhagen, January 20, 1843.

(Received January 29.)

MY LORD,

IN compliance with the orders contained in your Lordship's Despatch of December 31, I have not failed to apply to the Danish Government for a warrant, enabling Lieutenant Geo. Oldmixon, commanding Her Majesty's steam vessel "Megæra," to act under the Treaty of July 26, 1834, between Great Britain, France, and Denmark, for the Suppression of the Slave Trade; and having received it, I have now the honour to transmit it to your Lordship.

I have, &c.

(Signed) H. W. W. WYNN.

The Right Hon. the Earl of Aberdeen, K.T.

&c. &c. &c.

No. 188.

Sir H. Wynn to the Earl of Aberdeen.

Copenhagen, January 31, 1843.

(Received February 6.)

MY LORD,

IN compliance with the instructions contained in your Lordship's Despatch, of the 12th instant, I have not failed to apply to the Danish Government for a warrant, enabling Commander Alexander Willis, of Her Majesty's sloop "Frolic," about to be employed on the Brazil Station, to act under the Treaty, between Great Britain, France, and Denmark, of July 26, 1834, for the Suppression of the Slave Trade, and having received it, I have now the honour to transmit it to your Lordship.

I have, &c.

(Signed) H. W. W. WYNN.

The Right Hon. the Earl of Aberdeen, K.T.

&c. &c. &c.

No. 189.

The Earl of Aberdeen to Sir Henry Wynn.

SIR,

Foreign Office, February 10, 1843.

I HEREWITH transmit to you warrants issued by the Danish Government, to enable the Commanding Officers of Her Majesty's ships "Ferret," "Rover," "Orestes," "Pilot," and "Flamer," to act under the Treaty between Great Britain, France, and Denmark, of the 26th July, 1834, for the Suppression of the Slave Trade; and I have to desire that you will return these warrants to the Danish Government, in order that they may be cancelled.

I am, &c.

Sir Henry W. W. Wynn, G.C.H.
&c. &c. &c.

(Signed) ABERDEEN.

The Warrants returned in No. 189, were issued—

1. On the 12th November, 1839, to Her Majesty's ship "Rover," Lieutenant Symonds; station not mentioned.
2. On the 12th November, 1839, to Her Majesty's ship "Orestes," Commander Hambly; station not mentioned.
3. On the 12th November, 1839, to Her Majesty's ship "Pilot," Commander Ramsay; station not mentioned.
4. On the 3rd June, 1841, "Ferret," Lieutenant Thomas, Coast of Africa.
5. On the 2nd August, 1842, "Flamer," Lieutenant Robson; station not mentioned.

No. 190.

The Earl of Aberdeen to Sir Henry Wynn.

SIR,

Foreign Office, February 11, 1843.

THE accompanying warrant, issued by the Danish Government under the Treaty of 1834, to Commander C. Frankland, of Her Majesty's ship "Pearl," being no longer wanted for that Officer, as Commander of the ship in question; I have to desire that you will return it to the Danish Government, to be cancelled.

I have at the same time to instruct you to request the Danish Government to issue a warrant to enable the present Commanding Officer of the "Pearl," Commander R. H. Stopford, employed on the Brazilian station, to act under the above named Treaty.

I have, &c.

Sir H. W. Wynn, G.C.H.
&c. &c. &c.

(Signed) ABERDEEN.

The Warrant returned in No. 190 was issued on the 3rd June 1841, to Commander Frankland, of Her Majesty's ship "Pearl," on the Brazil and Cape of Good Hope station.

No. 191.

*Sir Henry Wynn to the Earl of Aberdeen.**Copenhagen, February 18, 1843.**(Received February 25.)*

MY LORD,

In compliance with the instructions contained in your Lordship's Despatch (Slave Trade) of the 30th ultimo, I have not failed to apply to the Danish Government for a warrant to enable Captain G. Rodney Mundy, of Her Majesty's ship "Iris," about to be employed on the African station, to act under the Treaty of the 26th of July 1834, between Great Britain, France, and Denmark, for the Suppression of Slave Trade; and, having received it, I have now the honour to transmit it to your Lordship.

I have, &c.

(Signed) H. W. W. WYNN.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 192.

*Sir Henry Wynn to the Earl of Aberdeen.**Copenhagen, February 28, 1843.**(Received March 6.)*

MY LORD,

I HAVE the honour to transmit to your Lordship the enclosed three warrants from the Danish Government, enabling the Officers commanding Her Majesty's vessels the "Pearl," the "Pickle," and the "Gorgon," to act under the Treaty of the 26th of July, 1834, between Great Britain, France, and Denmark, for the Suppression of the Slave Trade.

I have, &c.

(Signed)

H. W. W. WYNN.

The Right Hon. the Earl of Aberdeen, K.T.

&c.

&c.

&c.

No. 193.

*The Earl of Aberdeen to Sir H. Wynn.**Foreign Office, March 22, 1843.*

SIR,

I HEREWITH transmit to you the warrants described in the margin of this Despatch, issued by the Danish Government under the Treaty of July, 1834, but now no longer required for Her Majesty's ships and their Commanders, for which they were issued; and I have to desire that you will return them to the Danish Government, in order that they may be cancelled.

I am, &c.

(Signed)

ABERDEEN.

The Right Hon. Sir Henry W. Wynn, G.C.H.

&c.

&c.

&c.

The Warrants returned in No. 193 were issued—

- 1 On the 12th November 1839, to Her Majesty's ship "Calliope," Captain T. Herbert; station not mentioned.
2. On the 12th November 1839, to Her Majesty's ship "Clio," Commander S. G. Freemantle; ditto.
3. On the 12th November 1839, to Her Majesty's ship "Charybdis," Lieutenant E. B. Tinling; ditto.
4. On the 3rd June 1841, to Her Majesty's ships "Andromache," Captain R. S. Baynes; on the Brazils and Cape of Good Hope station.

No. 194.

*Sir Henry Wynn to the Earl of Aberdeen.**Copenhagen, March 22, 1843.**(Received March 26.)*

MY LORD,

IN compliance with the Instructions contained in your Lordship's Despatch (Slave Series) of the 23rd ultimo, I have obtained from the Danish Government the enclosed warrant, enabling Commander George Nathaniel Broke, of Her Majesty's steam vessel "Thunderbolt," to act under the Treaty of the 26th of July, 1834, between Great Britain, France, and Denmark, for the Suppression of Slave Trade.

I have, &c.

(Signed)

H. W. W. WYNN.

The Right Hon. the Earl of Aberdeen, K.T.

&c.

&c.

&c.

(No. 195.)

*The Count de Reventlow to the Earl of Aberdeen.**Londres, 25 Mars, 1843.**(Received 27 March.)*

LE Comte de Reventlow a l'honneur de recourir à l'obligeance de son Excellence M. le Comte de Aberdeen, en le priant de vouloir bien lui faire obtenir des autorités compétentes, conformément au Traité du 26 Juillet, 1834, un mandat spécial de visite pour le bric Royal le "Mercurius," commandé

par le capitaine Christmas, et destiné à se rendre à la station des possessions Danoises aux Antilles.

Le Ministre de Danemark, saisit, &c.

(Signé)

REVENTLOW.

A son Excellence le Comte d'Aberdeen,

&c.

&c.

&c.

No. 196.

The Earl of Aberdeen to Count Reventlow.

Foreign Office, April 8, 1843.

THE Earl of Aberdeen presents his compliments to the Count de Reventlow, and in pursuance of the request contained in his note of the 25th March, has the honour to transmit herewith to him a warrant to enable the Commander of the Danish brig of war, "*Mercurius*," employed on the West India station, to act under the Treaty of the 26th July, 1834, between Great Britain, France, and Denmark, for the Suppression of Slave Trade.

Count Reventlow,

&c.

&c.

No. 197.

Sir Henry Wynn to the Earl of Aberdeen.

Copenhagen, April 19, 1843.

(Received April 24.)

MY LORD,

I HAVE had the honour of receiving your Lordship's Despatch of March 24, directing me to apply to the Danish Government, for a warrant, enabling Commander the Honourable Swynfen Carnegie, of Her Majesty's sloop "*Orestes*," to act under the Treaty for the Suppression of Slave Trade.

Some error has occurred respecting this warrant, as the Danish Admiralty have already issued one, which was forwarded in my Despatch of November 23, 1842.

Since then, in compliance with your Lordship's Despatch of February 10, 1843, I have returned one for the "*Orestes*;" but so short a time having elapsed since the issue of that in favour of Captain Carnegie, the Danish Government presume that the warrant returned, was that enabling the former Commander of the "*Orestes*," Commander P. S. Hambly, to act.

The warrant having been destroyed, and the name of the Commander not being mentioned in your Lordship's Despatch, I have no means of ascertaining whether the surmises of the Danish Admiralty are correct.

I have, &c.

(Signed)

HENRY W. W. WYNN.

The Right Hon. the Earl of Aberdeen, K.T.

&c.

&c.

&c.

No. 198.

The Earl of Aberdeen to Sir H. Wynn.

SIR,

Foreign Office, May 17, 1843.

WITH reference to your Despatch (Slave Trade,) of the 19th April, in which you observe that some error has occurred respecting the warrant applied for in my Despatch of the 24th March, to enable Commander the Hon. Swynfen Carnegie, of Her Majesty's ship "*Orestes*," employed on the North American and West India station, to act under the Treaty of July 26, 1834, between Great Britain, France and Denmark, for the Suppression of Slave Trade, I have to request that you will state to the Danish Government, that the application for the warrant was made through a mistake; a similar warrant, issued by the Danish Government, and transmitted in your Despatch of November 23, 1842, having been already forwarded to the Commander of the "*Orestes*."

I am, &c.

(Signed)

ABERDEEN.

Sir H. W. W. Wynn, G.C.H.

&c.

&c.

&c.

No. 202.

*Count Reventlow to the Earl of Aberdeen.**Londres, le 12 Juin, 1842.**(Received June 12.)*

MONSIEUR LE COMTE,

MONSIEUR le Général de Scholten, étant sur le point de continuer son voyage aux Antilles, je dois encore remercier votre Excellence de l'accueil bien veillant qu'elle a eu la bonté de lui faire, et de ce qu'elle a bien voulu lui procurer l'occasion d'expliquer à Leurs Excellences, Lord Stanley et Monsieur Gladstone, les intentions et vœux de mon Gouvernement relativement à la population noire des Antilles Danoises et au débit de leurs productions.

Quoique le resultat de ces conférences ne me fasse pas entrevoir la probabilité que le Gouvernement Anglais puisse, dès ce moment, en considération des améliorations projetées par mon Gouvernement à l'égard de l'esclavage, accorder aux sucres des susdits colonies les avantages désirés, j'aime à croire que le Gouvernement du Roi, mon Auguste Souverain, n'en fera pas moins mettre à exécution par le Gouverneur General, ses généreuses intentions.

Ce qui, je me flatte de l'espérer, ne serait qu'un motif de plus pour le Gouvernement de Sa Majesté Britannique de favoriser les productions de colonies ou depuis longues années, on a poursuivi, dans l'intérêt de l'humanité, les mêmes vues pour lesquelles le Gouvernement Anglais a fait de si grands sacrifices.

Veuillez, &c.

(Signé) REVENTLOW.

A son Excellence le Comte d'Aberdeen, K. T.

&c.

&c.

&c.

No. 203.

*Mr. Browne to the Earl of Aberdeen.**Copenhagen, June 17, 1843.**(Received June 23.)*

MY LORD,

I HAVE the honour to enclose the warrant which I was instructed to procure and transmit, in your Lordship's Despatch of the 26th ultimo, of this Series.

I have, &c.

(Signed) PETER BROWNE.

The Right Hon: the Earl of Aberdeen, K. T.

&c.

&c.

&c.

No. 204.

*The Earl of Aberdeen to Sir H. Wynn.**Foreign Office, June 27, 1843.*

SIR,

I HEREWITH transmit to you the warrants described in the margin of this Despatch, issued by the Danish Government under the Treaty of the 26th July, 1834, but now no longer required for Her Majesty's ships and their Commanders for which they were issued; and I have to desire that you will return them to the Danish Government, in order that they may be cancelled.

I am, &c.

(Signed) ABERDEEN.

Sir H. Wynn, G. C. H.

&c.

&c.

The Warrants returned in No. 204 were issued—

1. On the 3rd June, 1841, to Her Majesty's brig "Partridge," Lieutenant Norris, on the Brazil and Cape of Good Hope station.
2. On the 17th March, 1842, to Her Majesty's ship "Illustrious," Captain Erskine, on the North America and West India station.
3. On the 2nd August, 1842, to Her Majesty's schooner "Avon," Lieutenant Byng, station not mentioned.
4. On the 2nd August, 1842, to Her Majesty's schooner "Sydenham," Lieutenant Pearson, station not mentioned.
5. On the 21st November, 1842, to Her Majesty's ship "Orestes," Commander Carnegie, on the North America and West India station.

No. 205.

The Earl of Aberdeen to Sir H. Wynn.

SIR,

Foreign Office, July 10, 1843.

I HEREWITH transmit to you the warrants described in the margin of this Despatch, issued by the Danish Government under the Treaty of July 26, 1834, but now no longer required by Her Majesty's ships and their Commanders for which they were issued; and I have to desire that you will return them to the Danish Government, in order that they may be cancelled.

I am, &c.

(Signed) ABERDEEN.

Sir H. Wynn, G.C.H.
&c. &c.

The Warrants returned in No. 205 were issued—

1. On the 12th November, 1839, to Her Majesty's ship "Waterwitch," Lieutenant Matson; station not mentioned.
 2. On the 17th March, 1843, to Her Majesty's ship "Bittern," Commander Cary, on the Cape of Good Hope station.
-

No. 206.

*Sir H. Wynn to the Earl of Aberdeen.**Copenhagen, June 30, 1843.**(Received July 10.)*

MY LORD,

IN compliance with the Instructions contained in your Lordship's Despatches of the 7th and 13th instant, of this Series, I have obtained from the Danish Government the enclosed two warrants, enabling the Commanding Officers of Her Majesty's ships "Avon" and "Rose" to act under the Treaty of the 26th of July, 1834, between Great Britain, France, and Denmark, for the Suppression of the Slave Trade.

I have, &c.

(Signed) H. W. W. WYNN.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 207.

*Mr. Browne to the Earl of Aberdeen.**Copenhagen, June 24, 1843.**(Received July 11.)*

MY LORD,

I HAVE the honour of enclosing several documents relating to those Queries to which I was instructed to forward replies, in your Lordship's Despatch of the 30th ultimo, of this Series. I trust they will be found to contain all the information required. I have docketed as official those which are so, and on the correctness of the general and interesting Statistical Table, I think full reliance may be placed.

I also attach considerable credit to a letter from a private friend (so docketed), as he is perfectly acquainted with all West India matters, and on his truth and honour I am much disposed to rely. The enclosed Statistical Table, of the correctness of which there can be no doubt, supplies all the information desired. The Appendix to it completes the census of the slave population up to 1840; the census is taken each fifth year.

No. 2. Certainly no importation of slaves.

Nos. 3 and 4. The slave is equally protected by the law, but his evidence is not generally taken against his master, unless the whole or greater part of the gang with whom he has been working, corroborate his complaints of maltreatment; but slave evidence is admissible in all cases where the master is

CLASS C.

not the subject of it, provided the Judge shall be of opinion, after an examination of him, that his degree of intelligence and understanding of the moral obligation of an oath, is sufficient to make him a competent and credible witness.

No. 5. It is, provided he is deemed competent and credible.

No. 6. Well, generally speaking, although I should say from conversations I have had with slave drivers, and letters I have read from West India agents to their employers in this country, that there was much opportunity for the abuse of power. A driver, or slave superintendent, boasting to me, that he often shut his eyes to this and that fault, but that when he did punish he did it well; and the agent apologising to his employer that he had sent him so few hogsheads of sugar instead of a greater number, as had he done the latter the mortality amongst the slaves would be greater, and the women would not breed, and that the losses resulting from these two causes would be more (in consequence of a necessity to purchase slaves from other estates) than the price of the greater quantity of sugar would cover. These two examples clearly prove the existence of the power, which against its abuse is questionable how far the law may be effective. Indeed the constant efforts in favour of the slave by the Home Government prove, that the information obtained from St. Croix is such as to require further protection for the slave against the tender mercies of his master.

No. 7. I believe the native slave is, but not so the infants, who are the children of women—the wives of everybody and nobody—who are bribed to take care of their children, whom they dislike, and from the incumbrance of whom they desire a release. This unnatural state of things is the result of want of regular marriages, and of religious instruction; and is a proof, that however attentive the Danish Government may have been to the physical wants and sufferings of the poor negroes, they have been lamentably deficient in attention to their moral and religious instructions. This evil is, however, in some degree at present abated, but I should fear the difference is but small.

No. 8. On the decrease, *vide* Appendix to the Statistical Table.

No. 9. No.

No. 10. Much more favourable.

No. 11. I should say not. A Mr. Alexander came to this country some few years ago, and endeavoured to raise a feeling and party in favour of slave emancipation. He called a meeting for this purpose, which was attended by two clergymen and a professor; and two of the three have since backed out of the concern, as the Government did not wish the matter to be mooted. The slave proprietors and Government, as well as the people generally, would, I believe, have no objection to emancipation; on the contrary, all would prefer it, provided means, direct or indirect, immediate or prospective, were devised to indemnify the slaveholders. But in five or six years this question will be set at rest by the operation of natural means, as the cultivation of sugar at St. Croix becomes every day less profitable, and the exhaustion of the soil rendering it more difficult to compete with those countries and colonies where labour is cheaper, and the soil less exhausted. A gang of slaves at St. Croix, of 100, costs at least 500*l.* a year to maintain; and of these 100 labourers there are not on an average more than 45 efficient; and as the masters are obliged to support the whole number, the cost of the 55 inefficient must be paid out of the labour of the 45 who work.

No. 12. None; but certainly there is great prejudice in favour of the whites, which renders the justice of the law but little beneficial to the blacks.

No. 13. Not exactly to offices of state, but sometimes to confidential and well-paid employments.

No. 14. From public and private sources, and from the general notoriety of the slave treatment in the Danish West Indian Islands, which I have learned by 20 years' residence in the mother country.

I have, &c.

(Signed)

PETER BROWNE.

The Right Hon. the Earl of Aberdeen, KT

&c.

&c.

&c.

Recapitulation of the General Tables of the Population of the Danish West Indian Islands---continued.
(A.)---According to Age, Sex, Matrimony, &c.

PERSONS AND PLACE.	From 71 to 80 Years.						From 81 to 90 Years.						From 91 to 100 Years.						Above 100 Years.						TOTALS.						Both Sexes.		
	Males.			Females.			Males.			Females.			Males.			Females.			Males.			Females.			Males.			Females.					
	Married.	Unmarried.	Widowers.	Married.	Unmarried.	Widows.	Married.	Unmarried.	Widowers.	Married.	Unmarried.	Widows.	Married.	Unmarried.	Widowers.	Married.	Unmarried.	Widows.	Married.	Unmarried.	Widowers.	Married.	Unmarried.	Widows.	Married.	Unmarried.	Widowers.						
I. FREE.																																	
In St. Croix	6	11	4	4	68	38	1	2	2	2	24	8	1	1	1	1	1	1	1	1	1	1	1	1	289	2564	60	328	3282	283	2912	3893	6,805
In St. Thomas	6	15	2	2	42	28	..	5	..	..	7	7	..	..	..	..	..	..	..	..	..	..	..	..	377	3206	58	383	4284	399	3641	5066	8,707
In St. John's	4	1	1	..	3	7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	33	184	10	43	229	28	232	300	532
Total in all the three Islands	16	27	7	6	113	73	1	7	2	3	31	15	1	1	1	1	1	1	1	1	1	1	1	1	703	5954	128	754	7795	710	6785	9259	16,044
Total according to Ages	242																														4		
II. SLAVES.																																	
In St. Croix	8	62	4	7	101	12	..	8	..	..	18	4	..	..	..	..	..	..	..	..	..	..	..	..	270	9127	56	284	10,079	110	9453	10,423	19,876
In St. Thomas	2	7	2	1	12	2	..	2	..	..	11	3	..	..	..	..	..	..	..	..	..	..	..	..	89	2159	6	80	2,936	45	2254	3,061	5,315
In St. John's	4	3	1	3	5	5	2	2	1	1	2	..	..	..	..	..	..	..	..	..	..	..	..	..	188	830	20	136	760	59	988	955	1,943
Total in all the three Islands	14	72	7	11	118	19	2	12	1	1	31	7	1	3	1	1	6	4	1	1	1	1	1	1	497	12,116	82	450	13,775	214	12,695	14,439	27,134
Total according to Ages	241																														1		
Total of Free and Slaves	30	99	14	17	231	92	3	19	3	4	62	22	2	4	..	1	15	9	1	1	1	1	1	1	1200	18,070	210	1204	21,570	214	19,480	23,698	43,178
Total Population according to Ages	483																														5		

Of the Free Population in St. Croix, there are about 1892 Whites in St. Thomas, about 3045 Whites in St. John's, about 107 Whites.
and .. 4913 Coloured and .. 5662 Coloured and .. 425 Coloured.
6805 8707 532

Total in all the three Islands, about 5,041 Whites.
and .. 11,005 Coloured.
16,044

Recapitulation of the General Tables of the Population of the Danish West Indian Islands—continued.

(C.)—According to Religious Profession, &c.

P L A C E.	Lutherans, including the Danish and Missionary Congregations.		Members of the Congregation of the Moravian Brethren.		Members of the English Church, including Episcopalians, Protestants, Presbyterians, and Reformed.		Members of the Dutch Reformed Church, and Calvinists.		Methodists.	
	Free.	Slaves.	Free.	Slaves.	Free.	Slaves.	Free.	Slaves.	Free.	Slaves.
	6399		10,468		10,670		417		83	
In St. Croix	2120	1904	276	6244	3363	5111	373	17	51	28
In St. Thomas	1748	461	447	1895	1334	398	373	17	51	28
In St. John's	80	86	237	1369	146	118	43	14	1	3
Total of Free and Slaves in the three Islands . . .	3948	2451	960	9508	5043	5627	416	31	52	31
	6399		10,468		10,670		417		83	

P L A C E.	Quakers.		Catholics.		Mosaic.		Unbaptized.		Totals.		GRAND TOTAL.
	Free.	Slaves.	Free.	Slaves.	Free.	Slaves.	Free.	Slaves.	Free.	Slaves.	
	8		13,735		467		901		16,044			43,178
In St. Croix	1	..	916	6433	42	..	87	184	6805	19,876	26,681
In St. Thomas	7	..	4056	2265	425	..	66	251	8707	5,315	14,022
In St. John's . . . . .	..	..	19	46	..	..	6	307	532	1,943	2,475
Total of Free and Slaves in the three Islands . . .	8	..	4991	8744	467	..	159	742	16,044	27,184	43,178

General Governorship of the Danish West Indian Islands, St. Croix, February 15, 1836.

P. V. SHOLTEN.

CHR. C. RAHER,
Secretary.

Second Enclosure in No. 207.

View of the Numbers of the Unfree Population in the Danish West India Islands, in the years 1831, 1836, and 1840; also Proportion between Births and Deaths among them during the periods from 1831 to 1835 both inclusive, and from 1836 to 1840 both inclusive.

Extracted from the Register of said Islands.

The number of the Unfree Population, was—

In 1831	.	.	.	27,717
„ 1836	.	.	.	26,521
„ 1840	.	.	.	24,707

The Deaths have exceeded the Births,

During the interval from 1831 to 1835 (both inclusive) by 430
Ditto ditto, 1836 to 1840 (both inclusive) by 416

Third Enclosure in No. 207.

Ordinance respecting the Slave Trade.

WE, Christian the VII, by the Grace of God, King of Denmark and Norway, of the Vandals and Goths; Duke of Sleswick, Holstein, Stormain, Diltmarschen, and Oldenburg, hereby make known unto all men: That, keeping in view the circumstances connected with the Slave Trade on the Coast of Guinea, and with the conveyance of the negroes there purchased to our West India Islands, and taking into consideration also how beneficial and advantageous it would in all respects be if the importation of new negroes from Guinea could be dispensed with, and if the cultivation of our West India Islands, could, in due time be performed by labourers, who, from having been born and brought up in the Islands, would be accustomed from their infancy to the labour, the climate, and the persons under whom they should have to work. We have accordingly caused an investigation to be made, as to the manner how, and the time when, such a result might be possible. By means of this investigation, it has been ascertained beyond a doubt, that it will be both practicable and beneficial for our West India Islands, to dispense with the purchase of new negroes, if once the plantations shall have been provided with a sufficient supply in the sexual proportion requisite for keeping up their numbers; if aid for such owners of plantations as are in need thereof, could be made attainable; and if due care were taken for the encouragement of the marriages of the negroes, and for their education and morals.

It is therefore with the view of rescuing our West India possessions from that state of dependence in which they were, and still are, in respect to the importation of negroes, and with the view of eventually rendering the importation of negroes unnecessary, that we now, for the information of all men, proclaim our most gracious will, with respect to sundry matters thereunto pertaining, which now require to be made known without delay. And we do accordingly, by these presents, enjoin and command.

1.

From and after the commencement of the year 1803, it is our will that all Slave Trade on the part of our subjects shall cease on the Coast of Africa, and wherever else it might exist out of our West India possessions; so that after the lapse of this period, no male or female negro, either on the Coast of Africa or other foreign parts shall be purchased by or for our subjects, nor be conveyed in ships belonging to our subjects, nor be imported into our West India Islands for sale; and all trade in violation of this prohibition shall, after the period above mentioned, be considered unlawful.

2.

In the interim, that is to say, from the date of these presents until the expiration of the year 1802, it shall be permitted to all nations, without distinction, and under all flags, to import male and female negroes from the Coast into our West India Islands.

3.

For such sound and healthy negroes and negresses as shall during that inter.

val be imported into our West India Islands, We permit that the following quantities of raw sugar may, within one year from the date of importation, be exported in home or foreign vessels to foreign ports, in or out of Europe, viz., for every full grown negro or negress 2000 pounds gross weight, and for every half grown one, the half, viz., 1000 pounds, without distinction in respect to sex; but for children, nothing.

4.

In the case of all such negresses as shall hereafter be imported, We are most graciously pleased entirely to renounce the Slave Import Duty, fixed by the Ordinances of 9th April, 1764, and 12th May, 1777, which Ordinances, in so far as they in other respects concern the Slave Trade, are hereby cancelled. On the other hand, on such sugars as shall be exported to foreign places against negroes or negresses imported, there shall be paid in export duty $\frac{1}{2}$ per cent more than is now imposed.

5.

Moreover, with reference to the proper proportion between the sexes, We will, from and after the beginning of the year 1795, entirely renounce the Poll Tax on such negro women and girls as are employed in field labour, and are not domestic negresses; whereas, reckoning from the same time, this duty shall be doubled on all male negroes of the plantation.

6.

The exportation of negroes and negresses from our West India Islands, is from henceforth strictly prohibited, and from this prohibition are excepted such only as are sentenced by law to quit the Islands, and such as our Governor-General and members of the Government of the West India Islands, may in very special instances consider themselves authorised, from the circumstances of the case, to permit to go away.

Whereunto all and every one have to conform.

Given in our Palace of Christiansborg, within our Royal residence,
City Copenhagen, the 16th day of March, 1792.

Under our Royal hand and Seal,

(L.S.)

CHRISTIAN, R.

SCHEEL.

HAGERUP.

TRANT.

ROSENSTAND GOISKE.

Fourth Enclosure in No. 207.

Ordinance containing additional Enactments respecting the Condition of Unfree Negroes in the Danish West India Islands.

1st May, 1840.

WE, Christian the VIII., by the Grace of God, King of Denmark, of the Vandals and Goths; Duke of Sleswick, Holstein, Stormarn, Ditmarschen, Lauenburg and Oldenburg, hereby make known: Whereas, our late predecessor King Frederick the VI., of pious memory, by means of various arrangements, and particularly by His Royal Rescript to the Governor-General of the Danish West India Islands, dated 22nd November, 1834, took measures for securing the unfree negroes in the said islands from improper treatment, and for facilitating to them the acquisition of their freedom whenever they could find the means of indemnifying their masters. In like manner, now that the Regulations in the aforesaid Royal Rescript have been gradually put in practice, and have been proved by experience to be suitable, it has pleased Us, for the greater certainty of their accurate observance; to have them promulgated as a Law. Wherefore, We enjoin and command as follows:

§ 1.

Every unfree person shall be entitled to acquire his freedom, on condition that his full value be paid to his master, either by himself or by some other person who will give him his assistance for that purpose.

§ 2.

Whenever a slave wishes to be transferred to another master, who will give his former owner full compensation for him, the said owner shall be obliged to part with him, if he cannot adduce any such special circumstances as may contain admissible grounds for his refusal. But in case he should have any such special grounds to adduce against parting with him, the matter must then be investigated by the Police Court, and thereafter be referred for decision to our Governor-General.

When a master is in this way adjudged to part with his slave, should it so happen that by immediately parting with him he would be exposed to much inconvenience, in this case, on his making application, our Governor-General will fix a proper interval, during which the slave shall remain in his service. But during this interval, the master shall not be allowed to exercise the right to which he was formerly competent, of inflicting punishment on any such unfree person. On the contrary, on every occasion when such punishment may be merited, he must refer the matter to the Police Court.

§ 3.

The master, however, shall in no case be allowed to refuse parting with the negro, if the latter has been improperly treated. For even although no such gross ill treatment may have taken place as that the master, in addition to other penalties, might therefore be sentenced to forfeit his negro, still the Governor-General must take care that the slave in question gets another master against such compensation as may be procurable, supposing no one is willing to redeem him at the valuation fixed by the appraisement.

§ 4.

In each of the cases stated in §§ 1 and 2, in which parting with an unfree person takes place, the value of the latter is to be fixed by lawful appraisement, so that the master shall thereby receive complete indemnification, in proportion to the benefit he could derive from the unfree person.

As a rule for determining this value, the parties concerned shall follow the Normal Table of the value of unfree persons, in proportion to their respective ages, viz., either the one now in force, or any such one as our Governor-General, with the advice of the Burgher Council, shall hereafter promulgate; and every time that a deviation is made from the value indicated by the Table, there must express mention be made of the act of appraisement of those advantages or defects in respect to health, strength or capabilities, on which the deviation is based. The appraisement is to be made by impartial appraisers appointed for that purpose by the Police Court; previously to which, in conformity with the enactments in the Ordinance of 10th October, 1776, §§ 3 and 4, a summons to attend in Court, with two months' notice, must be given to all parties concerned; which summons, likewise with two months' notice, must be inserted in both the Newspapers published in the islands. For the summons, which is to be issued gratis by the proper Police Master, no Court recording-fees are to be paid. On the other hand, the expense of advertising in the Newspapers is to be paid by the party who wishes for the separation.

§ 5.

Every person who may feel himself aggrieved by any appraisement made in virtue of § 4, may demand a re-appraisement by double the number of appraisers, to be appointed by the Police Court.

§ 6.

In the case of a mortgaged negro, the mortgagee concerned shall be entitled to receive out of the purchase money satisfaction for his claim, according to his rights of priority; provided, however, that if it be a plantation negro who has been mortgaged along with the plantation, in this case the plantation owner, on depositing the purchase sum in our treasury, shall be allowed a year's time to procure another negro, to which new negro the mortgagee's right is then to be transferred; but, if within the aforesaid term of a year, no other negro has been procured, in this case the whole purchase money shall be paid to the mortgagee. Or, if a negro has been procured of inferior value to

the one sold, then the difference, by which the sum received for the sold negro exceeds the value of the negro bought in his stead, shall be paid to the mortgagee.

§ 7.

In the appraisement of any such negro as in terms of § 6 is put in the place of another, the same rules are to be followed as set forth in §§ 4 and 5, only that the summons mentioned in § 4 falls away. The King's physician, whose business it is to inspect the negro before the appraisement in question takes place, shall receive for this act of inspection a fee of two rixdollars, D. W. C., fee shall be disbursed by the party at whose instance the other negro was parted with, and be paid along with the purchase sum; but shall be refunded in cases where no acts of inspection shall have taken place.

§ 8.

In every instance, where, in conformity with what is set forth in § 6, another slave is procured, the proper Police Master, after the transaction has been finished, shall see that the requisite notification thereof be entered in the register of mortgages, which entry shall be made gratis.

§ 9.

Slaves shall enjoy a right of property of every thing they may lawfully acquire either by gift, purchase, inheritance, or personal labour; provided only that they shall not have the right of acquiring other slaves. The possession of weapons and ammunition, also of boats and other craft, shall be entirely prohibited them; and moreover horses, cattle, hogs, and other animals or inanimate objects, which might occasion loss or detriment to the owner of the grounds whereon they are kept, shall not be possessed by negroes, unless with the owner's special permission. When a master allows his negro to keep a horse, he must besides obtain the sanction of our Governor-General.

§ 10.

Until savings' banks can be established in the islands, it shall be allowed the slaves to deposit in our treasury such sums of money as they, by their industry, or any other lawful means, may have acquired; on which deposits there shall, until further notice, be allowed interest at the rate of 6 per cent per annum. But no deposits shall be received of less than two rixdollars D. W. C. at one ayment.

In regard to more particular directions respecting such deposits, our Governor-General will draw up a set of regulations, in framing of which the rules observed in the savings' banks of the kingdom of Denmark shall in the main points serve as basis.

§ 11.

Punishment with the tamarind switch or with the birch rod on the naked body shall from henceforward be abolished on all plantations. When corporal punishment is found necessary, the owners, superintendents, or managers, shall use nothing but a rope's end, such as may be purchased at the Police Office, and not more than 12 stripes with it shall be given to a man, and not more than 6 to a woman. Imprisonment on bread and water may also be had recourse to for a term not exceeding 48 hours; or confinement during their free hours for an interval not exceeding 8 days. And whereas, in other respects, punishment with the rope's end must be inflicted as seldom as possible on women, so also in the punishment of imprisonment on bread and water, those rules must be followed which are contained in §§ 7 and 8 of the Ordinance of 12th June, 1816, collated with the placard of 18th October, 1820, § 1, c.; and moreover, the right of punishing negroes in the manner aforesaid, if it be often and harshly exercised by the parties concerned, may be subjected to further restrictions to be fixed by our Governor-General. On the other hand, when offences are committed which require a greater punishment, notice of the same must be communicated to the Police Master, who shall try the case, after which the Police Court sentence, if the punishment awarded exceeds 25 stripes with the rope's end to a man, or 12 to a woman, or 14 days' imprisonment in the House of Correction, must be submitted to our Governor-General for his approbation. At St. Thomas and St. John's, however, in cases which do not

admit of delay, the approbation of the Governors of these islands will be sufficient. It must besides be impressed on the proper magistracy, that they must carefully see that the arrest-houses on the plantations are of such a nature, as that they can be used without risk of danger to the health of the persons concerned.

§ 12.

Every negro owner residing in a country district, or his attorney, shall keep a Journal, *threaded and authorised by the Governor-General*, wherein shall be recorded every punishment inflicted by the parties concerned, on any negro, together with the probable age of the person punished, and the nature of the offence committed; and this Journal, together with a Register Book *threaded and authorised by the Governor-General*, which is to be kept on every plantation, of all its negroes, in as far as regards their names, age, religious persuasion, decrease and increase, &c., shall always lie open for the inspection of the proper Officer; moreover, every transgression of this regulation shall be punished with a fine of from 50 to 200 rixdollars. D. W. C.; and should the offence be frequently repeated, and besides be attended with circumstances that awaken suspicion of abuse, the parties concerned shall moreover forfeit their right to exercise any command over slaves; so that if the culpable person be a manager, he shall be discharged; if he be the owner he shall be obliged to give up the superintendence to a person authorised for that purpose by the magistracy. For the rest, the Governor-General must either himself personally, or by the intervention of others appointed by him for the purpose, at least once a-year inspect these protocols, which, therefore, on their being called for, must be transmitted for such inspection.

Moreover, our Governor-General, so often as he finds necessary, must, either himself personally, or by proxy, investigate on each plantation all that may concern the treatment of the negroes; it being understood, however, that the plantation owners in question shall not be made to pay any charge on such occasions.

§ 13.

And whereas, in the case of all the before-mentioned acts of appraisement, no fee is to be paid either *to the Police Master, on the one hand, for appointing the appraisers, certifying the act, or transcribing it, for which purpose at St. Croix unstamped paper may be used, or to the appraisers themselves, on the other hand*; so likewise, all cases between slaves and their masters, as also all cases where the negroes prefer complaints against managers or other persons to whom the superintendence of negroes is committed, shall be tried and decided by the Police Courts, without payment.

Whereunto all parties concerned have most submissively to conform.

Given in our Royal Residence, City Copenhagen, 1st May, 1840.

Under our Royal hand and seal,

(L. S.)

CHRISTIAN R.

LOWZOW.

LEHMANN, THONNING, BECK.

KUNZEN.

Fifth Enclosure in No. 207.

Placard of the Governor-General of the Danish West India Islands (containing Regulations for the Treatment of Negroes on the Plantations).

Titles, &c., &c.

St. Croix, May 7, 1838.

I, PETER CARL FREDERICK VON SCHOLTEN, hereby make known: That, having carefully traced to their source the causes of the dissatisfaction which, notwithstanding the great ameliorations that of late years have successively been made in the condition of the plantation negroes, does nevertheless, from time to time, show itself on sundry plantations; I have now arrived at the conclusion that such dissatisfaction is in a great measure the consequence of the improper and unreasonable conduct of the parties concerned in transgressing the regula-

tions for working hours, by ordering the negroes to pick grass after working hours, and by exacting from them the quantity of grass requisite for the cattle, even when such is not to be found within the bounds of the plantation; whereby the negroes are compelled to trespass on the neighbouring plantations, in order to procure what they cannot find at home. Such illegal conduct naturally excites ill-will and disputes with the negroes of the neighbouring plantations, while at the same time peace and good order are disturbed, and private property violated.

In order, in as far as possible, to remedy these abuses, and, by means of general regulations, to secure a lawful and uniform mode of proceeding on all the plantations of the colony in the aforesaid and several other respects, I have felt it my duty, until His Majesty's most gracious pleasure be further ascertained, to command as follows:

§ 1.

The working time for the several plantation negroes on work days, and on such holidays as hitherto have not conferred an exemption from labour on the Plantations, shall begin at sunrise and end at sunset (excepting in the special instances hereafter to be mentioned) with the following hours of relaxation, viz: one hour, from 7 to 8 o'clock, A.M., for breakfast; and two hours, from 12 to 2 o'clock P.M., for dinner.

The aforesaid times of the day will be accurately indicated by the ringing of bells on certain plantations, to be afterwards specified in each district, which ringing must be immediately responded to by all the other plantations in the district. In the morning, the bells will be rung half an hour before sunrise, which time will be indicated by a signal gun from the fort, which hereafter will be fired half an hour before sunrise; so that the roll may be called over in the field, and labour commence at sunrise. The bells will be rung at 7 o'clock for breakfast, at $7\frac{3}{4}$ for work, at 12 for dinner, at $1\frac{3}{4}$ for work; and at sunset for work to cease.

In the working time, so fixed, all plantation field labour shall be performed, grass picking therein included; and after sunset no work shall be exacted excepting the bringing the cattle, &c., into the stables or fold; giving them fodder and other attendance; also keeping the watch, and taking care of the sick; all which things cannot be postponed or omitted neither after working hours nor on holidays.

Likewise in crop time, when magas is spread at the works, it shall be incumbent on the field labourers, when desired, to collect this after cessation of work at sunset, in order to guard against the risk of fire, and to save fuel; and no gang shall disperse itself over the fields when the bell rings for stopping work at 12 o'clock, or at sunset; but they must go in a collected body to the works with the driver, in order to bring home with them the requisite grass or trash. Yet they must not be detained on that account.

As the making of sugar, when once it is commenced, cannot be interrupted until the juice is boiled, this will in so far necessarily create an exception from the general rules respecting free hours and cessation from work. On which account the labourers employed in and about the works, must not discontinue their labour as long as it is necessary. On the other hand, the mill must not be set a-going before sunrise, and it must be stopped at sunset. When, for the purpose of supplying the mill with sugar canes, circumstances may make it necessary to keep the mule drivers (crooks boys and crooks girls) at their work during the hours fixed for breakfast and dinner, they shall in that case only be allowed the time necessary for eating, viz. $\frac{1}{4}$ hour for breakfast, and $\frac{1}{2}$ hour for dinner; and the remaining free time which they thus lose must be made good to them in the evening by dismissing them so much earlier from their work.

When there is imposed on the negroes of a plantation any extra work which is not mentioned here, they shall implicitly obey the command given them, and perform the work; but if they consider that such is an undue infringement on their free hours, then any two of them whatsoever may come to the Governor-General with their complaint; and the Manager, on their making application, shall allow them time to do this. The Governor-General will thereafter let the matter be accurately investigated by the Police; and the manager, owner, or superintendent, shall be responsible for the consequences of their improper conduct, if the complaint should turn out to be well founded; and the negroes,

should it be found that they have come forward with a groundless complaint, shall be punished accordingly.

Tranquillity and good order must of necessity be preserved both abroad and at home; and if any one of the gang of a plantation leaves the plantation in his free hours, and strolls about the high road or elsewhere in an idle and disorderly manner, the proper manager, for the purpose of preventing such a person from leaving the property, shall henceforward be authorised to exercise domiciliary inspection, over him, in order to see that he is at home.

§ 2.

My Circular, issued on the 16th January, 1837, as well as the other regulations issued concerning voluntary work by plantation negroes on their holidays, remain in force. With respect to the picking of grass on Sunday afternoon, alluded to in the before-mentioned command, the owners or superintendents concerned, shall intimate to the gangs on their plantations, that neither on Sundays nor any other days shall they cut grass at any other place than on their own plantation, unless the manager himself has previously obtained and communicated to them the requisite permission. Every transgression of this, will be punished; and the owners, managers, or superintendents, shall be made to answer for it, if such shall be found to have taken place for want of grass on the plantation.

§ 3.

When the doctor or midwife of a plantation positively pronounces a woman to be pregnant, she shall immediately be transferred from the great gang to the *little* gang, as it is called, in which she shall remain until the two last months of her pregnancy; and from that time until her delivery she shall only be employed in easy labour at the works, as has hitherto been customary. After her delivery, she shall during the first seven weeks be entirely exempted from all work; and during the first three weeks she shall be allowed a sick nurse to attend on her and the child. After the lapse of the seven weeks, she shall again be transferred to the great gang. The working hours for such women during the first twelve months after their delivery, commence at 8 o'clock in the morning, and end at 5 o'clock in the evening, with three hours of relaxation, viz., from 11 to 2 o'clock. In the year that subsequently follows, and after the child has been weaned, the mother shall not be compelled to work before breakfast; but in every other respect such women shall conform to the working hours fixed for the large gang, and it shall be impressed on them to be present at the fixed time when the roll is called over.

As far as circumstances permit, due care must be taken that the children be weaned when they are 12 months old; unless the doctor should consider it necessary to prolong the time.

During work time the children shall remain in the hospital, or in some other fit place, under the superintendence of a trustworthy female.

§ 4.

On all sugar plantations the driver shall be appointed by the owner or superintendent, and shall be presented to the Police-master of the Jurisdiction, who shall enter his name in a register specially kept for that purpose. Such drivers are to be considered as belonging to the Police, and destined to assist in maintaining good order and tranquillity. When the owner, or superintendent finds it necessary to take another driver, he shall himself make the change; and on this occasion, both the discharged driver and his successor shall be presented to the Police-master, who shall then strike out the appointment of the former, and insert that of the latter, without the party concerned having occasion to assign any reason for the change made.

In order to secure to the drivers the enhanced respect due to them, they shall have and be equipped with a uniform consisting of a red jacket with a green collar; and in order still more to excite them to zeal and vigilance in the performance of their duties, each plantation shall allow the driver a patacon per month, besides the usual ration.

Punishment by means of the tamarind switch or by rods on the naked person, is hereby from henceforth entirely abolished on all plantations; and the owners, superintendents, or managers, in cases where corporal punishment may be found necessary, may use for that purpose a rope's end, which will be delivered

to them from the Police-office for a fitting price. To a man there must not be given more than 12, and to a woman not more than six stripes, which are to be given to the first mentioned across the shoulders, and to women, as usual, but over two under-garments. Punishment is to be inflicted on women as seldom as possible; and in no case is either any man or any woman to be punished on a plantation oftener than twice in one week.

During work in the field, the driver henceforward, instead of a tamarind switch, shall make use of a stick three feet long, and one and a half inch in circumference, with which, on occasions where it may be necessary for the prompt maintenance of order, he may inflict two strokes at a time, yet not oftener than twice in one day.

It is also permitted the respective owners, superintendents, or managers, to order a punishment on the plantation of not more than 48 hours' solitary confinement on bread and water, or confinement during their free hours for eight days; but whenever the nature of the offence requires a severer punishment, the offender must be sent to the Police-office.

Every punishment must be accurately entered in the "Plantation Journal." No punishment shall be administered on the road or in the field (excepting only such punishment as the driver, in virtue of the proceeding, is authorised to apply during the field work); but it must always be inflicted on the guilty person during the breakfast hour on the plantation at the works, and in the presence of the whole gang; and either the owner, superintendent, or manager, shall be present at it, without their being allowed to devolve this on any overseer, who never must dictate any punishment.

The regulations herein contained shall immediately come into operation, and for any transgression of them all parties concerned shall be made to answer, agreeably to His Majesty's rescript of 22nd November 1834, whereby the Governor-General is empowered to impose on the respective owners, attorneys, managers and overseers, a fine of from 50 to 200 rixdollars D. W. C. or, according to circumstances, to deprive them of the management of the property.

Given under the General Government seal and my signature, General Government ship of the Danish West India Islands, St. Croix, 7th May, 1848.
(L. S.)

P. v. SCHOLTEN.

Sixth Enclosure in No. 207.

Letter from a Friend to Mr. Browne.

DEAR SIR,

Copenhagen, June 15, 1843.

BEING in a great hurry to get out of town, I have had only time to collect the most essential vouchers, which might throw light upon the subject on which you have asked my opinion.

I add the following remark from myself, to each of the questions you have have put to me.

1. The number of slaves is decreasing, as will be seen by the enclosed lists; this is owing, partly to manumissions, averaging, I think, about 150 per annum in the latter years, partly to the surplus of deaths, which is very much attributable to the great number of miscarriages, and deaths of infant children amongst the slave population.

2. Slaves have not been imported for the last 20 years, and could not be imported, as nobody could afford to pay for them. An African negro costs double as much in Porto Rico as a native slave labourer costs at St. Croix.

3. No distinction whatever is made in the Courts of Justice with regard to the protection of persons and property.

4. The slaves are always at liberty to place themselves under the protection of the law, by addressing themselves to the Police, after which the power which the proprietor has over him becomes suspended, until an examination of the case has taken place. A slave can change his master, or become free, on procuring for his master an indemnification for his loss, the value settled by a public appraiser. In cases where the slave can prove ill-treatment, this indemnification is refused to the master.

5. The evidence of the slave is fully admissible, whenever the personal qualification of the slave renders him a proper witness.

6. The plantation negroes, especially at St. Croix, are most certainly enjoying all the advantages and rights which were secured by the British Government to their apprentices.

7, 8, 9. I believe that those negroes who are not free, are as long lived as those who are free. The great proportionate mortality occurs immediately upon and shortly after the birth of the children, and is, no doubt, the result of libertinage and want of lawful marriages.

10. The improvement in the condition of the slaves can be best judged by the spirit of the later law regulations, which the Government is constantly extending to and augmenting for the slaves. The negroes themselves acknowledge the improvement. It has happened to myself that some negroes, who had run away from Anquilla to St. Croix, and had worked for several years upon my estates there, came to me (after the British emancipation of their slaves,) at St. Kitt's, and requested me to take them back as my slaves to St. Croix. I must here remark, that on my estates the negroes were not better treated than those of the other well-conducted estates of the islands.

11. I believe that there does exist in the Danish West India Islands, as well as in Denmark herself, a general wish and inclination towards the emancipation of the slaves; but I also think that by far the greater part of the intelligent amongst us fear that the present generation of negroes would not be bettered by it; besides which it would be a matter of great difficulty to find means to afford just indemnification to the proprietors for the loss of their slaves.

12. The law makes no distinction whatever between the whites and blacks who are free, which is set forth in a special royal decree, and is strictly attended to.

13. The Collector of Customs in St. Croix is a coloured man, who was preferred to at least a dozen of king's officers, who had petitioned for this office. The Secretary of the Governor is also a man of colour.

(Signed) &c. &c.

No. 208.

Sir H. Wynn to the Earl of Aberdeen.

Copenhagen, July 24, 1843.

(Received July 28.)

MY LORD,

IN compliance with your Lordship's Instructions, I have obtained from the Danish Government the inclosed four warrants, enabling the Commanding Officers of the "Espoir," "Heroine," "Spy," and "Bittern," to act under the Treaty of the 26th July, 1834, between Great Britain, France, and Denmark, for the Suppression of the Slave Trade.

I have, &c.

(Signed) H. W. W. WYNN.

The Right Hon. the Earl of Aberdeen, K. T.

&c.

&c.

&c.

No. 209.

The Earl of Aberdeen to Sir Henry Wynn.

SIR,

Foreign Office, July 29, 1843.

I HAVE received your Despatch, marked "Slave Trade," of the 24th instant, enclosing warrants from the Danish Government to enable the Commanders of Her Majesty's ships "Heroine," "Espoir," "Bittern," and "Spy," to act under the Treaty of July 26, 1834. And with reference to my Despatch, "Slave Trade," of the 21st instant, informing you that in consequence of the appointment of Lieutenant Dyke to the "Heroine" having been cancelled, the warrant for the vessel would not be required; I herewith enclose to you

the warrant in question, and I have to desire that you will return it to the Danish Government, in order that it may be cancelled.

I am, &c.

(Signed) ABERDEEN.

Sir H. Wynn, G.C.H.
&c. &c.

No. 210.

Sir H. Wynn to the Earl of Aberdeen.

Copenhagen, August 10, 1843.
(Received August 14.)

MY LORD,

IN compliance with the Instructions contained in your Lordship's Despatches of the 22nd and 24th ultimo, of this Series, I have obtained from the Danish Government the enclosed two warrants, enabling the Commanding Officers of the "Albert" and "Wasp" to act under the Treaty of the 26th of July, 1834, between Great Britain, France, and Denmark, for the Suppression of the Slave Trade.

I have, &c.

(Signed) H. W. W. WYNN.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 211.

The Earl of Aberdeen to Sir Henry Wynn.

SIR,

Foreign Office, August 16, 1843.

I HEREWITH transmit to you the warrants described in the margin of this Despatch, issued by the Danish Government under the Treaty of July 26, 1834, but now no longer required for Her Majesty's ships and their Commanders for which they were issued; and I have to desire that you will return them to the Danish Government, in order that they may be cancelled.

I am, &c.

(Signed) ABERDEEN.

Sir H. W. W. Wynn, G.C.H.
&c. &c. &c.

The Warrants returned in No. 211 were issued—

1. On the 3rd June, 1841, to Her Majesty's ship "Iris," Captain Nurse, on the Coast of Africa station.
2. On the 3rd June, 1841, to Her Majesty's ship "Persian," Captain Eden, on the Coast of Africa station.
3. On the 22nd June, 1842, to Her Majesty's ship "Kite," Lieut. Pasco, on the Coast of Africa station.
4. On the 12th Feb., 1843, to Her Majesty's ship "Iris," Captain Mundy, on the Coast of Africa station.

No. 212.

Sir H. Wynn to the Earl of Aberdeen.

Copenhagen, August 16, 1843.
(Received August 25.)

MY LORD,

IN compliance with Instructions contained in your Lordship's Despatch of the 27th ult., of this Series, I have obtained from the Danish Government, the enclosed warrant, enabling the Commanding Officer of Her Majesty's ship

‘Racer,’ to act under the Treaty of the 26th of July, 1834, between Great Britain, France, and Denmark, for the Suppression of the Slave Trade.

I have, &c.

(Signed) H. W. W. WYNN.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 213.

Sir H. Wynn to the Earl of Aberdeen.

MY LORD,

Copenhagen, August 29, 1843.
(Received September 4.)

IN compliance with the Instructions contained in your Lordship's Despatches of the 2d, 8th, and 11th inst., of this Series, I have obtained from the Danish Government the enclosed three warrants, enabling the Commanding Officers of Her Majesty's ships "Conway," "Alert," and "Hermes," to act under the Treaty of the 26th of July, 1834, between Great Britain, France, and Denmark, for the Suppression of the Slave Trade.

I have, &c.

(Signed) H. W. W. WYNN.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 214.

The Earl of Aberdeen to Sir H. Wynn.

SIR,

Foreign Office, September 9, 1843.

I HEREWITH transmit to you the warrant described in the margin of this Despatch, issued by the Danish Government under the Treaty of July 26, 1834, but now no longer required for Her Majesty's ship and its Commander for which it was issued; and I have to desire that you will return it to the Danish Government, in order that it may be cancelled.

I am, &c.

(Signed) ABERDEEN.

Sir H. W. W. Wynn, G.C.H.
&c. &c. &c.

The Warrant returned in No. 214 was issued on the 12th November, 1839, to Her Majesty's ship "Grecian," Commander Smyth; station not mentioned.

No. 215.

The Earl of Aberdeen to Sir H. Wynn.

SIR,

Foreign Office, October 7, 1843.

I HEREWITH transmit to you the warrants described in the margin of this Despatch, issued by the Danish Government under the Treaty of July 26, 1834, but now no longer required for Her Majesty's ships and their Commanders for which they were issued; and I have to desire that you will return them to the Danish Government, in order that they may be cancelled.

I am, &c.

(Signed) ABERDEEN.

The Right Hon. Sir H. W. W. Wynn, G.C.H.
&c. &c. &c.

The Warrants returned in No 215 were issued—

1. On the 12th November, 1839, to Her Majesty's sloop "Acorn," Commander Adams ; station not mentioned.
2. On the 3rd June, 1841, to Her Majesty's brig "Cygnet," Commander Wilson, Africa station.

No. 216.

Sir H. Wynn to the Earl of Aberdeen.

Copenhagen, October 3, 1843.
(Received October 10.)

MY LORD,

IN compliance with the Instructions contained in your Lordship's Despatches of the 8th, 10th, and 11th ultimo, "Slave Series," I have obtained from the Danish Government three warrants, enabling the Commanding Officers of Her Majesty's ships, the "Inconstant," Captain Charles H. Freemantle, the "Dolphin," Lieutenant William O'B. Hoare, and the "Penelope," Captain William Jones, to act under the Treaty of the 26th July, 1834, for the Suppression of Slave Trade; and I have now the honour to transmit them to your Lordship.

I have, &c.

(Signed)

H. W. W. WYNN.

The Right Hon. the Earl of Aberdeen, K. T.
&c. &c. &c.

No. 217.

Count Reventlow to the Earl of Aberdeen.

Londres, le 23 Octobre, 1843.
(Received October 25.)

LE Comte de Reventlow a l'honneur de présenter ses complimens très empressés à son Excellence M. le Comte d'Aberdeen, et de lui remettre ci-joint le mandat special de visite du 5 Avril, 1842, que son Excellence a eu la bonté de lui faire parvenir des autorités competentes pour le bric Royal "St. Croix," actuellement de retour à Copenhagen.

Le Ministre de Danemark saisit, &c.

(Signé)

REVENTLOW.

A son Excellence le Comte d'Aberdeen,
&c. &c. &c.

No. 218.

The Earl of Aberdeen to Sir H. Wynn.

SIR,

Foreign Office, November 3, 1843.

I HEREWITH transmit to you the warrant described in the margin of this Despatch, issued by the Danish Government, under the Treaty of July 26, 1834, but now no longer required for Her Majesty's ship and its Commander for which it was issued; and I have to desire that you will return it to the Danish Government, in order that it may be cancelled.

I am, &c.

(Signed)

ABERDEEN.

Sir H. W. W. Wynn, G.C.H.
&c. &c. &c.

The Warrant enclosed in No. 218 was issued on the 17th March, 1842, to Her Majesty's ship "Heroine," Commander Stewart, on the Coast of Africa station.

No. 219.

The Earl of Aberdeen to Sir H. Wynn.

SIR,

Foreign Office, November 11, 1843.

IN accordance with an application which has been made to me by the Admiralty, I have to instruct you to request the Danish Government to issue a warrant to enable Captain John E. Erskine, of Her Majesty's ship "Illustrious," about to be employed on the North America and West India station, to act under the Treaty of the 26th July, 1834, between Great Britain, France, and Denmark, for the Suppression of Slave Trade.

I am, &c.

(Signed) ABERDEEN.

Sir H. W. W. Wynn, G.C.H.
&c. &c. &c.

N.B. A similar Instruction was addressed under the same date to Her Majesty's Ministers at Turin, Naples and Florence; to Her Majesty's Charge d'Affaires at Hamburg; and to Her Majesty's Consul in Hayti.

No. 220.

*Sir H. Wynn to the Earl of Aberdeen.**Copenhagen, November 4, 1843.**(Received November 11.)*

MY LORD,

GENERAL SCHOLTEN, the Governor of the Danish West India Islands, when he was in London last spring, on his way to his post, had the honour of making your Lordship acquainted with the new regulations, and amelioration in the state of the slaves, which he has been empowered by His Majesty to make, the most important of which was the allowance of Saturday as an additional free day. On his arrival, he found so much complaint of bad times; amongst the proprietors and their agents, that, against his own inclination, he delayed publishing His Danish Majesty's orders till he received further instructions from hence. These, however, were confirmed; and on the King's birthday, in September, he assembled the negroes in the different parishes, and informed them of the boon which had been granted.

I understand that it was in general received with great indifference: the negroes have, in fact, been allowed this day by most of the proprietors out of crop time; and they conceive that the right to it is counterbalanced by the prohibition of markets on Sundays, and the obligation to attend church and schools, which prevent them following the different occupations with which this day has hitherto been desecrated.

I have, &c.

(Signed) H. W. W. WYNN.

The Right Hon. the Earl of Aberdeen, K.T.,
&c. &c. &c.

No. 221.

The Earl of Aberdeen to Sir H. Wynn.

SIR,

Foreign Office, November 15, 1843.

I HEREWITH transmit to you the warrant described in the margin of this Despatch, issued by the Danish Government, under the Treaty of July 26, 1834, but now no longer required for Her Majesty's ship and its Commander for which it was issued; and I have to desire that you will return it to the Danish Government, in order that it may be cancelled.

I am &c.

(Signed) ABERDEEN.

The Right Hon. Sir H. W. W. Wynn, G.C.B.
&c. &c. &c.

The Warrant returned in No. 221 was issued on the 17th March, 1842 to Her Majesty's ship "Volage," Captain Sir W. Dickson, on the North American and West India station.

No. 222.

Sir H. Wynn to the Earl of Aberdeen.

*Copenhagen, November 18, 1843.
(Received November 26.)*

MY LORD,

IN compliance with the Instructions contained in your Lordship's Despatch of the 27th ultimo, "Slave Series," I have obtained from the Danish Government the enclosed warrant, enabling Commander Robert J. W. Dunlop, of Her Majesty's sloop "Star," about to be employed on the Coast of Africa station, to act under the Treaty of the 26th of July, 1834, between Great Britain, France, and Denmark, for the Suppression of Slave Trade.

I have, &c.

(Signed) H. W. W. WYNN.

The Right Hon. the Earl of Aberdeen, K. T.
&c. &c. &c.

No. 223.

Sir H. Wynn to the Earl of Aberdeen.

*Copenhagen, November 28, 1843.
(Received December 4.)*

MY LORD,

IN compliance with the Instructions contained in your Lordship's Despatches of the 5th and 7th instant, "Slave Series," I have obtained from the Danish Government the enclosed two warrants, enabling the Commanders of Her Majesty's vessels the "Skylark" and the "Eurydice," to act under the Treaty of the 26th July, 1834, between Great Britain, France, and Denmark, for the Suppression of Slave Trade.

I have, &c.

(Signed) H. W. W. WYNN.

The Right Hon. the Earl of Aberdeen, K. T.
&c. &c. &c.

No. 224.

The Earl of Aberdeen to Sir Henry Wynn.

IR,

Foreign Office, December 11, 1843.

I HEREWITH transmit to you the warrant described in the margin of this Despatch, issued by the Danish Government, under the Treaty of July 26, 1834, but now no longer required for Her Majesty's ship and its Commander for which it was issued; and I have to desire that you will return it to the Danish Government, in order that it may be cancelled.

I am, &c.

(Signed) ABERDEEN.

The Right Hon. Sir H. Wynn, G.C.H.
&c. &c. &c.

The Warrant returned in No. 224 was issued on the 12th Nov. 1839, to Her Majesty's ship "Cameleon," Mr G. Hunter; no station mentioned.

No. 225.

*Sir H. Wynn to the Earl of Aberdeen.**Copenhagen, December 2, 1843.**(Received December 18.)*

MY LORD,

IN compliance with the Instructions contained in your Lordship's Despatch, of this Series, of the 11th ultimo, I have the honour to inclose a warrant, enabling the Officer commanding Her Majesty's ship "Illustrious," to act under the Treaty of July 26, 1834, between Great Britain, France, and Denmark, for the Suppression of the Slave Trade.

I have, &c.

(Signed)

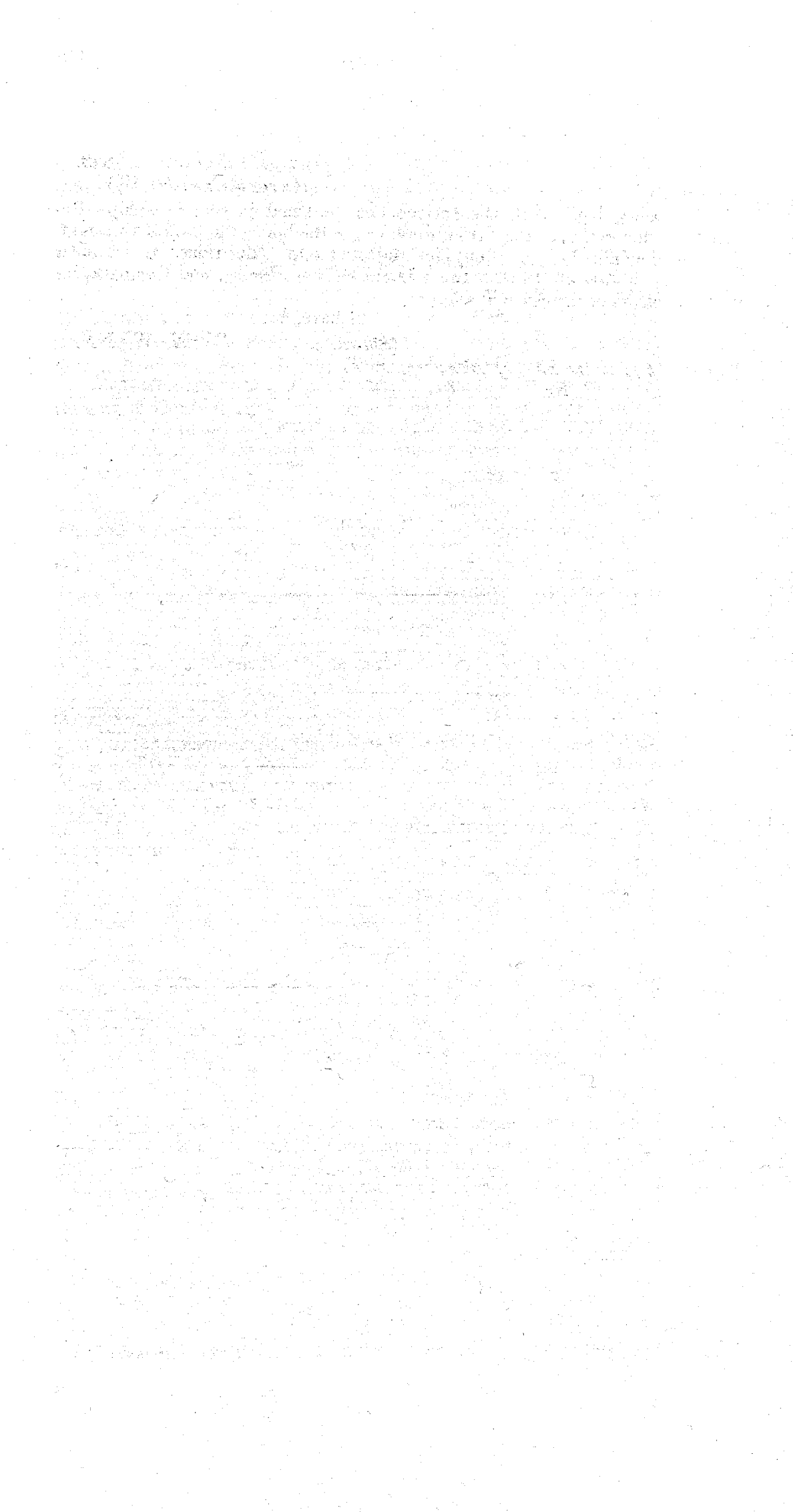
H. W. W. WYNN.

The Right Hon. the Earl of Aberdeen, K. T.

&c.

&c.

&c.



HAYTI.

No. 226.

The Earl of Aberdeen to Mr. Ussher.

SIR,

Foreign Office, March 13, 1843.

I HEREWITH transmit to you a copy of a List furnished by the Admiralty of Her Majesty's ships and vessels for which warrants are required under the Convention of the 23rd December, 1839, between Great Britain, France, and Hayti, for the Suppression of Slave Trade; specifying the force and station of each vessel, and the name of its Commander. And I have to instruct you to request the Haytian Government to issue warrants for the ships and vessels enumerated in that List, in accordance with the Third Article of the above-mentioned Convention.

I am, &c.

(Signed) ABERDEEN.

Thomas Ussher, Esq.
&c. &c.

Enclosure in No. 226.

LIST of Her Majesty's Ships for which Warrants under the Treaty of December 23, 1839, with the Republic of Hayti, for the more effectual Suppression of the Slave Trade, are required from the Haytian Government.

Ship.	Class.	Commanding Officer.	Station.
Madagascar	Ship	Captain John Foote	Coast of Africa.
Iris	Ditto	" G. R. Mundy	
Ferret	Sloop	Commander Josiah Oake	
Cygnets	Brig	Lieutenant Edward Wilson	
Heroine	Ditto	" J. D. Stewart.	
Bonetta	Ditto	" C. E. Gray	
Pantaloon	Ditto	" C. H. Lapidge	
Rapid	Ditto	" E. C. Earle	
Spy	Ditto	" George Raymond	
Kite	Steam vessel.	" W. J. G. Pasco	
Isis	Ship	Captain Sir John Marshall, C.B.	Cape of Good Hope.
Cleopatra	Ditto	" Christopher Wyvill.	
Bittern	Sloop	Commander Hon. B. C. F. Cary.	
Arrow	Ketch	Lieutenant William Robinson	
Thunderbolt	Steam vessel.	Commander G. N. Broke	
Daphne	Ship	Captain J. J. Onslow	Brazil.
Frolic	Sloop	Commander W. A. Willis	
Gorgon	Steam vessel.	Captain C. Hotham	
Growler	Ditto	Commander C. H. M. Buckle	
Ardent	Ditto	" John Russell (b)	
Viper	Brig	Lieutenant James Carter	
Spider	Ditto	" R. E. Pym	
Pique	Ship	Captain Hon. M. Stopford	
Spartan	Ditto	" Hon. C. B. J. B. Elliot.	
Volage	Ditto	" Sir W. Dickson, Bart.	
Tweed	Sloop	Commander H. D. C. Douglas	North America and West Indies.
Electra	Ditto	" Arthur Darley	
Orestes	Ditto	" Hon. S. T. Carnegie	
Albatross	Ditto	" Reg. Yorke	
Ringdove	Ditto	" Sir W. Daniell	
Seylla	Ditto	" Robert Sharpe	
Wasp	Ditto	" Andrew Drew	
Griffon	Brig	Lieutenant Charles Jenkin	
Pickle	Schoonier	" J. A. Bainbridge	
Fair Rosamond	Ditto	" A. G. Bulman	
Hornet	Ditto	" Henry Byng	
Avon	Steam vessel.	" R. B. Miller	
Megara	Ditto	" George Oldmixon	

No. 227.

*Mr. Ussher to the Earl of Aberdeen.**Port-au-Prince, May 29, 1843.**(Received July 3.)*

MY LORD,

IN obedience to the Instructions contained in your Lordship's Despatch of the 13th March last, I applied to the Haytian Government for the warrants required for Her Majesty's ships and vessels enumerated in the list accompanying your Lordship's Despatch, as required under the Convention of the 23rd December, 1839. I have now the honour to enclose the warrants in question, signed by the Provisional Government of Hayti, together with a copy of General Guerrier's letter accompanying them.

I have, &c.

(Signed) THOS. N. USSHER, *Consul.**The Right Hon. the Earl of Aberdeen, K. T.*

&c.

&c.

&c.

Enclosure in No. 227.

LIBERTE OU LA MORT.—RÉPUBLIQUE HAÏTIENNE.

*Port-au-Prince, le 15 Mai, 1843, An 40^e de l'Indépendance,
et le 1^{er} de la Régénération.*

AU NOM DU PEUPLE SOUVERAIN.

Le Membre du Gouvernement Provisoire, chargé de la Section des Relations extérieures de la Guerre et de la Marine; au Consul de Sa Majesté Britannique au Port-au-Prince;

MONSIEUR LE CONSUL,

LE Gouvernement Provisoire a reçu la Dépêche que vous lui avez adressée le 4 de ce mois, relative aux Autorisations qui doivent être délivrées aux bâtimens de guerre de Sa Majesté la Reine d'Angleterre, conformément aux Traités signés dans la noble vue d'éteindre l'infâme Commerce des Esclaves.

Vous recevrez avec sa Dépêche de ce jour.

1°. Dix Autorisations pour la station de la Côte d'Afrique.

2°. Cinq Autorisations pour la station du Cap de Bonne-Espérance.

3°. Sept Autorisations pour la station du Brésil.

4°. Quinze Autorisations pour la station de l'Amérique du Nord et des Indes Occidentales.

L'expédition de ces Autorisations remplissant le bût de votre demande, le Gouvernement Provisoire vous renouvelle, etc.

(Signé) GUERRIER.

No. 228.

*Mr. Ussher to the Earl of Aberdeen.**Port-au-Prince, June 24, 1843.**(Received August 5.)*

MY LORD,

I HAVE the honour to acknowledge your Lordship's "Slave Trade" Despatch of the 11th May last; and I herewith enclose the warrant from this Government to enable Commander the Honourable George Hope, of Her Majesty's sloop "Sappho," to act under the Convention of the 23rd December, 1839, between Great Britain, France, and Hayti, for the Suppression of Slave Trade, which your Lordship instructed me to request.

I have, &c.

(Signed) THOS. N. USSHER, *Consul.**The Right Hon. the Earl of Aberdeen, K. T.*

&c.

&c.

&c.

No. 229.

*Mr. Ussher to the Earl of Aberdeen.**Port-au-Prince, July 9, 1843.**(Received August 21.)*

MY LORD,

IN obedience to your Lordship's Instructions, I applied to the Haytian Government for a warrant for Her Majesty's ship "Curaçoa," Captain Sir Thomas Pasley, Bart. to enable him to act under the Convention of December 23, 1839; and I have now the honour to enclose the warrant required for that purpose.

I have, &c.

(Signed) THOS. N. USSHER, *Consul.**The Right Hon. the Earl of Aberdeen, K.T.*

&c.

&c.

&c.

No. 230.

The Earl of Aberdeen to Mr. Ussher.

SIR,

Foreign Office, September 9, 1843.

I HEREWITH transmit to you the warrants described in the margin of this Despatch, issued by the Haytian authorities, under the Convention of December 23, 1839, but now no longer required for Her Majesty's ships and their Commanders for which they were issued; and I have to desire that you will return them to the Haytian authorities, in order that they may be cancelled.

I am, &c.

Thomas Ussher, Esq.

(Signed) ABERDEEN.

&c. &c.

The Warrants returned in No. 230, were issued on the 30th May, 1843.

- | | | |
|----|-------------------------------|---|
| 1. | To Her Majesty's ship "Iris," | Captain Mundy, on the Coast of Africa. |
| 2. | " | "Heroine," Lieutenant Stewart, ditto. |
| 3. | " | "Spy," Lieutenant Raymond, ditto. |
| 1. | " | "Kite," Lieutenant Pascoe, ditto. |
| 5. | " | "Bittern," Commander Cary, on the Cape of Good Hope station. |
| 6. | " | "Orestes," Commander Carnegie, on the North America and West India station. |
| 7. | " | "Wasp," Commander Drew, ditto. |
| 8. | " | "Avon," Commander Byng, ditto. |

No. 231.

*Mr. Ussher to the Earl of Aberdeen.**Port-au-Prince, August 16, 1843.**(Received September 21.)*

MY LORD,

I HAVE the honour to acknowledge your Lordship's Slave Trade Despatches of the 7th and 13th June last, and enclose herewith the warrants issued by the Government of Hayti, to enable Lieutenant D. R. B. Mapleton, of Her Majesty's steam vessel "Avon," and Commander H. R. Sturt, of Her Majesty's sloop "Rose," to act under the Convention of 23rd December, 1839, between Great Britain, France, and Hayti, for the Suppression of Slave Trade.

I have, &c.

(Signed) THOS. N. USSHER, *Consul.**The Right Hon. the Earl of Aberdeen, K.T.*

&c.

&c.

&c.

No. 232.

The Earl of Aberdeen to Mr. Ussher.

SIR,

Foreign Office, September 28, 1843.

I HEREWITH transmit to you a warrant issued on the 15th of August, 1843, by the Haytian Government, to enable Captain R. B. Mapleton, of Her Majesty's steam vessel "Avon," to act under the Convention of the 23rd of December, 1839, between Great Britain and Hayti, for the Suppression of the Slave Trade; and I have to desire that you will return the same to the Haytian Government, in order that it may be cancelled.

I have, &c.

Thomas Ussher, Esq.
&c. &c.

(Signed) ABERDEEN.

No. 233.

Mr. Ussher to the Earl of Aberdeen.

Port-au-Prince, September 1, 1843.
(Received October 6.)

MY LORD,

I HAVE the honour to acknowledge your Lordship's Slave Trade Despatches of the 4th, 6th, 7th, 8th, and 21st July last, and herewith enclose the warrants issued by this Government, to enable the several Commanders of Her Majesty's ships "Espoir," "Bittern," and "Spy," to act under the Convention of 23rd December, 1839, between Great Britain, France, and Hayti, for the Suppression of Slave Trade.

I have, &c.

(Signed) THOS. N. USSHER, *Consul.*

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 234.

Mr. Ussher to the Earl of Aberdeen.

Hayti, September 7, 1843.
(Received October 6.)

MY LORD,

I HAVE the honour to acknowledge your Lordship's Despatches of the 22nd, 24th, and 27th July last; and herewith enclose the warrants issued by this Government to enable the Commanders of Her Majesty's ships "Wasp," "Albert," and "Racer," to act under the Convention of 23rd December 1839, between Great Britain, France, and Hayti, for the Suppression of Slave Trade.

In obedience to your Lordship's Instructions, I have stated to the Haytian Government that the warrant for the "Heroine" is not required.

I have, &c.

(Signed) THOS. N. USSHER, *Consul.*

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 235.

The Earl of Aberdeen to Mr. Ussher.

SIR,

Foreign Office, November 1, 1843.

I HEREWITH transmit to you the warrant described in the margin of this Despatch, issued by the Haytian Government, under the Convention of December 23, 1839, but now no longer required for Her Majesty's ship and

its Commander for which it was issued ; and I have to desire that you will return it to the Haytian Government, in order that it may be cancelled.

I am, &c.

Thomas Ussher, Esq.
&c. &c.

(Signed) ABERDEEN.

The Warrant returned in No. 235 was issued in 1843 to Her Majesty's ship "Tweed," Commander Douglas, on the North America and West India station.

No. 236.

Mr. Ussher to the Earl of Aberdeen.

Port-au-Prince, September 23, 1843.

(Received November 7.)

MY LORD,

I HAVE the honour to acknowledge your Lordship's Despatches of the 2nd, 8th, 11th, and 15th, ultimo ; and herewith enclose the warrants issued by this Government to enable the Commanders of Her Majesty's vessels "Conway," "Alert," "Hermes," and "Hydra," to act under the Convention of 23rd December, 1839, between Great Britain, France, and Hayti, for the Suppression of Slave Trade.

I have, &c.

(Signed) THOS. N. USSHER, *Consul.*

The Right Hon. the Earl of Aberdeen, K. T.
&c. &c. &c.

No. 237.

The Earl of Aberdeen to Mr. Ussher.

SIR,

Foreign Office, November 15, 1843.

I HEREWITH transmit to you the warrant described in the margin of this Despatch, issued by the Haytian Government under the Convention of December 23, 1839, but now no longer required for Her Majesty's ship and its Commander for which it was issued ; and I have to desire that you will return it to the Haytian Government, in order that it may be cancelled.

I am, &c.

Thomas Ussher, Esq.
&c. &c.

(Signed) ABERDEEN.

The Warrant returned in No. 237 was issued on the 13th May, 1843, to Her Majesty's ship "Volage," Captain Sir William Dickson, on the North America and West India station.

No. 238.

Mr. Ussher to the Earl of Aberdeen.

Port-au-Prince, November 3, 1843.

(Received December 8.)

MY LORD,

I HAVE the honour to acknowledge your Lordship's Slave Trade Despatches of the 8th, 9th, 10th, 11th, and 28th September last ; and enclose herewith the warrants issued by this Government to enable the Commanders of Her Majesty's ships "Inconstant," "Dolphin," and "Penelope," to act under the Convention of 23rd December, 1839, between Great Britain and Hayti, for the Suppression of the Slave Trade.

I have, &c.

(Signed) THOS. N. USSHER, *Consul.*

The Right Hon. the Earl of Aberdeen, K. T.
&c. &c. &c.

[The page contains extremely faint and illegible text, likely due to low contrast or poor scan quality. The text is organized into several paragraphs, but the individual words and sentences are not discernible.]

HANSE TOWNS.

No. 239.

The Earl of Aberdeen to Colonel Hodges.

SIR,

Foreign Office, January 10, 1843.

I HAVE received your several Despatches, dated the 16th, 23rd, and 27th December of last year, on the subject of the vessel the "*Julius and Edward*."

I submitted to Her Majesty's Advocate-General the Queries Nos. 1, 3, 4, and 5, contained in your Despatch of the 23rd December, upon this subject; and I have referred to the Admiralty for information on your Query No. 2, submitting also the information thus obtained, for the Report of Her Majesty's Advocate-General thereupon.

The first point upon which it is stated in your letter that Dr. Meier is desirous of being informed is, whether the words "engaged in the Slave Trade, employed in the Slave Trade, or fitted out for the purposes thereof, are to be understood as having reference solely to vessels with slaves on board, and fitted out for such a purpose; or, if they have reference to vessels not intended to carry slaves themselves, but carrying goods on behalf of the Slave Trade?" I am to instruct you that on this point the Queen's Advocate is of opinion that the words cited by Dr. Meier are not to be understood as having reference solely and exclusively to vessels having slaves on board, and fitted out for such purpose, but that they must be construed as having reference likewise to vessels which, although not intended for the actual conveyance of slaves, are carrying goods intended by the owners to be used in the purchase of slaves to be put on board other vessels, or in any other manner to be knowingly and wilfully, on the part of such owners, employed in the illegal traffic in slaves.

The third point put by Dr. Meier is, "Whether demijohns are to be considered as casks or vessels for holding water?" To which the answer is, that demijohns may properly be so considered.

The fourth question of Dr. Meier is, "Whether slave tins come under the denomination of mess tubs, or kids, which latter are said to be made of wood, and not of tin." The answer to this is, that if the slave tins are calculated for the same use as mess tubs, or kids, there appears no reason why they should not be understood as coming within the meaning of the words mess tubs, or kids, as used in the Treaty.

The last question asked by Dr. Meier is, "Whether copper boilers mean also small and square copper ones, and whether this Article of the Treaty extends also to large iron boilers?"

The answer to this is, that all copper boilers, whatever may be their shape or dimensions, if more than requisite for the crew, are to be considered as comprehended in the terms made use of. The Queen's Advocate also thinks that the Treaty comprehends large iron boilers. The size of the boiler, and the use for which it is intended, is, in the spirit and true meaning of the Treaty, more to be considered than the material of which it is composed.

It could never be the meaning of the contracting parties that the Treaty should be rendered null and of no effect by the mere substitution of iron for copper boilers.

The second enquiry made by Dr. Meier has reference to the 2nd Article in the Convention of 1831, which states that the right of search shall be enforced only by ships whose commanders have the rank of Captain, or at least that of Lieutenant; and the query put upon this point is, whether Mr. Thomas E. Symonds had actually the rank of a Lieutenant at the time of the detention of the "*Julius and Edward*;" or if he had immediately acquired the rank

of Lieutenant upon the death of his Commanding Officer, subject to confirmation on the part of his Government?

Upon this point I transmit to you a copy of a letter from the Admiralty, which I have to desire you will communicate to Dr. Meier, together with this Despatch, for his guidance in conducting the cause.

Dr. Meier will thus be enabled to satisfy the Court that the cruiser which effected the capture was duly sent forth by Her Majesty's Government, under the command of an Officer of competent rank and station; and it was solely in consequence of the death of that Officer, which, being the act of God, must, according to an universal maxim of law, be held not to prejudice the interest of any one, that the command of the vessel devolved upon Mr. Symonds.

Dr. Meier will also be able to show that Mr. Symonds, upon the death of his Senior Officer, assumed all the responsibility which had belonged to that Officer, and gave to himself, as it was his duty to do, according to the rules of the British Navy, an acting order as "Commander" of the "Persian."

Lieutenant Symonds was, therefore, at the time of making the capture, an Officer, *de facto*, of higher rank than Lieutenant; and the commission of Lieutenant was actually conferred upon him by the Admiralty almost immediately after the capture.

I am, &c.

Lieutenant-Colonel Hodges,
&c. &c.

(Signed) ABERDEEN.

Enclosure in No. 239.

Sir John Barrow to Viscount Canning.

MY LORD,

Admiralty, January 4, 1843.

IN return to your Lordship's letter, dated yesterday, I am commanded by my Lords Commissioners of the Admiralty to state, for the information of the Earl of Aberdeen, that Mr. Thomas E. Symonds, not having been promoted to the rank of Lieutenant till 17th March, 1841, had not attained to that rank at the period of the detention of the "*Julius and Edward*," Bremen barque, by Her Majesty's sloop "Persian," on the 15th February in the same year; but on the day following the death of his Senior Officer, viz., the 23rd November, 1840, Mr. Symonds, on whom the command of the "Persian" consequently devolved, gave himself an acting order as Commander of that sloop; and it was while acting under this authority that he detained the "*Julius and Edward*." This appointment, though one that he was justified and entitled to give himself, was not one subject to confirmation on the part of his Government, Mr. Symonds having been only a mate at the time; but he must be considered to all intents and purposes as the Senior Officer commanding the "Persian" when the "*Julius and Edward*" was detained.

I am, &c.

Viscount Canning,
&c. &c.

(Signed) JOHN BARROW.

No. 240.

Colonel Hodges to the Earl of Aberdeen.

Hamburg, January 6, 1843.

(Received January 11.)

MY LORD,

I HAVE the honour to herewith transmit a copy of a letter which I have this day received from the Senate of Lubeck, for your Lordship's information, and await your Instructions respecting it.

I have, &c.

(Signed) G. LLOYD HODGES.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

Enclosure in No. 240.

M. Curtius to Colonel Hodges.

MONSIEUR LE COLONEL,

Lubeck, le 3 Janvier, 1843.

J'AI l'honneur d'accuser la réception de vos deux lettres du 30 Décembre, relatives aux mandats expédiés ici en exécution de la Convention par rapport à la suppression de la Traite des Nègres, et dont la première regarde le mandat pour le commandant du bâtiment "Racer," la seconde fait le renvoi de six mandats pour les batimens y nommés.

Comme, Monsieur le Colonel, par la première lettre vous me faites connaître que le mandat expédié en 1838, pour le commandant du bâtiment "Racer," ne peut être renvoyé, en conséquence de la perte de ce document, le Senat me charge de vous prier, de vouloir bien m'informer de la cause de cette perte et des moyens employés à l'effet d'éviter des inconveniens ou des abus à craindre de l'existence d'un mandat devenu inutile. Veuillez encore agréer les assurances de la haute considération avec laquelle,

J'ai, &c.

A Monsieur le Colonel Hodges,
&c. &c.

(Signé) CURTIUS.

No. 241.

*Colonel Hodges to the Earl of Aberdeen.**Hamburgh, January 20, 1843.**(Received January 23.)*

MY LORD,

IN reference to your Lordship's Despatch (Slave Trade) of the 31st ultimo, I have the honour to herewith enclose a warrant from the Hanse Towns, Lubeck, Bremen, and Hamburg, to enable the Commanding Officer of Her Majesty's steam-vessel "Megæra," employed on the North American and West Indian station, to act for the Suppression of Slave Trade.

I have, &c.

(Signed) G. LLOYD HODGES.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 242.

*Colonel Hodges to the Earl of Aberdeen.**Hamburg, January 24, 1843.**(Received January 29.)*

MY LORD,

I HAVE the honour to herewith enclose a copy of a letter, together with a power of attorney, which I have this day received from Dr. J. D. Meier, of Bremen, acting on behalf of Lieutenant Thomas E. Symonds, in the case of the Bremen barque "*Julius and Edward.*"

I have, &c.

(Signed) G. LLOYD HODGES.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

Enclosure in No. 242.

Dr. Meier to Colonel Hodges.

SIR,

Hamburg, January 21, 1843.

AFTER having consulted with Dr. Haller, we both are of opinion, that it is indispensable to get a power of attorney from Lieutenant Symonds, for which a formula is hereto annexed; and I beg you to have the kindness to get it signed by that gentleman, and sent over to me to Bremen, as soon as circumstances may allow.

As to the legal opinions from some English lawyers, which could be wished for in the course of the proceedings, I shall communicate with Dr. Haller, if requisite, and submit the particulars to you by his interference.

I have, &c.

Colonel Hodges,
&c. &c.

(Signed) J. D. MEIER, Dr.

No. 243.

The Earl of Aberdeen to Colonel Hodges.

SIR,

Foreign Office, January 31, 1843.

I HAVE received your Despatch of the 24th instant, stating that it will be necessary to obtain from Lieutenant Symonds, a power of attorney, in the case of the Bremen barque "*Julius and Edward*," and enclosing a form to be signed by that Officer.

I have to acquaint you that the form in question has been transmitted to the Admiralty, with a request that it may be sent by the first opportunity to Lieutenant Symonds, for his signature, and returned as soon as signed, to be forwarded to Bremen.

But, in the meantime, I transmit to you, for your information, a copy of a letter received at this Office from the Admiralty, from which you will perceive that Lieutenant Symonds is at present serving in Her Majesty's ship "*Iris*," on the Coast of Africa.

You will acquaint Dr. Meier with this fact, and you will observe to him that unless it should be possible to dispense with the signature of Lieutenant Symonds, it will be necessary to obtain an adjournment of the proceedings in the case for six months at least.

I am, &c.

Colonel Hodges,
&c. &c.

(Signed) ABERDEEN.

Enclosure in No. 243.

Sir John Barrow to Viscount Canning.

MY LORD,

Admiralty, December 28, 1842.

IN return to your Lordship's letter of the 27th instant, relative to the Appeal about to be made against the Decree pronounced by the Supreme Court of Bremen, in the case of the Bremen barque "*Julius and Edward*," captured by Her Majesty's sloop "*Persian*," on suspicion of Slave Trade, I am commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Earl of Aberdeen, that Lieutenant Symonds is now serving in Her Majesty's ship "*Iris*," on the Coast of Africa.

I am, &c.

Viscount Canning,
&c. &c.

(Signed) JOHN BARROW.

No. 244.

The Earl of Aberdeen to Colonel Hodges.

SIR,

Foreign Office, February 6, 1843.

A COMMUNICATION has been received at this Office from the Admiralty, stating that the warrants issued by the authorities of the Hanse Towns in 1838, to enable Her Majesty's sloop "*Racehorse*," to act under the Convention of the 9th June, 1837, between Great Britain, France, and the Hanse Towns, for the Suppression of Slave Trade, cannot be traced.

And I have to instruct you to acquaint the authorities of the Hanse Towns with this circumstance, in order that the warrants in question may be cancelled.

I am, &c.

Colonel Hodges,
&c. &c.

(Signed) ABERDEEN.

No. 245.

Colonel Hodges to the Earl of Aberdeen.

Hamburg, February 3, 1843.

(Received February 6.)

MY LORD,

IN reference to your Lordship's Despatch, "Slave Trade," of the 12th January, I have the honour to herewith enclose a warrant from each of the Hanse Towns, Lubeck, Bremen, and Hamburg, to enable the Commanding Officer of Her Majesty's ship "Frolic," employed on the Brazil station, to act under the Convention between Great Britain, France, and the Hanse Towns, of the 9th June, 1837, for the Suppression of Slave Trade.

I have, &c.

(Signed) G. LLOYD HODGES.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 246.

The Earl of Aberdeen to Colonel Hodges.

SIR,

Foreign Office, February 9, 1843.

WITH reference to my Despatch, marked "Slave Trade," of the 23rd December last, mentioning the loss of the warrants issued by the authorities of the Hanse Towns in December, 1838, to enable the Commander of Her Majesty's sloop "Racer," employed on the North American and West India station, to act under the Convention of the 9th June, 1837, between Great Britain, France, and the Hanse Towns, for the Suppression of Slave Trade, I transmit to you herewith a copy of a letter received at this department from the Admiralty, by which it appears that the lost warrants belonged to the Commander of Her Majesty's ship "Snake," and not to the Commander of Her Majesty's ship "Racer," as stated in my Despatch above mentioned; and I have to desire that you will acquaint the authorities of the Hanse Towns with the error.

And with reference to your Despatch, marked "Slave Trade," of the 6th ultimo, enclosing a copy of a letter from the Senate of Lubeck, respecting the loss of one of the warrants above mentioned, I have to desire that you will inform Mr. Curtius that the warrant in question was delivered by Captain J. B. Kay, commanding Her Majesty's ship "Snake," into the Admiral's Office at Sheerness, to be transmitted to the Admiralty, when the "Snake" was paid off, but that it has never been received, and that all attempts to trace it have proved fruitless; and as it could be of no use to any person but the Officer to whom it is personally addressed, and then only in the event of his being employed in the same vessel, which could not be the case in consequence of Captain Kay's promotion, the Lords Commissioners of the Admiralty do not apprehend that any inconvenience can arise from its loss.

I am, &c.

Colonel Hodges,
&c. &c.

(Signed) ABERDEEN.

Enclosure in No. 246.

Sir John Barrow to Viscount Canning.

MY LORD,

Admiralty, January 30, 1843.

IN return to your Lordship's letter of the 26th instant, enclosing a copy of a note from the Senate of Lubeck, relative to the Hanseatic Slave Trade warrant, supplied to Her Majesty's sloop "Racer," which was stated in my letter to you of the 14th of December last to have been lost, I am commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Earl of Aberdeen, that there was a clerical error in my letter to you of the 14th of December, in stating that the missing warrants belonged to the "Racer," and that the warrants therein referred to were issued to the "Snake," which error my Lords request may be corrected.

I am directed to state that Captain J. B. P. Kay, who commanded the "Snake," informed my Lords that the warrants in question were delivered into the Admiral's Office at Sheerness, to be transmitted to this Office when the "Snake" was paid off, but they have never been received, and all attempts to trace them have proved fruitless; and as they could be of no use to any person but the Officer to whom they are personally addressed, and then only in the event of his being employed in the same vessel, which could not be the case in consequence of Captain Kay's promotion, my Lords do not apprehend any inconvenience can arise from their loss.

I am, &c.

Viscount Canning,
&c. &c.

(Signed) JOHN BARROW.

No. 247.

The Earl of Aberdeen to Colonel Hodges.

SIR,

Foreign Office, February 10, 1843.

I HEREWITH transmit to you warrants issued by the authorities of the Hanse Towns to enable the Commanding Officers of Her Majesty's ships "Curaçoa," "Rover," "Pilot," "Ferret," and "Flamer," to act under the Convention of the 9th June, 1837, between Great Britain, France, and the Hanse Towns, for the Suppression of the Slave Trade; and I have to desire that you will return these warrants to the authorities of the Hanse Towns, in order that they may be cancelled.

I am, &c.

Colonel Hodges,
&c. &c.

(Signed) ABERDEEN.

The Warrants returned in No. 247 were as follows:—

Vessel.	Commander.	Date.			Station.
		Hamburg.	Bremen.	Lubeck.	
Curaçoa . .	Captain Jones	May 15, 1840	May 1, 1840	April 18, 1840	Brazil.
Rover . . .	Commander Symonds . .	" "	" "	" "	West Indies.
Pilot . . .	" Ramsey	" "	" "	" "	" "
Ferret . . .	Lieutenant Thomas . .	May 21, 1841	May 12, 1841	May 12, 1841	Coast of Africa
Flamer . . .	" Robson	July 27, 1842	July 26, 1842	July 23, 1843	North America and West Indies.

No. 248.

Colonel Hodges to Mr. Bandinel.

SIR,

Hamburg, February 7, 1843.

I HAVE now the honour to transmit two duplicates of a power of attorney for Lieut. Symonds' signature. I am informed by Dr. Meier that such a document is indispensably necessary to enable him to prosecute the appeal

in the case of the Bremen barque "*Julius and Edward*;" and I have instructed Dr. Meier to apply to the Supreme Court of Bremen for an adjournment of this appeal for at least six months, so as to allow time for obtaining Lieut. Symonds' signature.

I have, &c.

James Bandinel, Esq.
&c. &c.

(Signed) G. LLOYD HODGES.

No. 249.

The Earl of Aberdeen to Colonel Hodges.

SIR,

Foreign Office, February 11, 1843.

I HEREWITH return to you a warrant enclosed in your Despatch, marked "Slave Trade," of the 3rd inst., and issued by the authorities of Bremen to enable the Commander of Her Majesty's ship "Frolic" to act under the Convention of the 9th June, 1837, between Great Britain, France, and the Hanse Towns, for the Suppression of Slave Trade.

You will perceive that this warrant is addressed to Commander William Alexander, but by my Despatch, "Slave Trade," of the 12th ultimo, you will observe that the name of the Officer in command of the "Frolic" is William Alexander Willis.

I have to desire that you will take the proper steps for having this omission of the word "Willis" supplied in this instance, and that you will return to me the warrant in question when this shall be done.

I am, &c.

Colonel Hodges,
&c. &c.

(Signed) ABERDEEN.

No. 250.

Colonel Hodges to the Earl of Aberdeen.

Hamburg, February 14, 1843.

(Received February 17.)

MY LORD,

In reference to your Lordship's Despatch, "Slave Trade," of the 30th ultimo, I have the honour to herewith enclose a warrant from each of the Hanse Towns, Lubeck, Bremen, and Hamburg, to enable the Commanding Officer of Her Majesty's ship "Iris," employed on the Coast of Africa, to act under the Convention of the 9th June, 1837, between Great Britain, France, and the Hanse Towns, for the Suppression of Slave Trade.

I have, &c.

(Signed)

G. LLOYD HODGES.

The Right Hon. the Earl of Aberdeen, K. T.
&c. &c. &c.

No. 251.

The Earl of Aberdeen to Colonel Hodges.

SIR,

Foreign Office, February 20, 1843.

A COMMUNICATION has been received at this Office from the Admiralty, stating that the warrants issued by the authorities of the Hanse Towns, to enable Her Majesty's sloop, "Victor," on the North American and West India station, to act under the Convention of the 9th June, 1837, between Great Britain, France, and the Hanse Towns, for the Suppression of Slave Trade, cannot be traced.

I have therefore to instruct you to acquaint the authorities of the Hanse Towns with this circumstance, and to request that the warrants in question may be cancelled.

I am, &c.

Colonel Hodges,
&c. &c.

(Signed) ABERDEEN.

No. 252.

*Colonel Hodges to the Earl of Aberdeen.**Hamburg, February 21, 1843.**(Received February 25.)*

MY LORD,

IN reference to your Lordship's Despatches, "Slave Trade," of the 7th and 10th instants, I have now the honour to inclose warrants from each of the Hanse Towns, Lubeck, Bremen, and Hamburg, to enable the Commanding Officers of Her Majesty's ships named in the margin of this "Gorgon." Despatch, to act under the Convention of the 9th June, 1837, "Pickle." between Great Britain France, and the Hanse Towns, for the Suppression of Slave Trade.

I have, &c.

(Signed)

G. LLOYD HODGES.

The Right Hon. the Earl of Aberdeen, K.T.

&c.

&c.

&c.

No. 253.

*Colonel Hodges to the Earl of Aberdeen.**Hamburg, February 28, 1843.**(Received March 3.)*

MY LORD,

IN reference to your Lordship's Despatches, marked "Slave Trade," of the 11th February, I have now the honour to enclose a warrant from each of the Hanse Towns, Lubeck, Bremen, and Hamburg, to enable the Commanding Officer of Her Majesty's ship, "Pearl," to act under the Convention of the 9th June, 1837, between Great Britain, France, and the Hans Towns, for the Suppression of Slave Trade.

I have further the honour to enclose the warrant issued by the Government of Bremen, on the 18th instant, with the name of H.M.S. "Frolic." Commander Willis thereto annexed.

I have, &c.

(Signed)

G. LLOYD HODGES.

The Right Hon. the Earl of Aberdeen, K.T.

&c.

&c.

&c.

No. 254.

*Colonel Hodges to the Earl of Aberdeen.**Hamburg, March 10, 1843.**(Received March 17.)*

MY LORD,

IN reference to your Lordship's Despatch, "Slave Trade," of the 23rd ult., I have now the honour to enclose warrants from the Hanse Towns, to enable the Commanding Officer of Her Majesty's ship "Thunderbolt" to act under the Convention of the 9th June, 1837, between Great Britain, France, and the Hanse Towns, for the Suppression of Slave Trade.

I have, &c.

(Signed)

G. LLOYD HODGES.

The Right Hon. the Earl of Aberdeen, K.T.

&c.

&c.

&c.

No. 255.

The Earl of Aberdeen to Colonel Hodges.

SIR,

Foreign Office, March 22, 1843.

I HEREWITH transmit to you the warrants described in the margin of this Despatch, issued by the Hanseatic authorities, under the Convention of

June 9, 1837, but now no longer required for Her Majesty's ships and their Commanders for which they were issued; and I have to desire that you will return them to the Hanseatic authorities, in order that they may be cancelled.

I am, &c.

Colonel Hodges,
&c. &c.

(Signed) ABERDEEN.

The Warrants returned in No. 255 were as follows:—

Ship.	Commander.	Date.			Station.
		Hamburg.	Bremen.	Lubeck.	
Andromache	Captain B. L. Baynes .	Sept. 14, 1838.	Oct. 29, 1838.	Sept. 12, 1838.	North America and West Indies.
Calliope . .	Captain T. Herbert . . .	" "	" "	" "	Brazil.
Charybdis .	Com. Hon. R. Gore . . .	" "	" "	" "	North America and West Indies.
Wanderer .	Com. Hon. J. Denman .	May 15, 1840.	May 1, 1840 .	April 18, 1840.	Cape of Good Hope and African Station.
Clio . . .	Com. S. G. Freemantle .	" "	" "	" "	Brazil.

No. 256.

Colonel Hodges to the Earl of Aberdeen.

MY LORD,

Hamburg, April 6, 1843.

IN reference to your Lordship's Despatch, "Slave Trade," of the 24th ult., I have now the honour to inclose warrants from the Hanse Towns, Lubeck, Bremen, and Hamburg, to enable Commander the Hon. S. T. Carnegie, of Her Majesty's sloop "Orestes," employed on the North American and West Indian station, to act under the Convention of June 9, 1837, between Great Britain, France, and the Hanse Towns, for the Suppression of Slave Trade.

I have, &c.

(Signed) G. LLOYD HODGES.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 257.

The Earl of Aberdeen to Colonel Hodges.

SIR,

Foreign Office, April 20, 1843.

I HEREWITH transmit to you the warrants described in the margin of this Despatch, issued by the Hanseatic authorities, under the Convention of June 9, 1837, but now no longer required for Her Majesty's ship and its Commander for which they were issued; and I have to desire that you will return them to the Hanseatic authorities, in order that they may be cancelled.

I am, &c.

(Signed) ABERDEEN.

Colonel Hodges,
&c. &c.

The Warrants returned in No. 257, were as follows:—

Ship.	Commander.	Date.			Station.
		Hamburg.	Bremen.	Lubeck.	
Persian .	Com. W. H. Quin	May 15, 1840.	May 1, 1840.	April 18, 1840.	Coast of Africa, &c.

No. 258.

The Earl of Aberdeen to Colonel Hodges.

SIR,

Foreign Office, April 27, 1843.

I HEREWITH transmit to you the warrants described in the margin of this Despatch, issued by the Hanseatic authorities, under the Convention of June 9, 1837, but now no longer required for Her Majesty's ship and its Commander for which they were issued; and I have to desire that you will return them to the Hanseatic authorities, in order that they may be cancelled.

I am, &c.

(Signed) ABERDEEN.

Colonel Hodges,
&c. &c.

The Warrants returned in No. 258, are as follows:—

Ship.	Commander.	Date.			Station.
		Hamburg.	Bremen.	Lubeck.	
Megæra	Lieut. G. Oldmixon	Jan. 11, 1843.	Jan. 11, 1843.	Jan. 11, 1843.	North America and West Indies.

No. 259.

The Earl of Aberdeen to Colonel Hodges.

SIR,

Foreign Office, May 13, 1843.

I RETURN herewith to you the warrants transmitted to this Office in your Despatch, "Slave Trade," of the 6th April, authorising Commander Carnegie, of Her Majesty's ship "Orestes," employed on the North American and West India station, to act under the Convention of June 9, 1837, between Great Britain, France, and the Hanse Towns, for the Suppression of Slave Trade.

I have to request that you will return the same to the Hanseatic authorities, explaining to them that the application for them was originally made through a mistake; similar warrants, issued by those authorities for the "Orestes," and transmitted in your Despatch, "Slave Trade," of November 15, 1842, having been already forwarded to the Commander of that ship.

I am, &c.

Colonel Hodges,
&c. &c.

(Signed) ABERDEEN.

No. 260.

*Colonel Hodges to the Earl of Aberdeen.**Hamburg, May 23, 1843.**(Received May 26.)*

MY LORD,

IN reference to your Lordship's Despatch, "Slave Trade," of the 11th instant, I have now the honour to enclose warrants from the Hanse Towns, Lubeck, Bremen, and Hamburg, to enable the Commander of Her Majesty's ship "Sappho," employed on the Cape of Good Hope Station, to act under the Convention of June 9, 1837, between Great Britain, France, and the Hanse Towns, for the Suppression of Slave Trade.

I have, &c.

(Signed) G. LLOYD HODGES.

The Right Hon. the Earl of Aberdeen, K. T.
&c. &c. &c.

No. 261.

*Mr. Wesselhæft to the Earl of Aberdeen.**Hamburg, June 9, 1843.**(Received June 12.)*

MY LORD,

IN obedience to your Lordship's Despatch, "Slave Trade," of the 26th May, I have now the honour to enclose warrants from the Hanse Towns, Lubeck, Bremen, and Hamburg, to enable the Commanding Officer of Her Majesty's ship "Curaçoa," employed on the Brazil station, to act under the Convention of June 9, 1837, between Great Britain, France, and the Hanse Towns, for the Suppression of Slave Trade.

I have, &c.

(Signed)

CHARLES WESSELHÆFT.

The Right Hon. the Earl of Aberdeen, K.T.

&c.

&c.

&c.

No. 262.

*Colonel Hodges to the Earl of Aberdeen.**Hamburg, June 20, 1843.**(Received June 23.)*

MY LORD,

IN reference to your Lordship's Despatch, "Slave Trade," of June 7, I have now the honour to enclose three warrants from the Hanse Towns, Lubeck, Bremen, and Hamburg, to enable the Commanding Officer of Her Majesty's steam vessel "Avon," employed on the North America and West India station, to act under the Convention of June 9, 1837, between Great Britain, France, and the Hanse Towns, for the Suppression of Slave Trade.

I have, &c.

(Signed)

G. LLOYD HODGES.

The Right Hon. the Earl of Aberdeen. K.T.

&c.

&c.

&c.

No. 263.

The Earl of Aberdeen to Colonel Hodges.

SIR,

Foreign Office, June 27, 1843.

I HEREWITH transmit to you the warrants described in the margin of this Despatch, issued by the authorities of the Hanse Towns, under the Convention of the 9th June, 1837, but now no longer required, for Her Majesty's ships and their Commanders for which they were issued; and I have to desire that you will return them to the authorities of the Hanse Towns, in order that they may be cancelled.

I am, &c.

Colonel Hodges,
&c. &c.

(Signed)

ABERDEEN.

The Warrants returned in No. 263 were as follows:—

Ship.	Commander.	Date.			Station.
		Hamburg.	Bremen.	Lubeck.	
Partridge (brig) Illustrious.	Lieut. W. Morris . Captain J. E. Erskine.	May 15, 1840. March 9, 1842.	May 1, 1840. March 9, 1842.	April 18, 1840. March 9, 1842.	Brazil. North America and West Indies.
Avon, (steam vessel)	Lieut. H. Byng . . .	July 27, 1842.	July 26, 1842.	July 23, 1842.	" "
Sydenham, (steam vessel)	Lieut. W. P. Crozier .	" ,	July 27, 1842.	" "	" "
Orestes . . .	Com. J. S. Carnegie .	Nov. 9, 1842.	Nov. 11, 1842.	Nov. 9, 1842.	" "

No. 264.

*Colonel Hodges to the Earl of Aberdeen.**Hamburg, June 27, 1843.**(Received July 1.)*

MY LORD,

IN reference to your Lordship's Despatch, "Slave Trade," of the 12th June, I have now the honour to enclose warrants from the Hanse Towns, Lubeck, Bremen, and Hamburg, to enable the Commanding Officers of Her Majesty's sloop "Rose," employed on the North America and West India station, to act under the Convention of June 9, 1837, between Great Britain, France, and the Hanse Towns, for the Suppression of Slave Trade.

I have, &c.

(Signed)

G. LLOYD HODGES.

The Right Hon. the Earl of Aberdeen, K.T.

&c.

&c.

&c.

No. 265.

The Earl of Aberdeen to Colonel Hodges.

SIR,

Foreign Office, July 10, 1843.

I HEREWITH transmit to you the warrants described in the margin of this Despatch, issued by the Hanseatic Authorities, under the Convention of June 9, 1837, but now no longer required for Her Majesty's ships and their Commanders, for which they were issued; and I have to desire that you will return them to the Hanseatic Authorities, in order that they may be cancelled.

I am, &c.

(Signed)

ABERDEEN.

Colonel Hodges,

&c.

&c.

The Warrants returned in No. 265, were as follows:—

Ship.	Commander.	Date.			Station.
		Hamburg.	Bremen.	Lubeck.	
Bittern . Water- witch	Com. Hon. C. B. F. P. Cary	Mar. 9, 1842.	Mar. 9, 1842.	Mar. 9, 1842.	Cape of Good Hope and Africa. " "
	Lieut. H. J. Matson .	May 15, 1840.	May 1, 1840.	Apr. 1, 1840.	

No. 266.

*Colonel Hodges to the Earl of Aberdeen.**Hamburg, July 14, 1843.**(Received July 17.)*

MY LORD,

IN reference to your Lordship's Despatch, "Slave Trade," of the 4th instant, I have now the honour to enclose warrants from the Hanse Towns, Lubeck, Bremen, and Hamburg, to enable Commander Arthur Morrell, of Her Majesty's ship "Espoir," employed on the West Coast of Africa station, to act under the Convention of June 9, 1837, between Great Britain, France, and the Hanse Towns, for the Suppression of Slave Trade.

I have, &c.

(Signed)

G. LLOYD HODGES.

The Right Hon. the Earl of Aberdeen, K.T.

&c.

&c.

&c.

No. 267.

*Colonel Hodges to the Earl of Aberdeen.**Hamburg, July 21, 1843.**(Received July 24.)*

MY LORD,

IN reference to your Lordship's Despatches, "Slave Trade," of the 6th, 7th, and 8th of July, I have now the honour to enclose warrants from the Hanse Towns, Lubeck, Bremen, and Hamburg, to enable the Commanding Officers of Her Majesty's ships hereafter mentioned to act under the Convention of the 9th June, 1837, between Great Britain, France, and the Hanse Towns, for the Suppression of Slave Trade.

I have, &c.

(Signed)

G. LLOYD HODGES.

The Right Hon. the Earl of Aberdeen, K.T.

&c.

&c.

&c.

The Warrants above alluded to were:—

1. Her Majesty's brig "Heroine," Lieut. Peché Hart Dyke, West Coast of Africa station.
2. Her Majesty's sloop "Bittern," Commander Edmund Peel, Cape of Good Hope station.
3. Her Majesty's brig, "Spy," Lieut. S. O. Wooldridge, West Coast of Africa station.

No. 268.

The Earl of Aberdeen to Colonel Hodges.

SIR,

Foreign Office, July 29, 1843.

I HAVE received your Despatch, marked "Slave Trade," of the 21st instant, enclosing warrants from the Hanseatic Authorities, to enable the Commanders of Her Majesty's ships "Heroine," "Bittern," and "Spy," to act under the Convention of June 9, 1837.

And with reference to my Despatch, "Slave Trade," of the 21st instant, informing you that in consequence of the appointment of Lieut. Dyke to the "Heroine" having been cancelled, the warrants for that vessel would not be required, I herewith enclose to you the warrants in question; and I have to desire that you will return them to the Hanseatic Authorities, in order that they may be cancelled.

I am, &c.

(Signed)

ABERDEEN.

Colonel Hodges,

&c.

&c.

No. 269.

The Earl of Aberdeen to Colonel Hodges.

SIR,

Foreign Office, August 11, 1843.

WITH reference to your Despatch of the 24th January last, stating that it was necessary to obtain from Lieutenant Symonds a power of attorney to enable Dr. Meier to prosecute the Appeal in the case of the Bremen barque "*Julius and Edward*," and enclosing a form for that purpose, to be signed by Lieutenant Symonds:

I herewith return to you the document in question duly executed by that Officer; and I have to instruct you to lose no time in forwarding the same to Her Majesty's Vice-Consul at Bremen, to be placed at the disposal of Dr. Meier.

I am, &c.

(Signed)

ABERDEEN.

Colonel Hodges,

&c.

&c.

No. 270.

*Colonel Hodges to the Earl of Aberdeen.**Hamburg, August 8, 1843.**(Received August 11.)*

MY LORD,

IN reference to your Lordship's Despatches, "Slave Trade," of the 22nd and 24th July, I have now the honour to enclose warrants from the Hanse Towns, Lubeck, Bremen, and Hamburg, to enable the Commanding Officers of Her Majesty's ships "Wasp" and "Albert" to act under the Convention of June 9, 1837, between Great Britain, France, and the Hanse Towns, for the Suppression of Slave Trade.

I have, &c.

(Signed) G. LLOYD HODGES.

The Right Hon. the Earl of Aberdeen, K.T.

&c.

&c.

&c.

No. 271.

*Colonel Hodges to the Earl of Aberdeen.**Hamburg, August 11, 1843.**(Received August 14.)*

MY LORD,

IN reference to your Lordship's Despatch, "Slave Trade," of the 27th July, I have the honour to enclose three warrants from the Hanse Towns, Lubeck, Bremen, and Hamburg, to enable the Commanding Officer of Her Majesty's sloop "Racer" to act under the Convention of the 9th of June, 1837, between Great Britain, France, and the Hanse Towns, for the Suppression of Slave Trade.

I have, &c.

(Signed) G. LLOYD HODGES.

The Right Hon. the Earl of Aberdeen, K.T.

&c.

&c.

&c.

No. 272.

The Earl of Aberdeen to Colonel Hodges.

SIR,

Foreign Office, August 16, 1843.

I HEREWITH transmit to you the warrants described in the margin of this Despatch, issued by the Hanseatic Authorities, under the Convention of June 9, 1837, but now no longer required for Her Majesty's ships and their Commanders for which they were issued; and I have to desire that you will return them to the Hanseatic Authorities, in order that they may be cancelled.

I am, &c.

(Signed) ABERDEEN.

Colonel Hodges,

&c.

&c.

The Warrants returned in No. 272 were as follows:—

Ship.	Commander.	Date.			Station.
		Hamburg.	Bremen.	Lubeck.	
Thunder .	Com. Edward Barnett.	Sept. 14, 1838	Oct. 29, 1838.	Sept. 12, 1838.	North America and West Indies.
Iris . . .	" Hugh Nurse .	May 21, 1841.	May 12, 1841.	May 12, 1841.	Coast of Africa.
Kite . . .	" W. M. G. G. Pasco	June 15, 1842	June 15, 1842.	June 15, 1842.	" "
Iris . . .	" J. R. Mundy .	Feb. 8, 1843.	Feb. 8, 1843.	Feb. 8, 1843 .	" "

No. 273.

*Colonel Hodges to the Earl of Aberdeen.**Hamburg, August 18, 1843.**(Received August 21.)*

MY LORD,

IN reference to your Lordship's Despatch, "Slave Trade," of the 2nd instant, I have now the honour to enclose three warrants from the Hanse Towns, Lubeck, Bremen, and Hamburg, to enable the Commanding Officer of Her Majesty's ship "Conway," to act under the Convention of the 9th June, 1837, between Great Britain, France, and the Hanse Towns, for Suppression of Slave Trade.

I have, &c.

(Signed)

G. LLOYD HODGES.

The Right Hon. the Earl of Aberdeen, K.T.

&c.

&c.

&c.

No. 274.

*Colonel Hodges to the Earl of Aberdeen.**Hamburg, August 22, 1843.**(Received August 25.)*

MY LORD,

IN reference to your Lordship's Despatch, "Slave Trade," of August 8, 1843, I have now the honour to enclose three warrants from the Hanse Towns, Lubeck, Bremen, and Hamburg, to enable the Commanding Officer of Her Majesty's sloop "Alert," to act under the Convention of the 9th June, 1837, between Great Britain, France, and the Hanse Towns, for the Suppression of Slave Trade.

I have, &c.

(Signed)

G. LLOYD HODGES.

The Right Hon. the Earl of Aberdeen, K.T.

&c.

&c.

&c.

No. 275.

*Colonel Hodges to the Earl of Aberdeen.**Hamburg, August 22, 1843.**(Received August 25.)*

MY LORD,

WITH reference to your Lordship's Despatch, marked "Slave Trade," of the 11th inst., I have the honour to inform your Lordship that the power of attorney, executed by Lieutenant T. E. Symonds, and therein enclosed, was delivered by Her Majesty's Vice-Consul at Bremen to Dr. Meier, for his disposal, on the 15th instant.

I have, &c.

(Signed)

G. LLOYD HODGES.

The Right Hon. the Earl of Aberdeen, K.T.

&c.

&c.

&c.

No. 276.

*Colonel Hodges to the Earl of Aberdeen.**Hamburg, August 22, 1843.**(Received August 25.)*

MY LORD,

IN reference to your Lordship's Despatch, marked "Slave Trade," of the 11th and 15th inst., I have now the honour to enclose warrants from the Hanse Towns, Lubeck, Bremen, and Hamburg, to enable the Commanding Officers of Her Majesty's ships, named in the margin of this Despatch, to act "Hermes," under the Convention of the 9th June, 1837, between Great "Hydra." Britain, France, and the Hanse Towns, for the Suppression of Slave Trade.

I have, &c.

(Signed)

G. LLOYD HODGES.

The Right Hon. the Earl of Aberdeen, K.T.

&c.

&c.

&c.

No. 277.

The Earl of Aberdeen to Colonel Hodges.

SIR,

Foreign Office, September 9, 1843.

I HEREWITH transmit to you the warrants described in the margin of this Despatch, issued by the Hanseatic Authorities, under the Convention of June 9, 1837, but now no longer required for Her Majesty's ships and their Commanders for which they were issued; and I have to desire that you will return them to the Hanseatic Authorities, in order that they may be cancelled.

I have, &c.

(Signed) ABERDEEN.

Colonel Hodges,
&c. &c.

The Warrants returned in No. 277 were as follows:—

Ship.	Commander.	Date.			Station.
		Hamburg.	Bremen.	Lubeck.	
Lark .	Lieut. Thomas Smith .	Sept. 14, 1838.	Oct. 29, 1838.	Sept. 12, 1838.	North America & West Indies. Brazil.
Grecian	Lieut. W. Smyth . .	May 15, 1840.	May 1, 1840.	Apr. 18, 1840.	

No. 278.

*Colonel Hodges to the Earl of Aberdeen.**Hamburg, September 29, 1843.**(Received October 3.)*

MY LORD,

IN reference to your Lordship's Despatches, marked "Slave Trade," of the 8th, 10th, and 11th instant, I have now the honour to enclose warrants from the Hanse Towns, Lubeck, Bremen, and Hamburg, to enable the Commanding Officers of Her Majesty's ships, named in the margin of this Despatch, to act under the Convention of June 9, 1837, between Great Britain, France, and the Hanse Towns, for the Suppression of Slave Trade.

I have, &c.

(Signed) G. LLOYD HODGES.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 279.

The Earl of Aberdeen to Colonel Hodges.

SIR,

Foreign Office, October 7, 1843.

I HEREWITH transmit to you the warrants described in the margin of this Despatch, issued by the Hanseatic Authorities, under the Convention of the 9th June, 1837, but now no longer required for Her Majesty's ships and their Commanders for which they were issued; and I have to desire that you will return them to the Hanseatic Authorities, in order that they may be cancelled.

I am, &c.

(Signed) ABERDEEN.

Colonel Hodges,
&c. &c.

The Warrants returned in No. 279 were as follows:—

Ship.	Commander.	Date.			Station.
		Hamburg.	Bremen.	Lubeck.	
Acorn .	Commander Adams .	May 15, 1840.	May 1, 1840.	Apr. 18, 1840.	Cape of Good Hope and Africa.
Cygnet .	Lieut. Edward Wilson	May 21, 1841.	May 12, 1841.	May 12, 1841.	Coast of Africa.

No. 280.

The Earl of Aberdeen to Colonel Hodges.

SIR,

Foreign Office, October 17, 1843.

I HEREWITH transmit to you the warrants described in the margin of this Despatch, issued by the Hanseatic Authorities, under the Convention of June 9, 1837, but now no longer required for Her Majesty's ship and its Commander for which they were issued; and I have to desire that you will return them to the Hanseatic Authorities, in order that they may be cancelled.

I am, &c.

Colonel Hodges,
&c. &c.

(Signed) ABERDEEN.

The Warrants returned in No. 280 were as follows:—

Ship.	Commander.	Date.			Station.
		Hamburg.	Bremen.	Lubeck.	
Fantome	Com. Butterfield . .	May 15, 1840.	May 1, 1840.	Apr. 18, 1840.	Cape of Good Hope and Africa.

No. 281.

The Earl of Aberdeen to Colonel Hodges.

SIR

Foreign Office, October 20, 1843.

I HEREWITH transmit to you the warrants described in the margin of this Despatch, issued by the Hanseatic Authorities, under the Convention of June 9, 1837, but now no longer required for Her Majesty's ships and their Commanders for which they were issued; and I have to desire that you will return them to the Hanseatic Authorities, in order that they may be cancelled.

I am, &c.

Colonel Hodges,
&c. &c.

(Signed) ABERDEEN.

The Warrants returned in No. 281 were as follows:—

Ship.	Commander.	Date.			Station.
		Hamburg.	Bremen.	Lubeck.	
Pickle .	Lieut. F. B. Montresor	Dec. 19, 1842.	Dec. 21, 1842.	Dec. 21, 1842.	North America and West India.
Avon .	Lieut. R. D. B. Mapleton	June 14, 1843.	June 13, 1843.	June 14, 1843.	Ditto.

No. 282.

The Earl of Aberdeen to Colonel Hodges.

SIR,

Foreign Office, November 1, 1843.

I HEREWITH transmit to you the warrants, described in the margin of the Despatch, issued by the Hanseatic Authorities under the Convention of

June 9, 1837, but now no longer required for Her Majesty's ship and its Commander for which they were issued; and I have to desire that you will return them to the Hanseatic Authorities, in order that they may be cancelled.

Colonel Hodges,
&c. &c.

I am, &c.
(Signed) ABERDEEN.

The Warrants returned in No. 282 were as follows:—

Ship.	Commander.	Date.			Station.
		Hamburg.	Bremen.	Lubeck.	
Tweed.	Com. H. G. C. Douglas.	May 21, 1841.	May 12, 1841.	May 12, 1841.	North America and West Indies.

No. 283.

The Earl of Aberdeen to Colonel Hodges.

SIR,

Foreign Office, November 3, 1843.

I HEREWITH transmit to you the warrants described in the margin of this Despatch, issued by the Hanseatic Authorities under the Convention of June 9, 1837, but now no longer required for Her Majesty's ship and its Commander for which they were issued; and I have to desire that you will return them to the Hanseatic Authorities, in order that they may be cancelled.

Colonel Hodges,
&c. &c.

I am, &c.
(Signed) ABERDEEN.

The Warrants returned in No. 283 were as follows:—

Ship.	Commander.	Date.			Station.
		Hamburg.	Bremen.	Lubeck.	
Heroine.	Com. T. D. Stewart.	Mar. 9, 1842.	Mar. 9, 1842.	Mar. 9, 1842.	Coast of Africa.

No. 284.

Colonel Hodges to the Earl of Aberdeen.

Hamburg, November 7, 1843.

(Received November 11.)

MY LORD,

IN reference to your Lordship's Despatch, marked "Slave Trade," of the 27th ultimo, I have now the honour to enclose warrants from the Hanse Towns, Lubeck, Bremen, and Hamburg, to enable Commander Robert J. W. Dunlop, of Her Majesty's sloop "Star," to act under the Convention of the 9th June, 1837, between Great Britain, France, and the Hanse Towns, for the Suppression of Slave Trade.

I have, &c.

(Signed) G. LLOYD HODGES.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 285.

The Earl of Aberdeen to Colonel Hodges.

SIR,

Foreign Office, November 15, 1843.

I HEREWITH transmit to you the warrants described in the margin of this Despatch, issued by the Hanseatic Authorities under the Convention of

June 9, 1837, but now no longer required for Her Majesty's ship and its Commander for which they were issued; and I have to desire that you will return them to the Hanseatic Authorities, in order that they may be cancelled.

I am, &c.

Colonel Hodges,
&c. &c.

(Signed) ABERDEEN.

The Warrants returned in No. 285 were as follows:—

Ship.	Commander.	Date.			Station.
		Hamburg.	Bremen.	Lubeck.	
Volage	Sir W. Dickson, Bart.	Mar. 9, 1842.	Mar. 9, 1842.	Mar. 9, 1842.	North America and West Indies.

No. 286.

Colonel Hodges to the Earl of Aberdeen.

Hamburg, November 21, 1834.

(Received Nov. 26.)

MY LORD,

IN reference to your Lordship's Despatches, "Slave Trade," of the 3rd, 7th, and 11th inst., I have now the honour to enclose warrants from the Hanse Towns, Lubeck, Bremen, and Hamburg, to enable the Commanding Officers of Her Majesty's ships named in the margin of this Despatch, to act under the Convention of June 9, 1837, between Great Britain, France, and the Hanse Towns, for the Suppression of Slave Trade.

"Eurydice."
"Sealark."
"Illustrious."

I have, &c.

(Signed) G. LLOYD HODGES.

The Right Hon. the Earl of Aberdeen, KT.
&c. &c. &c.

No. 287.

The Earl of Aberdeen to Colonel Hodges.

SIR,

Foreign Office, Dec. 11, 1843.

I HEREWITH transmit to you the warrants described in the margin of this Despatch, issued by the Hanseatic Authorities under the Convention of June 9, 1837, but now no longer required for Her Majesty's ship and its Commander for which they were issued; and I have to desire that you will return them to the Hanseatic Authorities, in order that they may be cancelled.

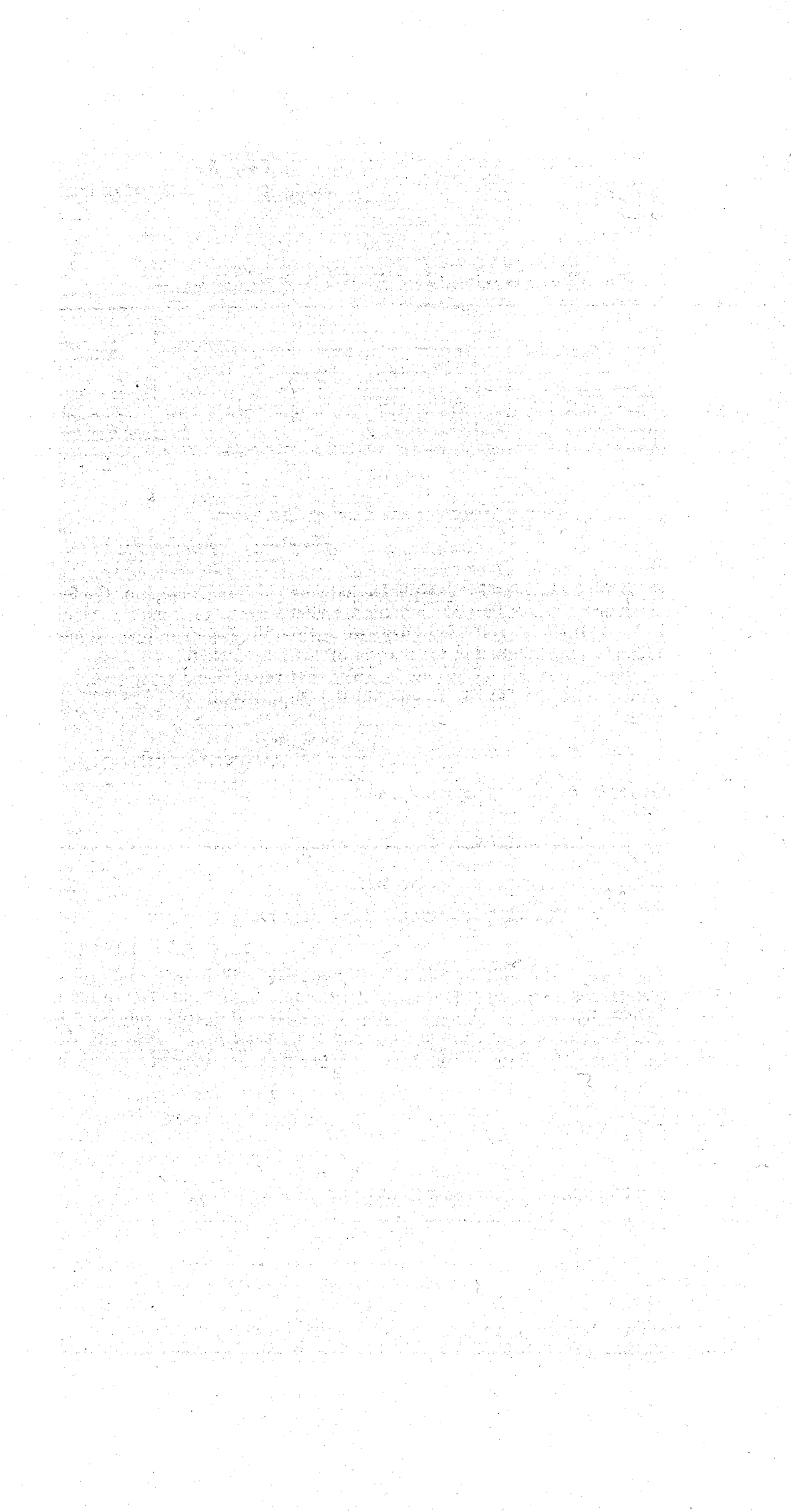
I am, &c.

Colonel Hodges,
&c. &c.

(Signed) ABERDEEN.

The Warrants returned in No. 287 were as follows:—

Ship.	Commander.	Date.			Station.
		Hamburg.	Bremen.	Lubeck.	
Cameleon	Com. G. M. Hunter	May 15, 1840.	May 1, 1840.	April 18, 1840	Brazil.



SARDINIA.

No. 288.

*Mr. Abercromby to the Earl of Aberdeen.**Turin, December 30, 1842.**(Received January 5, 1843.)*

MY LORD,

IN compliance with Instructions conveyed to me by your Lordship's Slave Trade Despatch, dated Foreign Office, 10th December, 1842, I have the honour to transmit herewith to your Lordship a warrant issued by the Sardinian Government, to enable Captain the Hon. Montague Stopford, of Her Majesty's ship "Pique," about to be employed on the North America and West India station, to act under the Treaty of the 8th of August, 1834, between Great Britain, France, and Sardinia, for the Suppression of the Slave Trade.

I have, &c.

(Signed)

R. ABERCROMBY.

The Right Hon. the Earl of Aberdeen, K.T.

&c.

&c.

&c.

No. 289.

*Mr. Abercromby to the Earl of Aberdeen.**Turin, January 3, 1843.**(Received January 9.)*

MY LORD,

IN compliance with the Instructions conveyed to me by your Lordship's Slave Trade Despatch, dated Foreign Office, 15th December, 1842, I have the honour to transmit herewith to your Lordship six warrants issued by the Sardinian Government, to enable the Commanders of Her Majesty's ships named in the margin of this Despatch, to act under the Treaty of the 8th of August, 1834, between Great Britain France, and Sardinia for the Suppression of the Slave Trade.

"Arrow."
 "Spy."
 "Viper."
 "Griffon."
 "Pickle."
 "Hornet."

I have, &c.

(Signed)

R. ABERCROMBY.

The Right Hon. the Earl of Aberdeen, K.T.

&c.

&c.

&c.

No. 290.

*Mr. Abercromby to the Earl of Aberdeen.**Turin, January 9, 1843.**(Received January 16.)*

MY LORD,

I HAVE the honour to acknowledge the receipt of your Lordship's Slave Trade Despatch, dated Foreign Office, 23rd December, 1842, instructing me to communicate to the Sardinian Government the loss of the warrant issued by them in the year 1809, to enable the Commanding Officer of Her Majesty's schooner "Fair Rosamond," on the Coast of Africa and Cape of Good Hope station, to act under the Treaty of the 8th of August, 1834, between Great Britain, France and Sardinia, for the Suppression of the Slave Trade; with which Instructions I beg to inform your Lordship that I have not failed to comply.

I have, &c.

(Signed)

R. ABERCROMBY.

The Right Hon. the Earl of Aberdeen, K.T.

&c.

&c.

&c.

No. 291.

*Mr. Abercromby to the Earl of Aberdeen.**Turin, January 9, 1843.**(Received January 16.)*

MY LORD,

I HAVE the honour to acknowledge the receipt of your Lordship's Slave Trade Despatch, dated Foreign Office, 24th December, 1842, transmitting to me nine warrants formerly issued by the Sardinian Government, to enable the Commanders of Her Majesty's ships named in the margin, to act under the Treaty of the 8th of August, 1834, between Great Britain, France and Sardinia, for the Suppression of the Slave Trade; and instructing me to return them to the Sardinian Government, in order that they may be cancelled, with which Instructions I have not failed to comply.

" Warspite."
" Racehorse."
" Pickle."
" Spitfire."
" Arrow."
" Lily."
" Dolphin."
" Southampton."
" Curlew."

I have, &c.

(Signed) R. ABERCROMBY.

The Right Hon. the Earl of Aberdeen, K.T.

&c. &c. &c.

No. 292.

*Mr. Abercromby to the Earl of Aberdeen.**Turin, January 21, 1843.**(Received January 27.)*

MY LORD,

IN compliance with Instructions conveyed to me by your Lordship's Slave Trade Despatch, dated Foreign Office, 31st December, 1842, I have the honour to transmit herewith to your Lordship a warrant issued by the Sardinian Government, to enable Lieutenant George Oldmixon, commanding Her Majesty's steam vessel "Megæra," about to be employed on the No 10 American and West Indian station, to act under the Treaty of the 8th of August, 1834, between Great Britain, France and Sardinia, for the Suppression of the Slave Trade.

I have, &c.

(Signed) R. ABERCROMBY.

The Right Hon. the Earl of Aberdeen, K.T.

&c. &c. &c.

No. 293.

*Mr. Abercromby to the Earl of Aberdeen.**Turin, January 28, 1843.**(Received February 3.)*

MY LORD,

IN compliance with Instructions conveyed to me by your Lordship's Slave Trade Despatch, dated Foreign Office, 12th January, 1843, I have the honour to transmit herewith to your Lordship a warrant issued by the Sardinian Government, to enable Commander William Alexander Willis, of Her Majesty's sloop "Frolic," about to be employed on the Brazil station, to act under the Treaty of the 8th of August, 1834, between Great Britain, France and Sardinia, for the Suppression of the Slave Trade.

I have, &c.

(Signed) R. ABERCROMBY.

The Right Hon. the Earl of Aberdeen, K.T.

&c. &c. &c.

No. 294.

*The Earl of Aberdeen to Mr. Abercromby.**Foreign Office, February 10, 1843.*

SIR,

I HEREWITH transmit to you warrants, issued by the Sardinian Government, to enable the Commanding Officers of Her Majesty's ships "Curaçoa,"

“ Pilot,” “ Rover,” “ Flamer,” and “ Orestes,” to act under the Treaty between Great Britain, France and Sardinia, of the 8th of August, 1834, for the Suppression of Slave Trade ; and I have to desire that you will return these warrants to the Sardinian Government, in order that they may be cancelled.

I am, &c.

The Hon. Ralph Abercromby,
&c. &c. &c.

(Signed) ABERDEEN.

The Warrants returned in No. 294 were issued—

1. On the 15th March, 1839, to Her Majesty's ship “ Rover,” Commander Symonds, on the North American and West Indian station.
2. On the 15th March, 1839, to Her Majesty's ship “ Pilot,” Commander Ramsay, on the North American and West Indian station.
3. On the 18th March, 1839, to Her Majesty's ship “ Orestes,” Commander Hambly, on the South American (West Coast) station.
4. On the 22nd May, 1840, to Her Majesty's ship “ Curaçoa,” Captain J. Jenkins, on the South American station.
5. On the 6th August, 1842, to Her Majesty's ship “ Flamer,” Commander Robson, on the North American and West Indian station.

No. 295.

The Earl of Aberdeen to Mr. Abercromby.

SIR,

Foreign Office, February 20, 1843.

A COMMUNICATION has been received at this Office from the Admiralty, stating that the warrant issued by the Sardinian Government to enable Her Majesty's sloop “ Victor,” on the North America and West India station, to act under the Treaty of the 8th August, 1834, between Great Britain, France, and Sardinia, for the Suppression of Slave Trade, cannot be traced.

I have therefore to instruct you to acquaint the Sardinian Government with this circumstance, and to request that the warrant in question may be cancelled.

I am, &c.

(Signed) ABERDEEN.

The Hon. Ralph Abercromby,
&c. &c.

No. 296.

Mr. Abercromby to the Earl of Aberdeen,

Turin, February 14, 1843.
(Received February 20.)

MY LORD,

IN compliance with Instructions conveyed to me by your Lordship's Slave Trade Despatch, dated Foreign Office, 30th January, 1843, I have the honour to transmit herewith to your Lordship a warrant, issued by the Sardinian Government, to enable Captain G. Rodney Mundy, of Her Majesty's ship “ Iris,” now employed on the Coast of Africa, to act under the Treaty of the 8th of August, 1834, between Great Britain, France, and Sardinia, for the Suppression of the Slave Trade.

I have, &c.

(Signed) R. ABERCROMBY.

The Right Hon. the Earl of Aberdeen, K. T.
&c. &c. &c.

No. 297.

*Mr. Abercromby to the Earl of Aberdeen.**Turin, February 16, 1843.**(Received February 22.)*

MY LORD,

I HAVE the honour to acknowledge the receipt of your Lordship's Slave Trade Despatches, dated Foreign Office, 7th February and 10th February, 1843, instructing me to apply for Sardinian warrants to enable the Commanding Officers of Her Majesty's ships "Pickle" and "Gorgon," to act under the Treaty of the 8th of August, 1834, between Great Britain, France, and Sardinia, for the Suppression of the Slave Trade; and I have not failed to make, in compliance with your Lordship's Instructions; the necessary application to the Government of his Sardinian Majesty for the warrants required.

I have likewise the honour to acknowledge the receipt of your Lordship's Slave Trade Despatch, dated Foreign Office, 10th February, 1843, transmitting to me five warrants, formerly issued by the Sardinian Government, to enable the Commanding Officers of Her Majesty's ships, named "Pilot," in the margin of this Despatch, to act under the Treaty of the "Rover," 8th of August, 1834, between Great Britain, France, and Sar- "Curacoa," dinia, for the Suppression of the Slave Trade; and I have not "Flamer," failed, according to your Lordship's Instructions, to forward these warrants to "Orestes." Count Solar de la Marguerite, in order that they may be cancelled.

I am, &c.

(Signed) R. ABERCROMBY.

The Right Hon. the Earl of Aberdeen, K. T.

&c. &c. &c.

No. 298.

*Mr. Abercromby to the Earl of Aberdeen.**Turin, February 22, 1843.**(Received February 28.)*

MY LORD.

IN compliance with Instructions conveyed to me by your Lordship's Slave Trade Despatch, dated Foreign Office, 7th February, 1843, I have the honour to transmit herewith a warrant, issued by the Sardinian Government, to enable Lieutenant Joseph A. Bainbridge, of Her Majesty's schooner "Pickle," now employed on the North America and West India station, to act under the Treaty of the 8th of August, 1834, between Great Britain, France, and Sardinia, for the Suppression of the Slave Trade.

I have, &c.

(Signed) R. ABERCROMBY.

The Right Hon. the Earl of Aberdeen, K. T.

&c. &c. &c.

No. 299.

*Mr. Abercromby to the Earl of Aberdeen.**Turin, February 28, 1843.**(Received March 7.)*

MY LORD,

IN compliance with Instructions conveyed to me by your Lordship's Slave Trade Despatch, dated Foreign Office, 10th February, 1843, I have the honour to transmit herewith to your Lordship, a warrant issued at my request by the Sardinian Government, to enable Captain Charles Hotham, of Her Majesty's steam vessel "Gorgon," about to be employed on the Brazil station, to act under the Treaty of the 8th August, 1834, between Great Britain, France, and Sardinia, for the Suppression of the Slave Trade.

I have, &c.

(Signed) R. ABERCROMBY.

The Right Hon. the Earl of Aberdeen, K. T.

&c. &c. &c.

No. 300.

Mr. Abercromby to the Earl of Aberdeen.

MY LORD,

Turin, March 7, 1843.

I HAVE the honour to acknowledge the receipt of your Lordship's Slave Trade Despatch, dated Foreign Office, 11th February, 1843, instructing me to return to the Sardinian Government, in order that it may be cancelled, a warrant formerly issued by them, to enable Commander C. Frankland, of Her Majesty's ship "Pearl," to act under the Treaty of the 8th August, 1834, between Great Britain, France, and Sardinia, for the Suppression of the Slave Trade, and to request the Sardinian Government to issue a new warrant to enable Commander Richard H. Stopford, the present Commanding Officer of the "Pearl," employed on the Brazil station, to act under the above named Treaty. To these Instructions, I beg to inform your Lordship, that I have not failed to attend; and in compliance with the latter part of them, I have the honour to transmit herewith, to your Lordship, the necessary warrant for Commander Richard H. Stopford.

I have also the honour to acknowledge the receipt of your Lordship's Slave Trade Despatch, dated Foreign Office, 20th February, 1843, instructing me to acquaint the Sardinian Government, that the warrant formerly issued by them to enable Her Majesty's sloop "Victor," on the North American and West Indian station, to act under the above named Treaty, cannot be traced, and to request that the warrant in question may be cancelled in the Register of their Office, with which Instructions I have not failed to comply.

I have, &c.

(Signed) R. ABERCROMBY.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 301.

Mr. Abercromby to the Earl of Aberdeen.

MY LORD,

Turin, March 14, 1843.

IN compliance with Instructions conveyed to me by your Lordship's Slave Trade Despatch, dated Foreign Office, 23rd February, 1843, I have the honour to transmit herewith to your Lordship, a warrant issued at my request, by the Sardinian Government, to enable Commander George Nathaniel Brook, of Her Majesty's steam vessel "Thunderbolt," about to be employed on the Cape of Good Hope station, to act under the Treaty of the 8th August, 1834, between Great Britain, France, and Sardinia, for the Suppression of the Slave Trade.

I have, &c.

(Signed) R. ABERCROMBY.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 302.

*The Earl of Aberdeen to Mr. Abercromby.**Foreign Office, March 22, 1843.**(Received)*

SIR,

I HEREWITH transmit to you the warrants described in the margin of this Despatch, issued by the Sardinian Government, under the Treaty of the 8th August, 1834, but now no longer required for Her Majesty's ships and their Commanders for which they were issued; and I have to desire that you will return them to the Sardinian Government, in order that they may be cancelled.

I am, &c.

The Hon. Ralph Abercromby,
&c. &c.

(Signed) ABERDEEN.

The Warrants returned in No. 302 were issued,—

1. On the 15th March, 1839, to Her Majesty's ship "Andromache," Captain R. Baynes, on the North America and West Indian station.
2. On the 15th March, 1839, to Her Majesty's ship "Calliope," Captain T. Herbert, on the South America (East Coast) station.
3. On the 15th March, 1839, to Her Majesty's ship "Modeste," Commander H. Eyres, on the Cape of Good Hope and Africa station.
4. On the 22nd May, 1840, to Her Majesty's ship "Wanderer," Commander Hon. J. Denman, on the Cape of Good Hope station.
5. On the 22nd May, 1840, to Her Majesty's ship "Clio," Commander S. G. Freemantle, on the South American station.
6. On the 22nd May, 1840, to Her Majesty's ship "Charybdis," Lieutenant E. B. Tinling, on the North America, &c. station.

No. 303.

Mr. Abercromby to the Earl of Aberdeen.

Turin, April 8, 1843
(Received April 14.)

MY LORD,

I HAVE the honour to acknowledge the receipt of your Lordship's Slave Trade Despatch, dated Foreign Office, 22nd March, 1843, transmitting to me six warrants, formerly issued by the Sardinian Government, to enable the Commanders of Her Majesty's ships named in the margin of this Despatch, to act under the Treaty of the 8th August, 1834, between Great Britain, France, and Sardinia, for the Suppression of Slave Trade, and instructing me to return them to the Sardinian Foreign Office, in order that they may be cancelled, with which Instructions I have not failed to comply.

I have, &c.

(Signed)

R. ABERCROMBY.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 304.

Mr. Abercromby to the Earl of Aberdeen.

Turin, April 8, 1843.
(Received April 15.)

MY LORD,

IN compliance with the Instructions contained in your Lordship's Slave Trade Despatch, dated Foreign Office, 24th March, 1843, desiring me to apply to the Government of His Sardinian Majesty to issue a warrant to enable Commander the Honourable Swynfyn T. Carnegie, of Her Majesty's sloop "Orestes," about to be employed on the North American and West Indian station, to act under the Treaty signed between Great Britain, France, and Sardinia, on the 8th August, 1834, for the more effectual Suppression of the Trade in Slaves, I have now the honour to transmit herewith to your Lordship the required Sardinian warrant, empowering Commander the Honourable S. T. Carnegie, of Her Majesty's sloop "Orestes," to act under the provisions of the above-mentioned Treaty.

I have, &c.

(Signed)

R. ABERCROMBY.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 305.

The Earl of Aberdeen to Mr. Abercromby.

SIR,

Foreign Office, April 20, 1843.

I HEREWITH transmit to you the warrants described in the margin of this Despatch, issued by the Sardinian Government, under the Treaty of

August 8, 1834, but now no longer required for Her Majesty's ships and their Commanders for which they were issued; and I have to desire that you will return them to the Sardinian Government, in order that they may be cancelled.

I am, &c.

The Hon. Ralph Abercromby,
&c. &c.

(Signed) ABERDEEN.

The Warrants returned in No. 305 were issued:—

1. On the 19th March, 1839, to Her Majesty's ship "Columbine," Commander George Elliot, on the Cape of Good Hope and Africa station.
2. On the 21st May, 1840, to Her Majesty's ship "Persian," Commander H. Quin, on the Cape of Good Hope station.
3. On the 29th May, 1841, to Her Majesty's ship "Ferret," Commander W. S. Thomas, on the Coast of Africa station.

No. 306.

The Earl of Aberdeen to Mr. Abercromby.

SIR,

Foreign Office, April 27, 1843.

I HEREWITH transmit to you the warrant described in the margin of this Despatch, issued by the Sardinian Government, under the Treaty of August 8, 1834, but now no longer required for Her Majesty's ship and its Commander, for which it was issued; and I have to desire that you will return it to the Sardinian Government, in order that it may be cancelled.

I am, &c.

The Hon. Ralph Abercromby,
&c. &c.

(Signed) ABERDEEN.

The Warrant returned in No. 306 was issued on the 14th January, 1843, to Her Majesty's ship "Megæra," Lieut. G. Oldmixon, on the North America and West India station.

No. 307.

Mr. Abercromby to the Earl of Aberdeen.

MY LORD,

Turin, May 4, 1843.
(Received May 10.)

I have the honour to acknowledge the receipt of your Lordship's Slave Trade Despatch, dated Foreign Office, April 27, 1843, transmitting to me a warrant, formerly issued by the Sardinian Government, to enable Lieutenant George Oldmixon, of Her Majesty's steam-vessel "Megæra," employed on the North American and West Indian station, to act under the Treaty of the 8th of August, 1834, between Great Britain, France, and Sardinia, for the Suppression of Slave Trade; and instructing me to return the above-mentioned warrant to the Sardinian Government, in order that it may be cancelled; with which Instructions I beg to inform your Lordship that I have not failed to comply.

I have, &c.

(Signed) R. ABERCROMBY.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 308.

The Earl of Aberdeen to Mr. Abercromby.

SIR,

Foreign Office, May 13, 1843.

I RETURN herewith to you the warrant transmitted to this Office in your Despatch (Slave Trade) of the 8th of April, authorising Commander

Carnegie, of Her Majesty's ship "Orestes," employed on the North American and West India station, to act under the Treaty of August 8, 1834, between Great Britain, France, and Sardinia, for the Suppression of Slave Trade.

I have to request that you will return the same to the Sardinian Government, explaining to them that the application for it was originally made through a mistake, a similar warrant, issued by that Government for the "Orestes," and transmitted in your Despatch (Slave Trade) of November 24, 1842, having been a ready forwarded to the Commander of that ship.

I am, &c.

The Hon. Ralph Abercromby,
&c. &c.

(Signed) ABERDEEN.

No. 309.

Mr. Abercromby to the Earl of Aberdeen.

Turin, May 8, 1843.
(Received May 14.)

MY LORD,

I HAVE the honour to acknowledge the receipt of your Lordship's Slave Trade Despatch, dated Foreign Office, April 20, 1843, transmitting to me three warrants formerly issued by the Sardinian Government to enable the Commanding Officers of Her Majesty's ships named in the margin of this Despatch to act under the Treaty of the 8th of August, 1834, between Great Britain, France, and Sardinia, for the Suppression of the Slave Trade, and instructing me to return the above-mentioned warrants to the Sardinian Government, in order that they may be cancelled; with which Instructions I beg to inform your Lordship that I have not failed to comply.

I have, &c.

(Signed) R. ABERCROMBY.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 310.

Mr. Bingham to the Earl of Aberdeen.

Turin, May 30, 1843.
(Received June 5.)

MY LORD,

I HAVE the honour to acknowledge the receipt of your Lordship's Despatch of the Slave Trade Series, dated the 11th instant, directing Mr. Abercromby to request that orders might be given by the Sardinian Government for the issue of a warrant empowering Commander the Honourable George Hope, of Her Majesty's sloop "Sappho," to act under the Treaty between Great Britain, France, and Sardinia, for the Suppression of the Slave Trade.

Having received from Count Solar de la Marguerite the warrant, I have now the honour to transmit the same herewith to your Lordship.

I have, &c.

(Signed) RICH. BINGHAM.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 311.

The Earl of Aberdeen to Mr. Abercromby.

SIR,

Foreign Office, June 27, 1843.

I HEREWITH transmit to you the warrants described in the margin of this Despatch, issued by the Sardinian Government under the Treaty of the 8th August, 1834, but now no longer required for Her Majesty's ships and their

Commanders for which they were issued; and I have to desire that you will return them to the Sardinian Government, in order that they may be cancelled.

I have, &c.

The Hon. Ralph Abercromby,
&c. &c.

(Signed) ABERDEEN.

The Warrants returned in No. 311 were issued—

1. On the 22nd May, 1840, to Her Majesty's ship "Partridge," Commander W. Morris, on the South America station.
2. On the 28th March, 1842, to Her Majesty's ship "Illustrious," Captain J. E. Erskine, on the North America and West India station.
3. On the 6th August, 1842, to Her Majesty's ship "Sydenham," Commander W. Pearson, on the North America and West India station.
4. On the 6th August, 1842, to Her Majesty's ship "Avon," Commander H. Byng, on the North America and West India station.
5. On the 14th November, 1842, to Her Majesty's ship "Orestes," Commander S. T. Carnegie, on the North America and West India station.

No. 312.

Mr. Bingham to the Earl of Aberdeen.

Turin, June 17, 1843.
(Received June 28.)

MY LORD,

I HAVE the honour to acknowledge the receipt of your Lordship's Despatch of the Slave Trade Series, dated the 26th ultimo, instructing Mr. Abercromby to request the Sardinian Government to issue a warrant to enable Commander Sir Thomas S. Pasley, Bart., of Her Majesty's ship "Curaçoa," about to be employed on the Brazil station, to act under the Treaty between Great Britain, France, and Sardinia, for the Suppression of the Slave Trade.

Having received from Count Solar de la Marguerite the warrant, I have now the honour to transmit the same herewith to your Lordship.

I have, &c.

(Signed) RICH. BINGHAM.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 313.

Mr. Bingham to the Earl of Aberdeen.

Turin, June 28, 1843.
(Received July 5.)

MY LORD,

I HAVE the honour to acknowledge the receipt of your Lordship's Despatches of the Slave Trade Series, dated the 7th and 13th instant, instructing me to request the Sardinian Government to issue two warrants, to enable Lieutenant D. R. B. Mapleton, of Her Majesty's steam-vessel "Avon," as well as Commander Henry R. Sturt, of Her Majesty's sloop "Rose," both ships about to be employed on the North American and West Indian station, to act under the Treaty of August 8, 1834, between Great Britain, France, and Sardinia, for the Suppression of Slave Trade.

Having received from Count Solar de la Marguerite the warrants, I have now the honour to transmit the same herewith to your Lordship.

I have, &c.

(Signed) RICH. BINGHAM.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 314.

The Earl of Aberdeen to Mr. Bingham.

SIR,

Foreign Office, July 10, 1843.

I HEREWITH transmit to you the warrants described in the margin of this Despatch, issued by the Sardinian Government under the Treaty of August 8, 1834, but now no longer required for Her Majesty's ships and their Commanders for which they were issued; and I have to desire that you will return them to the Sardinian Government, in order that they may be cancelled.

I am, &c.

The Hon. Richard Bingham,
&c. &c.

(Signed) ABERDEEN.

The Warrants returned in No. 314 were issued—

1. On the 22nd May, 1840, to Her Majesty's ship "Waterwitch," Commander H. J. Matson, on the Cape of Good Hope station.
 2. On the 28th March, 1842, to Her Majesty's ship "Bittern," Commander Hon. B. Cary, on the Cape of Good station.
-

No. 315.

*Mr. Bingham to the Earl of Aberdeen.**Turin, July 22, 1843.**(Received July 28.)*

MY LORD,

I HAVE the honour to acknowledge the receipt of your Lordship's Despatches to that of the 10th inst. inclusive, of the Slave Trade Series.

In compliance with the Instruction contained in your Lordship's Despatch of the 4th inst., of the same Series, I have the honour to transmit herewith to your Lordship a warrant issued, at my request, by the Sardinian Government, to enable Commander Arthur Morrell, of Her Majesty's sloop "Espoir," about to be employed on the West Coast of Africa station, to act under the Treaty of August 8, 1834, between Great Britain, France, and Sardinia, for the Suppression of Slave Trade.

I have, &c.

(Signed) RICH. BINGHAM.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 316.

*Mr. Bingham to the Earl of Aberdeen.**Turin, July 27, 1843.**(Received August 4.)*

MY LORD,

I HAVE the honour to acknowledge the receipt of your Lordship's Despatch (Slave Trade Series) of the 21st inst.

In compliance with the Instructions contained in your Lordship's Despatches of the 7th and 8th inst., of the same Series, I have the honour to transmit herewith to your Lordship, two warrants issued, at my request, by the Sardinian Government, to enable Commander Edmund Peel, of Her Majesty's sloop "Bittern," and Lieutenant S. O. Wooldridge, of Her Majesty's brig "Spy," to act under the Treaty of August 8, 1834.

I have, &c.

(Signed) RICH. BINGHAM.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 317.

The Earl of Aberdeen to Mr. Bingham.

SIR,

Foreign Office, August 16, 1843.

I HEREWITH transmit to you the warrants described in the margin of this Despatch, issued by the Sardinian Government, under the Treaty of August 8, 1834, but now no longer required for her Majesty's ships and their Commanders, for which they were issued; and I have to desire that you will return them to the Sardinian Government, in order that they may be cancelled.

I am, &c.

The Hon. Richard Bingham,
&c. &c. &c.

(Signed) ABERDEEN.

The Warrants returned in No. 317 were issued—

1. On the 25th May, 1841, to Her Majesty's ship "Iris," Commander Hugh Nurse, on the Coast of Africa station.
2. On the 22nd June, 1842, to Her Majesty's steam-vessel "Kite," Commander J. W. Pasco, on the Coast of Africa station.
3. On the 8th Feb., 1843, to Her Majesty's ship "Iris," Commander Rodney Mundy, on the Coast of Africa station.

No. 318.

*Mr. Bingham to the Earl of Aberdeen.**Turin, August 10, 1843.**(Received August 17.)*

MY LORD,

I HAVE the honour to acknowledge the receipt of your Lordship's Despatches, to that of the 2nd inst. inclusive, of the Slave Trade Series.

In compliance with the Instructions contained in your Lordship's Despatches of the 22nd, 24th, and 27th ultimo, of the same Series, I have the honour to transmit herewith to your Lordship, three warrants issued, at my request, by the Sardinian Government, to enable Commander Henry Bagot, of Her Majesty's sloop "Wasp," Lieutenant Daniel Woodruffe, of Her Majesty's steam-vessel "Albert," and Commander Archibald Reed, of Her Majesty's sloop "Racer," to act under the Treaty of August 8, 1834.

I have, &c.

(Signed) RICH. BINGHAM.

The Right Hon. the Earl of Aberdeen, K. T.
&c. &c. &c.

No. 319.

*Mr. Bingham to the Earl of Aberdeen.**Turin, August 20, 1843.**(Received August 28.)*

MY LORD,

I HAVE the honour to acknowledge the receipt of your Lordship's Despatches, to that of the 15th inst. inclusive, of the Slave Trade Series.

In compliance with the Instructions contained in your Lordship's Despatch of the 2nd inst., of the same Series, I have the honour to transmit herewith to your Lordship a warrant issued, at my request, by the Sardinian Government, to enable Captain Robert Fair, of Her Majesty's ship "Conway," to act under the Treaty of August 8, 1834.

I have, &c.

(Signed) RICH. BINGHAM.

The Right Hon. the Earl of Aberdeen, K. T.
&c. &c. &c.

No. 320.

*Mr. Bingham to the Earl of Aberdeen.**Turin, August 24, 1843.
(Received August 31.)*

MY LORD,

I HAVE the honour to acknowledge the receipt of your Lordship's Despatch to that of the 16th inst. inclusive, of the Slave Trade Series.

In compliance with the Instructions contained in your Lordship's Despatch of the 8th inst., of the same Series, I have the honour to transmit herewith to your Lordship a warrant issued, at my request, by the Sardinian Government, to enable Commander Charles J. Bosanquet, of Her Majesty's sloop "Alert," to act under the Treaty of August 8, 1834.

I have, &c.

(Signed) RICH. BINGHAM.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 321.

*Mr. Bingham to the Earl of Aberdeen**Turin, August 28, 1843.
(Received September 4.)*

MY LORD,

IN compliance with the Instructions contained in your Lordship's Despatch of the 11th inst. of the Slave Trade Series, I have the honour to transmit herewith to your Lordship a warrant issued, at my request, by the Sardinian Government, to enable Lieutenant Washington Carr, of Her Majesty's steam vessel "Hermes," to act under the Treaty of August 8, 1834.

I have, &c.

(Signed) RICH. BINGHAM.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 322.

*Mr. Bingham to the Earl of Aberdeen.**Turin, August 31, 1843.
(Received September 8.)*

MY LORD,

IN compliance with the Instruction contained in your Lordship's Despatch of the 15th inst., of the Slave Trade Series, I have the honour to transmit herewith to your Lordship a warrant issued, at my request, by the Sardinian Government, to enable Commander Horatio B. Young, of Her Majesty's steam vessel "Hydra," to act under the Treaty of August 8, 1834.

I have, &c.

(Signed) RICH. BINGHAM.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 323.

The Earl of Aberdeen to Mr. Bingham.

SIR,

Foreign Office, September 9, 1843.

I HEREWITH transmit to you the warrant described in the margin of this Despatch, issued by the Sardinian Government, under the Treaty of August 8, 1834, but now no longer required for Her Majesty's ship and its Commander

for which it was issued ; and I have to desire that you will return it to the Sardinian Government, in order that it may be cancelled.

I am, &c.
(Signed) ABERDEEN.

The Hon. Richard Bingham,
&c. &c.

The Warrant returned in No 323, was issued on the 15th March, 1839, to Her Majesty's ship "Grecian," Commander Smyth, on the South America East Coast station.

No. 324.

Mr. Bingham to the Earl of Aberdeen.

Turin, September 24, 1843.
(Received October 4.)

MY LORD,

I HAVE the honour to acknowledge the receipt of your Lordship's Despatches of the 8th, 9th, 10th and 11th inst., of the Slave Trade Series.

In compliance with the Instructions contained in those of the 8th, 9th, and 10th inst, I have the honour to transmit herewith to your Lordship three warrants issued by the Sardinian Government, to enable Captain Charles H. Freemantle, of Her Majesty's ship "Inconstant," about to be employed on the North American and West India station; Lieutenant Wm. O'B. Hoare, of Her Majesty's brigantine "Dolphin," about to be employed on the Brazil station; and Captain William Jones, of Her Majesty's steam ship "Penelope," about to be employed on the West Coast of Africa, to act under the Treaty of the 8th of August, 1834, between Great Britain, France, and Sardinia, for the Suppression of the Slave Trade.

I have, &c.

(Signed) RICH. BINGHAM.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 325.

The Earl of Aberdeen to Mr. Bingham.

SIR,

Foreign Office, October 7, 1843.

I HEREWITH transmit to you the warrants described in the margin of this Despatch, issued by the Sardinian Government, under the Treaty of the 8th of August, 1834, but now no longer required for Her Majesty's ships and their Commanders for which they were issued; and I have to desire that you will return them to the Sardinian Government, in order that they may be cancelled.

I am, &c.

(Signed) ABERDEEN.

The Hon. Richard Bingham,
&c. &c.

The Warrants returned in No. 325 were issued—

1. On the 22nd May, 1840, to Her Majesty's sloop "Acorn," Commander Adams, on the Cape of Good Hope station.
2. On the 25th May, 1841, to Her Majesty's brig "Cygnet," Lieutenant Edward Wilson, on the West Coast of Africa station.

No. 326.

The Earl of Aberdeen to Mr. Bingham.

SIR,

Foreign Office, October 17, 1843.

I HEREWITH transmit to to you the warrant described in the margin of this Despatch, issued by the Sardinian Government, under the Treaty of the

8th August, 1834, but now no longer required for her Majesty's ship and its Commander for which it was issued; and I have to desire that you will return it to the Sardinian Government, in order that it may be cancelled.

I am, &c.

The Hon. Richard Bingham,
&c. &c.

(Signed) ABERDEEN.

The Warrant returned in No. 326 was issued on the 22nd May, 1840, to Her Majesty's ship "Fantome," Commander Butterfield, on the Cape of Good Hope station.

No. 327.

The Earl of Aberdeen to Mr Bingham,

SIR,

Foreign Office, October 20, 1843.

I HEREWITH transmit to you the warrants described in the margin of this Despatch, issued by the Sardinian Government, under the Treaty of 8th August, 1834, but now no longer required for Her Majesty's ships and their Commanders for which they were issued; and I have to desire that you will return them to the Sardinian Government, in order that they may be cancelled.

I am, &c.

The Hon. Richard Bingham,
&c. &c.

(Signed) ABERDEEN.

The Warrants returned in No. 327 were issued—

1. On the 27th December, 1842, to Her Majesty's ship "Pickle," Commander F. B. Montresor, on the North American and West India station.
2. On the 21st June, 1843, to Her Majesty's ship "Avon," Lieutenant D. B. Mapleton, on the North American and West India station.

No. 328.

The Earl of Aberdeen to Mr. Bingham.

SIR,

Foreign Office, November 1, 1843.

I HEREWITH transmit to you the warrant described in the margin of this Despatch, issued by the Sardinian Government, under the Treaty of August 8, 1834, but now no longer required for Her Majesty's ship and its Commander, for which it was issued; and I have to desire that you will return it to the Sardinian Government, in order that it may be cancelled.

I am, &c.

The Hon. Richard Bingham,
&c. &c.

(Signed) ABERDEEN.

The Warrant returned in No. 328 was issued on the 25th May, 1841, to Her Majesty's ship "Tweed," Commander H. D. C. Douglas, on the North American and West India station.

No. 329.

The Earl of Aberdeen to Mr. Bingham.

SIR,

Foreign Office, November 3, 1843.

I HEREWITH transmit to you the warrant described in the margin of this Despatch, issued by the Sardinian Government under the Treaty of August 8, 1834, but now no longer required for Her Majesty's ship and its

Commander, for which it was issued ; and I have to desire that you will return it to the Sardinian Government, in order that it may be cancelled.

I am, &c.

The Hon. Richard Bingham,
&c. &c.

(Signed) ABERDEEN.

The Warrant returned in No. 329 was issued on the 28th March, 1842, to Her Majesty's ship "Heroine," Commander T. D. Stewart, on the Coast of Africa station.

No. 330.

The Earl of Aberdeen to Mr. Bingham.

SIR,

Foreign Office, November 15, 1843.

I HEREWITH transmit to you the warrant described in the margin of this Despatch, issued by the Sardinian Government under the Treaty of August 8, 1834, but now no longer required for Her Majesty's ship and its Commander for which it was issued ; and I have to desire that you will return it to the Sardinian Government, in order that it may be cancelled.

I am, &c.

(Signed) ABERDEEN.

The Hon. Richard Bingham,
&c. &c.

The Warrant returned in No. 330 was issued on the 28th March, 1842, to Her Majesty's ship "Volage," Captain Sir W. Dickson, on the North American and West India station.

No. 331.

Mr. Bingham to the Earl of Aberdeen.

Turin, November 9, 1843.
(Received November 16.)

MY LORD,

I HAVE the honour to acknowledge the receipt of your Lordship's Despatches, to that of the 1st instant inclusive, of the Slave Trade Series.

In compliance with the Instructions contained in your Lordship's Despatch of the 27th ultimo, of the same Series, I have the honour to transmit herewith to your Lordship a warrant issued, at my request, by the Sardinian Government, to enable Commander Robert J. D. Dunlop, of Her Majesty's sloop "Star," to act under the Treaty of August 8, 1834.

I have, &c.

(Signed) RICH. BINGHAM.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 332.

Mr. Bingham to the Earl of Aberdeen.

Turin, November 20, 1843.
(Received November 27.)

MY LORD,

I HAVE the honour to acknowledge the receipt of your Lordship's Despatches, to that of the 11th instant inclusive, of the Slave Trade Series.

In compliance with the Instruction contained in your Lordship's Despatch, of the 5th inst., of the same Series, I have the honour to transmit herewith

to your Lordship, a warrant issued, at my request, by the Sardinian Government to enable Captain George Elliott, of Her Majesty's ship "Eurydice," to act under the Treaty of August 8, 1834.

I have, &c.

(Signed) RICHARD BINGHAM.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 333.

Mr. Bingham to the Earl of Aberdeen.

Turin, November 23, 1843.

(Received December 1.)

MY LORD,

I HAVE the honour to acknowledge the receipt of your Lordship's Despatches to that of the 15th instant, inclusive of the Slave Trade Series.

In compliance with the Instruction contained in your Lordship's Despatch of the 7th instant, of the same Series, I have the honour to transmit herewith to your Lordship a warrant issued, at my request, by the Sardinian Government, to enable Commander Thomas L. Gooch, of Her Majesty's sloop "Sealark," to act under the Treaty of August 8, 1834.

I have, &c.

(Signed) RICH. BINGHAM.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 334.

Mr. Bingham to the Earl of Aberdeen.

Turin, November 27, 1843.

(Received December 4.)

MY LORD,

IN compliance with the Instruction contained in your Lordship's Despatch of the 11th instant, of the Slave Trade Series, I have the honour to transmit herewith to your Lordship a warrant issued, at my request, by the Sardinian Government, to enable Captain John E. Erskine, of Her Majesty's ship "Illustrious," to act under the Treaty of August 8, 1834.

I have, &c.

(Signed) RICH. BINGHAM.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 335.

The Earl of Aberdeen to Mr. Abercromby,

SIR,

Foreign Office, December 11, 1843.

I HEREWITH transmit to you the warrant described in the margin of this Despatch, issued by the Sardinian Government, under the Treaty of August 8, 1834, but now no longer required for Her Majesty's ship and its Commander, for which it was issued; and I have to desire that you will return it to the Sardinian Government, in order that it may be cancelled.

I am, &c.

(Signed) ABERDEEN.

The Hon. Ralph Abercromby,
&c. &c.

The Warrant returned in No. 335 was issued on the 22nd May, 1840, to Her Majesty's ship "Cameleon," Commander G. M. Hunter, on the Brazilian station.

No. 336.

*Mr. Abercromby to the Earl of Aberdeen.**Turin, December 21, 1843.**(Received December 27.)*

MY LORD,

I HAVE the honour to acknowledge the receipt of your Lordship's Slave Trade Despatch, dated Foreign Office, 11th December, 1843, enclosing a warrant formerly issued by the Sardinian Government, under the Treaty of August 8, 1843, for Her Majesty's ship "Cameleon," and instructing me to return the same to the Sardinian Government, in order that it may be cancelled. I beg to inform your Lordship that I have not failed to comply with this Instruction.

I have, &c.

(Signed)

R. ABERCROMBY.

The Right Hon. the Earl of Aberdeen, K.T.

&c.

&c.

&c.

TUSCANY.

No. 337.

*Mr. Buchanan to the Earl of Aberdeen.**Florence, December 24, 1842.**(Received January 3, 1843.)*

MY LORD,

IN obedience to the Instructions conveyed to me in your Lordship's Despatch, marked "Slave Trade," of the 10th inst., I have procured from the Tuscan Government a warrant, which I have the honour to enclose herewith, authorising Captain the Hon. Montagu Stopford, of Her Majesty's ship "Pique," about to be employed on the North American and West Indian station, to act under the Convention between Great Britain, France, and Tuscany, of the 24th November, 1837, for the Suppression of the Slave Trade.

I have, &c.

(Signed)

ANDREW BUCHANAN.

The Right Hon. the Earl of Aberdeen, K.T.

&c.

&c.

&c.

No. 338.

*Mr. Buchanan to the Earl of Aberdeen.**Florence, December 27, 1842.**(Received January 5, 1843.)*

MY LORD,

IN obedience to the Instructions conveyed to me in your Lordship's Despatch, marked "Slave Trade," of the 15th inst., I have the honour to enclose six warrants, which I have procured from the Tuscan Government, to enable the Commanding Officers of Her Majesty's vessels named in the margin, to act under the Convention between Great Britain, France, and Tuscany, of the 24th November, 1837, for the Suppression of the Slave Trade.

"Arrow."
"Spy."
"Viper."
"Griffon."
"Hornet."
"Pickle."

I have, &c.

(Signed)

ANDREW BUCHANAN.

The Right Hon. the Earl of Aberdeen, K.T.

&c.

&c.

&c.

No. 339.

*Mr. Buchanan to the Earl of Aberdeen.**Florence, January 4, 1843.**(Received January 13.)*

MY LORD,

I HAVE the honour to acknowledge the receipt of your Lordship's Despatch, marked "Slave Trade," of the 23rd ultimo, and to acquaint you that, in obedience to the Instructions therein conveyed to me, I have informed Count Fossombroni, that the Tuscan warrant, issued in December, 1838, to enable Her Majesty's sloop "Racer" to act under the Convention between Great Britain, France, and Tuscany, of the 24th November, 1837, for the Suppression of the Slave Trade, cannot be traced, and that his Excellency has consequently ordered it to be erased from the register of warrants in the archives of the Grand Ducal Government.

I have, &c.

(Signed)

ANDREW BUCHANAN.

The Right Hon. the Earl of Aberdeen, K.T.

&c.

&c.

&c.

No. 340.

Mr. Buchanan to the Earl of Aberdeen.

Florence, January 7, 1843.

(Received January 16.)

MY LORD,

I HAVE had the honour to receive your Lordship's Despatch, marked "Slave Trade," of the 24th December last, enclosing six warrants, issued by the Tuscan Government, authorising the Commanding Officers of Her Majesty's ships, named in the margin, to act under the Convention of the 24th November, 1837, between Great Britain, France, and Tuscany, for the Suppression of the Slave Trade; and I have returned these warrants to the Tuscan Government, in order that they may be cancelled.

"Southampton."
"Warspite."
"Pickle."
"Curlew."
"Arrow."
"Spitfire."

I have, &c.

(Signed) ANDREW BUCHANAN.

The Right Hon. the Earl of Aberdeen, K.T.

&c.

&c.

&c.

No. 341.

Mr. Buchanan to the Earl of Aberdeen.

Florence, January 14, 1843.

(Received January 25.)

MY LORD,

IN obedience to the Instructions conveyed to me by your Lordship's Despatch, marked "Slave Trade" of the 31st December last, I have obtained from the Tuscan Government a warrant, which I have the honour to enclose, authorising Lieut. G. Oldmixon, commanding Her Majesty's steam vessel "Megæra," about to be employed on the North American and West Indian station, to act under the Convention between Great Britain, France, and Tuscany, of the 24th November, 1837, for the Suppression of the Slave Trade.

I have, &c.

(Signed) ANDREW BUCHANAN.

The Right Hon. the Earl of Aberdeen, K.T.

&c.

&c.

&c.

No. 342.

Mr. Buchanan to the Earl of Aberdeen.

Florence, January 25, 1843.

(Received February 3.)

MY LORD,

I HAVE had the honour to receive your Lordship's Despatch, marked "Slave Trade" of the 12th instant; and, in obedience to the Instructions therein conveyed to me, I have procured from the Tuscan Government a warrant, which I enclose herewith, authorising Commander William Alexander Willis, of Her Majesty's sloop "Frolic," to act under the Convention between Great Britain, France, and Tuscany, of the 24th November, 1837, for the Suppression of the Slave Trade.

I have, &c.

(Signed) ANDREW BUCHANAN.

The Right Hon. the Earl of Aberdeen, K.T.

&c.

&c.

&c.

No. 343.

The Earl of Aberdeen to Mr. Buchanan.

Foreign Office, February 6, 1843.

SIR,

A COMMUNICATION has been received at this Office from the Admiralty, stating that the warrant issued by the Tuscan Government in 1838, to enable Her Majesty's sloop "Racehorse," to act under the Convention of the 24th of

November, 1837, between Great Britain, France, and Tuscany, for the Suppression of Slave Trade, cannot be traced: and I have to instruct you to acquaint the Tuscan Government with this circumstance, in order that the warrant in question may be cancelled.

I am, &c.

Andrew Buchanan, Esq.
&c. &c.

(Signed) ABERDEEN.

No. 344.

The Earl of Aberdeen to Mr. Buchanan.

SIR,

Foreign Office, February 10, 1843.

I HEREWITH transmit to you warrants issued by the Tuscan Government, to enable the Commanding Officers of Her Majesty's ships "Curaçoa," "Pilot," "Rover," and "Flamer," to act under the Convention between Great Britain, France, and Tuscany, of the 24th November, 1837, for the Suppression of the Slave Trade; and I have to desire that you will return these warrants to the Tuscan Government, in order that they may be cancelled.

I am, &c.

Andrew Buchanan, Esq.
&c. &c.

(Signed) ABERDEEN.

The Warrants returned in No. 344, were issued—

1. On the 28th April, 1840, to Her Majesty's ship "Curaçoa," Capt. Jones, on the South America station.
2. On the 28th April, 1840, to Her Majesty's ship "Pilot," Captain Ramsay, on the North America and West India station.
3. On the 28th April, 1840, to Her Majesty's ship "Rover," Commander Symonds, on the North America and West India station.
4. On the 17th June, 1841, to Her Majesty's ship "Pilot," Captain Ramsay, on the North America and West India station.
5. On the 1st August, 1842, to Her Majesty's ship "Flamer," Commander Robson, on the North America and West India station.

No. 345.

The Earl of Aberdeen to Mr. Buchanan.

SIR,

Foreign Office, February 20, 1843.

A COMMUNICATION has been received at this Office from the Admiralty, stating that the warrant issued by the Tuscan Government, to enable Her Majesty's sloop "Victor," on the North America and West India station, to act under the Convention of November 24, 1837, between Great Britain, France, and Tuscany, for the Suppression of Slave Trade, cannot be traced; I have therefore to instruct you to acquaint the Tuscan Government with this circumstance, and to request that the warrant in question may be cancelled.

I am, &c.

Andrew Buchanan, Esq.
&c. &c.

(Signed) ABERDEEN.

No. 346.

Lord Holland to the Earl of Aberdeen.

MY LORD,

Florence, February 13, 1843.

(Received February 22.)

I HAVE the honour to acknowledge the receipt of your Lordship's Despatch of the 30th ultimo, marked "Slave Trade;" and in compliance with the Instructions therein contained, I beg herewith to transmit to your Lordship a warrant issued by the Tuscan Government, to enable Capt. G. Rodney Mundy,

of Her Majesty's ship "Iris," now employed on the Coast of Africa, to act under the Convention between Great Britain, France, and Tuscany, of the 24th of November, 1837, for the Suppression of the Slave Trade.

I have, &c.

(Signed) HOLLAND.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 347.

Lord Holland to the Earl of Aberdeen.

Florence, February 18, 1843.

(Received February 28.)

MY LORD,

I HAVE the honour to acknowledge the receipt of your Lordship's Despatches, marked "Slave Trade," of the 6th and 7th instant.

In compliance with the Instructions contained in that of the 6th, I have acquainted the Tuscan Government with the loss of the warrant issued in 1838, to Her Majesty's ship "Racehorse;" and I have received the assurance of his Excellency Don Neri Corsini, that the warrant in question has been cancelled. And I have now the honour to transmit the warrant which your Lordship's Despatch of the 7th instant instructed me to request for Lieutenant Joseph A. Bainbridge, commanding Her Majesty's schooner "Pickle."

I have, &c.

(Signed) HOLLAND.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 348.

Lord Holland to the Earl of Aberdeen.

Florence, February 23, 1843.

(Received March 4.)

MY LORD,

I HAVE the honour to transmit herewith a warrant which your Lordship's Despatch, marked "Slave Trade," of the 10th instant, instructed me to procure from the Tuscan Government, for Captain Charles Hotham, of Her Majesty's steam vessel "Gorgon;" and I have to inform your Lordship, that I have forwarded to this Government the five warrants enclosed in your other Despatch of the same date, marked "Slave Trade," in order that they may be cancelled.

I have, &c.

(Signed) HOLLAND.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 349.

Lord Holland to the Earl of Aberdeen.

Florence, March 2, 1843.

(Received March 11.)

MY LORD,

I HAVE the honour to acknowledge the receipt of your Lordship's Despatch marked "Slave Trade," of the 11th ultimo; and in obedience to the Instructions contained in it, I have transmitted to the Tuscan Government the warrant issued to Commander C. Frankland, of Her Majesty's ship "Pearl," to be cancelled, and now beg to enclose a similar warrant for Commander Richard H. Stopford, the present Commanding Officer of the "Pearl."

I have, &c.

(Signed) HOLLAND.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 350.

*Lord Holland to the Earl of Aberdeen.**Florence, March 10, 1843.
(Received March 19.)*

MY LORD,

IN compliance with the Instructions contained in your Lordship's Despatch, marked "Slave Trade," of the 20th ultimo, I have acquainted the Tuscan Government with the loss of the warrant issued to Her Majesty's ship "Victor," and have requested that it may be cancelled.

I have the honour to transmit to your Lordship herewith the warrant which I was instructed, in your Lordship's Despatch, "Slave Trade," of the 23rd ultimo, to procure from the Tuscan Government, to enable Commander George Nathaniel Broke, of Her Majesty's steam vessel "Thunderbolt," to act under the Convention of the 24th November, 1837, between Great Britain, France, and Tuscany, for the Suppression of Slave Trade.

I have, &c.

(Signed) HOLLAND.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 351.

The Earl of Aberdeen to Lord Holland.

MY LORD,

Foreign Office, March 22, 1843.

I HEREWITH transmit to your Lordship the warrants described in the margin of this Despatch, issued by the Tuscan Government, under the Convention of Nov. 24, 1837, but now no longer required for Her Majesty's ships and their Commanders for which they were issued; and I have to desire that you will return them to the Tuscan Government, in order that they may be cancelled.

I am, &c.

(Signed) ABERDEEN.

The Lord Holland,
&c. &c.

The Warrants returned in No. 351 were issued—

1. On the 2nd October, 1838, to Her Majesty's ship "Andromache," Captain Baynes, on the North America and West India station.
2. On the 2nd October, 1838, to Her Majesty's ship "Calliope," Captain Herbert, on the South America station.
3. On the 2nd October, 1838, to Her Majesty's ship "Charybdis," Commander Gore, on the North America and West India station.
4. On the 28th April, 1840, to Her Majesty's ship "Wanderer," Commander Denman, on the Cape of Good Hope and Africa station.
5. On the 28th April 1840, to Her Majesty's ship "Clio," Commander Fremantle, on the South America station.

No. 352.

*Lord Holland to the Earl of Aberdeen.**Florence, April 5, 1843.
(Received April 14.)*

MY LORD,

I HAVE had the honour to receive your Lordship's Despatches, marked "Slave Trade," of the 22nd and 24th ultimo, and I have returned to the Tuscan Government, in order that they may be cancelled, the warrants, issued under the Convention of November 24, 1837, for the Suppression of Slave Trade, which were transmitted to me in the former of these Despatches.

Having at the same time, in conformity with the Instructions conveyed to me in the latter, requested that a warrant might be issued by the Grand Ducal Government, to enable Commander the Honourable S. T. Carnegie, of Her Ma-

jesty's sloop "Orestes," to act under the above-mentioned Convention, I have now the honour to transmit herewith that document to your Lordship.

I have, &c.

(Signed) HOLLAND.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 353.

The Earl of Aberdeen to Lord Holland.

MY LORD,

Foreign Office, April 20, 1843.

I HEREWITH transmit to your Lordship the warrants described in the margin of this Despatch, issued by the Tuscan Government under the Convention of November 24, 1837, but now no longer required for Her Majesty's ships and their Commanders, for which they were issued; and I have to desire that your Lordship will return them to the Tuscan Government, in order that they may be cancelled.

I am, &c.

(Signed) ABERDEEN.

The Lord Holland,
&c. &c.

The Warrants returned in No. 353 were issued—

1. On the 2nd October, 1838, to Her Majesty's ship "Columbine," Captain Elliot, on Cape of Good Hope and Africa station.
2. On the 28th April, 1840, to Her Majesty's ship "Persian," Commander Quin, on Cape of Good Hope and Africa station.
3. On the 17th June, 1841, to Her Majesty's ship "Ferret," Commander Thomas, on the African station.

No. 354.

The Earl of Aberdeen to Lord Holland.

MY LORD,

Foreign Office, April 27, 1843.

I HEREWITH transmit to your Lordship the warrant described in the margin of this Despatch, issued by the Tuscan Government under the Convention of November 24, 1837, but now no longer required for Her Majesty's ship and its Commander for which it was issued; and I have to desire that you will return it to the Tuscan Government, in order that it may be cancelled.

I am, &c.

(Signed) ABERDEEN.

The Lord Holland,
&c. &c.

The Warrant returned in No. 354 was issued on the 14th January, 1843, to Her Majesty's ship "Megæra," Lieutenant Oldmixon, on the North America and West India station.

No. 355.

The Earl of Aberdeen to Lord Holland.

MY LORD,

Foreign Office, May 13, 1843.

I RETURN herewith to your Lordship the warrant transmitted to this Office of your Despatch of the 5th April, authorising Commander Carnegie, of Her Majesty's ship "Orestes, employed on the North America and West India station, to act under the Convention of November 24, 1837, between Great Britain, France and Tuscany, for the Suppression of Slave Trade.

I have to request that your Lordship will return the same to the Tuscan Government, explaining to them that the application for it was originally made

through a mistake; a similar warrant issued by that Government for the "Orestes," and transmitted in Mr. Buchanan's Despatch of the 17th November, 1842, having been already forwarded to the Commander of that ship.

I am, &c.

The Lord Holland,
&c. &c.

(Signed) ABERDEEN.

No. 356.

Lord Holland to the Earl of Aberdeen.

Florence, May 26, 1843.

(Received June 4.)

MY LORD,

I HAVE the honour to acknowledge the receipt of your Lordship's Despatches, marked "Slave Trade," of the 27th ultimo, and 11th and 13th instant.

In obedience to the Instructions contained in those of the 27th ultimo, and 13th instant, I have returned to the Tuscan Government the two warrants which were enclosed, and which are no longer required by Her Majesty's ships "Megæra" and "Orestes," and I beg to transmit herewith the warrant which your Lordship's Despatch of the 11th instant instructed me to obtain for Commander the Hon. G. Hope, of Her Majesty's ship "Sappho."

I have, &c.

(Signed) HOLLAND.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 357.

Lord Holland to the Earl of Aberdeen.

Florence, June 12, 1843.

(Received June 22.)

MY LORD,

I HAVE the honour to acknowledge the receipt of your Lordship's Despatch, marked "Slave Trade," of the 26th ultimo; and I beg to enclose herewith the warrant which I was therein instructed to obtain from the Tuscan Government, to enable Captain Sir Thomas S. Pasley, Bart., of Her Majesty's ship "Curaçoa," about to be employed on the Brazil station, to act under the Convention of November 24, 1837, between Great Britain, France, and Tuscany, for the Suppression of the Slave Trade.

I avail myself of this opportunity to acknowledge the receipt of your Lordship's Slave Trade Circular of the 30th ultimo, transmitting two copies of a Treaty between Her Majesty and the Republic of Chili for the Abolition of the Slave Trade; as also of an additional and explanatory Convention, which was signed at Santiago on the 6th of August, 1842.

I have, &c.

(Signed) HOLLAND.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 358.

The Earl of Aberdeen to Lord Holland.

MY LORD,

Foreign Office, June 27, 1843.

I HEREWITH transmit to your Lordship the warrant described in the margin of this Despatch, issued by the Tuscan Government under the Convention of the 24th November, 1837, but now no longer required for Her Majesty's ships and their Commanders for which they were issued; and I have to desire

CLASS C.

that your Lordship will return them to the Tuscan Government, in order that they may be cancelled.

I am, &c.
(Signed) ABERDEEN.

The Lord Holland,
&c. &c.

The Warrants returned in No. 358 were issued—

1. On the 28th April, 1840, to Her Majesty's ship "Partridge," Commander Morris, on the North America and West Indian station.
2. On the 18th March, 1842, to Her Majesty's ship "Illustrious," Captain Erskine, on the North America and West Indian station.
3. On the 1st August, 1842, to Her Majesty's ship "Avon," Lieutenant Byng, on the North America and West Indian station.
4. On the 1st August, 1842, to Her Majesty's ship "Sydenham," Lieutenant Crozier, on the North America and West Indian station.
5. On the 16th November, 1842, to Her Majesty's ship "Orestes," Commander Carnegie, on the North America and West Indian station.

No. 359.

Lord Holland to the Earl of Aberdeen.

Florence, June 21, 1843.
(Received June 30.)

MY LORD,

I HAVE the honour to enclose herewith a warrant for Her Majesty's steam vessel "Avon," which your Lordship's Despatch, marked "Slave Trade," of the 7th instant, instructed me to procure from the Tuscan Government.

I have, &c.
(Signed) HOLLAND.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 360.

Lord Holland to the Earl of Aberdeen.

Florence, June 26, 1843.
(Received July 5.)

MY LORD,

I HAVE the honour to enclose herewith a warrant for Her Majesty's sloop "Rose," which, in obedience to the Instructions contained in your Lordship's Despatch, "Slave Trade," of the 13th instant, I have procured from her Tuscan Government.

I have, &c.
(Signed) HOLLAND.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 361.

The Earl of Aberdeen to Lord Holland.

MY LORD,

Foreign Office, July 10, 1843.

I HEREWITH transmit to your Lordship the warrants described in the margin of this Despatch, issued by the Tuscan Government under the Convention of the 24th November, 1837, but now no longer required for Her Majesty's ships and their Commanders for which they were issued: and I have to desire that your Lordship will return them to the Tuscan Government, in order that they may be cancelled.

I am, &c.
(Signed) ABERDEEN.

The Lord Holland,
&c. &c.

The Warrants returned in No. 361 were issued—

1. On the 28th April, 1840, to Her Majesty's ship "Waterwitch," Lieutenant Matson, on the Cape of Good Hope and Africa station.
 2. On the 18th March, 1842, to Her Majesty's ship "Bittern," Commander Cary, on the Cape of Good Hope station.
-

No. 362.

Lord Holland to the Earl of Aberdeen.

Florence, July 11, 1843.

(Received July 20.)

MY LORD,

I HAVE the honour to acknowledge the receipt of your Lordship's Despatch (Slave Trade) of the 27th ultimo, together with the warrants therein enclosed; and, in compliance with your Instructions, I have not failed to transmit them to the Tuscan Government to be cancelled.

I have, &c.

(Signed) HOLLAND.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 363.

Mr. Buchanan to the Earl of Aberdeen.

Florence, July 18, 1843.

(Received July 27.)

MY LORD,

IN the absence of Lord Holland, who has gone to Leghorn for a few days, I have the honour to forward herewith to your Lordship a warrant, which has been issued by the Grand Ducal Government, authorising Commander Arthur Morrell, of Her Majesty's sloop "Espoir," to act under the Convention of November 24, 1837, for the Suppression of the Slave Trade.

I have, &c.

(Signed) ANDREW BUCHANAN.

The Right Hon. the Earl of Aberdeen, K.T.
&c, &c. &c.

No. 364.

Mr. Buchanan to the Earl of Aberdeen.

Florence, July 24, 1843.

(Received August 2.)

MY LORD,

IN Lord Holland's absence at Lucca, I have the honour to acknowledge the receipt of your Lordship's Despatches, marked "Slave Trade," of the 6th, 7th, 8th, and 10th instant; and in order that no time should be lost, I have obtained from the Tuscan Government, and herewith enclose, warrants for Her Majesty's ships "Heroine," "Bittern," and "Spy." The warrants contained in your Lordship's of the 10th instant, which are no longer required by Her Majesty's ships "Bittern" and "Waterwitch," have been forwarded to this Government to be cancelled.

I have, &c.

(Signed) ANDREW BUCHANAN.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 365.

The Earl of Aberdeen to Mr. Buchanan.

SIR,

Foreign Office, August 7, 1843.

I HAVE received your Despatch, marked "Slave Trade," of the 24th ultimo, enclosing warrants from the Tuscan Government to enable the Commanders of Her Majesty's ships "Heroine," "Bittern," and "Spy," to act under the Convention of November 24, 1837; and with reference to my Despatch, "Slave Trade," of the 21st ultimo, informing Lord Holland that, in consequence of the appointment of Lieutenant Dyke to the "Heroine" having been cancelled, the warrant for that vessel would not be required, I herewith enclose to you the warrant in question; and I have to desire that you will return it to the Tuscan Government, in order that it may be cancelled.

I am, &c.

Andrew Buchanan, Esq.
&c. &c.

(Signed) ABERDEEN.

No. 366.

*Lord Holland to the Earl of Aberdeen.**Lucca, August 6, 1843.**(Received August 16.)*

MY LORD,

I HAVE the honour to acknowledge the receipt of your Lordship's Despatch of the 21st ultimo, marked "Slave Trade," directing me to state to the Tuscan Government that the appointment of Lieutenant Peché Hart Dyke to the command of Her Majesty's brig "Heroine," having been cancelled, a Tuscan warrant would not be required for that Officer; and I have not failed to communicate the contents of your Lordship's Despatch to the Tuscan Government.

I have, &c.

(Signed) HOLLAND.

The Right Hon. the Earl of Aberdeen K.T.
&c. &c. &c.

No. 367.

*The Earl of Aberdeen to Lord Holland.**Foreign Office, August 16, 1843.*

MY LORD,

I HEREWITH transmit to your Lordship the warrants described in the margin of this Despatch, issued by the Tuscan Government, under the Convention of November 24, 1837, but now no longer required for Her Majesty's ships and their Commanders for which they were issued; and I have to desire that your Lordship will return them to the Tuscan Government, in order that they may be cancelled.

I am, &c.

The Lord Holland,
&c. &c.

(Signed) AEBRDEEN.

The Warrants returned in No. 367 were issued—

1. On the 2nd October, 1838, to Her Majesty's ship "Thunder," Captain Barnett, on the North America and West India station.
2. On the 17th June, 1841, to Her Majesty's ship "Iris," Captain Nurse, on the Coast of Africa.
4. On the 22nd June, 1842, to Her Majesty's ship "Kite," Commander Pasco, on the Coast of Africa.
4. On the 10th February, 1843, to Her Majesty's ship "Iris," Commmander Mundy, on the Coast of Africa.

No. 368.

*Lord Holland to the Earl of Aberdeen.**Lucca, August 6, 1843.**(Received August 18.)*

MY LORD,

I HAVE the honour to acknowledge the receipt of your Lordship's Despatches, marked "Slave Trade," of the 22nd and 24th ultimo, directing me to request the Tuscan Government to issue warrants for Commander Henry Bagot, of Her Majesty's sloop "Wasp," and for Lieutenant Daniel Woodruffe, of Her Majesty's steam vessel, "Albert;" and I have now the honour to transmit warrants for the two Officers in question.

I have, &c.

(Signed) HOLLAND.

The Right Hon. the Earl of Aberdeen, K.T.

&c.

&c.

&c.

No. 369.

*Lord Holland to the Earl of Aberdeen.**Lucca, August 9, 1843.**(Received August 19.)*

MY LORD,

I HAVE the honour to transmit herewith a warrant which your Lordship's Despatch (Slave Trade) of the 27th ultimo, instructed me to obtain from the Tuscan Government, to enable Commander Archibald Reed, of Her Majesty's sloop "Racer," to act under the Convention of the 24th November, 1837, for the Suppression of the Slave Trade.

I have, &c.

(Signed) HOLLAND.

The Right Hon. the Earl of Aberdeen, K.T.

&c.

&c.

&c.

No. 370.

*Lord Holland to the Earl of Aberdeen.**Florence, August 23, 1843.**(Received September 1.)*

MY LORD,

I HAVE the honour to acknowledge the receipt of your Lordship's Despatches, marked "Slave Trade," of the 2nd, 7th, 8th, and 11th instant; and in compliance with the Instructions therein contained, I herewith transmit Tuscan warrants for Her Majesty's ships "Alert," "Conway," and "Hermes."

I have not failed to forward to the Tuscan Government the warrant issued for Her Majesty's ship "Heroine," in order that it may be cancelled.

I have, &c.

(Signed) HOLLAND.

The Right Hon. the Earl of Aberdeen, K.T.

&c.

&c.

&c.

No. 371.

*Lord Holland to the Earl of Aberdeen.**Florence, August 28, 1843.**(Received September 6.)*

MY LORD,

IN compliance with the Instructions contained in your Lordship's Despatch, marked "Slave Trade," of the 15th instant, I herewith enclose a Tuscan warrant for Commander Horatio B. Young, of Her Majesty's steam vessel "Hydra."

I avail myself of this opportunity to acknowledge the receipt of your Lord-

ship's Despatch (Slave Trade) of the 16th instant, and to inform you that I have forwarded the four warrants therein enclosed to the Tuscan Government, in order that they may be cancelled.

I have, &c.

(Signed) HOLLAND.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 372.

The Earl of Aberdeen to Lord Holland.

MY LORD,

Foreign Office, September 9, 1843.

I HEREWITH transmit to your Lordship the warrants described in the margin of this Despatch, issued by the Tuscan Government, under the Convention of the 24th November, 1837, but now no longer required for Her Majesty's ships and their Commanders for which they were issued; and I have to desire that your Lordship will return them to the Tuscan Government, in order that they may be cancelled.

I have, &c.

(Signed) ABERDEEN.

The Lord Holland,
&c. &c.

The Warrants returned in No. 372 were issued—

1. On the 2nd October, 1838, to Her Majesty's ship "Lark," Commander Smith, on the North America and West India station.
2. On the 28th April, 1840, to Her Majesty's ship "Grecian," Commander Smyth, on the South American station.

No. 373.

Lord Holland to the Earl of Aberdeen.

Florence, September 25, 1843.

(Received October 5.)

MY LORD,

IN compliance with the Instructions contained in your Lordship's Despatches, marked "Slave Trade," of the 8th, 10th, and 11th inst., I have the honour to transmit herewith three warrants, to enable the Commanders of Her Majesty's ships "Inconstant," "Dolphin," and "Penelope," to act under the Convention with Tuscany of the 24th of November, 1837, for the Suppression of the Slave Trade.

I have, &c.

(Signed) HOLLAND.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 374.

Lord Holland to the Earl of Aberdeen.

Florence, September 25, 1843.

(Received)

MY LORD,

IN compliance with the Instructions contained in your Lordship's Despatch, marked "Slave Trade," of the 9th inst., I have not failed to return to the Tuscan Government the two warrants, therein enclosed, issued for Her Majesty's ships "Lark" and "Grecian," in order that they may be cancelled.

I have, &c.

(Signed) HOLLAND.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 375.

The Earl of Aberdeen to Lord Holland.

MY LORD,

Foreign Office, October 7, 1843.

I HEREWITH transmit to your Lordship the warrants described in the margin of this Despatch, issued by the Tuscan Government under the Convention of the 24th November, 1837, but now no longer required for Her Majesty's ships and their Commanders for which they were issued; and I have to desire that your Lordship will return them to the Tuscan Government, in order that they may be cancelled.

I am, &c.

(Signed) ABERDEEN.

The Warrants returned in No. 375 were issued—

1. On the 28th April, 1840, to Her Majesty's ship "Acorn," Commander Adams, on the Cape of Good Hope station.
2. On the 17th June, 1841, to Her Majesty's ship "Cygnet," Lieut. Wilson, on the West Coast of Africa station.

The Right Hon. the Earl of Aberdeen, K.T.

&c.

&c.

&c.

No. 376.

The Earl of Aberdeen to Lord Holland.

MY LORD,

Foreign Office, October 17, 1843.

I HEREWITH transmit to your Lordship the warrant described in the margin of this Despatch, issued by the Tuscan Government under the Convention of the 24th November, 1837, but now no longer required for Her Majesty's ship and its Commander for which it was issued; and I have to desire that your Lordship will return it to the Tuscan Government, in order that it may be cancelled.

I am, &c.

The Lord Holland,
&c. &c.

(Signed) ABERDEEN.

The Warrant returned in No. 376 was issued on the 28th April, 1840, to Her Majesty's ship "Fantome," Commander Butterfield, on the Cape of Good Hope and Africa station.

No. 377.

The Earl of Aberdeen to Lord Holland.

MY LORD,

Foreign Office, October 20, 1843.

I HEREWITH transmit to your Lordship the warrants described in the margin of this Despatch, issued by the Tuscan Government under the Convention of the 24th November, 1837, but now no longer required for Her Majesty's ships, and their Commanders for which they were issued; and I have to desire that your Lordship will return them to the Tuscan Government, in order that they may be cancelled.

I am, &c.

The Lord Holland,
&c. &c.

(Signed) ABERDEEN.

The Warrants returned in No. 377 were issued—

1. On the 26th December, 1842, to Her Majesty's ship "Pickle," Lieut. Montresor, on the North America and West India station.
 2. On the 26th June, 1843, to Her Majesty's ship "Avon," Lieut. Mapleton, on the North America and West India station.
-

No. 378.

The Earl of Aberdeen to Lord Holland.

MY LORD,

Foreign Office, November 1, 1843.

I HEREWITH transmit to your Lordship the warrant described in the margin of this Despatch, issued by the Tuscan Government under the Convention of the 24th November, 1837, but now no longer required for Her Majesty's ship and its Commander for which it was issued; and I have to desire that your Lordship will return it to the Tuscan Government, in order that it may be cancelled.

I am, &c.

(Signed) ABERDEEN.

The Lord Holland,
&c. &c.

The Warrant returned in No. 378 was issued on the 17th June, 1841, to Her Majesty's ship "Tweed," Commander Douglas, on the North American and West India station.

No. 379.

The Earl of Aberdeen to Lord Holland.

MY LORD,

Foreign Office, November 3, 1843.

I HEREWITH transmit to your Lordship the warrant described in the margin of this Despatch, issued by the Tuscan Government under the Convention of the 24th November, 1837, but now no longer required by Her Majesty's ship and its Commander for which it was issued; and I have to desire that your Lordship will return it to the Tuscan Government, in order that it may be cancelled.

I am, &c.

(Signed) ABERDEEN.

The Lord Holland,
&c. &c.

The Warrant returned in No. 379 was issued on the 18th March, 1842, to Her Majesty's ship "Heroine," Commander Stewart, on the Coast of Africa.

No. 380.

The Earl of Aberdeen to Lord Holland.

MY LORD,

Foreign Office, November 15, 1843.

I HEREWITH transmit to your Lordship the warrant described in the margin of this Despatch, issued by the Tuscan Government under the Convention of the 24th November, 1837, but now no longer required for Her Majesty's ship and its Commander for which it was issued; and I have to desire that your Lordship will return it to the Tuscan Government, in order that it may be cancelled.

I am, &c.

(Signed) ABERDEEN.

The Lord Holland,
&c. &c.

The Warrant returned in No. 380 was issued on the 18th March, 1842, to Her Majesty's ship "Volage," Captain Sir William Dickson, on the North America and West India station.

No. 381.

Lord Holland to the Earl of Aberdeen.

MY LORD,

Florence, November 10, 1843.
(Received November 19.)

I HAVE the honour to acknowledge the receipt of your Lordship's Despatches, marked "Slave Trade," of the 7th, 17th, and 20th ultimo, transmitting

to me warrants issued by the Tuscan Government for Her Majesty's ships "Acorn," "Cygnet," "Fantome," "Avon," and "Pickle," all of which I have returned to be cancelled.

In compliance with the Instructions contained in your Lordship's "Slave Trade" of the 27th ultimo, I herewith enclose a warrant which I have obtained, from the Tuscan Government, to enable Commander Robert J. W. Dunlop, of Her Majesty's sloop "Star," about to be employed on the Coast of Africa station, to act under the Convention of the 24th of November, 1837, for the Suppression of the Slave Trade.

I have, &c.

(Signed)

HOLLAND.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 382.

Lord Holland to the Earl of Aberdeen.

Florence, November 18, 1843.

(Received November 27.)

MY LORD,

I HAVE the honour to acknowledge the receipt of your Lordship's Despatches, marked "Slave Trade," of the 1st and 3rd instant, enclosing warrants issued for Her Majesty's ships "Tweed" and "Heroine," which I have not failed to return to the Tuscan Government to be cancelled.

I have likewise to acknowledge the receipt of your Lordship's "Slave Trade," of the 5th and 7th instant; and in compliance with the Instructions contained in them, I herewith transmit Tuscan warrants for Her Majesty's ships "Eurydice" and "Sealark."

I have, &c.

(Signed)

HOLLAND.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 383.

Lord Holland to the Earl of Aberdeen.

Florence, November 27, 1843.

(Received December 6.)

MY LORD,

IN compliance with the Instructions contained in your Lordship's Despatch, marked "Slave Trade," of the 11th instant, I have the honour to enclose herewith a Tuscan warrant, to enable Captain John E. Erskine, of Her Majesty's ship "Illustrious," to act under the Convention of November 24, 1837.

I have likewise to acknowledge the receipt of your Lordship's Despatch, "Slave Trade," of the 4th instant, transmitting to me two copies of an Act passed by the Honourable the President of the Council of India, in Council, for declaring and amending the law regarding Slavery within the territories of the East India Company; and also your Despatch of the 15th instant, returning a warrant issued for Her Majesty's ship "Volage," to be cancelled by the Tuscan Government.

I have, &c.

(Signed)

HOLLAND.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 384.

The Earl of Aberdeen to Lord Holland.

MY LORD,

Foreign Office, December 11, 1843.

I HEREWITH transmit to your Lordship the warrant described in the margin of this Despatch, issued by the Tuscan Government under the Con-

CLASS C.

vention of the 24th November, 1837, but now no longer required for Her Majesty's ship and its Commander for which it was issued; and I have to desire that your Lordship will return it to the Tuscan Government, in order that it may be cancelled.

I am, &c.

The Lord Holland,
&c. &c.

(Signed) ABERDEEN.

The Warrant returned in No. 384 was issued on the 28th April, 1840, to Her Majesty's ship "Cameleon," Commander Hunter, on the Brazilian station.

TWO SICILIES.

No. 385.

Mr. Temple to the Earl of Aberdeen.

Naples, January 3, 1843.

(Received January 17.)

MY LORD,

IN obedience to your Lordship's Instructions, contained in your Despatch, marked "Slave Trade," of the 26th of November last, I have the honour to transmit to your Lordship the warrant required for Her Majesty's sloop "Wasp," about to be employed on the North America and West India station, for the Suppression of Slave Trade.

I have, &c.

(Signed) W. TEMPLE.

The Right Hon. the Earl of Aberdeen, K.T.

&c. &c. &c.

No. 386.

Mr. Temple to the Earl of Aberdeen.

Naples, January 20, 1843.

(Received February 1.)

MY LORD,

IN obedience to your Lordship's Instructions, contained in your Despatches, marked "Slave Trade," of the 10th and 15th ultimo, I have the honour to transmit to your Lordship the warrants required by Her Majesty's Government from the Government of Sicily, to enable the Commanding Officers of Her Majesty's ships to act under the Convention between Great Britain and France, and the Two Sicilies, for the Suppression of Slave Trade.

I have, &c.

(Signed) W. TEMPLE.

The Right Hon. the Earl of Aberdeen, K.T.

&c. &c. &c.

The Warrants above referred to were as follows :—

me of Vessel.	Name of Commanding Officer.	Station.	Date of Warrant.	Date of Countersign, by Mr. Temple.
Avon	Henry Byng . . .	North America and West Indies.	None.	Jan. 10, 1843.
Pickle	F. B. Montresor . .	Ditto . . . .	..	" "
Hornet	R. Miller	Ditto . . . .	..	" "
Griffon	C. Jenkin	Ditto . . . .	..	" "
Spy	G. Raymond	Coast of Africa . .	..	" "
Pique. . . .	Montagu Stopford .	North America and West Indies.	..	" "

No. 387.

The Earl of Aberdeen to Mr. Temple.

SIR,

Foreign Office, February 10, 1843.

I HEREWITH transmit to you warrants, issued by the Government of the Two Sicilies, to enable the Commanding Officers of Her Majesty's ships "Cu-raçoa," "Pilot," "Rover," and "Orestes," to act under the Convention between Great Britain, France, and the Two Sicilies, of the 14th February, 1838, for

the Suppression of the Slave Trade; and I have to desire that you will return these warrants to the Government of the Two Sicilies, in order that they may be cancelled.

I am, &c.

The Hon. W. Temple,
&c. &c.

(Signed) ABERDEEN.

The Warrants returned in No. 387 were issued—

1. On the 8th February, 1839, to Her Majesty's ship "Pilot," Commander Ramsay; station not mentioned.
2. On the 8th February, 1839, to Her Majesty's ship "Rover," Commander Symonds; station not mentioned.
3. On the 8th February, 1839, to Her Majesty's ship "Orestes," Commander Hambly; station not mentioned.
4. On the 15th May, 1840, to Her Majesty's ship "Curaçoa," Captain Jones; station not mentioned.

No. 388.

The Earl of Aberdeen to Mr. Temple.

SIR,

Foreign Office, February 11, 1843.

I HEREWITH transmit to you two warrants; the one for Commander Byng, of Her Majesty's ship "Avon;" the other for Lieutenant F. B. Montresor, of Her Majesty's ship "Pickle," issued by the Government of the Two Sicilies, under the Convention of the 14th February, 1838, between Great Britain, France, and the Two Sicilies, for the Suppression of Slave Trade.

The warrant for the "Avon" is not required, because Lieutenant Byng, of that vessel, is already furnished with a warrant from the Sicilian Government, which was transmitted to me in your Despatch, "Slave Trade," of the 21st November, 1842.

You have already been instructed by my Despatch, "Slave Trade," of the 7th instant, to apply for a warrant for Lieutenant Bainbridge, who had succeeded Lieutenant Montresor in the command of Her Majesty's ship "Pickle."

I have, therefore, to desire that you will return the enclosed warrants to the Sicilian Government, in order to their being cancelled.

I am, &c.

The Hon. W. Temple,
&c. &c.

(Signed) ABERDEEN.

No. 389.

The Earl of Aberdeen to Mr. Temple.

SIR,

Foreign Office, February 20, 1843.

A COMMUNICATION has been received at this Office from the Admiralty, stating that the warrants issued by the Sicilian Government, to enable Her Majesty's sloop "Victor," on the North American and West India station, to act under the Convention of the 14th February, 1838, between Great Britain, France, and the Two Sicilies, for the Suppression of the Slave Trade, cannot be traced.

I have, therefore, to instruct you to acquaint the Sicilian Government with this circumstance, and to request that the warrant in question may be cancelled.

I am, &c.

The Hon. W. Temple,
&c. &c.

(Signed) ABERDEEN.

No. 290.

Mr. Temple to the Earl of Aberdeen.

MY LORD,

Naples, February 9, 1843.
(Received February 28.)

IN obedience to your Lordship's Instructions contained in your Despatch, marked "Slave Trade," of the 31st December last, I have the honour to en-

close a warrant which I have obtained from the Neapolitan Government, to enable Lieutenant George Oldmixon, commanding Her Majesty's steam vessel "Megæra," about to be employed on the North American and West Indian station, to act under the Convention between Great Britain, France, and the Two Sicilies, for the Suppression of the Slave Trade.

I have, &c.

(Signed)

W. TEMPLE.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 391.

Mr. Temple to the Earl of Aberdeen.

Naples, March 2, 1843.

(Received March 15.)

MY LORD,

IN obedience to your Lordship's Instructions contained in your Despatches marked "Slave Trade," of the 12th and 30th January last, I have the honour to enclose two warrants, which I have obtained from the Neapolitan Government, to enable Commander William Alexander Willis, of Her Majesty's sloop "Frolic," and Captain G. Rodney Mundy, of Her Majesty's ship "Iris," to act under the Convention between Great Britain, France, and the Two Sicilies, for the Suppression of Slave Trade.

I am, &c.

(Signed)

ABERDEEN.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 392.

The Earl of Aberdeen to Mr. Temple.

SIR,

Foreign Office, March 22, 1843.

I HEREWITH transmit to you the warrants described in the margin of this Despatch, issued by the Government of the Two Sicilies, under the Convention of February 14, 1838, but now no longer required for Her Majesty's ships and their Commanders for which they were issued; and I have to desire that you will return them to the Government of the Two Sicilies, in order that they may be cancelled.

I am, &c.

(Signed)

ABERDEEN.

The Hon. W. Temple,
&c. &c.

The Warrants returned in No. 392 were issued—

1. On the 28th February, 1839, to Her Majesty's ship "Andromache," Captain Baynes, station not mentioned.
2. On the 15th May, 1840, to Her Majesty's ship "Wanderer," Hon. J. Denman.
3. On the 15th May, 1840, to Her Majesty's ship "Clio," Sir S. G. Freemantle.
4. On the 9th June, 1841, to Her Majesty's ship "Charybdis," Lieutenant E. B. Senling.

No. 393.

Mr. Temple to the Earl of Aberdeen.

Naples, March 9, 1843.

(Received March 30.)

MY LORD,

IN obedience to your Lordship's Instructions contained in your Despatches, marked "Slave Trade," of the 7th and 10th ultimo, of this year, I have the honour to enclose two warrants which I have obtained from the Neapolitan

Government, to enable Lieutenant Joseph A. Bainbridge, of Her Majesty's schooner "Pickle," and Captain Charles Hotham, of Her Majesty's steam-vessel "Gorgon," to act under the Convention between Great Britain, France, and the Two Sicilies, for the Suppression of Slave Trade.

I have, &c.
(Signed) W. TEMPLE.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 394.

Mr. Temple to the Earl of Aberdeen.

Naples, March 14, 1843.
(Received March 30.)

MY LORD,

IN obedience to your Lordship's Instructions contained in your Despatch, marked "Slave Trade," of the 11th ultimo, I have the honour to enclose a warrant which I have obtained from the Neapolitan Government, to enable Commander Richard H. Stopford, of Her Majesty's ship "Pearl," to act under the Convention of 1838, for the Suppression of Slave Trade.

I have, &c.
(Signed) W. TEMPLE.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 395.

Mr. Temple to the Earl of Aberdeen.

Naples, April 4, 1843.
(Received April 15.)

MY LORD,

IN obedience to your Lordship's Instructions contained in your Despatch, marked "Slave Trade," of the 23rd of February last, I have the honour to enclose a warrant, which I have obtained from the Neapolitan Government, to enable Commander George Nathaniel Broke, of Her Majesty's steam vessel "Thunderbolt," to act under the Convention of the 14th February, 1838, for the Suppression of Slave Trade.

I have, &c.
(Signed) W. TEMPLE.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 396.

The Earl of Aberdeen to Mr. Temple.

SIR,

Foreign Office, April 20, 1843.

I HEREWITH transmit to you the warrants described in the margin of this Despatch, issued by the Neapolitan Government, under the Convention of 14th February, 1838, but now no longer required for Her Majesty's ships and their Commanders for which they were issued; and I have to desire that you will return them to the Neapolitan Government, in order that they may be cancelled.

I am, &c.
(Signed) ABERDEEN.

The Hon. W. Temple,
&c. &c.

The Warrants returned in No. 396 were issued—

1. On the 15th May, 1840, to Her Majesty's ship "Persian," Commander Quin; station not mentioned.
2. On the 9th June, 1841, to Her Majesty's ship "Ferret," Commander Thomas; station not mentioned.

No. 397.

The Earl of Aberdeen to Mr. Temple.

SIR,

Foreign Office, April 27, 1843.

I HEREWITH transmit to you the warrant described in the margin of this Despatch, issued by the Neapolitan Government, under the Convention of February 14, 1838, but now no longer required for Her Majesty's ship and its Commander for which it was issued; and I have to desire that you will return it to the Neapolitan Government, in order that it may be cancelled.

I am, &c.

The Hon. W. Temple,
&c. &c.

(Signed) ABERDEEN.

The Warrant returned in No. 397, was issued on the 31st January, 1843, to Her Majesty's steam vessel "Megæra," Lieut. Oldmixon, on the North America and West India station.

No. 398.

The Earl of Aberdeen to Mr. Temple.

MY LORD,

*Naples, April 24, 1843.**(Received May 10.)*

I HAVE the honour to acknowledge the receipt of your Lordship's Despatch, marked "Slave Trade," of the 22nd ultimo, transmitting four warrants issued by the Government of the Two Sicilies for Her Majesty's ships named in the margin of this Despatch, which I have returned to this Government, in order that they may be cancelled, according to your Lordship's Instructions.

I have, &c.

(Signed) W. TEMPLE.

The Right Hon. the Earl of Aberdeen, K. T.
&c. &c. &c.

The Warrants returned in No. 398 were issued—

1. On the 28th February, 1839, to Her Majesty's ship "Andromache," Sir R L. Baynes.
2. On the 15th May, 1840, to Her Majesty's ship "Wanderer," Hon. S. Denman.
3. Ditto ditto "Clio," Sir S. G. Freemantle.
4. Ditto, 9th June, 1841, ditto "Charybdis," Lieutenant E. B. Fenling.

No. 399.

Mr. Temple to the Earl of Aberdeen.

MY LORD,

*Naples, April 24, 1843.**(Received May 10.)*

IN obedience to your Lordship's Instructions contained in your Despatch, marked "Slave Trade," of the 24th ultimo, I have the honour to enclose a warrant which I have obtained from the Neapolitan Government, to enable Commander the Hon. S. T. Carnegie, of Her Majesty's sloop "Orestes," to act under the Convention between Great Britain, France, and the Two Sicilies, for the Suppression of Slave Trade.

I have, &c.

(Signed) W. TEMPLE.

The Right Hon. the Earl of Aberdeen, K. T.
&c. &c. &c.

No. 400.

The Earl of Aberdeen to Mr. Temple.

SIR,

Foreign Office, May 13, 1843.

I RETURN herewith to you the warrant transmitted to this Office in your Despatch (Slave Trade) of the 24th April, authorising Commander Carnegie, of Her Majesty's ship "Orestes," employed on the North American and West India station, to act under the Convention of 14th February, 1838, between Great Britain, France, and the Two Sicilies, for the Suppression of Slave Trade.

I have to request that you will return the same to the Neapolitan Government, explaining to them that the application for it was originally made through a mistake; a similar warrant, issued by that Government, and transmitted in your Despatch of December 3, 1842, having been already forwarded to the Commander of that ship.

I am, &c.

(Signed) ABERDEEN.

The Hon. W. Temple,
&c. &c.

No. 401.

The Earl of Aberdeen to Mr. Temple.

SIR,

Foreign Office, June 27, 1843.

I HEREWITH transmit to you the warrants described in the margin of this Despatch, issued by the Sicilian Government under the Convention of the 14th February, 1838, but now no longer required for Her Majesty's ships and their Commanders for which they were issued; and I have to desire that you will return them to the Sicilian Government, in order that they may be cancelled.

I am, &c.

(Signed) ABERDEEN.

The Hon. W. Temple,
&c. &c.

The Warrants returned in No. 401 were issued—

1. On the 15th May, 1840, to Her Majesty's ship "Partridge," Commander Morris; station not mentioned.
2. On the 9th June, 1841, to same vessel and Commander; station not mentioned.
3. On the 9th June, 1842, to Her Majesty's ship "Illustrious," Captain Erskine, on the North America and West India station.
4. On the 9th June, 1842, to Her Majesty's ship "Avon," Lieut. Byng, on the North America and West India station.
5. On the 9th June, 1842, to Her Majesty's ship "Orestes," Commander Carnegie, on the North America and West India station.

No. 402.

*Mr. Temple to the Earl of Aberdeen.**Naples, June 16, 1843.**(Received July 3.)*

MY LORD,

IN obedience to the Instructions contained in your Lordship's Despatch, marked "Slave Trade," of the 11th ultimo, I have the honour to enclose a warrant which I have obtained from the Neapolitan Government, to enable Commander the Honourable George Hope, of Her Majesty's sloop "Sappho," to act under the Convention of 14th February, 1838, for the Suppression of Slave Trade.

I have, &c.

(Signed) W. TEMPLE.

The Right Hon. the Earl of Aberdeen, K. T.
&c. &c. &c.

No. 403.

The Earl of Aberdeen to Mr. Temple.

SIR,

Foreign Office, July 10, 1843.

I HEREWITH transmit to you the warrants described in the margin of this Despatch, issued by the Neapolitan Government, under the Convention of 14th February, 1838, but now no longer required for Her Majesty's ships and their Commanders for which they were issued; and I have to desire that you will return them to the Neapolitan Government, in order that they may be cancelled.

I am, &c.

The Hon. W. Temple,
&c. &c.

(Signed) ABERDEEN.

The Warrants returned in No. 403 were issued—

1. Not dated, to Her Majesty's ship "Bittern," Commander Cary, on the Cape of Good Hope station.
2. On the 15th May, 1840, to Her Majesty's ship "Waterwitch," Lieutenant Matson; station not mentioned.
3. On the 9th June, 1841, to same vessel and Commander; station not mentioned.

No. 404.

Mr. Temple to the Earl of Aberdeen.

Naples, July 7, 1843.
(Received July 19.)

MY LORD,

IN obedience to your Lordship's Instructions contained in your Despatches, marked "Slave Trade," of the 26th May and 7th June, of this year, I have the honour to enclose two warrants, which I have obtained from the Neapolitan Government, to enable Captain Sir Thomas S. Pasley, of Her Majesty's ship "Curacoa," and Lieutenant D. R. B. Mapleton, of Her Majesty's steam vessel "Avon," to act under the Convention between Great Britain, France, and the Two Sicilies, for the Suppression of Slave Trade.

I have, &c.

(Signed) W. TEMPLE.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 405.

Mr. Temple to the Earl of Aberdeen.

Naples, July 17, 1843.
(Received August 2.)

MY LORD,

IN obedience to the Instructions contained in your Lordship's Despatch, marked "Slave Trade," of the 13th ultimo, I have the honour to enclose a warrant, which I have obtained from the Neapolitan Government, to enable Commander Henry R. Sturt, of Her Majesty's sloop "Rose," to act under the Convention of 14th February, 1838, between Great Britain, France, and the Two Sicilies, for the Suppression of Slave Trade.

I have, &c.

(Signed) W. TEMPLE.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 406.

*Mr. Temple to the Earl of Aberdeen.**Naples, July 27, 1843.
(Received August 8.)*

MY LORD,

IN obedience to the Instructions contained in your Lordship's Despatch, marked "Slave Trade," of the 4th instant, I have the honour to enclose a warrant, which I have obtained from the Neapolitan Government, to enable Commander Arthur Morrell, of Her Majesty's sloop "Espoir," about to be employed on the West Coast of Africa station, to act under the Convention of February 14, 1838, between Great Britain, France, and the Two Sicilies, for the Suppression of Slave Trade.

I have, &c.

(Signed) W. TEMPLE.

*The Right Hon. the Earl of Aberdeen, K. T.
&c. &c. &c.*

No. 407.

*The Earl of Aberdeen to Mr. Temple.**Foreign Office, August 16, 1843.*

SIR,

I HEREWITH transmit to you the warrants described in the margin of this Despatch, issued by the Neapolitan Government under the Convention of February 14, 1838, but now no longer required for Her Majesty's ships and their Commanders for which they were issued; and I have to desire that you will return them to the Neapolitan Government, in order that they may be cancelled.

I am, &c.

(Signed) ABERDEEN.

*The Hon. W. Temple,
&c. &c.*

The Warrants returned in No. 407 were issued—

1. On the 9th June, 1841, to Her Majesty's ship "Iris," Captain Nurse, Coast of Africa station.
2. On the 9th June, 1841, to Her Majesty's ship "Persian," Commander Eden; station not mentioned.
3. Not dated, to Her Majesty's ship "Kite," Commander Pasco, Coast of Africa station.
4. Not dated, to Her Majesty's ship "Iris," Commander Mundy, Coast of Africa station.

No. 408.

*Mr. Temple to the Earl of Aberdeen.**Naples, August 8, 1843.
(Received August 22.)*

MY LORD,

IN obedience to the Instructions contained in your Lordship's Despatches, marked "Slave Trade," of the 7th and 8th ultimo, I have the honour to enclose two warrants, which I have obtained from the Neapolitan Government, to enable Commander Edmund Peel, of Her Majesty's sloop "Bittern," and Lieutenant S. O. Wooldridge, of Her Majesty's brig "Spy," to act under the Convention of February 14, 1838, for the Suppression of Slave Trade.

I have also the honour to acknowledge the receipt of your Lordship's Despatch, marked "Slave Trade," of the 21st ultimo; and, according to the Instructions therein contained, I have returned to the Neapolitan Government the warrant issued for Lieutenant Dyke, of Her Majesty's brig "Heroine," stating

at the same time, that as the appointment of that Officer has been cancelled the warrant in question will not be required by Her Majesty's Government.

I have, &c.

(Signed) W. TEMPLE.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 409.

Mr. Temple to the Earl of Aberdeen.

Naples, August 20, 1843.
(Received September 5.)

MY LORD,

IN obedience to the Instructions contained in your Lordship's Despatches, marked "Slave Trade," of the 22nd and 24th ultimo, I have the honour to enclose two warrants, which I have obtained from the Neapolitan Government, to enable Commander Henry Bagot, of Her Majesty's sloop "Wasp," and Lieutenant Daniel Woodruffe, of Her Majesty's steam-vessel "Albert," to act under the Convention of February 14, 1838, for the Suppression of Slave Trade.

I have, &c.

(Signed) W. TEMPLE.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 410.

The Earl of Aberdeen to Mr. Temple.

SIR,

Foreign Office, September 9, 1843.

I HEREWITH transmit to you the warrant described in the margin of this Despatch, issued by the Neapolitan Government, under the Convention of February 14, 1838, but now no longer required for Her Majesty's ship and its Commander for which it was issued; and I have to desire that you will return it to the Neapolitan Government, in order that it may be cancelled.

I am, &c.

(Signed) ABERDEEN.

The Hon. W. Temple.
&c. &c.

The Warrant returned in No. 410 was issued on the 28th February, 1839, to Her Majesty's ship "Grecian," Commander Smyth; station not mentioned.

No. 411.

Mr. Temple to the Earl of Aberdeen.

Naples, August 25, 1843.
(Received September 11.)

MY LORD,

IN obedience to the Instructions contained in your Lordship's Despatch, marked "Slave Trade," of the 27th ultimo, I have the honour to enclose a warrant which I have obtained from the Neapolitan Government, to enable Commander Archibald Reed, of Her Majesty's sloop "Racer," to act under the Convention of the 14th February, 1838, for the Suppression of Slave Trade.

I have, &c.

(Signed) W. TEMPLE.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 412.

Mr. Temple to the Earl of Aberdeen.

Naples, September 2, 1843.

(Received September 16.)

MY LORD,

IN obedience to the Instructions contained in your Lordship's Despatches, marked "Slave Trade," of the 2nd and 8th ultimo, I have the honour to enclose two warrants, which I have obtained from the Neapolitan Government, to enable Captain Robert Fair, of Her Majesty's ship "Conway," and Commander Charles J. Bosanquet, of Her Majesty's sloop "Alert," to act under the Convention of the 14th February, 1838, for the Suppression of the Slave Trade.

I have, &c.

(Signed) W. TEMPLE.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 413.

Mr. Temple to the Earl of Aberdeen.

Naples, September 9, 1843.

(Received September 21.)

MY LORD,

IN obedience to the Instructions contained in your Lordship's Despatch, marked "Slave Trade," of the 11th ultimo, I have the honour to enclose a warrant, which I have obtained from the Neapolitan Government, to enable Lieut. Washington Carr, of Her Majesty's steam-vessel "Hermes," to act under the Convention of February 14, 1838, for the Suppression of Slave Trade.

I have, &c.

(Signed) W. TEMPLE.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No 414.

Mr. Temple to the Earl of Aberdeen.

Naples, September 15, 1843.

(Received October 1.)

MY LORD,

IN obedience to the Instructions contained in your Lordship's Despatch, marked "Slave Trade," of the 15th ultimo, I have the honour to enclose a warrant, which I have obtained from the Neapolitan Government, to enable Commander Horatio B. Young, of Her Majesty's steam-vessel "Hydra," to act under the Convention of February 14, 1838, for the Suppression of Slave Trade.

I have, &c.

(Signed) W. TEMPLE.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No 415.

Mr. Temple to the Earl of Aberdeen.

SIR,

Foreign Office, October 7, 1843.

I HEREWITH transmit to you the warrants described in the margin of this Despatch, issued by the Sicilian Government, under the Convention of the 14th February, 1838, but now no longer required for Her Majesty's ships and their Commanders, for which they were issued; and I have to desire that you will return them to the Sicilian Government, in order that they may be cancelled.

I am, &c.

The Hon. W. Temple,
&c. &c.

(Signed) ABERDEEN.

The Warrants returned in No. 415 were issued—

1. Not dated, to Her Majesty's ship "Acorn," Commander Adams, on the Cape of Good Hope station.
2. On the 13th May, 1840, same vessel and Commander; station not mentioned.
3. On the 9th June, 1841, to Her Majesty's ship "Cygnet," Commander Lieut. Wilson; station not returned.

No. 416.

The Earl of Aberdeen to Mr. Temple.

SIR,

Foreign Office, October 17, 1843.

I HEREWITH transmit to you the warrants described in the margin of this Despatch, issued by the Sicilian Government, under the Convention of the 14th February, 1838, but now no longer required for Her Majesty's ship and its Commander for which they were issued; and I have to desire that you will return them to the Sicilian Government, in order that they may be cancelled.

I am, &c.

The Hon. W. Temple,
&c. &c.

(Signed) ABERDEEN.

The Warrants returned in No. 416 were issued—

1. On the 15th May, 1840, to Her Majesty's ship "Fantome," Commander Butterfield; station not mentioned.
2. On the 9th June, 1841, to same vessel and Commander; station not mentioned.

No. 417.

Mr. Temple to the Earl of Aberdeen.

MY LORD,

Naples, October 9, 1843.

(Received October 26.)

IN obedience to the Instructions contained in your Lordship's Despatch, marked "Slave Trade," of the 8th ult., I have the honour to enclose a warrant which I have obtained from the Neapolitan Government, to enable Captain Charles H. Freemantle, of Her Majesty's ship "Inconstant," to act under the Convention of February 14, 1838, for the Suppression of Slave Trade.

I have, &c.

(Signed) W. TEMPLE.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 418.

Mr. Temple to the Earl of Aberdeen.

MY LORD,

Naples, October 10, 1843.

(Received October 26.)

IN obedience to the Instructions contained in your Lordship's Despatches, marked "Slave Trade," of the 10th and 11th September last, I have the honour to enclose two warrants which I have obtained from the Neapolitan Government, to enable Lieutenant Wm. O'B. Hoare, of Her Majesty's brigantine "Dolphin," and Captain William Jones, of Her Majesty's steam ship "Penelope," to act under the Convention of February 14, 1838, for the Suppression of Slave Trade.

I have, &c.

(Signed) W. TEMPLE.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

TWO SICILIES.

No. 419.

*The Earl of Aberdeen to Mr. Temple.**Foreign Office, October 20, 1843.*

SIR,

I HEREWITH transmit to you the warrant described in the margin of this Despatch, issued by the Neapolitan Government under the Convention of February 14, 1838, but now no longer required for Her Majesty's ship and its Commander for which it was issued; and I have to desire that you will return it to the Neapolitan Government, in order that it may be cancelled.

I am, &c.

The Hon. W. Temple,
&c. &c.

(Signed) ABERDEEN.

The Warrant returned in No. 419 was issued on the 5th July, 1842, to Her Majesty's ship "Avon," Lieutenant Mapleton, on the North America and West India station.

No. 420.

*The Earl of Aberdeen to Mr. Temple.**Foreign Office, November 1, 1843.*

SIR,

I HEREWITH transmit to you the warrant described in the margin of this Despatch, issued by the Neapolitan Government under the Convention of the 14th February, 1838, but now no longer required for Her Majesty's ship and its Commander for which it was issued; and I have to desire that you will return it to the Neapolitan Government, in order that it may be cancelled.

I am, &c.

The Hon. W. Temple,
&c. &c.

(Signed) ABERDEEN.

The Warrant returned in No. 420 was issued on the 9th June, 1841, to Her Majesty's ship "Tweed," Commander Douglas; station not mentioned.

No. 421.

*The Earl of Aberdeen to Mr. Temple.**Foreign Office, November 3, 1843.*

SIR,

I HEREWITH transmit to you the warrant described in the margin of this Despatch, issued by the Neapolitan Government under the Convention of February 14, 1838, but now no longer required for Her Majesty's ship and its Commander for which it was issued; and I have to desire that you will return it to the Neapolitan Government, in order that it may be cancelled.

I am, &c.

The Hon. W. Temple,
&c. &c.

(Signed) ABERDEEN.

The Warrant returned in No. 421 was issued, without date, to Her Majesty's ship "Heroine," Commander Stewart, on the Coast of Africa station.

No. 422.

*The Earl of Aberdeen to Mr. Temple.**Foreign Office, November 15, 1843.*

SIR,

I HEREWITH transmit to you the warrant described in the margin of this Despatch, issued by the Neapolitan Government, under the Convention of February 14, 1838, but now no longer required for Her Majesty's ship and its

Commander for which it was issued ; and I have to desire that you will return it to the Neapolitan Government, in order that it may be cancelled.

I am, &c.

The Hon. W. Temple,
&c. &c.

(Signed) ABERDEEN.

The Warrant returned in No. 422 was issued, without date, to Her Majesty's ship "Volage," Captain Sir William Dickson, on the North America and West India station.

No. 423.

The Earl of Aberdeen to Mr. Temple.

SIR,

Foreign Office, December 11, 1843.

I HEREWITH transmit to you the warrant described in the margin of this Despatch, issued by the Neapolitan Government under the Convention of the 14th February, 1838, but now no longer required for Her Majesty's ship and its Commander for which it was issued ; and I have to desire that you will return it to the Neapolitan Government, in order that it may be cancelled.

I am, &c.

The Hon. W. Temple,
&c. &c.

(Signed) ABERDEEN.

The Warrant returned in No. 423 was issued on the 15th May, 1840, to Her Majesty's ship "Cameleon," Commander Hunter ; station not mentioned.

No. 424.

Mr. Temple to the Earl of Aberdeen.

MY LORD,

Naples, December 2, 1843.
(Received December 16.)

IN pursuance of the Instructions contained in Viscount Canning's Despatch, marked "Slave Trade," of the 27th of October, I have the honour to transmit to your Lordship a warrant, which I have obtained from the Neapolitan Government, to enable Commander Robert J. W. Dunlop, of Her Majesty's sloop "Star," to act under the Convention of February 14, 1838, for the Suppression of Slave Trade.

I have, &c.

(Signed) W. TEMPLE.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 425.

Mr. Temple to the Earl of Aberdeen.

MY LORD,

Naples, December 5, 1843.
(Received December 17.)

IN obedience to the Instructions contained in your Lordship's Despatch, marked "Slave Trade," of November 5, I have the honour to transmit a warrant which I have obtained from the Neapolitan Government, to enable Captain George Elliot, of Her Majesty's ship "Eurydice," to act under the Convention of February 14, 1838, for the Suppression of Slave Trade.

I have, &c.

(Signed) W. TEMPLE.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 426.

Mr. Temple to the Earl of Aberdeen.

Naples, December 5, 1843.

(Received December 5.)

MY LORD,

IN obedience to the Instructions contained in your Lordship's Despatch, marked "Slave Trade," of November 7, I have the honour to transmit a warrant which I have obtained from the Neapolitan Government, to enable Commander Thomas L. Gooch, of Her Majesty's sloop "Sealark," to act under the Convention of February 14, 1838, for the Suppression of Slave Trade.

I have, &c.

(Signed) W. TEMPLE.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 427.

Mr. Temple to the Earl of Aberdeen.

Naples, December 9, 1843.

(Received December 27.)

MY LORD,

IN obedience to the Instructions contained in your Lordship's Despatch, marked "Slave Trade," of November 11, I have the honour to transmit a warrant, which I have obtained from the Neapolitan Government, to enable Captain John E. Erskine, of Her Majesty's ship "Illustrious," to act under the Convention of February 14, 1838, for the Suppression of the Slave Trade.

I have, &c.

(Signed) W. TEMPLE.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 428.

The Earl of Aberdeen to Mr. Temple.

SIR,

Foreign Office, December 29, 1843.

I HEREWITH transmit to you the warrant described in the margin of this Despatch, issued by the Neapolitan Government, under the Convention of February 14, 1838, but now no longer required for Her Majesty's ship and its Commander for which it was issued; and I have to desire that you will return it to the Neapolitan Government, in order that it may be cancelled.

I am, &c.

The Hon. W. Temple,
&c. &c.

(Signed) ABERDEEN.

The Warrant returned in No. 428 was issued, without date, to Her Majesty's ship "Lily," Commander Baker, on the Cape of Good Hope station.

MEXICO.

No. 429.

The Earl of Aberdeen to Mr. Doyle.

SIR,

Foreign Office, September 12, 1843.

I HEREWITH transmit to you, for your information, six copies of an Act of Parliament, passed on the 10th ultimo, for carrying into effect the Treaty concluded at Mexico on the 24th February, 1841, between Her Majesty and the Republic of Mexico, for the Abolition of the Slave Trade.

I am, &c.

Percy W. Doyle, Esq.
&c. &c.

(Signed) ABERDEEN.

No. 430.

The Earl of Aberdeen to Mr. Doyle.

SIR,

Foreign Office, October 10, 1843.

I HEREWITH transmit to you a copy of a List furnished by the Admiralty, of Her Majesty's ships, to which warrants and instructions have been issued, in pursuance of the Treaty of the 24th February, 1841, between Her Majesty and the Republic of Mexico, for the Abolition of the Slave Trade, specifying the force and station of each ship, and the name and rank of its Commander.

I have to desire that, in accordance with the provisions of the 5th Article of that Treaty, you will transmit a copy of that List to the Mexican Government.

I am, &c.

Percy W. Doyle, Esq.
&c. &c.

(Signed) ABERDEEN.

Enclosure in No. 430.

A LIST of Her Majesty's Ships to which Warrants have been supplied, authorising them to act under the Treaty between Her Majesty and the Republic of Mexico, dated the 24th of February, 1841, for the Abolition of Slave Trade, with the Names of their respective Commanding Officers, the Force of the Ships, and the Station on which they are employed.

Ship's Name.	Guns.	Name of Commanding Officer.	Station.
Winchester	50	Captain Charles Eden	Cape of Good Hope.
Isis	44	„ Sir John Marshall	Ditto.
Cleopatra	26	„ Christopher Wyvill	Ditto.
Conway	26	„ Robert Fair	Ditto.
Bittern	16	Commander Ed. Peel	Ditto.
Sappho	6	„ Hon. George Hope	Ditto.
Thunderbolt (steam vessel)	4	„ G. N. Brooke	Ditto.
Arrow	6	Lieutenant William Robinson	Ditto.
Ferret	6	Commander Josiah Oake	Ditto.
Alert	6	„ C. J. Bosanquet	Ditto.
Espoir	10	„ Arthur Morrell	Ditto.
Rapid	10	„ E. C. Earle	Ditto.
Spy	3	Lieutenant S. O. Wooldridge	Ditto.
Albert (steam vessel)	3	„ D. Woodruffe	Ditto.
Alfred	50	Commodore J. B. Purvis	Brazil.
Curaçoa	24	Captain Sir T. S. Pasley, Bart	Ditto.
Daphne	18	„ J. J. Onslow	Ditto.
Frolic	16	Commander W. A. Willis	Ditto.
Racer	16	„ Archibald Reed	Ditto.
Gorgon (steam vessel)	6	Captain Charles Hotham	Ditto.
Ardent (steam vessel)	4	Commander John Russell (B)	Ditto.
Growler (steam vessel)	4	„ C. H. M. Buckle	Ditto.
Viper	6	Lieutenant James Carter	Ditto.
Spider	6	„ R. E. Pym	Ditto.
Dolphin	3	„ W. O'B. Hoare	Ditto.
Illustrious	72	Captain J. E. Erskine	{ North America and West Indies.
Pique	36	„ Hon. M. Stopford	Ditto.
Inconstant	36	„ C. H. Freemantle	Ditto.
Spartan	26	„ Hon. C. B. J. G. Elliot	Ditto.
Volage	26	„ Sir W. Dickson, Bart.	Ditto.
Electra	18	Commander Arthur Darley	Ditto.
Albatross	16	„ Reginald Yorke	Ditto.

CLASS C.

A List of Her Majesty's Ships, &c.—*continued.*

Ship's name.	Guns.	Name of Commanding Officer.	Station.
Ringdove	16	Commander Sir William Daniell . .	N. America and West Indies.
Seylla	16	„ Robert Sharpe	Ditto.
Wasp	16	„ Henry Bagot	Ditto.
Rose	16	„ H. R. Sturt	Ditto.
Griffin	3	Lieutenant Charles Jenkin	Ditto.
Pickle	3	„ J. C. Bainbridge	Ditto.
Fair Rosamond	2	„ A. G. Bulman	Ditto.
Hornet	1	„ R. B. Miller	Ditto.
Hermes (steam vessel)	3	„ Washington Carr	Ditto.

No. 431.

The Earl of Aberdeen to Mr. Doyle.

SIR,

Foreign Office, October 20, 1843.

I HAVE to desire that you will inform the Mexican Government that a warrant, under the Treaty of February 24, 1841, between Great Britain and the Republic of Mexico, for Abolition of Slave Trade, has been issued to Her Majesty's steam vessel "Hydra," of two guns, to be employed on the Coast of Africa station, commanded by Commander H. B. Young.

I am, &c.

Percy W. Doyle, Esq.
&c. &c.

(Signed) ABERDEEN.

No. 432.

The Earl of Aberdeen to Mr. Doyle.

SIR,

Foreign Office, November 5, 1843.

I HAVE to desire that you will inform the Mexican Government, that warrants, under the Treaty of 24th February, 1841, between Great Britain and Mexico, for the Abolition of Slave Trade, have been issued to Her Majesty's sloop "Star," of six guns, to be employed on the West Coast of Africa, commanded by Commander Robert J. W. Dunlop, and to Her Majesty's ship "Eurydice," of 26 guns, to be employed on the North America and West Indian station, commanded by Captain George Elliot.

I am, &c.

Percy W. Doyle, Esq.
&c. &c.

(Signed) ABERDEEN.

No. 433.

The Earl of Aberdeen to Mr. Doyle.

SIR,

Foreign Office, December 19, 1843.

I HAVE to desire that you will inform the Government of Mexico that a warrant, under the Treaty of February 24, 1841, between Great Britain and the Republic of Mexico, for the Abolition of Slave Trade, has been issued to Her Majesty's sloop "Sealark," of six guns, commanded by Commander Thomas L. Gooch, and to be employed on the West Coast of Africa station.

I am, &c.

Percy W. Doyle, Esq.
&c. &c.

(Signed) ABERDEEN.

No. 434.

The Earl of Aberdeen to Mr. Doyle.

SIR,

Foreign Office, December 29, 1843.

I HAVE to desire that you will inform the Government of Mexico that a warrant, under the Treaty of the 24th February, 1841, between Great Britain and the Mexican Republic, for the Abolition of Slave Trade, has been issued to Her Majesty's sloop "Helena," of 16 guns, commanded by Commander Sir C. Ricketts, Bart., and to be employed on the Cape of Good Hope station.

I am, &c.

Percy W. Doyle, Esq.
&c. &c.

(Signed) ABERDEEN.

1917

...

...

...

...

...

...

...

...

...

...

TEXAS.

No. 435.

Mr. Ashbel Smith to the Earl of Aberdeen.

*Legation of Texas, London, August 1, 1843.
(Received September 7.)*

THE Undersigned, Chargé d'Affaires of the Republic of Texas, has the honour to state to his Excellency the Earl of Aberdeen, Her Majesty's Secretary of State for Foreign Affairs, that he has been informed that certain persons, British subjects and others, now or recently in London, had been and are endeavouring to procure the abolition of slavery in Texas, and that in pursuance of this purpose they have presented themselves to the Ministers of Her Majesty's Government, in order to obtain, if possible, their co-operation on this subject.

The Undersigned, on behalf of his Government, would state to his Lordship, that the parties alluded to, as having for their object the abolition of slavery in Texas, are in no manner recognised by the Texian Government, and that their proceedings in the matter in question, as well as on all others touching, or in any way relating to the institutions of Texas, are wholly unauthorised, disclaimed, and disapproved of by the Government of that country.

In making the present communication, the Undersigned begs to disclaim intimating the opinion that there exists any disposition on the part of Her British Majesty's Government to interfere improperly in the affairs of Texas; an opinion which would be wholly inconsistent with the frank and friendly tone of his Lordship's remarks, in the interview the Undersigned had the honour to hold with his Lordship on this subject; nor does the Undersigned wish or expect to interfere with the liberty of British subjects to discuss the matter in question, or any other matter; but his object is to place on record the explicit disapproval by the Texian Government of all proceedings having for their object the abolition of slavery in Texas.

The Undersigned avails himself, &c.

(Signed) ASHBEL SMITH.

The Right Hon. the Earl of Aberdeen, K. T.
&c. &c. &c.

No. 436.

Captain Elliot to the Earl of Aberdeen.

*Galveston, July 13, 1843.
(Received August 14.)*

MY LORD,

I HAVE herewith the honour to transmit a correspondence with Mr. Kennedy, arising out of circumstances which I shall beg leave succinctly to report.

Messrs. Franklin and Jones, British subjects by birth, but residing here in the character of Texian citizens, recently purchased at New Orleans, at Marshal's sale, a steam vessel formerly of that port, and a French built barque called the "*Antoinette*," the purchase being effected by Mr. R. P. Jones, one of the partners in the firm, and, like Mr. Frankland, also living in this country in the character of a Texian citizen. Mr. Jones then appeared before Her Majesty's Consul at New Orleans, and having satisfied him that he was a British subject by birth, procured a Consular certificate to that effect on the bill of sale, and further, a declaration that the vessels were entitled to the protection of the British flag on the voyage from New Orleans to Galveston. The vessels then

came directly to this port from New Orleans, were entered here on the 19th ultimo, and having surrendered the bill of sale (bearing the Consular certificate before mentioned on the face of it) to the Custom-house here, received instead, regular Texian papers, and are now navigating under the Texian flag, being registered in the Custom-house books, as the property of Charles Frankland and R. P. Jones, citizens of this Republic, resident at Galveston.

These are the facts of the case connected with the two vessels; and I am disposed to think that it would have been more regular, under the circumstances of the former foreign character of both of them, of the privileges of Texian citizenship, claimed by Messrs. Frankland and Co., and of the intention to put them under Texian colours as soon as they arrived here, which was duly done, that they should have cleared from the port of New Orleans under certificates from the Texian Consulate, and not from the British. It should be noticed, however, that the protection claimed for them under the British Consular certificate, was of a very limited character, being only for the voyage from New Orleans to Galveston; and there is no reason to charge the parties with deviation to any other port, nor has there been any attempt to exceed the limit of protection declared to be granted by the Consular certificate.

Mr. Kennedy, remarks in his letter to me of the 26th June, that "he has reason to believe that it is the intention of the owners of the steamer to employ her hereafter in the conveyance of slaves between the United States and Texas." The parties, on the contrary, declare, that they purchased the steam vessel with the intention of running her as a passage boat between this port and New Orleans, during the period that the larger boats employed in that business are laid up for the hot season. I certainly see no reason to question the fidelity of that declaration. But whilst I must guard myself against being supposed to suspect that the vessel has been purchased with any other intention than the parties have declared; I must also add that I entertain no doubt of the fact that the steam boat did bring the persons mentioned in Mr. Kennedy's letter to me; and I further believe that it is highly probable she will continue to do what the other boats were accustomed to do in that respect, under the necessary forms of law, in the two ports of New Orleans and Galveston.

I should state that the barque "*Antoinette*," under Texian colours, is loading here with cotton, I believe, for Liverpool; and I am bound to say, generally, that there seems to me to be no ground to impute to these parties any disposition to cover these vessels with the protection of the British flag, or their own British character, in carrying on a traffic in slaves between this Republic and the United States. The vessels, in my mind, were purchased, the one as a packet between New Orleans and this port; and the other, to carry cargo from this Republic to Europe. That Messrs. Frankland and Co., British subjects by birth, but Texian citizens by their oaths and engagements here, are the owners of slaves, is a state of circumstances which cannot be new to Her Majesty's Government; but we are without the means of remedying that condition of things; and I believe that your Lordship will think I did right in recommending Mr. Kennedy to desist from any attempt to vindicate the British law upon that subject through the agency of the Texian Officers, and to leave the Texian Officers to do whatever they saw necessary for the vindication of their own laws, of their own accord, and upon their own responsibilities. The letters of Messrs. Frankland and Co. to Mr. Kennedy, and to myself in relation to him, were couched in language of very violent personal attack against him; and your Lordship will observe that I have informed them, that I cannot consent to be the medium of such communications to Her Majesty's Government. Unmeasured abuse cannot be necessary in support of any charge they may have to make against him, or for their own vindication against any charges that they consider he may have improperly preferred against them.

I have, &c.

(Signed)

CHARLES ELLIOT.

The Right Hon. the Earl of Aberdeen, K. T.

&c.

&c.

&c.

First Enclosure in No. 436.

Mr. Kennedy to Captain Elliot.

SIR,

British Consulate, Galveston, June 26, 1843.

I HAVE the honour to enclose the copy of a communication which I have this day addressed to the Collector of Customs at this port, respecting a steamer named the "*Caroline*," and a sailing vessel named the "*Antoinette*." Enclosed also is a copy of the reply which I have received from the Deputy Collector, the Collector having stated that the matter had not fallen under his personal cognisance.

I have before me certified bills of sale, showing that the "*Caroline*" and "*Antoinette*" are the property of Messrs. Frankland and Co., merchants, London; of which firm, Messrs. Charles Frankland, and R. P. Jones, are partners; and certificates, signed "William Mure," Acting Consul for Her Britannic Majesty at New Orleans, setting forth that the said steamer "*Caroline*," and barque "*Antoinette*" are, as British property, entitled to protection under the British flag," on their voyage from New Orleans to Galveston.

It appears from the several documents, to which I have adverted, that the steamer "*Caroline*" is *bonâ fide* the property of British subjects, and that she entered at the Port of Galveston on the 19th instant, having no papers, excepting a bill of sale, certified by Her Majesty's Consul at New Orleans, under which she claimed the protection of the British flag, which paper has been surrendered for Texian papers.

It likewise appears, that Mr. R. P. Jones, of the firm of Frankland and Co., of Galveston and London, acted as Master of said steamer "*Caroline*."

Now information has been given to me, to be substantiated, when required, upon oath, that the said steamer "*Caroline*," during the said specified voyage from New Orleans to Galveston, had on board nineteen negro slaves, part claimed as the property of the said Jones, and part claimed as the property of another person. I have farther reason to believe that it is the intention of the owners of said steamer to employ her hereafter in the conveyance of slaves from the United States to Texas.

Should the information I have received be correct, (and I have not the slightest reason to question its accuracy,) it will be necessary to take all practicable steps to deter parties from abusing the protection afforded by the British flag, and to restrain British subjects from engaging in practices condemned by the laws of their country.

Before proceeding farther, I desire to avail myself of the benefit of your counsel, as an experienced public officer; begging leave to intimate that the "*Caroline*" is advertised to sail, on her return trip to New Orleans, at 10 o'clock to-morrow morning.

I have, &c.

Captain Elliot, R.N.
&c. &c.

(Signed) WILLIAM KENNEDY.

Second Enclosure in No. 436.

Mr. Kennedy to Mr. Cooke.

SIR,

British Consulate, Galveston, June 26, 1843.

REPRESENTATIONS have been made to me, that a steamer named the "*Caroline*" and a sailing vessel named the "*Antoinette*," both from New Orleans, and now lying in the port of Galveston, have recently arrived under the protection of British papers.

As no communication has been made to me by the Masters of these vessels, I am desirous to learn, and you will oblige me by stating, whether or not the information that the said "*Caroline*" and "*Antoinette*" have entered the port of Galveston under British protection be correct.

I have, &c.

Jas. H. Cooke, Esq.
&c. &c.

(Signed) WILLIAM KENNEDY.

Third Enclosure in No. 436.

Mr. Burnham to Mr. Kennedy.

SIR,

Custom House, Galveston, June 26, 1843.

THE steamer "*Caroline*," and bark "*Antoinette*," entered at this port on the 19th inst., having no papers excepting bills of sale certified by John Crawford, Esq., Her Britannic Majesty's Consul for the port of New Orleans, that they are *bonâ fide* the property of British subjects, and as such subject to the protection of the British flag, on their voyage from (this) New Orleans to Galveston.

The papers are now surrendered at this Office for Texian papers.
I send the bills of sale for your inspection.

I have, &c.

W. Kennedy, Esq.
&c. &c.

(Signed)

J. G. BURNHAM,
Deputy Collector.

Fourth Enclosure in No. 436.

Captain Elliot to Mr. Kennedy.

SIR,

Galveston, June 26, 1843.

IN reply to your letter of this day's date, I have to recommend that you should forthwith forward to Messrs. Frankland and Co., by my desire, copies of the letters and enclosures you have this day transmitted to me, requesting them to furnish you with any explanation they may see fit on the several points and allegations of your letter.

I had been under the impression that the barque "*Antoinette*" arrived here under French colours, and the steamer under American, the first having been said to be purchased from French owners, and the last from American. I am to request that you will be pleased to ask Messrs. Frankland and Co. whether such was the case or not, and whether those Gentlemen are residing here as citizens of Texas, or as British subjects,

I have &c.

W. Kennedy, Esq.
&c. &c.

(Signed)

CHARLES ELLIOT.

Fifth Enclosure in No. 436.

Mr. Kennedy to Captain Elliot.

SIR,

British Consulate, Galveston, June 27, 1843.

IN reference to the conversation I had the honour to hold with you last night, respecting the steamer "*Caroline*," and barque "*Antoinette*," I beg to state that I have this morning addressed a communication to the Collector of Customs at this port, withdrawing the suggestion I offered as to the detention of the "*Caroline*." I have, with as much despatch as possible, transmitted a copy of this communication to Messrs. Frankland, Jones, and Co.

I cannot but lament that my powers are inadequate to check such a flagrant violation of British law, in relation to the Slave Trade, as was obtruded on my notice in the case of the "*Caroline*."

I beg to state that Messrs. Frankland, Jones, and Co. have as yet returned no reply to those inquiries which I put to them at your request.

I have, &c.

Captain Elliot, R.N.
&c. &c.

(Signed)

WILLIAM KENNEDY.

Sixth Enclosure in No. 436.

Captain Elliot to Mr. Kennedy.

SIR,

Galveston, June 27, 1843.

I HAVE had the honour to receive your letter of this day's date, acquainting me that you had addressed a communication to the Collector of the Customs of this port, withdrawing the suggestion you had offered as to the detention of the steam-boat "*Caroline*," which it has been satisfactory to me to learn, because I do not perceive that there are any grounds of detention at your instance. Even in the assumption that the vessel had been duly registered, and sailing under British colours, instead of Texian, the omission of the parties to deposit certain papers, required by British law to be left with you, would not in my mind, constitute a sufficient ground for any suggestion upon the part of British Officers to the Texian authorities to detain the vessel. And if your certificate to the Collector of Customs is a necessary document according to Texian law, and the want of it constitutes a sufficient ground for detention, it is for the Texian authorities to proceed, in that respect, of their own accord, and upon their own responsibilities, as the provisions of their own law may seem to them to require.

With respect to the special allegations in your letter of yesterday, I would remark, that I believe the means of making the provisions of British law operative against British subjects dealing in slaves in foreign parts, have engaged the serious attention of Her Majesty's Government, and, indeed, of Parliament. But we cannot proceed here against parties bringing in slaves from the United States (which is lawful according to Texian law, under certain regulations), upon the ground that such an act is an infraction of a British penal statute; and it would be a great additional difficulty and source of local irritation in this case, that the parties in question actually resident here, declare themselves to be Texian citizens. In what way British persons, found within British jurisdiction, charged with these offences may be proceeded against, I am not able to say; but I cannot doubt that there must be some effectual means, in that state of circumstances, of vindicating the law, and, at all events, it is my duty to submit the papers you have sent to me to Her Majesty's Government; but, in the meantime, I have especially to recommend you to refrain from abortive proceedings in that sense upon the spot.

I have, &c.

William Kennedy, Esq.
&c. &c.

(Signed) CHARLES ELLIOT.

P.S.—Since I have written the above, I have received your second letter of this day's date, forwarding me a communication from Messrs Frankland and Co.; and I have to direct you to return to them any letters superscribed on "*the public service*," which they may *hereafter* address to you, with the remark that you have been desired by me not to open them, and referring them to me for further explanation in that particular. With a view to prevent unnecessary irritation, however, I have also to direct you *not* to *communicate* with them at all, after the receipt of this letter, until any other letters from them shall reach you, and then not till you have communicated again with me, if I should be on the spot.

(Signed) CHARLES ELLIOT.

Seventh Enclosure in No. 436.

Mr. Kennedy to Captain Elliot.

SIR,

British Consulate, Galveston, June 27, 1843.

I HAVE the honour to enclose the reply of Messrs Frankland, Jones, and Co., to the inquiries put by me to them, at your request; which reply was left at my Office at a quarter to eleven this morning.

With regard to the call made upon me last night by Messrs. Frankland and Jones, I am prepared to prove that they declined answering your inquiries, put

CLASS C.

by me at that time, and that I treated them with the greatest courtesy; to which I am sorry to say they did not in like manner respond.

I have, &c.

Captain Elliot, R.N.
&c. &c.

(Signed) WILLIAM KENNEDY.

Eighth Enclosure in No. 436.

Mr. Kennedy to Captain Elliot.

SIR,

British Consulate, Galveston, June 27, 1843.

I HAVE the honour to acknowledge your Despatch of this day's date, in reference to the case of the steamer "*Caroline*." Permit me to offer a remark with respect to the direction contained in its postscript, the value of which I fully appreciate.

The letters, two in number, which I have this day received from Messrs. Frankland and Jones, although apparently written with the intention of being to the last degree offensive, can excite in me no feeling of irritation whatever. They were not superscribed on the *public service*; and as my sense of Consular duty did not dictate the necessity of replying to them, I never dreamt of doing so.

The directions you have been pleased to give in regard to the future correspondence of Messrs. Frankland and Jones I shall attend to, as I should be at all times ready carefully to follow out your instructions in matters of greater moment.

I have, &c.

Captain Elliot, R.N.
&c. &c.

(Signed) WILLIAM KENNEDY.

Ninth Enclosure in No. 436.

Captain Elliot to Messrs. Frankland & Co., Galveston.

GENTLEMEN,

Galveston, July 13, 1843.

I RETURN you the accompanying letter, with the remark, that I cannot consent to become the medium of such a communication to Her Majesty's Government.

But it is of course competent for you to transmit it yourselves, if you consider it necessary, either for your own vindication, or in support of any charge you may desire to prefer against Mr. Kennedy.

The queries I had put to you, through Mr. Kennedy, were for the purpose of enabling me to lay the case, upon clear grounds, before Her Majesty's Government, and I shall of course submit the information you have seen fit to furnish me on those points.

I have, &c.

Messrs. Frankland & Co.
&c. &c.

(Signed) CHARLES ELLIOT.

No. 437.

The Earl of Aberdeen to Captain Elliot.

SIR,

Foreign Office, August 23, 1843.

I HEREWITH transmit to you, for your information, six copies of an Act of Parliament, passed during the present session, for carrying into effect the Treaty of the 16th November, 1840, between Her Majesty and the Republic of Texas, for the Suppression of the African Slave Trade.

I am, &c.

Captain Elliot, R.N.
&c. &c.

(Signed) ABERDEEN.

No. 438.

The Earl of Aberdeen to Mr. Ashbel Smith.

SIR,

Foreign Office, September 11, 1843.

THE Undersigned, &c., has the honour to acknowledge the receipt of the note dated the 1st ultimo, from Mr. Ashbel Smith, &c., &c., in which he brings under the notice of Her Majesty's Government the proceedings of certain British subjects and others in London, who have been and are endeavouring to procure the Abolition of Slavery in Texas, and states that the persons in question are in no manner recognised by his Government, who entirely disapprove of their proceedings.

In disclaiming all intention of insinuating that there exists on the part of Her Majesty's Government any disposition to interfere improperly in the affairs of Texas, Mr. Ashbel Smith is only rendering justice to Her Majesty's Government. Nothing can be further from their intention than thus to interfere in the internal affairs of Texas; but, at the same time that the Undersigned makes this declaration, he believes that Mr. Smith is fully aware of the continued anxiety of Her Majesty's Government to see slavery abolished, not only in Texas, but in all parts of the world; and it is matter of no surprise to the Undersigned that private individuals who are impressed with the same feelings should exert every effort in their power to attain an object so desirable.

The Undersigned, &c.

Ashbel Smith, Esq.
&c. &c.

(Signed) ABERDEEN.

No. 439.

The Earl of Aberdeen to Captain Elliot.

SIR,

Foreign Office, September 12, 1843.

I HEREWITH transmit to you a copy of a List, furnished by the Admiralty, of Her Majesty's ships, for which warrants are required under the Treaty of November 16, 1840, between Great Britain and Texas, for the Suppression of the African Slave Trade, specifying, as required by the provisions of that Treaty, the station of each ship, and the name of its Commander. And I have to instruct you to request the Texian Government to issue warrants for the ships in question, in accordance with the Fourth Article of the above-mentioned Treaty.

I am, &c.

Captain Elliot, R.N.
&c. &c.

(Signed) ABERDEEN.

Enclosure in No. 439.

Admiralty, September 8, 1843.

A LIST of Her Majesty's ships, for which Warrants are required under the Treaty between Great Britain and the Republic of Texas, for the Abolition of the African Slave Trade, dated 16th November, 1840.

Sloop "Ferret,"	Commander Josiah Oake,	West Coast of Africa station.
Brig "Rapid,"	Lieutenant E. C. Earle,	ditto ditto.
Brig "Spy,"	Lieutenant S. O. Wooldridge,	ditto ditto.
Sloop "Espoir,"	Commander A. Morrell,	ditto ditto.
Sloop "Alert,"	Commander C. J. Bosanquet,	ditto ditto.
Steam-vessel "Albert,"	Lieutenant Daniel Woodruffe,	ditto ditto.
Steam-vessel "Hydra,"	Commander J. B. Young,	ditto ditto.
Steam-vessel "Penelope,"	Captain William Jones,	ditto ditto.
Ship "Winchester,"	Captain Charles Eden,	Cape of Good Hope station.
Ship "Isis,"	Commander Sir J. Marshall,	ditto ditto.
Ship "Cleopatra,"	Captain C. Wyvill,	ditto ditto.
Sloop "Bittern,"	Commander E. Peel,	ditto ditto.
Cutter, "Arrow,"	Lieutenant W. Robinson,	ditto ditto.

Steam-vessel "Thunderbolt,"	Commander G. N. Broke,	Cape of Good Hope station.
Sloop "Sappho,"	Commander Hon. G. Rose,	ditto ditto.
Ship "Conway,"	Captain Robert Fair,	ditto ditto.
Ship "Alfred,"	Captain J. B. Purvis,	Brazil station.
Ship "Daphne,"	Captain J. J. Onslow,	ditto.
Sloop "Frolic,"	Commander W. A. Willis,	ditto.
Steam-vessel "Ardent,"	Commander J. Russel 2 (B)	Brazil station.
Steam-vessel "Growler,"	Commander G. H. M. Buckle,	ditto.
Schooner "Viper,"	Lieut. James Carter,	Brazil station.
Schooner "Spider,"	Lieut. R. E. Pym,	ditto.
Steam-vessel "Gorgon,"	Captain C. Hotham,	ditto.
Ship "Curaçoa,"	Captain Sir T. Pasley,	ditto.
Sloop "Racer,"	Commander A. Reed,	ditto.
Brig "Dolphin,"	Lieut. W. O'B. Hoare,	ditto.
Ship "Illustrious,"	Capt. J. E. Erskine,	North America and West India station.
Ship "Pique,"	Captain Hon. M. Stopford,	ditto ditto.
Ship "Spartan,"	Captain Hon. C. G. J. B. Elliot,	ditto ditto.
Ship "Volage,"	Captain Sir W. Dickson, Bart.,	ditto ditto.
Sloop "Electra,"	Commander A. Darley,	ditto ditto.
Sloop "Albatross,"	Commander R. Yorke,	ditto ditto.
Sloop "Ringdove,"	Commander Sir W. Daniell,	ditto ditto.
Sloop "Scylla,"	Commander Robert Sharpe,	ditto ditto.
Sloop "Wasp,"	Commander Henry Bagot,	ditto ditto.
Brig "Griffin,"	Lieutenant Charles Jenkins,	ditto ditto.
Schooner "Pickle,"	Lieut. J. A. Bainbridge,	ditto ditto.
Schooner "Fair Rosamond,"	Lieutenant A. G. Bulman,	ditto ditto.
Schooner "Hornet,"	Lieutenant R. B. Miller,	ditto ditto.
Steam-vessel "Hermes,"	Lieutenant W. Carr,	ditto ditto.
Sloop "Rose,"	Commander N. R. Sturt,	ditto ditto.
Ship "Inconstant,"	Captain C. N. Freemantle,	ditto ditto.

No. 440.

Captain Elliot to the Earl of Aberdeen.

Galveston, July 25, 1843.

(Received Sept. 14.)

MY LORD,

IN reply to your Lordship's Despatch (Slave Trade) of the 30th May last,* I have now the honour to make the following replies to the several Queries put in that Despatch:—

No. 1. Present (estimated) gross population between 60,000 and 70,000 souls. Free people, (estimated) between 40,000 and 50,000 souls. Slaves, (estimated) between 15,000 and 20,000 souls. There are no means of forming any accurate opinion on the relative proportions of the sexes; but it is probable that there is a considerable excess of males. Probable amount of population in 1832, between 20,000 and 30,000. In 1837, between 40,000 and 50,000. To some extent the population of this Republic is fluctuating. Citizens of the United States have lived long enough in Texas to record their names as citizens here, returning from time to time either to exercise their political privileges, or for purposes of casual business.

No. 2. About 200 African slaves are supposed to have been introduced into the country from the Havana, in the course of the last ten years; but I have not been able to ascertain the dates and particulars of those importations. There is no reason to believe that there has been any introduction of slaves for some years past from any other quarter than the United States. They come chiefly by land, and there are no means of computing the number introduced in each year.

No. 3. No.

No. 4. None.

No. 5. No.

* See Despatch of same date to Her Majesty's Commissioner in Surinam, Class A., No. 212, p. 301.

No. 6. The whole population of Texas is roughly fed ; but I have seen no reason to think that the slave in Texas is ill fed, comparatively considered.

No. 7. Probably as good health as the free person ; for it is to be observed that the slave population is chiefly employed in the cultivation of cotton, the care of cattle, and in domestic purposes—the least injurious modes of employing slaves—and it must be added, that the white population is exposed to much hardship, and are not generally careful of health.

No. 8. On the increase : chiefly by immigration from the United States. For the last two or three years, however, that immigration has been considerably checked, owing to the unsettled state of affairs in Texas.

No. 9. Very uncommon. It can only be done by Act of Congress ; that is, unless the parties manumitted are sent out of the country.

No. 10. There have been no alterations in this respect.

No. 11. There is such a party. I am not able to speak to its extent or influence. I should consider it to be on the increase.

No. 12. A free coloured man cannot reside in this country, under the law of the land.

No. 13. No.

No. 14. There are no public documents upon such matters ; and there never yet has been a census of the population of Texas.

I have, &c.

(Signed)

CHARLES ELLIOT.

The Right Hon. the Earl of Aberdeen, K. T.

&c.

&c.

&c.

No. 441.

The Earl of Aberdeen to Captain Elliot.

SIR,

Foreign Office, October 14, 1843.

I HEREWITH transmit to you a copy of correspondence which has passed between this Office and the Colonial Department, on the subject of the disposal of negroes captured on board Texian vessels on the Coast of Brazil, under the Treaty of the 16th November, 1840, between Great Britain and Texas, for the Suppression of the African Slave Trade.

You will perceive from that correspondence, that Her Majesty's Secretary of State for the Colonies is of opinion that it would be desirable that Her Majesty's Government should be enabled, if need be, to send to Trinidad or Demerara, negroes so captured, instead of sending them, as stipulated by the 16th Article of the Treaty in question, to one of her Majesty's settlements on the Coast of Africa.

I have accordingly to instruct you to ascertain whether any objection exists on the part of the Texian Government to such an arrangement ; and if, as Her Majesty's Government anticipate, you shall find that Government ready to acquiesce in the views of Her Majesty's Government on this subject, you will propose to sign, with the Texian Minister for Foreign Affairs, a declaration in the terms of the enclosed Draft.

I am &c.

Captain Elliot,
&c. &c.

(Signed)

ABERDEEN.

First Enclosure in No. 441.

Mr. Stephen to Viscount Canning.

MY LORD,

Colonial Office, September 1, 1843.

WITH reference to your Lordship's letter of 23rd ultimo, transmitting the copy of a Treaty between Her Majesty and the Republic of Texas for the Suppression of the African Slave Trade, I am directed to request that you will move the Earl of Aberdeen to apprise Lord Stanley, whether, adverting to the 16th Article of the Treaty in question, it would be competent to Her Majesty's Government to send the slaves captured on the Coast of Brazil to Trinidad or Demerara (the vessel itself proceeding to Galveston for adjudication), or whether in such a

case, it be imperative to send them to one of the British settlements on the Coast of Africa.

I have, &c.

Viscount Canning,
&c. &c.

(Signed) JAMES STEPHEN.

Second Enclosure in No. 441.

Viscount Canning to Mr. Stephen.

Foreign Office, September 13, 1843.

SIR,

I HAVE laid before the Earl of Aberdeen your letter of the 1st inst., respecting the disposal of slaves found on board Texian vessels captured on the Coast of Brazil under the provisions of the Treaty of the 16th November, 1840, between Great Britain and Texas.

I am directed by his Lordship, in reply, to request that you will state to Lord Stanley, that the letter of the Treaty clearly prescribes that slaves taken in a Texian vessel on the Coast of Brazil are to be carried to a British settlement in Africa; but that if it is thought desirable that they should be sent to Trinidad or Demerara, there probably would be no difficulty in coming to an understanding with the Texian Government to that effect.

I am, &c.

James Stephen, Esq.
&c. &c.

(Signed) CANNING.

Third Enclosure in No. 441.

Mr. Stephen to Viscount Canning.

Colonial Office, September 19, 1843.

MY LORD,

I AM directed by Lord Stanley to acknowledge the receipt of your Lordship's letter of the 13th inst., relative to the provision of the recent Treaty between Great Britain and the Republic of Texas for the Suppression of the African Slave Trade, which prescribes that slaves taken in a Texian vessel on the Coast of Brazil shall be taken to a British settlement in Africa.

Having reference to the arrangement which already exists in the case of other slave vessels captured on the Coast of Brazil, by means of which the slaves, when liberated at Rio de Janeiro, are removed to Demerara or Trinidad—an arrangement dictated by the consideration that a return of the negroes to the African settlements would involve additional expense for the purpose of sending them where their services are not required—Lord Stanley desires me to request that you will signify to the Earl of Aberdeen that though it is possible the case may seldom, if ever, arise, he is of opinion that it would be desirable that Her Majesty's Government should in like manner be enabled, if need be, to send to Trinidad or Demerara any slaves found on board Texian vessels captured on the Coast of Brazil; and I am to request that you will move the Earl of Aberdeen to endeavour to come to an understanding with the Texian Government to this effect accordingly.

I have, &c.

Viscount Canning,
&c. &c.

(Signed) JAMES STEPHEN.

Fourth Enclosure in No. 441.

Draft of Declaration to be signed by Captain Elliot and the Texian Minister for Foreign Affairs.

WHEREAS, by the 16th Article of the Treaty concluded at London, on the 16th of November, 1840, between Her Majesty and the Republic of Texas, for the Suppression of the African Slave Trade, it is stipulated that slaves found on board Texian vessels detained on the Coast of Brazil, shall be carried or sent at once by the Commander of the capturing cruiser, to one of the British settlements on the Coast of Africa; and whereas it has been considered expedient

by the Government of Her Britannic Majesty, that British cruisers should be enabled to carry or send to Trinidad or Demerara, slaves so captured, instead of carrying or sending them back to the Coast of Africa as aforesaid; and whereas there exists on the part of the Republic of Texas, no objection to slaves so captured being so disposed of;

We, the Undersigned, Her Britannic Majesty's Chargé d'Affaires in Texas, and the Texian Minister for Foreign Affairs, being duly authorised by our respective Governments, hereby agree and declare, that, notwithstanding the above-cited stipulation of the 16th Article of the Treaty above-mentioned, the Commanders of British cruisers, duly authorised under that Treaty, may carry or send to Trinidad or Demerara, slaves found on board Texian vessels captured on the Coast of Brazil.

In witness whereof, we have signed this Declaration, and have hereunto affixed the Seal of our Arms.

Done at

No. 442.

The Earl of Aberdeen to Captain Elliot.

SIR,

Foreign Office, October 27, 1843.

IN accordance with an application which has been made to me by the Admiralty, I have to instruct you to request the Texian Government to issue a warrant to enable Commander Robert J. W. Dunlop, of Her Majesty's sloop "Star," about to be employed on the Coast of Africa, to act under the Treaty of November 16, 1840, between Great Britain and Texas, for the Suppression of Slave Trade.

I am, &c.

Captain Elliot, R.N.
&c. &c.

(Signed) ABERDEEN.

No. 443.

The Earl of Aberdeen to Captain Elliot.

SIR,

Foreign Office, November 5, 1843.

IN accordance with an application which has been made to me by the Admiralty, I have to instruct you to request the Texian Government to issue a warrant to enable Captain George Elliot, of Her Majesty's ship "Eurydice," about to be employed on the North America and West India station, to act under the Treaty of November 16, 1840, between Great Britain and Texas, for the Suppression of Slave Trade.

I am, &c.

Captain Elliot, R.N.
&c. &c.

(Signed) ABERDEEN.

No. 444.

The Earl of Aberdeen to Captain Elliot.

SIR,

Foreign Office, November 7, 1843.

IN accordance with an application which has been made to me by the Admiralty, I have to instruct you to request the Texian Government to issue a warrant to enable Commander Thomas L. Gooch, of Her Majesty's sloop "Sealark," about to be employed on the West Coast of Africa station, to act under the Treaty of November 16, 1840, between Great Britain and Texas, for the Suppression of Slave Trade.

I am, &c.

Captain Elliot, R.N.
&c. &c.

(Signed) ABERDEEN.

No. 445.

The Earl of Aberdeen to Captain Elliot.

SIR,

Foreign Office, November 9, 1843.

WITH reference to your Despatch of the 13th July last, respecting Slave Trade carried on by British subjects between the United States and Texas, I herewith transmit to you, for your information, a copy of a Despatch I have addressed to her Majesty's Consul at Galveston on the subject in question.

I am, &c.

Captain Elliot, R.N.
&c. &c.

(Signed) ABERDEEN.

Enclosure in No. 445.

The Earl of Aberdeen to Mr. Kennedy, dated October 31, 1843.

(See No. 456, page 295.)

No. 446.

*Captain Elliot to the Earl of Aberdeen.**Galveston, August 25, 1843.**(Received November 10.)*

MY LORD,

TAKING the liberty to request your Lordship's renewed attention to my Despatch, of this Series (July 25, 1843), I would wish to state, with reference to my reply to the Query No. 4, in your Lordship's Despatch, "Slave Trade," of the 30th May, 1843, that by an Act of Congress, passed on the 5th Feb., 1840, it is enacted—

Section 3. That if any person shall unreasonably or cruelly treat, or otherwise abuse any slave, he or she shall be liable to be sued in any Court of competent jurisdiction, and on conviction thereof shall be fined in a sum not less than \$250, nor more than \$2000.

Section 4. That if any person or persons shall murder any slave, or so cruelly treat the same as to cause death, the same shall be felony, and punished as in other cases of death.

Section 5. That it shall be the duty of the district Judges within said Republic to carry into effect the foregoing provisions of this Act.

I have, &c.

(Signed) CHARLES ELLIOT.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

P.S.—It should be particularised, with reference to the above provisions, that in the law "establishing the jurisdiction and powers of the District Courts," passed December 22, 1836, it is enacted, that—

Section 26. "All negroes, mulattoes, Indians, and all other persons of mixed blood, descended from negro or Indian ancestors, to the third generation inclusive, though one ancestor of each generation may have been a white person, shall be incapable in law to be witnesses in any case whatsoever, except for and against each other."

(Signed) CHARLES ELLIOT.

No. 447.

The Earl of Aberdeen to Captain Elliot.

SIR,

Foreign Office, November 11, 1843.

IN accordance with an application which has been made to me by the Admiralty, I have to instruct you to request the Texian Government to issue a warrant to enable Captain John E. Erskine, of Her Majesty's ship "Illustrious," about to be employed on the North America and West India station, to act under

the Treaty of Nov. 16, 1840, between Great Britain and Texas, for the Suppression of Slave Trade.

I am, &c.

Captain Elliot, R.N.
&c. &c.

(Signed) ABERDEEN.

No. 448.

The Earl of Aberdeen to Captain Elliot.

SIR,

Foreign Office, December 29, 1843.

IN accordance with an application which has been made to me by the Admiralty, I have to instruct you to request the Texian Government to issue a warrant to enable Commander Sir Cornwallis Ricketts, Bart., of Her Majesty's sloop "Helena," about to be employed on the Cape of Good Hope station, to act under the Treaty of Nov. 16, 1840, between Great Britain and Texas, for the Suppression of Slave Trade.

I am, &c.

Captain Elliot, R.N.
&c. &c.

(Signed) ABERDEEN.

CLASS C.

1914

...

...

...

...

...

...

...

...

...

...

...

...

...

...

...

...

...

...

...

...

...

...

...

...

...

...

...

...

...

...

...

...

...

...

...

...

...

TEXAS. (Consular.)

No. 449.

Mr. Kennedy to the Earl of Aberdeen.

MY LORD,

British Consulate, Galveston, July 6, 1843.

IN accordance with the injunction contained in Paragraph No. 26, of the General Instructions to Her Majesty's Consuls, I lose no time in transmitting to your Lordship a statement of facts and proceedings in relation to dealings in slaves, by British subjects, within the district of this Consulate.

My recent introduction to the duties of the Consular office, the gravity of the subject, the earnest and unremitting attention devoted to it by Her Majesty's Government, and the peculiar character of the case itself to which I have the honour to invite your Lordship's consideration, impel me to enter rather minutely into explanation, in the hope that I shall not be deemed either to have fallen short of my duty, or to have exceeded its proper limits.

The parties whose names appear in the case, are Messrs. Charles Frankland, John Barnes, and R. P. Jones, trading in Galveston and London, under the firm of Frankland and Company. Messrs. Frankland and Jones have been some time resident in this country; Mr. Barnes is, I understand, established and living in London. During the week ending the 24th of last month, reports reached me that a steamer named the "*Caroline*," and a barque named the "*Antoinette*," both the property of Messrs. Frankland and Co., had arrived at Galveston, from New Orleans, under British protection; the said steamer "*Caroline*," having on board a number of negro slaves. The Masters of these vessels not having deposited with me the agreements with their crews, as required by Act of Parliament, I addressed a note to the Collector of Customs, in Galveston, on Monday the 26th June, requesting him to inform me whether or not the steamer and barque had, as was reported, entered the port under British protection. By a communication from the Deputy Collector, I learned that the "*Caroline*" and "*Antoinette*" had brought no papers except bills of sale, with certificates from the British Consul at New Orleans, declaring that the vessels were British property, and entitled, as such, to the protection of the British flag. The bill of sale of the "*Caroline*," of which I have the honour to enclose a certified copy, together with that of the "*Antoinette*," was forwarded for my inspection by the Deputy Collector.

Captain Elliot, Her Majesty's Chargé d'Affaires, being resident at this place, I deemed it advisable to take counsel of his experience respecting the steamer "*Caroline*," and therefore, immediately addressed to him a letter, accompanied by copies of the previous correspondence, describing the characters of the papers borne by the steamer and barque, and stating that information had been given to me, to be substantiated upon oath when required, that the "*Caroline*" had conveyed from New Orleans to Galveston, nineteen negro slaves, part of whom were claimed as the property of Mr. R. P. Jones, of the firm of Frankland and Co., and part as the property of another person. I also mentioned that I had reason to believe that it was the intention of the owners of the "*Caroline*" to employ her hereafter in the conveyance of slaves from the United States to Texas.

The certified bill of sale was in my hands supplying proof that the steamer "*Caroline*" was *bonâ fide* the property of British subjects. The Act of Parliament was before me, which provides that "Every Master of a ship belonging to any subject of His Majesty, on his arrival at any foreign port, where there shall be a British Consul, or Vice-Consul, shall deliver to such Consul, or Vice-Consul, the agreement with his ship's crew." I was aware that the Customs Regulations of Texas, borrowed from the United States, enjoined, under a heavy

penalty, the deposit of a ship's papers with the Consul of the nation to which the ship belonged, and forbade the surrender of these papers until the Master of the vessel presented a clearance, in due form, from the Collector of the port. Coupling the irregularity of procedure with regard to the papers with the serious character of the allegations advanced against the owners of the "*Caroline*," and taking into consideration the fact that she (the steamer) was advertised to leave for New Orleans, at ten o'clock on the following day (Tuesday, June 27,) I overcame my reluctance to raise any impediment to the operations of commerce, and suggested to the Collector of Customs the expediency of detaining the steamer until "due compliance had been made with the rules and forms prescribed by" (maritime and fiscal) "law," it being my hope that something might be done towards exercising such an authority over a vessel the property of British subjects, which had voyaged under British protection, and had made formal entry as a British steamer, as would prevent the owners from using her again in the transport of slaves.

In the afternoon of the same day (June 26), I was favoured with a communication from Captain Elliot, in which he recommended me forthwith to forward to Messrs. Frankland & Co. copies of the letters and enclosures I had transmitted to him, with a request for such explanation as they might see fit to give, on the several points and allegations of my letter, and for answers to certain inquiries respecting the steamer "*Caroline*" and barque "*Antoinette*," and the citizenship of the owners resident in Galveston,

I acted upon Captain Elliot's recommendation with all possible despatch. In a few hours afterwards, Messrs. Frankland and Jones called upon me; but, in return to courteous expostulation, they abruptly declined, through the latter, giving any explanation on the matters which I had put to them by desire of Her Majesty's Chargé d'Affaires.

In consequence of a note from Captain Elliot, I called upon that gentleman at a late hour of the same evening, and after some conversation, he expressed the opinion that I had no authority whatever to detain the "*Caroline*," and that, if I did detain her, or cause her to be detained, it would be at the risk of being held liable for the damage occasioned to her owners by her detention. On the strength of this opinion, I, with all practicable speed, withdrew the suggestion I had made to the Collector of Customs, who had evinced a disposition to meet it by ready acquiescence; and the result was that the "*Caroline*," her name having been altered to the "*Sarah Barnes*," departed on the 27th of June, for New Orleans, under the command of the same R. P. Jones, and with negro slaves on board. She sailed under Texian papers, Messrs. Frankland and Co. having, for the purpose of obtaining them, asserted the right of Texian citizenship, and exhibited evidence satisfactory to the Collector of Customs, that they were the true and only owners of the steamer, to the exclusion of their partner, Mr. John Barnes, whose name was associated with theirs in the Notarial Copy of the Deed of Sale executed at New Orleans, and whose joint interest in the property Mr. R. P. Jones affirmed on oath before the acting British Consul, in that city, on the 6th day of the same month, June.

On the morning of Tuesday the 27th of June, Messrs. Frankland and Jones forwarded to me a letter, by way of reply to the communication I had addressed to them by desire of Captain Elliot. Of this letter (which is dated June 26,) I enclose a copy of all those portions that have any relevancy to the points in question, omitting merely some violent and unprovoked vituperation directed against myself.

Having intimated to Captain Elliot that I had withdrawn the suggestion I had offered to the Collector of Customs as to the detention of the "*Caroline*," I was favoured with a reply, expressing his satisfaction at the course I had taken, and setting forth his view of the question for my future guidance.

These, my Lord, are the leading features of the proceedings that have arisen out of the case of the "*Caroline*," until her departure for New Orleans, with Texian papers, under the name of the "*Sarah Barnes*."

I have the honour to enclose copies of the following documents, to which, with the bill of sale of the "*Caroline*," and the Consular certificate thereto annexed, I beg to refer your Lordship. It will be seen by the depositions that there was no room to doubt that the "*Caroline*" was engaged in the conveyance of slaves, or that Messrs. Frankland & Co. were, and had been, embarked in the purchase and transport of them.

Heading of the "*Caroline's*" import manifest, as deposited at the Galveston Custom-house.

Certified copy of the passenger list of the "*Caroline*," sworn to by Mr. R. P. Jones.

Deposition of Mr. Jacob Conrad Kuhn, passenger in the "*Caroline*" from New Orleans to Galveston.

Deposition of Mr. William Bollaert, passenger in the "*Caroline*" from New Orleans to Galveston.

Deposition of John M. Allen, Esq., Mayor of the city of Galveston.

The name of Mr. William Bollaert having been omitted in the passenger list attested by Mr. R. P. Jones, Mr. Kuhn has testified to the fact of his having been on board the "*Caroline*" during her voyage from New Orleans to Galveston.

As Messrs. Frankland and Jones, in their communication of the 26th June, allude to a "notarial contract with coloured labourers," of which contract I have no farther knowledge, I beg leave to remark that the constitution and laws of Texas prohibit the introduction of free persons of colour into the Republic; making it evident that the importation of negroes, or persons of negro descent, is equivalent to the importation of slaves.

After all the sacrifices so humanely and generously made by England, it is indeed mortifying to see the purchase and transport of slaves openly and audaciously carried on by persons styling themselves British merchants; but it is still more mortifying when a vessel engaged in the felonious traffic is known to have adventured with impunity on the ocean, and entered the port of a friendly power under cover of a British protection.

I have, my Lord, satisfaction in reporting that there has been a total absence of excitement and irritation in relation to the proceedings in this case on the part of the citizens of Galveston. Although Texas is a slaveholding State, the local authorities, to whom I am indebted for facilitating my enquiries, and the inhabitants at large, have had the good sense to look upon the matter in its true light; as a question wholly of foreign concern, involving the responsibility of British subjects to the obligations imposed upon them by British law.

I beg to state that I shall transmit this Despatch and Enclosures in duplicate.

I have, &c.

(Signed) WILLIAM KENNEDY.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

First Enclosure in No. 449.

Mr. Kennedy to Mr. Cocke.

SIR,

British Consulate, Galveston, June 26, 1843.

REPRESENTATIONS have been made to me that a steamer named the "*Caroline*," and a sailing vessel named the "*Antoinette*," both from New Orleans, and now lying in the port of Galveston, have recently arrived under the protection of British papers.

As no communication has been made to me by the masters of these vessels, am desirous to learn, and you will oblige me by stating, whether or not the information that the said "*Caroline*" and "*Antoinette*," have entered the port of Galveston under British protection, be correct.

I have, &c.

(Signed) WILLIAM KENNEDY.

James H. Cocke, Esq.
&c. &c.

Second Enclosure in No. 449.

Mr. Burnham to Mr. Kennedy.

SIR,

Custom-house, Galveston, June 26, 1843.

THE steamer "*Caroline*" and barque "*Antoinette*," entered at this port on the 19th inst., having no papers excepting bills of sale, certified by John Crawford,

Esq., Her Britannic Majesty's Consul for the port of New Orleans, that they are *bonâ fide* the property of British subjects, and, as such, subject to the protection of the British flag, on their voyage from (this), New Orleans to Galveston.

The papers are now surrendered at this Office for Texian papers.
I send the bills of sale for your inspection.

I have, &c.

(Signed) J. G. BURNHAM, *Dep.-Collector.*

William Kennedy, Esq.
&c. &c.

Third Enclosure in No. 449.

STATE OF LOUISIANA, }
CITY OF NEW ORLEANS. }

BEFORE me, William Young Lewis, Notary Public, in and for the city of New Orleans, duly commissioned and sworn: this day personally appeared Hugh Monroe, of Mobile, now in this city, who declared, that for, and in consideration of, the sum of six thousand two hundred and fifty dollars, cash in hand paid, the receipt whereof is hereby acknowledged;

He does, by these presents, grant, bargain, transfer, sell, convey, and deliver, unto Charles Frankland, John Barnes, and R. P. Jones, all of London, trading under the commercial firm of Frankland & Co., and represented in the premises by R. P. Jones, one of said firm, present and accepting, and who hereby acknowledges possession thereof, a steam-boat called the "*Caroline*," of Mobile, together with all her boilers, engine, boats, anchors, cables, and appurtenances; which said boat is enrolled in the port of Mobile, in the words and figures following: --*to wit.*, "Enrolment No. 1. In conformity to an Act of the Congress of the United States of America, entitled 'An Act for enrolling and licensing ships and vessels to be employed in the coasting trade and fisheries, and for regulating the same;' Hugh Monroe, of Mobile, in the State of Alabama, having taken and subscribed the oath required by the said Act, and having sworn that he is a citizen of the United States, and the owner of the ship or vessel called the '*Caroline*,' of Mobile, whereof William C. Sutton is at present master; and as he hath sworn is a citizen of the United States, and that said ship was built in New York, in the State of New York, in the year eighteen hundred and thirty-six, as appears by Enrolment No. 181, issued at the port of New Orleans on the twenty-third day of November, 1841, now surrendered—property owned in this district; and said enrolment having certified that the said ship or vessel has one deck, no mast, and that her length is one hundred and thirty-four and $\frac{1}{2}$ feet; her breadth, nineteen and $\frac{1}{2}$ feet; her depth, seven and $\frac{1}{2}$ feet; and that she measures one hundred and seventy-seven and $\frac{4}{5}$ tons (177 $\frac{4}{5}$ tons); that she is a steam-boat, has a square stern, round tuck, and a billet head. And the said Hugh Munroe having agreed to the description and admeasurement above specified, and sufficient security having been given according to the said Act, the said steam-boat has been duly enrolled at the port of Mobile. Given under my hand and seal, at the port of Mobile, this 12th day of January, in the year one thousand eight hundred and forty-two. (Signed) CHAS. J. FOX."

And the said Hugh Munroe hereby declared that the aforesaid steam-boat and appurtenances are in no way encumbered, and that she is delivered to the purchasers free of all claim, debts, dues, and demands whatever, up to the said date; and that the said vendor further declared that he binds himself to the said purchasers that, in the case there should exist any claims or liens upon said boat, that he will pay and discharge the same forthwith, so that the said purchasers shall not be molested or troubled in their title thereto.

To have and to hold the aforesaid steam-boat unto the said purchasers to their proper use and behoof for ever; and the said vendor, for himself, his heirs and assigns, unto the said purchasers, their heirs and assigns, the herein-described steam-boat, against the legal claim and claims of all and every person and persons whomsoever, shall and will for ever warrant and defend by these presents; hereby subrogating and transferring to said purchasers all his rights of warranty

and action against his vendor and all preceding vendors, with full power and authority to exercise the same according to law.

Done and passed at New Orleans, this second day of May, eighteen hundred and forty-three, in presence of William Y. Lewis, and L. L. Darier, both of this city, witnesses, who have hereunto signed their names with said parties, and me the said Notary.

(Signed)

H. MUNROE.

R. P. JONES, for self,

JOHN BARNES, and

CHARLES FRANKLAND.

WILLIAM T. LEWIS.

L. L. DARIER.

W. Y. LEWIS, *Notary Public.*

I hereby certify the foregoing a true copy of the original upon my current records, in faith whereof I hereunto set my hand and seal, at New Orleans, this 2nd May, 1843.

(Notarial Seal.)

(Signed)

W. Y. LEWIS,

Notary Public.

I, John Crawford, Esq., Her Britannic Majesty's Consul for the Town and District of New Orleans, do hereby certify that William Y. Lewis, Esq., who certifies to the foregoing document, under his hand and official seal, is a Notary Public, in and for New Orleans aforesaid, duly commissioned and appointed, to whose acts and attestations, as such, full faith and credit are due.

Given under my hand and seal of office, at New Orleans, this third day of May, one thousand eight hundred and forty-three.

(Consular Seal.)

(Signed)

JOHN CRAWFORD.

I, William Mure, Esq., Her Britannic Majesty's Acting Consul for the City and District of New Orleans, do hereby certify that R. P. Jones, one of the firm of Frankland & Co., merchants, London, appeared before me, and affirmed on oath, that the steam-boat called and known by the name of the "*Caroline*," is purchased by the said house of Frankland & Co., and is *bonâ fide* their property; and I further certify, that the notarial copy of the deed of sale having been exhibited to me, the said vessel is British property, and as such is entitled to protection under the British flag on her voyage from this Port to Galveston, Texas.

Given under my hand and seal of office, at New Orleans, this sixth day of June, one thousand eight hundred and forty-three.

(Consular Seal.)

(Signed)

WM. MURE, *Acting Consul.*

I, William Kennedy, Esq., Her Britannic Majesty's Consul at the Port of Galveston, do hereby certify, that the documents to which this is annexed are true copies of the originals placed in my hands by the Collector of Customs at the port of Galveston, and still remaining uncanceled in my possession.

Given under my hand and seal of office, this 6th day of July, one thousand eight hundred and forty-three.

(Signed)

WILLIAM KENNEDY.

Fourth Enclosure in No. 449.

Mr. Kennedy to Captain Elliot.

SIR,

British Consulate, Galveston, June 26, 1843.

I HAVE the honour to enclose the copy of a communication which I have this day addressed to the Collector of Customs at this port, respecting a steamer named the "*Caroline*," and a sailing vessel named the "*Antoinette*." Enclosed also, is a copy of the reply which I have received from the Deputy-Collector

the Collector having stated that the matter had not fallen under his personal cognisance.

I have before me certified bills of sale, showing that the "*Caroline*" and "*Antoinette*" are the property of Messrs. Frankland and Co. merchants, London, of which firm Messrs. Charles Frankland and R. P. Jones are partners; and certificates, signed "William Mure," Acting Consul for Her Britannic Majesty at New Orleans, setting forth that the said steamer "*Caroline*," and barque "*Antoinette*," are, as British property, "entitled to protection under the British flag," on their voyage from New Orleans to Galveston.

It appears, from the several documents to which I have adverted, that the steamer "*Caroline*" is *bonâ fide* the property of British subjects, and that she entered at the port of Galveston on the 19th instant, having no papers excepting a bill of sale certified by Her Majesty's Consul at New Orleans, under which she claimed the protection of the British flag, which papers have been surrendered for Texian papers.

It appears likewise that Mr. R. P. Jones, of the firm of Frankland and Co. of Galveston and London, acted as master of the said steamer "*Caroline*."

Now, information has been given to me, to be substantiated, when required, upon oath, that the said steamer "*Caroline*," during her said specified voyage from New Orleans to Galveston, had on board nineteen negro slaves—part claimed as the property of the said Jones, and part claimed as the property of another person. I have farther reason to believe that it is the intention of the owners of said steamer to employ her hereafter in the conveyance of slaves from the United States and Texas.

Should the information I have received be correct, and I have not the slightest reason to question its accuracy, it will be necessary to take all practicable steps to deter parties from abusing the protection afforded by the British flag, and to restrain British subjects from engaging in practices condemned by the laws of their country.

Before proceeding farther, I desire to avail myself of the benefit of your counsel, as an experienced public Officer, begging leave to intimate that the "*Caroline*" is advertised to sail, on her return trip to New Orleans, at ten o'clock to-morrow morning.

I have, &c.

Captain Elliot, R.N.
&c. &c.

(Signed) WILLIAM KENNEDY.

Fifth Enclosure in No. 449.

Captain Elliot to Mr. Kennedy.

SIR,

Galveston, June 26, 1843.

IN reply to your letter of this day's date, I have to recommend that you should forthwith forward to Messrs. Frankland and Co., by my desire, copies of the letter and enclosure you have this day transmitted to me, requesting them to furnish you with any explanation they may see fit on the several points and allegations of your letter.

I had been under the impression that the barque "*Antoinette*" arrived here under French colours, and the steamer under American; the first having been said to be purchased from French owners, and the last from American. I am to request that you will be pleased to ask Messrs. Frankland and Co. whether such was the case or not, and whether those gentlemen are residing here as citizens of Texas, or as British subjects.

I have, &c.

William Kennedy, Esq.
&c. &c.

(Signed) CHARLES ELLIOT.

Sixth Enclosure in No. 449.

Mr. Kennedy to Messrs. Frankland, Jones, & Co.

GENTLEMEN,

British Consulate, Galveston, June 26, 1843.

I BEG to inform you that, by desire of Captain Elliot, R.N., Her Britannic Majesty's Chargé d'Affaires in the Republic of Texas, I lose no time in transmitting to you copies of a letter and enclosures which I felt it my duty to forward to him this day; and I am to request that you will furnish me with any explanation you may see fit regarding the several points and allegations of my letter.

Captain Elliot informs me that he has been under the impression that the barque "*Antoinette*" arrived here under French colours, and the steamer under American; the first having been said to be purchased from French owners, and the last from American.

I am requested to enquire whether such was the case or not, and, whether you, Gentlemen, are residing here as citizens of Texas, or as British subjects.

I am, &c.

(Signed)

WILLIAM KENNEDY,
H.B.M.'s Consul at Galveston.

Messrs. Frankland, Jones, & Co.

&c. &c.

Seventh Enclosure in No. 449.

Messrs. Frankland, Jones, & Co. to Mr. Kennedy.

MR. WM. KENNEDY.

SIR,

Frankland's Wharf, Galveston, June 26, 1843.

WE observe by your letter of this date, that Her Majesty's Chargé d'Affaires, not participating in the base surmises which governed your communication to him, in regard of our humble establishment, and aware that you would at least be answered with truth, has desired you to assume that open course which alone can be tolerated or responded to by British merchants.

Our Custom-house entries furnish a full answer to your queries; your own letters show that you know what those entries were. You surely did not conceive that we should unsay to you, what we have sworn to there.

Your informant as to the 19 persons designated as slaves, must have been practising upon your known credulity.

We dare you to fulfil your insolent threat of detaining our packet. We represent to the Minister your oppressive conduct in sending at a late hour yesterday evening your childish questions; and when we instantly and personally waited on *you*, and tendered exculpatory (and that to *you*, who had no ground nor authority to claim such a courtesy) evidence, you refused to inspect the notarial contract relative to the coloured labourers, or to hear any explanation, desiring that we would write what we might have to say on the succeeding morning, although your own correspondence shows you to be aware that the steamer was to depart at 10 o'clock, and that you considered that charges against us could be suscitated of a nature to require a long examination.

FOR FRANKLAND & Co.,
(Signed) R. P. JONES.

Eighth Enclosure in No. 449.

Mr. Kennedy to Captain Elliot.

SIR,

British Consulate, Galveston, June 27, 1843.

IN reference to the conversation I had the honour to hold with you last night, respecting the steamer "*Caroline*," and barque "*Antoinette*," I beg to state that I have this morning addressed a communication to the Collector of Customs at this port, withdrawing the suggestion I offered as to the detention of

CLASS C.

the "*Caroline*." I have, with as much despatch as possible, transmitted a copy of this communication to Messrs. Frankland, Jones, & Co.

I cannot but lament that my powers are inadequate to check such a flagrant violation of British law, in relation to the Slave Trade, as has been obtruded on my notice in the case of the "*Caroline*."

I beg to state that Messrs Frankland, Jones, & Co. have, as yet, returned no reply to the enquiries which I put to them at your request.

I have, &c.

Captain Elliot, R.N.
&c. &c.

(Signed)

WILLIAM KENNEDY.

Ninth Enclosure in No. 449.

Captain Elliot to Mr. Kennedy.

SIR,

Galveston, June 27, 1843.

I HAVE had the honour to receive your letter of this day's date, acquainting me that you had addressed to the Collector of Customs of this port a communication withdrawing the suggestion you had offered as to the detention of the steam-boat "*Caroline*," which it has been satisfactory for me to learn, because I do not perceive that there are any grounds of detention at your instance.

Even on the assumption that the vessel had been duly British registered, and sailing under British colours instead of Texian, the omission of the parties to deposit certain papers, required by British law to be left with you, would not, in my mind, constitute a sufficient ground for any suggestion upon the part of British Officers to the Texian Authorities to detain the vessel. And if your certificate to the Collector of Customs is a necessary document, according to Texian law, and the want of it constitutes a sufficient ground for detention, it is for the Texian Authorities to proceed, in that respect, of their own accord, and upon their own responsibilities, as the provisions of their own laws may seem to them to require.

With respect to the special allegations in your letter of yesterday, I would remark, that I believe the means of making the provisions of British law operative against British subjects dealing in slaves in foreign parts, have engaged the serious attention of her Majesty's Government, and indeed of Parliament. But we cannot proceed here against parties bringing in slaves from the United States (which is lawful according to Texian law, under certain regulations), upon the ground that such an act is an infraction of a British Penal Statute; and it would be a great additional difficulty, and source of local irritation in this case, that the parties actually resident here declare themselves to be Texian citizens. In what way British persons, found within British jurisdiction, charged with these offences, may be proceeded against, I am not able to say; but I cannot doubt that there must be some effectual means in this state of circumstances, of vindicating the law; and, at all events, it is my duty to submit the papers you have sent me to her Majesty's Government; but, in the meantime, I have especially to recommend you to refrain from abortive proceedings in that sense, upon the spot.

I have, &c.

W. Kennedy, Esq.
&c. &c.

(Signed)

CHARLES ELLIOT.

Tenth Enclosure in No. 449.

Copy of Heading and Manifest of Steamer "Caroline."

IMPORT MANIFEST.

Manifest of the Cargo of a vessel arriving from a Foreign Port.

REPORT and Manifest of the cargo laden on board the British steamer "*Caroline*," from New Orleans, whereof Richard P. Jones is Master; which

cargo was taken on board at New Orleans ; burthen 170 tons ; built at New York, in the State of New York, and owned by Messrs. Frankland and Company, merchants at Galveston and London, as per bill of sale granted at New Orleans, the 3rd of May, 1843, and bound for the port of Galveston, Texas.

Eleventh Enclosure in No. 449.

District of Galveston, Port of Galveston.

I, R. P. JONES, Master and Commander of the steam-packet "*Caroline*," do solemnly, sincerely, and truly swear, that the within list, signed by me, and now delivered to the Collector of this district, contains the names of all passengers taken on board the said steam-packet at the port of New Orleans, or at any time since, and that all matters therein set forth, are, to the best of my knowledge and belief, just and true. I do further swear that no one of the passengers have died on the passage.

(Signed) R. P. JONES.

Sworn before me this 19th day of June, 1843.

(Signed) J. G. BURNHAM, *Dep.-Collector.*

A List of all Passengers taken on board steamer "*Caroline*," whereof R. P. Jones is Master, at the Port of New Orleans, and bound for Galveston.

Names.	Age.	Sex.	Occupation.	Country to which they belong.	Country of which they intend becoming inhabitants.	Number that have died on the passage.
Colonel Fitzpatrick	Male .	Planter . . .	United States .	Texas . . .	} Thank God, no one.
Mr. Fogarty	Ditto .	Traveller . . .	Ireland . . .	Ditto . . .	
" Herbert	Ditto .	Ditto . . .	Louisiana . . .	Ditto . . .	
" Chimene	Ditto .	Merchant . . .	Texas . . .	Ditto . . .	
" Blanchard	Ditto .	Planter . . .	Ditto . . .	Ditto . . .	
" Fitzpatrick	Ditto .	Ditto . . .	Ditto . . .	Ditto . . .	
" Glynn	Ditto .	Ditto . . .	Ditto . . .	Ditto . . .	
" Davis	Ditto .	Ditto . . .	Ditto . . .	Ditto . . .	
" Kuhn	Ditto .	Merchant . . .	Galveston . . .	Ditto . . .	
" Derry	Ditto .	Ditto . . .	Ditto . . .	Ditto . . .	
" Dirks	Ditto .	Ditto . . .	Ditto . . .	Ditto . . .	
Mrs. Lane	Female .	Lodging keeper.	Houston . . .	Ditto . . .	

Twelfth Enclosure in No. 449.

Copy of Deposition of Jacob Conrad Kuhn.

REPUBLIC OF TEXAS,
CITY OF GALVESTON,
COUNTY OF GALVESTON.

PERSONALLY came and appeared before me, William Kennedy, Esq., Her Britannic Majesty's Consul at the Port of Galveston, Jacob Conrad Kuhn, native of St. Gall, Switzerland, and now employed as a merchant at Galveston, Texas, who, having been by me duly sworn, deposes and saith—

That he was a passenger in the steamer "*Caroline*," whereof R. P. Jones, of the firm of Frankland and Co., of Galveston and London, was master, and which left New Orleans for Galveston on the 13th of June, 1843 (eighteen hundred and forty-three):—That William Bollaert, a subject of Her Britannic Majesty, formerly of London, and at present residing in Galveston, was also a passenger in the "*Caroline*" during the same voyage—that there were negroes on board, certainly more than ten in number—that the aforesaid R. P. Jones, appearing as master, publicly stated that part of the said negroes were the property of an American passenger, and the "balance" of said negroes his, the said R. P.

Jones's property—that the American passenger was styled and named Colonel Fitzpatrick.

(Signed) JACOB CONRAD KUHN.

All of which facts were sworn to before me, this first day of July, 1843
(Eighteen hundred and forty-three).

(Signed) WILLIAM KENNEDY,
Her Britannic Majesty's Consul at Galveston.

I, William Kennedy, Esq., Her Britannic Majesty's Consul for the Port of Galveston, do hereby certify that the preceding document is a true copy of the original now in my possession.

Given under my hand and seal of office, this 6th day of July, One thousand eight hundred and forty-three.

(Signed) WILLIAM KENNEDY,

Thirteenth Enclosure in No. 449.

Copy of Deposition of William Bollaert.

REPUBLIC OF TEXAS,
CITY OF GALVESTON,
GALVESTON COUNTY.

PERSONALLY came and appeared before me, William Kennedy, Esq., Her Britannic Majesty's Consul at the Port of Galveston, William Bollaert, a British subject, formerly employed as chemical assistant in the laboratory of the Royal Institution, London, and now residing at Galveston, Texas, engaged in scientific pursuits, who, having been duly sworn, deposes and saith—

That deponent arrived in Galveston early in the year 1842, and became acquainted with Charles Frankland and R. P. Jones, trading under the firm of Frankland and Company, of Galveston and London: That, in the month of November, 1842, a steam-boat, called the "*Ellen Frankland*," claimed as the property of Frankland and Co., arrived at Galveston from New Orleans, having on board a number of negro slaves, part of whom were sent to a plantation owned by said Frankland and Co., on the Brazos river, and part retained to work, or assist in working, the said steamer "*Ellen Frankland*:"—

That, on the 13th day of June, in this present year, 1843, deponent was at New Orleans, in the State of Louisiana, United States of America, and, about the hour of six o'clock P.M. of that day, went on board a steamer called the "*Caroline*," of which R. P. Jones, of the firm of Frankland and Co., of Galveston and London, appeared to be master, for the purpose of proceeding as a passenger in the said steamer to Galveston:—

That, while deponent was on his voyage in said steamer "*Caroline*," he was informed by the said R. P. Jones that the said steamer, and a barque then in company, called the "*Antoinette*," had been purchased by him (Jones), and were at that time sailing under British papers.

That deponent saw negroes on board the "*Caroline*," part of whom said R. P. Jones declared were slaves purchased by him at New Orleans; said Jones specifying one in particular, a mulatto boy, named "Sam," for whom he stated he had paid about three hundred dollars.

That deponent saw negroes, declared by the said R. P. Jones to be his property, employed by him in various capacities, such as stewards, cooks, and labourers, in the forward part of the steamer.

That there was a passenger on board the "*Caroline*," styled and named Colonel Fitzpatrick, understood to be a citizen of the United States, who had with him in the steamer ten negro slaves.

That the clerk of the said steamer "*Caroline*" being unwell, deponent did, by request, make out in writing a list of the goods and of passengers on board, and did enter nineteen negroes in said list of passengers.

That deponent was informed that there was no national flag on board, and the flag hoisted on entering the Port of Galveston, was the ordinary steam-boat flag, inscribed with the letter "C."

That, after reaching Galveston, on the 17th of June, deponent was informed by the said R. P. Jones that he (Jones) had entered into arrangements with the said Colonel Fitzpatrick to employ his (Fitzpatrick's) slaves (which had been conveyed in the steamer "Caroline") on a plantation belonging to Frankland and Co., on the river Brazos, where a number of negroes have been for some time employed by Frankland and Co., under the superintendence of R. P. Jones.

(Signed) WILLIAM BOLLAERT.

All of which facts were sworn to before me, this fifth day of July, 1843
(Eighteen hundred and forty-three).

(Signed) WILLIAM KENNEDY,
Her Britannic Majesty's Consul at Galveston.

I, William Kennedy, Esq., Her Britannic Majesty's Consul at the Port of Galveston, do hereby certify that the preceding document is a true copy of the original, now in my possession.

Given under my hand and seal of office, this 6th day of July, One thousand eight hundred and forty-three.

(Signed) WILLIAM KENNEDY.

Fourteenth Enclosure in No. 449.

REPUBLIC OF TEXAS, }
COUNTY OF GALVESTON. }

I, JOHN M. ALLEN, Mayor of the city of Galveston, in the county of Galveston, and Republic of Texas, do, first being duly sworn, depose and say, that there are negro slaves on board the steam-boat "Caroline," now the "Sarah Barnes," or were on board when the said boat left this place for New Orleans.

Deponent saith, that negro slaves were landed here from the "Caroline" on her last and first trip to this place, brought on said boat from New Orleans. Deponent believes that some of these negroes were sent to the Brazos on board the "Ellen Frankland."

Deponent further saith, that a negro man slave, belonging to the "Ellen Frankland," did strike a white man belonging to said boat; for which offence he was brought before the Mayor of the city, and by his order whipped.

Deponent saith that the "Caroline" was, and is, commanded by Captain Jones, and is the property of said Jones; and that the "Ellen Frankland" is the property of Frankland and Jones.

(Signed) J. M. ALLEN, Mayor.

REPUBLIC OF TEXAS, }
GALVESTON COUNTY. }

PERSONALLY came and appeared before me, R. D. Johnson, Chief Justice of the county aforesaid, this 4th day of July, 1843, John M. Allen, Mayor of the city of Galveston, who having been duly sworn, deposeth and says, that the facts and things set forth in the within affidavit are true.

Given under my hand and seal of office at Galveston, the day and date above written.

(Signed) R. D. JOHNSON,
Chief Justice, G. C.

I, William Kennedy, Esq., Her Britannic Majesty's Consul for the Port of Galveston, do hereby certify that the preceding documents are true copies of the originals now in my possession.

Given under my hand and seal of office, the 6th day of July, One thousand eight hundred and forty-three.

(Signed) WILLIAM KENNEDY.

No. 450.

Mr. Kennedy to the Earl of Aberdeen.

Galveston, July 17, 1843.

(Received August 30.)

MY LORD,

I HAVE the honour to enclose a copy of a Despatch, marked "Private," and dated July 10, 1843, which, together with a Despatch dated July 6, having fourteen Enclosures, I forwarded on the 12th instant, by a small coasting vessel, under cover, to the British Consul at New Orleans, to be by him transmitted, without delay, to the Office for Foreign Affairs.

I have to inform your Lordship, that the steamer "*Caroline*," now called the "*Sarah Barnes*," returned to this port from New Orleans on the 12th instant, and that, on her arrival at Galveston, negroes, known to be held as the property of Messrs Frankland & Co., were recognised on board.

I have been furnished, by the Deputy Collector of Customs, with a certified copy of the steamer's passenger list, dated July 12, 1843, given in and sworn to by Richard P. Jones, who, during this voyage, as during the previous one, acted in the capacity of master. The list specifies nine deck passengers, part, if not all, of whom I have reason to believe were slaves, introduced for the first time into Texas from the United States.

It will be seen by the certified list, that Richard P. Jones, master and part owner of the "*Caroline*," alias "*Sarah Barnes*," has enumerated among his passengers "*Susanne*," an American female slave, aged eleven years.

With reference to the general proceedings, I beg to observe that the notarial copy of the deed of sale of the steamer "*Caroline*," to which is annexed a certificate of the acting British Consul at New Orleans, declaring the "*Caroline*," as British property, entitled to the protection of the British flag during her voyage from New Orleans to Galveston, remains in my possession uncancelled.

I would farther observe, that to qualify for citizenship in this Republic, the right of which Messrs. Frankland and Jones are said to have pleaded in warranty of their demand of Texian papers for the "*Caroline*," only requires a preliminary residence of six months.

Although the "*Caroline*" obtained Texian papers, I had not, nor have, given my assent or sanction to any transfer.

If I might presume to venture an opinion on a brief experience, I would respectfully take leave to say, that the duties and powers of a Consul, especially the powers, are too faintly defined for the safety of the officer, and the efficiency of the service. But for the presence of Her Majesty's Chargé d'Affaires at Galveston, and the decided character of the Instructions with which he favoured me, I would have deemed it my duty to have detained the steamer "*Caroline*," on the indisputable evidence that she was the property of British subjects, was commanded by a British master, and was engaged in the traffic in slaves.

I have the honour to await your Lordship's commands, and shall, in the meantime, continue my enquiries as to the extent of Messrs. Frankland & Co.'s dealings in slaves.

I have, &c.

(Signed) WILLIAM KENNEDY.

The Right Hon. the Earl of Aberdeen, K. T.
&c. &c. &c.

 First Enclosure in No. 450.

Mr. Kennedy to the Earl of Aberdeen, dated British Consulate, Galveston,
July 10, 1843.
(See No. 452.)

 Second Enclosure in No. 450.

I, WILLIAM KENNEDY, Esq., Her Britannic Majesty's Consul at the port of Galveston, do hereby certify that the document to which this is annexed has

been personally subscribed by J. G. Burnham, Deputy-Collector of Customs at the port of Galveston, in the Republic of Texas.

Given under my hand and seal of office, this 14th day of July, One thousand eight hundred and forty-three.

(Signed)

WILLIAM KENNEDY.

DISTRICT OF GALVESTON, }
PORT OF GALVESTON. }

I, RICHARD P. JONES, Master or Commander of the steamer "Sarah Barnes," do solemnly, sincerely, and truly swear, that the within list, signed by me, and now delivered to the Collector of this district, contains the names of all the passengers taken on board the said steamer "Sarah Barnes," at the port of New Orleans, or at any time since, and that all matters therein set forth are to the best of my knowledge and belief, just and true. I do further swear that none of the said passengers have died on the passage.

(Signed)

R. P. JONES.

Sworn before me, this twelfth day of July, 1843.

(Signed)

J. G. BURNHAM, *Dep.-Collector.*

Custom-house, Galveston, 14th July, 1843.—I certify the within to be a true copy of the passenger-list rendered at this Office, *non en file.*

(Signed)

J. G. BURNHAM, *Dep.-Collector.*

A List of all Passengers taken on board "Sarah Barnes," whereof R. P. Jones is Master, at the Port of New Orleans, and bound for Galveston.

Names.	Age.	Sex.	Occupation.	Country to which they belong.	Country to which they intend becoming Inhabitant.	Number that have died on the Passage.
J. R. Dufoin . . .	32	Male .	Merchant .	Texas . . .	Texas . . .	..
A. Trovemin . . .	40	Ditto .	Planter . .	Ditto . . .	Ditto . . .	..
W. H. Everett . . .	40	Ditto .	Merchant . .	Ditto . . .	Ditto . . .	..
R. Legendre . . .	48	Ditto .	Capitalist .	New Orleans	Ditto . . .	..
E. H. Calvert . . .	38	Ditto .	Planter . .	Texas . . .	Ditto . . .	..
D. M. Cutler . . .	50	Ditto .	Merchant . .	Ditto . . .	Ditto . . .	..
D. Tims . . .	21	Ditto .	Gentleman .	Ditto . . .	Ditto . . .	..
W. M. Rice . . .	26	Ditto .	Merchant . .	Ditto . . .	Ditto . . .	..
D. R. Russell . . .	22	Ditto .	Lawyer . .	Ditto . . .	Ditto . . .	..
A. Rinss . . .	48	Ditto .	Architect . .	Ditto . . .	Ditto . . .	..
E. D. Little . . .	26	Ditto .	Merchant . .	Ditto . . .	Ditto . . .	..
Mrs. Dagget . . .	47	Female	Widow . .	United States	United States	..
Mrs. Hooper . . .	31	Ditto .	Ditto . .	Texas . . .	Texas . . .	..
Susanne* . . .	11	Ditto .	Slave . . .	United States	United States	..

* And nine deck passengers.

No. 451.

Mr. Kennedy to the Earl of Aberdeen.

British Consulate, Galveston, July 17, 1843.

(Received August 30.)

MY LORD,

I HAD the honour to receive on the 12th inst., your Lordship's Despatch, dated May 30, and marked "Slave Trade," desiring that I would do my utmost to obtain, for the information of Her Majesty's Government, answers to certain specified Queries.

I beg to assure your Lordship that I shall use my most earnest endeavours to obtain the desired information without delay.

I have, &c.

(Signed)

WILLIAM KENNEDY.

The Right Hon. the Earl of Aberdeen, K.T.

&c.

&c.

&c.

No. 452.

*Mr. Kennedy to the Earl of Aberdeen.**British Consulate, Galveston, July 10, 1843.**(Received September 2.)*

MY LORD,

THE regular communication by steam with New Orleans having ceased for the summer, I forward this with the Despatch marked "Slave Trade," of the 6th instant, and its Enclosures, by a special messenger, in a small coasting vessel bound for New Orleans.

The want of a direct and regular communication with England from this port is a sensible inconvenience.

Since the Despatch marked "Slave Trade," of the 6th instant, was written, information has reached me that, besides the "*Caroline*," the steamer "*Ellen Frankland*," owned by Messrs. Frankland and Co., was originally brought from New Orleans to Galveston under *British* papers. It is notorious that she has been engaged in the transport of slaves.

It would appear that Messrs. Frankland and Co. avail themselves of the plea that the negroes held by them are "indentured apprentices." Here, however, they are looked upon as slaves, and nothing else. The constitution and laws of Texas prohibit the introduction of free persons of colour into the Republic, and, by Article 194 of the Civil Code of Louisiana, the "slave for years" cannot be transported out of the State.

In the proceedings of Messrs. Frankland and Co. with regard to the purchase of, and transport of slaves, I am unable to discern any mitigating circumstances. These proceedings have been carried on in open contempt of British law and authority. The fact, that they are unsupported by opinion in a slaveholding country, is an indirect proof of the flagrancy of the transaction.

If British law cannot be vindicated in such a case as that of the steamer "*Caroline*," I fear that Messrs. Frankland and Co. will ere long have many imitators. If, on the contrary, an effectual stop be put to the illegal courses of these parties, I entertain a confident hope that other British subjects will be deterred from embarking in the purchase of slaves to be employed in this country. The result of my representations to Her Majesty's Government will have a strong effect, one way or the other, in Texas.

Messrs. Frankland and Co. purchased a plantation on the river Brazos, in the beginning of the year 1842, since which time they have gradually increased their dealings in slaves; the first importation from the United States having been made in last November, about four months before I entered upon the duties of the Galveston Consulate.

I have, &c.

(Signed)

WILLIAM KENNEDY.

The Right Hon. the Earl of Aberdeen, K.T.

&c.

&c.

&c.

No. 453.

*Mr. Kennedy to the Earl of Aberdeen.**British Consulate, Galveston, August 6, 1843.**(Received September 14.)*

MY LORD,

ON the 28th of June I addressed a letter to William Mure, Esquire, Acting British Consul at New Orleans, requesting that gentleman to obtain for me the clearance papers of the steamer "*Caroline*," now the "*Sarah Barnes*," with which she left New Orleans for Galveston, on the 13th of June.

In the absence of Mr. Mure, I have been favoured with the required documents by the Acting Vice-Consul, Mr. Lingham.

"Herewith," writes Mr. Lingham, "I send you a true copy of the clearance of the steamer "*Caroline*, which I trust will serve your purpose. The Collector of Customs was somewhat unwilling to allow even a copy to be made, and requested me not to mention it."

The heading of the clearance papers, which are two in number, is in these words:—

"Report and manifest of the cargo laden at the port of New Orleans, on

board of the British steamer "*Caroline*," whereof R. P. Jones is Master, bound for Galveston."

One of the clearance papers is dated the 3rd, the other the 12th of June.

In a petty print started here a few weeks ago, there appeared on the first of this month a letter addressed to the editor, and subscribed "R. P. Jones," published apparently with the intention of drawing upon me popular odium and contempt. It will be seen, by an extract from this letter, that the writer freely admits the British ownership of the steamer "*Caroline*."

I am informed that the print in question has been or is about to be purchased by Messrs. Frankland and Jones, for the purpose of employing it as an instrument to intimidate me in the discharge of my duties.

It has been already declared (*vide* depositions of William Bolleart and the Mayor of Galveston, forming Enclosures Nos. 13 and 14 in Despatch marked "Slave Trade," of July 6), that the steamer "*Ellen Frankland*," belonging to Messrs. Frankland and Co., arrived at Galveston from New Orleans in the month of November, 1842, having on board a number of negro slaves; part of whom were sent to a plantation owned by Messrs. Frankland and Co., on the Brazos river, and part retained to work, or assist in working, the said steamer "*Ellen Frankland*."

In relation to this shipment, I have to state that Mr. William Bryan, Texan Consul, and commission merchant in New Orleans, is now in Galveston, and has informed me that R. P. Jones, of the firm of Frankland and Co., applied to him in New Orleans last autumn, to purchase slaves on his account; that in consequence of such application, he advertised for the purchase of slaves in a New Orleans paper; that he, Mr. Bryant, did purchase a certain number of slaves, as agent for R. P. Jones; and that others were purchased directly by Jones himself.

I have, &c.

(Signed) WILLIAM KENNEDY.

The Right Hon. the Earl of Aberdeen, K.T.

&c.

&c.

&c.

P.S. The London address of Messrs. Frankland and Co., is 11, Leadenhall Street. Messrs. Frankland and Jones have despatched the barque "*Antoinette*" under the name of the "*John Barnes*," with passengers and cotton for Liverpool. She sailed this morning with Texan papers.

Enclosure in No. 453.

Extract of a Letter, subscribed "R. P. Jones," published on the 1st of August, 1843, in a Galveston newspaper, called "The News."

I BROUGHT from New Orleans a steamer, bought with British capital and for British account, certified by the national Consul at New Orleans, which could not, under any circumstances, be held protected for any further voyage than that for procuring Texan papers by alteration in ownership. She had negroes on board: too precipitately for his own credit, Mr. Kennedy concluded they must be slaves, but he kept in ambush until a few hours before the time announced for the steamer's first trip to New Orleans, and then burst upon me with accusation and anathema, when it was evidently too late for me to rebut them.* I remained eighteen days in port, unaccused and unconscious that hostility was meditated, allowed to take in freight, to pledge myself to passengers, to make every extensive preparation, and then he tells me "you shall not go."

With this rancorous person's unfounded surmises and insinuations, as exhibited in his letter to the British Minister, I shall not intrude upon you; but he failed to lure the Minister into any measure corresponding to his injurious suggestions.

* The "*Caroline*" arrived at Galveston on the 17th June, and left for New Orleans on the 27th of same month. The steamer could not, therefore, have been "eighteen days in port altogether."—W. K.

No. 454.

Mr. Kennedy to the Earl of Aberdeen.

MY LORD,

*British Consulate, Galveston, September 5, 1843.**(Received October 20.)*

I HAVE the honour to enclose a return to your Lordship's Despatch, marked "Slave Trade," and dated May 30, 1843.*

In conformity with your Lordship's Instructions, I have endeavoured to make the reply to each question as concise as possible. Had Texas been an older country, offering ampler materials for the return, some of the replies would have been more brief.

I have, &c.

(Signed)

WILLIAM KENNEDY.

The Right Hon. the Earl of Aberdeen. K. T.

&c.

&c.

&c.

Enclosure in No. 454.

REPUBLIC OF TEXAS.—CONSULATE OF GALVESTON.

Return to a Despatch, marked "Slave Trade," dated May 30, 1843.

Answer to 1st Query.—No census of the Republic of Texas having yet been taken, it is impossible to state, with accuracy, the amount of its population, or the respective numbers of whites and of coloured people forming that population. According to election and other returns, the white population may be estimated at 80,000 (eighty thousand) souls; the Indians at 12,000 (twelve thousand); and the slaves at 16,000 (sixteen thousand.) The free persons of colour are extremely few.

It is to be observed that this estimated population is embraced within the limits that designated Texas as a department of Republican Mexico. The additional territory claimed by Texas since the Revolution, but neither occupied by her settlers nor held by her troops, contains a considerable Mexican and Indian population, for estimating whose numbers there are no reliable data. By far the greater portion of this territory is waste.

There is no registry of slaves in Texas. An Act of Congress "to raise a Revenue by direct taxation," imposed a tax upon slaves; and the assessors appointed under the Act gave in returns for the year 1840, which produced the following result:—

Negro slaves under 15 years of age	.	.	.	4,992
Over 15 and under 50	.	.	.	5,899
Over 50	.	.	.	332
				Total
				11,223

There were no returns from nine (probably remote and thinly peopled) counties.

Allowing for omitted and imperfect returns, the whole slave population of Texas, at the close of the year 1840, may be set down, in round numbers, at 12,000 (twelve thousand). Owing to her unsettled relations with Mexico, the amount of slaves introduced into Texas since 1840, especially by sea, cannot have been considerable, nor is there any substantial ground for supposing that the entire slave population of the Republic, including a late accession by the adjustment of the north-eastern boundary line with the United States, at present exceeds 16,000 (sixteen thousand) souls.

Population in 1832.—By calculations chiefly based upon the statistical report of a Commissioner employed by the Mexican Government, the population of the then department of Texas, in the year 1832, may be estimated at about 20,000 (twenty thousand) whites; 2000 (two thousand) negroes; and 15,000 (fifteen thousand) Indians.

Population in 1837.—The Texan Revolution, in 1835, had, on the one hand, the effect of breaking up settlements and dispersing slaves, and on the other, of attracting a crowd of military adventurers and speculators from the United States. No just estimate can be formed of the amount of the population in the year 1837. It may be remarked that at this period there was no material decrease in the

* See Despatch of the same date to Her Majesty's Commissioner in Surinam, Class A., No. 212, p. 301.

numbers of the Indians of Texas. In subsequent years, the Cherokees, and other tribes from the United States, were treated as intruders on the soil, and expelled from the republic by force of arms.

Answer to 2nd Query.—Information, drawn from competent private sources, warrants the conclusion that within the last ten years no slaves have been imported direct from Africa, and, indeed, that no vessel from the African coast has, of late years, entered a port of Texas. It is confidently alleged that the following list includes nearly all the slaves that have been imported from every quarter, with the exception of the United States, since the year 1833.

1835.—In this year the notorious Munroe Edwards and a partner named Christopher Dart, purchased 183 slaves in Havana, shipped them openly on board an American schooner called the "*Shanadoah*," and landed them in Texas at the river San Bernard, south of the Brazos, in the neighbourhood of the cotton plantations. These slaves continued under the control of Edwards until 1838. A mortgage had been executed to the factors at Havana to secure the payment of 35,000 dollars, the unliquidated balance of the purchase-money. Edwards endeavoured to avoid payment of this claim, and also refused to account to Dart for his interest in the purchase. The slaves were placed under legal sequestration, and Edwards filed a release from Dart for his share, which release proved to be a forgery. Edwards was arrested, but availing himself of enlargement on bail, he fled to the United States, and passed from thence to England. By plausible representations and the use of fabricated letters of introduction, he succeeded in imposing on the friends of negro emancipation in both countries. He is now imprisoned at New York, where he has been sentenced to undergo a long term of confinement for swindling. The Havana firm, concerned as factors in the purchase of the slaves for Edwards and Dart, have instituted legal proceedings in Texas for the recovery of the 35,000 dollars still owing to them, but, as yet, without effect.

In the same year (1835), 40 slaves shipped at Cuba, on board the American schooner "*Harriet*," were landed at the river San Bernard.

1836.—This year a schooner (name unascertained) conveyed 40 slaves from Cuba to the Port of Velasco, where part of them were landed; but a Collector of Customs being stationed at that port, the schooner was ordered off, and she landed the remainder at Caney Creek.

In the autumn of the same year (1836), a schooner, under the Spanish flag, commanded by one Moro, a Spaniard, and owned by a person named Coigly, born of American parents at Matanzas, and supposed to have carried 200 slaves from Cuba, ran up the river Sabine, which divides the United States and Texas. It is not known, here, whether the slaves were landed or not. There is a story that the owner, Coigly, who was on board, was murdered, and that the Spanish Master went off with cargo and schooner.

1837 and 1838.—During these years, 41 slaves, in two shipments, were brought from Cuba, and landed near the Brazos river, and thence distributed over the plantations.

Excluding some persons of colour, kidnapped from the British West India islands, who do not belong to this classification, and who were claimed by the British Government, the total of ascertained imports of slaves into Texas, within the last ten years, from all places except the United States, amounts to 504.

The fact that there were few or no persons in Texas possessing sufficient capital to enable them to undertake the risk of the voyage, is the reason assigned for there having been no direct importation of slaves from Africa.

There are no means for ascertaining the annual amount of slaves imported from the United States. With the exception of some purchased by Europeans at New Orleans, nearly all have been introduced by American immigrants. By Section 9th of the "General Provisions" of the Constitution of Texas, the admission, or importation of Africans, or negroes, into the Republic, except from the United States of America, is for ever prohibited, and declared to be piracy. The same section provides that—"Congress shall pass no laws to prohibit emigrants from bringing their slaves into the Republic with them, and holding them by the same tenure by which such slaves were held in the United States."

Answer to 3rd Query.—In criminal cases the law does not extend either to the slave, or to the free man of colour, the same protection that it yields to free white persons. For example—a slave, or free person of colour, convicted before a District Court of maiming a free white person, (which, in the case of whites, is

punishable by fine and flagellation) incurs the penalty of death. By the same act, it is provided that, for offences not capital, slaves shall be tried before County Courts, at a special term to be immediately called, and "it shall not be necessary in such cases that a bill be found by a Grand Jury; but the party shall be required to proceed to trial upon a charge made out and signed by the person lodging the information, setting forth the offence with which such slave stands charged." It is further provided by said act, that—"if any slave, or free person of colour, shall use insulting or abusive language to, or threaten any free white person, upon complaint thereof before any Justice of the peace, such Justice shall cause such negro to be arrested, and upon conviction, the slave, or free person of colour, shall be punished by stripes, not exceeding one hundred, nor less than twenty-five.

Answer to 4th Query.—The law enacts that if "any person shall unreasonably or cruelly treat, or otherwise abuse, any slave, he, or she, shall be liable to be sued in any Court of competent jurisdiction, and on conviction thereof, shall be fined in a sum not less than 250, nor more than 2000 dollars." It is further provided that, "if any person, or persons, shall murder any slave, or so cruelly treat the same as to cause death, the same shall be felony, and punished as in other cases of murder." It is the duty of the District Judges to carry into effect the provisions of this law.

Answer to 5th Query.—The evidence of a slave is not received in Courts of law.

Answer to 6th Query.—Opinion stigmatises persons who maltreat their slaves, and the general tendency is to feed them sufficiently, and to use them without rigour. Scanty fare and harsh treatment are generally confined to the slaves of impoverished owners.

Answer to 7th Query.—The negroes of slaveholders in easy circumstances are considered to enjoy as good health, and to live as long as free persons; but it may well be supposed that this cannot be the case in regard to persons comparatively poor. Owing to the comparatively recent introduction of slaves into Texas, there is no satisfactory test of their longevity. When the owners are poor, the dwellings of the slaves will too often be insufficient to protect them from the variations of the climate, which, in winter is cold, even along the sea coast. The searching "Norther" cannot fail to operate keenly upon the African temperament, and to all for a supply of warm clothing, which insolvent owners are unable to afford. Nor are the negroes, on the low alluvial lands that are subject to overflows, exempt from the fevers peculiar to such localities. They suffer occasionally from attacks that require medical remedies and care; and these, in a measure suited to their wants, their masters are not always in a condition to provide.

Answer to 8th Query.—The slave population is annually increased by the introduction of negroes from the United States, most of whom belong to immigrants. Owing to the unsettled state of the external relations of Texas, the increase has been comparatively small, and is chiefly exhibited in the eastern counties of the Republic. The constitution declares that "Congress shall pass no laws to prohibit emigrants from bringing their slaves into the Republic with them, and holding them by the same tenure by which such slaves were held in the United States."

Answer to 9th Query.—The manumission of slaves is of rare occurrence.

Section 9th of the "General Provisions" of the Constitution of Texas has these words:—"Nor shall Congress have power to emancipate slaves, nor shall any slaveholder be allowed to emancipate his or her slave, or slaves, without the consent of Congress, unless he or she shall send his or her slave, or slaves, without the limits of the Republic."

Answer to 10th Query.—The laws and regulations have become in the letter less favourable to slaves since Texas attained the position of an independent state. The real condition of the negroes is little, if at all, affected thereby, as, during the period of Mexican supremacy, the laws for the mitigation of slavery were virtually unenforced.

Answer to 11th Query.—There is no professed or recognised section of citizens in Texas favourable to the abolition of slavery. Whatever concurrence of opinion may exist among individuals, it has not yet developed itself through open association, public meetings, or the agency of the press.

Answer to 12th Query.—The difference in the eye of the law between a free white and a free coloured man is extreme. Some evidence of this difference has been given in the answer to the third Query.

The Constitution declares that—"No free person of African descent, either in whole or in part, shall be permitted to reside permanently in the Republic without the consent of Congress."

An act of Congress makes it unlawful for any free persons of colour to emigrate to the Republic. Any person so emigrating is to be arrested, and required to give bail for 1000 dollars, with the security of an approved citizen, for his removal out of the Republic. If unable to comply with this requisition of the law, such person is to be committed to gaol, and, after notice, to be sold into slavery for the term of one year. During the year, he is open to liberation on rendering the specified bond. Failing in this, he is to be returned to the sheriff at the end of the term, to be by him sold at public auction; and "any such free person of colour so sold, shall remain a slave for life." The same act prohibits owners and masters of vessel sfrom bringing, or aiding in bringing, free persons of colour into the Republic, under a penalty ranging between 1000 and 10,000 dollars, with a reservation in favour of ship-cooks and working hands.

Answer to 13th Query.—Free coloured men have never been admitted to offices of the state.

Answer to 14th Query.—No periodical census has yet been taken of the population in the District of the Galveston Consulate.

WILLIAM KENNEDY,
Consul at Galveston.

No. 455.

Mr. Kennedy to the Earl of Aberdeen.

British Consulate, Galveston, September 6, 1843.

(Received October 26.)

MY LORD,

IN the return which I have had the honour to make to the questions in your Lordship's Despatch of 30th May, marked "Slave Trade," I have stated that there is, in Texas, no recognised party favourable to the abolition of slavery. This statement has been made with a full knowledge of the fact that, within the present year, certain proceedings have occurred in this section of the Republic, having reference to the emancipation of the Slaves.

Some idea of the character and local effect of these proceedings may be gleaned from newspaper publications, of which I beg to enclose extracts.

On or about the 18th of last March, a Mr. Andrews, who has been about three years resident in this country, and who, I understand, has been in the legal profession at the town of Houston, accompanied by a Mr. League, visited Galveston, and began, cautiously, to unfold a project of slave emancipation. The supporters they found were not, it appeared, numerous; they were not permitted to develop publicly the object of their mission; and, ultimately, Mr. Andrews was forced, by the unlicensed interference of the populace, to enter a boat and proceed to the mainland, under an injunction not to revisit the island. His colleague, Mr. League, quietly withdrew, without abiding the risk of ejection by a mob. At this point, the agitation of the project of emancipation ceased in Galveston, and I am not aware that it has been again commenced in any other part of the Republic.

The last of the newspaper extracts which I have taken leave to transmit (No. 11), is from the avowed and admitted organ of the President of the United States at New Orleans. To that article I would respectfully invite your Lordship's attention, as I am assured, by a party whose trustworthiness I have long known, that materials for its composition, and of others in a similar vein, were received from a "qualified" source at the city of Washington (U. S.) I am told that the suggestion of the "*New Orleans Republican*," recommendatory of the occupation of Texas by American troops, had (according to the writer from Washington) given "great satisfaction to the Secretary of State." The journalist was counselled to avoid political extremes, so that by appealing to the interests of all sections, unanimity of action might be secured "when the question of Annexation came before Congress in December next, at which period it would be submitted to that body, in the President's annual message."

The New Orleans journalist was farther advised to address the southern interests on the topics most likely to stimulate—to expatiate, among other points, on the

danger to be apprehended from the emancipation of the Texan slaves—(estimated by his correspondent at 15,000)—and the loss, by Texan rivalry, in the cotton market of England. To the North, Independent Texas was to be held up as a sort of British Colony, whose smuggling operations would defeat any tariff, and whose anti-American prejudices would be fostered by British capital and emigration. “Annexation,” it was added, “had become a leading question with the administration, and decided action would take place upon it.”

My informant, who has no connexion whatever with newspapers, dates his communication on the 28th of August, on which day he left New Orleans—the extract (No. 11) to which I have referred, appeared on the 29th of August.

I have, &c.

(Signed) WILLIAM KENNEDY.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

Enclosure in No. 455.

Extracts from Texan and American Newspapers, relating to Slavery in Texas.

No. 1.

From the Texas Times, Galveston, Saturday, March 18, 1843.

IN the summer of '38, France had been blockading the ports of the Buenos Ayrean Government for nearly two years. A Minister or Plenipotentiary from England visited the Buenos Ayrean Government, and made the formal request that they should liberate all the slaves then in the Republic, which was done; he then went to Monte Video, the capital of Uruguay, and made a similar request. He was treated with great civility, and a ball was given him, but he was informed that all of the citizens refused to comply with the request. The result was that there was a mediation between France and the Buenos Ayrean Government, which ended in peace. On consummating which, the Buenos Ayreans made war against Monte Video. That war has been continued until a short time since. But we find from a notice in the “Civilian,” that the war has ceased, at a period when the Monte Video slaveholders were driven to the wall and ready to submit to any dictation; at a time, too, when the *civilised* Argentines, who had liberated their slaves, had committed atrocities at which humanity shudders against the *barbarous* slaveholders of Uruguay. How was this peace effected? By the intervention of England. On what term? The British Minister *offered to mediate* and interpose while slavery existed in Monte Video, but the war continued to rage, and the mediation was unsuccessful; but after the *liberation of the slaves*, the oppressed Monte Videans became worthy of active and efficient interference, and England peremptorily demanded that hostilities should cease.

The “Civilian” in commenting on a similar “consummation devoutly to be wished” between Texas and Mexico, says:—

“It remains to be seen whether this policy will be extended to Mexico and Texas. These countries present the same field for its application. They have been engaged for eight years in a bloody but bootless war, leading not only to the injury of the interests of the people of other nations, but in many cases to their imprisonment and murder.”

We can answer for the people of Texas, that they are not yet reduced to the necessity of freeing their negroes for the gratification of England, or any other country; and we can tell the public of Texas that we believe all hopes of English mediation vain on any other terms. So, look well to your priming, and prepare for the chastisement of your enemy, which, after all, is the most certain and by far the most honourable mode of redressing our grievances.

No. 2.

From the Galveston Civilian, of 1st April, 1843.

Recently, however, we have learned that some British Agents, (whether with the knowledge and consent of the British Government or not, we are unable to ascertain,) have made propositions to the effect, that the British Government will

take Texas under its protection, and compel Mexico to acknowledge its independence immediately, provided the citizens of Texas will sell all their slaves to the English subjects, and *abolish* slavery for ever in the Republic! It is even asserted that British citizens will purchase all the slaves in Texas, and remove them from the country, if necessary to effect this object.—*Houston Star*.

The "Star" adds, that this subject has been broached in Galveston, in which statement it is correct; but it has been misled in attributing it to "British Agents." A couple of gentlemen from Houston were the first to agitate it here, and can inform the editor that their success was quite as small as he professes to desire. The people would not even have the subject discussed, and the matter was put down quite as suddenly as it was raised.

No. 3.

From the Galveston Civilian, of 29th April, 1843.

The intimation which has been thrown out that this paper favoured the idea that slavery should be abolished here, on condition that Great Britain would guarantee our independence, is as unfounded as absurd. The foundation for such a suggestion seems to have been a remark which we made in copying the news of the interference of Great Britain and France to put a period to the war between Buenos Ayres and Monte Video. In the course of the extract it was stated that the slaves in one of these countries had been previously liberated for the purpose of furnishing men for its army. Great Britain does not appear, from what we have seen, to have had any thing to do with their liberation; but that country and France thought it time to close a protracted and barbarous war, in which neither party was likely to be benefited, and which had been and threatened to be the source of injury to the people of their respective Governments. It was in this respect that we stated the war to resemble that between this country and Mexico, and to afford similar ground for interference.

No. 4.

From the New Orleans Republican, of July 3, 1843.

TEXAN AFFAIRS—IMPORTANT.—We have had the perusal of Texian papers to the 24th ult., received here on Saturday last. The news thus received is well calculated to awaken the solicitude of all who feel an interest in Southern institutions. England is about procuring a settlement of the dispute between Mexico and Texas, and there is too much reason to fear, that the reward for her interference will be the control of Texian affairs, for many years to come.

(Here follows General Houston's Proclamation of armistice between Mexico and Texas.)

Now, the best elucidation of the designs of John Bull, in this matter, may be found in the following letters inserted in the "Boston Post," 10 or 12 days ago:—

Dear Sir,

London, June 2, 1843.

I enclose the copy of a letter received here by the last steamer from Galveston, in which you will see that the British Minister in Texas has been endeavouring to persuade the people of that Republic that if they will alter their constitution, so as to abolish slavery, then this Government will aid them in their struggle with Mexico, and furnish the money to pay for their slaves, the Texans giving lands.

I have seen the original letter; and there can be no doubt that the writer, who is said to be a respectable man, formerly of New York, believes what he writes. I cannot believe that Captain Elliot—who, it will be remembered, is the person who embroiled England in the war with China—is authorised by this Government to give any such assurances; but, when this movement in Texas is coupled with the labours of Mr. John Q. Adams and others to produce an excitement in the United States against Texas, on the ground of slavery, there is cause to fear that the movement in Texas is made under the advice of, and in concert with, the Abolitionists in the United States and in England; and it may be that it will receive the approbation and support of the Government here, if the movement is not met in the most decided manner by the Government and

people of the United States. My reason for speaking thus of Mr. Adams is that when I was last in Washington, I was told that he was at the Capitol, and had one or more of the Messengers of the House of Representatives aiding him in the examination of every document relating to Texas; and that some adventurer from the North was engaged in publishing a book upon the subject of Texas, in which all that Mr. Adams had said about Texas and slavery was to be inserted.

No one can be at a loss to foresee what would be the consequences to the Southern States if slavery is abolished in Texas under such auspices. The letter in question was addressed to a Mr. Converse, who, with Dr. Carroll and others, has obtained a grand of land from the Texian Government on Red River; and the purpose of the parties is to locate a body of Abolitionists in our Southern border. The letter was written, and is now used here, as a means of inducing the fanatics to emigrate. The settlement would become the rendezvous of runaway negroes; and the principle of free trade would introduce British goods into Texas, as they are about to be introduced into Canada, to be smuggled into the United States. Who does not see that such a population, in immediate concert with the Indians and runaway negroes, will become unprofitable neighbours, and that a war may be easily provoked?

What but the strongest delusion can induce the manufacturers of New England to prefer planting such a colony of Abolition smugglers in Texas, to its annexation to the United States? In the latter case, they would have the benefit of our duties in that market. In the other, they will not only be shut out by the importation of British goods, free of duty, but they will have to meet those goods in our own markets, where they will be introduced by these smugglers.

But you will see that Mr. Yates tells his colleagues here in England, that, aided as he is by Captain Elliot's influence, the subject required *peculiar caution*, and that they will be compelled to introduce it *incidentally*—showing that they know the sentiments of the people of Texas is opposed to the movement. You may rely on the facts as I give them, and I hope that you will call the attention of the people of the South to them.—Yours, &c.

Galveston, March 19, 1843.

MR. S. CONVERSE—Sir—I improve a few moments previous to the departure of the steamer to send you a few lines, communicating a piece of information which I presume will be very material to you, in your movements relative to this country, and which I hope will be of much advantage to you.

A few individuals in this country have been looking for some time to the subject of emancipating the negroes, and have been engaged in preparing very cautiously for the proposition of such a measure to the people of Texas. I had partly prepared a series of Articles on the subject of calling a Convention of the people for this purpose, and that of remodelling our Constitution in some other respects, and have conversed with some of the leading men of this country, and found them either anxious or freely assenting to the measure. I had also held several conversations with the British Minister here; and from him I learned that such a measure would secure for us the warmest support from the British Government in our present struggle, and also the means of paying for our slaves by their citizens giving lands in exchange. As this was a subject requiring peculiar caution, it was deemed advisable by its friends to introduce it *incidentally* with other objects for the Convention. Last evening, however, the steamer arrived from Houston, bringing down several gentlemen from that place, who have come for the avowed purpose of calling the attention of our citizens to the subject. A large portion of the Brasos has been visited, and the slaveholders there found willing for the measure, and it is now proposed to proceed with rapid movement through the whole country, and produce instant action.

This will throw a new feature in the prospects of this country, which will have most important results; and if with it is also introduced the principle of Free Trade, it will produce still greater and more important changes. I leave for your sound judgment and knowledge to trace them out, merely saying that you may expect within 60 days to find our people prepared to hold a Convention for this purpose, as those engaged in it will immediately visit every part of the country, and freely discuss the subject, which is more than half the battle. If I had time, I would follow out a train of reflections on this matter, as connected with our relations with the United States, &c.; but I am much fatigued with writing

for the packet, which is just about to start. I will merely say, if you can get access to the Despatches of Captain Elliot by this packet, you will find my statements fully confirmed, as I have reason to believe he has communicated freely on the subject by this packet. I remain, sir, very respectfully, your obedient servant,
(Signed) A. J. YATES.

No. 5.

From the Galveston Civilian, of August 9, 1843.

It was not our intention to publish or notice in any way the subjoined letter, or that which gave rise to it; but the "Houston Star" has had the unfairness to publish the letter first written, suppressing that which we copy, and the name of the writer. The complete recantation which follows, and the already embarrassing position of the author, together with the fact that the whole abolition scheme, supposed by some to have been concocted in this country under alarming circumstances, had its origin, extent, and end with some three or four individuals, without tact or influence—supersede the necessity of comment, except so far as the Houston editor is concerned. The avidity with which he has seized upon this occasion to assail the Government of Great Britain, and to endeavour to cast discredit on the motives of the Minister of that country here, in his generous and persevering efforts to give us the blessings of an honourable peace, evidence the deep anxiety of the editor of the "Telegraph and Star" to break off the negotiations with Mexico, and involve the country afresh in a predatory and harassing war, without beneficial effects, and interminable in its continuance.

We remark that both Mr. Andrews, the getter up of the abolition movement, and who was compelled to leave the country in consequence, and the writer of the following letter, have been uniform opponents of the President, and that he (the Executive) knew nothing of their movements until the humbug had exploded.

For the information, and to quiet the apprehension of our neighbours in the southern part of the United States, we will state what we understood, at the time of its agitation, to be the scope and object of the abolition project. It was suggested that the Abolitionists of Great Britain would be willing to buy all the slaves in the country, remove them from its limits, and set them at liberty; and those who advanced the idea, wished to get permission of the slaveholders to signify their willingness to entertain such a proposition. The whole scheme was absurd, and wholly impracticable in itself. There are about forty thousand slaves in the country, which, at three hundred dollars each, would amount to the sum of twelve millions of dollars—an amount which very little apprehension need be entertained the Abolitionists either of England or the United States are likely to appropriate in such a manner, or which, if applied to the liberation of slaves, is as likely to be employed in the United States or Brazil as in Texas; for slavery is the same thing in all these countries, and the Abolitionists are no doubt as desirous for its termination in one quarter as another. Their efforts in any quarter, however, do not go much farther than words. Appeals to their pockets have a marvellously chilling effect upon their philanthropy.

Galveston, July 17, 1843.

To the Editors of the New Orleans Republican.

Sirs,—I have noticed in your paper of the 3rd inst., the publication of a letter from a London correspondent of the Boston Post, under date of June 2nd, and a letter addressed by me to Mr S. Converse, at London, on the subject of the movements then agitating this country, in regard to the emancipation of slaves.

As some erroneous inferences are drawn from the expressions used in my letter, both by the London correspondent and by yourself, in relation to the course pursued by the British Minister resident here, I deem it my duty to disabuse the public mind in regard to it, and solicit the privilege of so doing, through your columns, by the publication of this letter.

My letter to Mr. Converse, under date of 19th March last, was written, as it purports to have been, in much haste, and the information contained in it, relative to the opinions and feelings of the people of this country, was based upon the

statements of Mr. S. P. Andrews, who arrived at Galveston late the previous evening; and the information stated to have been derived from the British Minister is the substance of impressions received from conversation with him, and my own knowledge of the feelings and opinions of the British nation. I beg to be distinctly understood when I state that the British Minister has never declared to me, directly or indirectly, that the British Government were disposed to interfere in any manner with the institution of slavery in this country, but that on the contrary he has, and had, previous to my writing that letter, assured me explicitly that his Government had instructed him to interfere in no manner with the civil institutions and internal policy of this Government. At the same time he has unhesitatingly declared, when inquired of, that his own individual opinions were in accordance with those of a majority of his countrymen on that subject.

I feel well assured that the charge preferred by the London correspondent, and editorial remarks annexed, are entirely without foundation, and that assurance is, confirmed from the fact that a Treaty, providing for the interference of Great Britain between this country and Mexico, was concluded nearly three years since, without any allusion to the consideration stated, and that interference has been exerted with effect. The London correspondent has mistaken my language also, when he charges me to state that the British Government would supply the means to purchase our slaves, when I expressly say her citizens. I should also have used the word nation instead of Government, in the preceding portion of the same sentence.

In the conclusion of my letter to Mr. Converse, I refer him to the Despatches of the British Minister, by that packet, for confirmation of the disposition of our people. What was the character of those Despatches I do not know; but as the British Minister came passenger in the Houston boat at the time alluded to, and the subject was made a matter of public conversation on the way down, and the passengers had been publicly advocating the measure, I did not doubt that he would advert to it in his Despatches; but I had no interview with him after the arrival of the Houston boat, and previous to the departure of the New Orleans packet, nor had I any means of ascertaining the purport of his Despatches. This was, therefore, mere conjecture.

As the impression may be entertained, from the comments on my letter, that I am an abolitionist, and in correspondence with abolitionists, for the purpose of promoting their views, I embrace this opportunity to disavow any such sentiments or correspondence. I should not have written to Mr. Converse as I did, if I had anticipated that my letter would be used for the purposes which the London correspondent charges, nor am I willing to believe that it has been used for such purposes. It was surely private, and by what means he obtained possession of a copy remains to be explained. I believe that sudden changes, of the kind the abolitionists propose, are very detrimental to all concerned. Common humanity would dictate the necessity of preparing the slave for emancipation, and individual private rights should protect the owner against any involuntary infringement of his property. Your fellow citizen, Mr. McDonough, has published to the world the most practicable means of an emancipation, to my mind, that has been adopted. Satisfied, however, that our national prosperity would be materially advanced by the substitution of free white labour for that of the slaves, I have advocated any reasonable means of gradual emancipation, and encouragement to the emigration of free white industrious families.

I have also stated in my letter, that this subject would be laid before a Convention incidentally, not because, as the commentator infers, it would meet with opposition from the people, but because the general discussion of the subject might jeopardize the slaveholder, and because I feared that an influence might be exerted from another quarter to counteract the measure. We owe a lasting debt of gratitude to the people of the United States, and especially the southern portion of it, for the aid they have rendered us in achieving our independence. They have since exercised a controlling influence in our Government. That influence procured the election of our present Chief Magistrate, on his first accession to the office; and his second election was much promoted by the same influence, whether for our "weal or woe" the world must judge. Our citizens are willing to make large sacrifices in return for the favours we have received; but it is unreasonable to desire a sacrifice of our future prosperity and welfare for the protection of their slave property. This seems to be the great objection of the London correspondent to the adoption of the proposed measure. I believe, however, his fears

are without foundation. If the introduction of negroes to this country was positively interdicted by severe penalties, several hundred of slaves would be annually saved to their lawful owners in the States, that are now run to Texas; and Treaty stipulations between the two Governments might afford others a better protection for the recovery of runaways, than they now enjoy from their sister States of the Union.—I have, &c. (Signed) A. J. YATES.

No. 6.

From the Galveston Civilian, of August 12, 1843.

Galveston, August 10, 1843.

To the Editor of the Civilian.

Sir,—I was much surprised to find myself severely commented upon in your paper of yesterday, in connection with my letter to the Editors of the New Orleans Republican. I am sure a careful perusal of my letter to Mr. Converse, in connection with the one above referred to, will satisfy any candid mind that I have made no *recantation* to any part of it. The comments on it by the editor of the Republican and the correspondent of the Boston Post, compelled me most reluctantly to appear before the public, in self vindication.

I am also much surprised to find the original movement alluded to denominated *a humbug*, by one who, I believe, entertained favourable opinions of the matter, and who had so recently published the article on the interference of the British Government in the South American difficulties.

May I not hope that in your haste you have used expressions which should be corrected, and that you will take an early opportunity to do so, and much oblige, respectfully your obedient servant,
A. J. YATES.

We like to see a man keep cool under embarrassing circumstances; but, in this case, our admiration is lost in astonishment. Mr. Yates is entitled to the full benefit of adhering to all the statements contained in his letter to Mr. Converse; but we have made the examination and comparison of his first and second letters which he suggests, and although he may have made no “recantation,” he has certainly made one or two important contradictions or explanations, that have very much the appearance of conflicting with previous assertions. For instance, he says, in his letter to Mr. Converse—

“I had also held several conversations with the British Minister here, and from him I learned that such a measure would secure for us the warmest support from the British Government in our present struggle, and also the means of paying for our slaves by their citizens giving lands in exchange.”

In his letter to the New Orleans Republican he says—

“I beg to be distinctly understood when I state that the British Minister has never declared to me, directly or indirectly, that the British Government were disposed to interfere in any manner with the institution of slavery in this country; but that on the contrary he has, and had, previous to my writing that letter, assured me explicitly that his Government had instructed him to interfere in no manner with the civil institutions and internal policy of this Government.”

But lest we may be mistaken in the purport of these letters, and as some of our readers may not have seen that to Mr. Converse, of which Mr. Yates says he has “made no recantation to any part of it,” we publish it entire at the end of this article.

(Here follows Letter in Extract No. 4.)

No. 7.

From the Houston Telegraph, of August 22, 1843.

ANTI-SLAVERY CONVENTION.—The Convention of Abolitionists during their late meeting in London adopted a resolution against the annexation of Texas to the United States! Awful!! They also sent a deputation to wait upon Lord Aberdeen; and on the 20th June Mr. Stacey said this deputation had “an interview with Lord Aberdeen on Monday; and the Earl promised that no *legitimate means should be spared to bring about the great object of abolishing slavery in the Republic of Texas*; adding that no underhand or sinister policy would be

adopted; but that the British Government were determined to proceed by the fair and open interchange of diplomatic intercourse with Texas, or its accredited representatives."

We hope our Government will promptly assure him that it can hold no diplomatic intercourse with a foreign country relative to its domestic institutions.

No. 8,

Letter from Major-General Gaines, United States Army, to Brigadier-General Taylor, St. Louis, Missouri, July 27, 1843.

Extracts.

"I have received the report of Captain St. G. Cooke, of the Regiment of Dragoons, by which I find that although he had met with and very properly disarmed one hundred men professing to be Texans, whose avowed object was to attack and capture the Mexican caravans found upon the Santa Fe road; yet some other men, of the same description, are supposed to be still hovering about this trading road, ready to pounce upon the unoffending caravans.

We must destroy, arrest, or disarm all such lawless combinations whenever found within or near our unmarked boundary. * * *

The question whether the pretended Texans were found within our Territorial limits or not, was a question which, in the absence of a marked boundary, Captain Cooke had a right to decide, so far as the government of his conduct was concerned, while in the discharge of the duty assigned to him. His duty was to afford protection to the persons and property of the citizens of the United States and Mexico, lawfully engaged in trade upon the Santa Fe road.

The sacred character of this duty, requiring perfect impartiality on the part of the United States Commander, to whom it is confided, naturally constitutes him, while acting under the authority of his government, a fit and proper judge, for the time being, to decide how far he can go, and where he should halt, consistently with the well-known principles of the law of nations.

I have long acted upon the principle that for the purpose of protection of unoffending citizens against savages, as well as against predatory bands of civilised men, disposed to violate the known laws of war, or to violate the long cherished principles of free trade, and social intercourse, and free government, throughout the civilised world, we shall not hesitate to consider every foot of land and water near our unmarked boundary, and especially that upon the Santa Fe road, from the Missouri to the Rio del Norte, as neutral ground, and within the reach of our authority, or at least until the boundary line is marked and established according to existing Treaties. I acted upon this principle upon the Sabine frontier in the year 1836, much to the dissatisfaction of certain self-esteemed Abolitionists, with whom those land privateers may now unite in abusing me. But I am never so well satisfied with my own conduct as when I find myself abused by political intriguers and land privateers or pirates."

No. 9.

From the Galveston Civilian, of August 26, 1843.

S. P. ANDREWS appears to be making quite a figure among the Abolitionists of England, having, as is said, obtained money from this class of people in the United States to enable him to make the voyage to attend "The World's Convention," at London. No man is better qualified to live upon the hospitality and credulity of others than Mr. A.; and we hope the fanatics among which he has classed himself will pay well for the acquisition. When Monroe Edwards fled from Texas to evade the penalties of his crimes, he went to New York, and was on the eve of obtaining \$2000 from the Tappans, to enable him to go to England as a friend to abolition from Texas, but was exposed, at that city, previous to obtaining the money, which circumstance we have always regretted. Mr. A. appears thus far, to have succeeded better, and we only hope that he may have a good opportunity, and improve it, to fleece the English fanatics, who have sympathies and money to give to the sleek, well-fed, and contented negroes, while thousands of their white brethren are suffering and even dying with hunger under their very eyes.

No. 10.

From the Houston Telegraph, of August 30, 1843.

OCCUPATION OF TEXAS BY UNITED STATES TROOPS.—The New Orleans Daily Republican, the official gazette of the Government of the United States has the following ominous paragraph:—

“In our opinion, the only way of effectually providing for the security of the slaveholders in the South-west States, is for the general Government to occupy Texas without delay. We are sure a majority of the Texians would be glad to be re-admitted into the Union; and we doubt very much whether Santa Anna would risk a war with the United States. Great Britain, it is true, would dislike the annexation of Texas to the United States; but is not certain she would risk a general war to oppose it.”

We suspect the editor has exceeded his instructions: for it is scarcely probable that President Tyler can have authorised such a declaration to be made by the editor of the “Republican.” If, however, the Government of the United States really intends to occupy Texas, we hope it will place a *decent* officer in command of the troops they may send to occupy Texas. We should not willingly submit to such a man as Captain Cooke, but we should have less objections to strike our flag to “Captain Tyler.”

No. 11.

From the New Orleans Republican, of 29th August, 1843.

THE Texas question is one which, in our opinion, cannot be too attentively or repeatedly taken into consideration by all who are interested in the welfare of Louisiana—in the honour, nay, in the very existence of the American Union; for, of a surety, should Englishmen succeed in realising their schemes in the country beyond the Sabine, the final result must be a long and sanguinary war, or a dissolution of the Union.

Let us examine the Texas question as it now stands; although, in doing so, it may be necessary to refer to the history of the last twenty-five years. In the correspondence of J. Q. Adams with the Spanish Minister, twenty-four years ago, we find the validity of our title to the land as far south and west as the Bay of St. Bernard, fully sustained. Nor was the value of the country beyond the Sabine subsequently forgotten by the Secretary, although he considered the possession of Florida more important. Could President Monroe, and his Cabinet, have foreseen the rapid settlement of Texas at a latter period, followed by the intrigues of Foreign Governments, we are persuaded no abandonment would ever have been made of the district between the Sabine and the Bay of St. Bernard. Indeed, we are at a loss to conceive how any American statesman, whose mind may not be entirely warped by the mania of abolition, can calmly look for a moment at the plans which English fanatics and politicians are evidently concocting, in order to make what should be our greatest safeguard, our most imminent peril, namely, the progress of the Anglo-Saxon race to the south and west.

Great Britain has succeeded in concluding a truce between Mexico and Texas. Profiting by the desperate condition of the finances of both of those States, England has contrived to make herself the mistress, the controlling power over their mutual relations. Can it be imagined for a moment, that her statesmen will neglect the opportunity thus presented, for securing a foothold on the shores of the Gulf of Mexico, for planting her enterprising and ambitious people within a few days' march of the great river of the West; on the borders of the Great Valley of the Mississippi?

After the Government of Texas transfers to England forty or fifty millions of acres of vacant lands, as the only consideration it has to offer for the purchase of independence from Mexico, how long will it be ere thousands of Englishmen settle in the finest parts of Texas?

Again—if the leading men in Texas already seem averse or indifferent to an incorporation with their fatherland—if they are already beguiled by the offers of pecuniary aid from England—may not the coming of thousands of Englishmen among them, aided by British capital, convert them from indifferent American patriots to loyal British subjects? This question is one which a few years may solve.

We are no alarmists—for the ultimate preponderance of our republic throughout the Great Valley of the Mississippi, we have no fears. But this we do say, that English influence over Texas must be opposed and defeated, otherwise the social institutions of Louisiana and the neighbouring States, will undergo a revolution, or great change. If our slaveholders are even now in danger of losing their property, in consequence of the machinations of abolitionists 1000 or 1500 miles off, how much more imminent will be their peril with foreign abolition colonies so near that runaways may reach them in a few days? Either the general or state governments must guard four or five hundred miles of frontier, by keeping up, at great expense, numerous corps of horse and foot, or permit three hundred thousand slaves, now within a short march of the Sabine, to take the road to Texas. Disguise or pervert the question, as you may, it must come to this complexion at last.

But, perhaps, some one will here ask, How can the United States interfere?—How may their government hinder Texas from throwing itself into the arms of England, and becoming in fact a British colony? We shall attempt to answer these questions.

First, and foremost, we would have Texas, as far as the Nueces river, occupied by United States troops. At the same time, the people of Texas should be assured of a full title to all the lands they now hold, with the promise of speedy admission into the Union on an equal footing with the other States. Besides, the Mexican Government should be offered ten millions of dollars, to induce it to fix the boundary line between the two countries, at the river Nueces.

To the execution of this plan, we believe, no serious opposition would arise on the part of any thing like a majority of the people of Texas. Their re-admission into the Union, would increase the value of their lands—it would secure to them, that which they do not now possess in many places, a government of law and order—it would place their families and households under the ægis of a nation destined to be the greatest and most powerful one of either hemisphere. But, what would John Bull say? It may be, he would fly into a passion, and want satisfaction,—still, it is believed he is not exactly in a condition for such a war as his next contest with Brother Jonathan will probably become. The affairs of China and India are far from being settled in a way to maintain British supremacy. The aspect of things in Spain threatens danger to the balance of power over which England has assumed so much control during the last and present century. Then again, there are 1,000,000 of Celts in Ireland, anxious for a fair hit at the Anglo-Saxons; and some half a million of half-starved workmen in England proper, who would gladly witness the humiliation of the aristocracy who now control every thing in Great Britain.

Here are considerations which must have weight with the able statesmen who now manage the affairs of Great Britain. They will probably suffice to hinder a collision between Great Britain and the United States, should Texas be re-admitted into our Union. But if our anticipations prove fallacious—should England insist upon placing at our doors bands of incendiaries, smugglers, and negro thieves, we must rely upon the patriotism of the American people to abate the nuisance—to engage, if need be, in that “big” war, that great struggle, which must decide who shall rule the seas, and control both continents—the Saxons of Britain, or their descendants in America.

SPECIAL MESSENGER TO TEXAS.—Alexander G. Abell, Esq., bearer of Despatches from the Secretary of State, to General Murphy, United States' Chargé d'Affaires in Texas, left Washington City on the 21st instant; arrived here on the 28th, and leaves this afternoon, in the steamer “*Sarah Barnes*,” for Galveston.

We can do nothing more than exercise a Yankee's privilege in guessing at the nature of these Despatches. Judging from the promptness with which they have been expedited, immediately after the reception of the European news, and the President's return to Washington, we are inclined to think Mr. Abell's message will prove an important one.

No. 456.

The Earl of Aberdeen to Mr. Kennedy.

SIR,

Foreign Office, October 31, 1843.

YOUR Despatches, dated the 6th and 17th July, and 6th August, of this year's Series, on the subject of Slave Trade carried on by British subjects, between the United States and Texas, have, by my direction, been referred to the proper Law Adviser of the Crown, for his opinion, as to what steps can be taken by Her Majesty's Government, in order to bring the offenders to justice.

I have now to state to you, for your information, that that Officer has reported it to be his opinion, that the provisions of the Statute of the 5th George IV., cap. 113, in which are consolidated the Penal Laws of Great Britain against Slave Trade, which were in force at the time the alleged illegal acts of Messrs. Frankland and Jones were perpetrated, cannot be made to attach to any acts done by Messrs. Frankland and Jones, within the Territory of Texas. But if they, or either of them, should be guilty of transgressing upon the high seas any of its provisions; they would, if found in *flagrante delicto*, be liable to be taken, together with their ship and her cargo, and might be proceeded against accordingly; or, if afterwards found within British Territory, they would be liable to prosecution. No effectual steps, however, can be taken by Her Majesty's Government against Messrs. Frankland and Jones, so long as they remain beyond the limits of British Jurisdiction.

I am, &c.

William Kennedy, Esq.
&c. &c.

(Signed) ABERDEEN.

VENEZUELA.

No. 457.

The Earl of Aberdeen to Mr. Belford Wilson.

SIR,

Foreign Office, March, 13, 1843.

I HEREWITH transmit to you a copy of a List, furnished by the Admiralty, of Her Majesty's ships and vessels, to which warrants and Instructions have been issued, in pursuance of the Treaty of the 15th March, 1839, between Great Britain and Venezuela, for the Abolition of the Slave Trade, specifying the force and station of each vessel, and the name of its Commander. And I have to desire that, in accordance with the provisions of the 7th Article of the Treaty above-mentioned, you will transmit a copy of that List to the Venezuelan Government.

I am, &c.

Belford Hinton Wilson, Esq.
&c.

(Signed) ABERDEEN.

Enclosure in No. 457.

Admiralty, February 27, 1843.

List of Ships to which Warrants under the Treaty of 15th March, 1839, with the Republic of Venezuela for the Abolition of the Slave Trade, have been issued, with the Names of their respective Commanding Officers, the force of the Ships, and the Station on which they are employed.

Ships.	Guns.	Commanding Officer.	Station.
Madagascar	44	Captain John Foote	Coast of Africa.
Iris	20	" G. R. Mundy	
Ferret	6	Commander Josiah Oake	
Cygnets	8	Lieutenant Edward Wilson	
Heroine	10	" T. D. Stewart	
Bonetta	3	" C. E. Gray	
Pantaloon	10	" C. H. Lapidge	
Rapid	10	" E. C. Earle	
Spy	3	" George Raymond	
Kite	2	" W. J. G. Pasco	
Winchester	50	Captain Charles Eden	Cape of Good Hope
Isis	44	" Sir John Marshall, C.B.	
Cleopatra	26	" Christopher Wyvill	
Bittern	16	Commander Hon. B. C. F. P. Cary	
Acorn	16	" John Adams	
Lily	16	" George Baker	
Arrow	6	Lieutenant W. Robinson	
Thunderbolt	4	Commander Geo. N. Brooke	
Alfred	50	Commodore Purvis	
Daphne	18	Captain J. J. Onslow	
Pearl	20	Commander R. H. Stopford	Brazil.
Frolic	16	" W. A. Wallis	
Ardent	4	" John Russell (B)	
Growler	4	" C. H. M. Buckle	
Gorgon	6	Captain Charles Hotham	
Curlew	10	Lieutenant John Foote	
Viper	6	" James Carter	
Spider	6	" R. E. Pym	
Pique	36	Captain Hon. M. Stopford	
Spartan	26	" Hon. C. J. J. B. Elliot	
Volage	26	" Sir W. Dickson, Bart.	North America and West Indies.
Tweed	20	Commander H. D. C. Douglas	
Electra	18	" Arthur Darley	
Orestes	18	" Hon. S. J. Carnegie	
Albatross	16	" Reginald Yorke	
Ringdove	16	" Sir William Daniell	
Scylla	16	" Robert Sharpe	
Wasp	16	" Andrew Drew	
Griffon	3	Lieutenant Charles Jenkin	
Pickle	3	" J. A. Bainbridge	
Fair Rosamond	2	" A. G. Bulman	
Hornet	6	" R. B. Miller	
Avon	2	" Henry Byng	
Megara	2	" George Oldmixon	

CLASS C.

No. 458.

*The Earl of Aberdeen to Mr. Wilson.**Foreign Office, May 6, 1843.*

SIR,

WITH reference to my Despatch of the 13th March last, transmitting to you a list of Her Majesty's ships and vessels to which warrants and instructions have been issued, in pursuance of the Treaty of the 15th March, 1839, between Great Britain and Venezuela, for the Abolition of the Slave Trade, for communication to the Venezuelan Government :

I have to desire that you will inform the Venezuelan Government, that a warrant under the above Treaty has been issued to Her Majesty's sloop "Sappho," of 16 guns, about to be employed on the Cape of Good Hope station, and commanded by Commander the Honourable George Hope.

I am, &c.

Belford Hinton Wilson, Esq.
&c. &c.

(Signed) ABERDEEN.

No. 459.

*The Earl of Aberdeen to Mr. Wilson.**Foreign Office, May 26, 1843.*

SIR,

WITH reference to my Despatch of the 13th March last, transmitting to you a list of Her Majesty's ships and vessels to which warrants and instructions have been issued, in pursuance of the Treaty of the 15th March, 1839, between Great Britain and Venezuela, for the Abolition of the Slave Trade, for communication to the Venezuelan Government :

I have to desire that you will inform the Venezuelan Government that a warrant, under the above Treaty, has been issued to Her Majesty's ship "Curaçoa," of 24 guns, about to be employed on the Brazil station, and commanded by Captain Sir Thomas S. Pasley, Bart.

I am, &c.

Belford Hinton Wilson, Esq.
&c. &c.

(Signed) ABERDEEN.

No. 460.

*Mr. Wilson to the Earl of Aberdeen.**Caracas, April 22, 1843.*
(Received June 2.)

MY LORD,

I HAVE the honour of transmitting herewith, to your Lordship, a copy of a note which I have addressed to Mr. Aranda, Minister of Foreign Affairs of Venezuela, in execution of the Instructions contained in your Lordship's Despatch, marked "Slave Trade," of the 13th ultimo.

In acknowledging the receipt of this note, Mr. Aranda assures me that he has laid it before his Government.

I have, &c.

(Signed) BELFORD HINTON WILSON.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

Enclosure in No. 460.

*Mr. Wilson to Señor Aranda.**Caracas, April 19, 1843.*

SIR,

IN accordance with the provisions of the Seventh Article of the Treaty of the 15th of March, 1839, between Great Britain and Venezuela, for the Abolition of the Slave Trade, the Undersigned, Her Britannic Majesty's Chargé d'Affaires, has been directed by his Government to transmit to his Excellency

Mr. Francisco Aranda, Minister of Foreign Affairs of the Republic, a copy of a List, furnished by the Admiralty, of Her Majesty's ships and vessels to which warrants and Instructions have been issued, in pursuance of the above-mentioned Treaty, specifying the force and station of each vessel, and the name of its Commander.

In now fulfilling the orders of his Government, the Undersigned renews to Mr. Aranda the assurance of his high respect and distinguished consideration.

(Signed) BELFORD HINTON WILSON.

His Excellency Francisco Aranda,
&c. &c. &c.

No. 461.

The Earl of Aberdeen to Mr. Wilson.

SIR,

Foreign Office, June 13, 1843.

WITH reference to my Despatch of the 13th March last, transmitting to you a List of Her Majesty's ships and vessels to which warrants have been issued in pursuance of the Treaty of the 15th March, 1839, between Great Britain and Venezuela, for the Abolition of the Slave Trade, for communication to the Venezuelan Government;

I have to desire that you will inform the Venezuelan Government, that a warrant under the above Treaty, has been issued to Her Majesty's sloop "Rose," of 18 guns, about to be employed on the North American and West India station, and commanded by Commander H. R. Sturt.

I am, &c.

Belford Hinton Wilson, Esq.
&c. &c.

(Signed) ABERDEEN.

No. 462.

The Earl of Aberdeen to Mr. Wilson.

SIR,

Foreign Office, June 27, 1843.

I HAVE to desire that you will inform the Venezuelan Government, that a warrant under the Treaty of the 15th March, 1839, between Great Britain and Venezuela, for the Abolition of the Slave Trade, has been issued to Her Majesty's steam vessel "Avon," of two guns, about to be employed on the North American and West India station, and commanded by Lieutenant D. R. B. Mapleton: and that the warrant issued to Lieutenant Byng, of the "Avon," has been cancelled.

I am, &c.

Belford Hinton Wilson, Esq.
&c. &c.

(Signed) ABERDEEN.

No. 463.

The Earl of Aberdeen to Mr. Wilson.

SIR,

Foreign Office, July 4, 1843.

I HAVE to desire that you will inform the Venezuelan Government that a warrant, under the Treaty of the 15th March, 1839, between Great Britain and Venezuela, for the Abolition of the Slave Trade, has been issued to Her Majesty's sloop "Espoir," of 8 guns, about to be employed on the West Coast of Africa station, and commanded by Commander Arthur Morrell.

I am, &c.

Belford Hinton Wilson, Esq.
&c. &c.

(Signed) ABERDEEN.

No. 464.

The Earl of Aberdeen to Mr. Wilson.

SIR,

Foreign Office, July 27, 1843.

I HAVE to desire that you will inform the Venezuelan Government that a warrant, under the Treaty of the 15th March, 1839, between Great Britain and Venezuela, for the Abolition of the Slave Trade, has been issued to Her Majesty's sloop "Racer," of 16 guns, about to be employed on the Brazil station, and commanded by Commander Archibald Reed.

I am, &c.

Belford Hinton Wilson, Esq.
&c. &c.

(Signed) ABERDEEN.

No. 465.

The Earl of Aberdeen to Mr. Wilson.

SIR,

Foreign Office, August 2, 1843.

I HAVE to desire that you will inform the Venezuelan Government that a warrant, under the Treaty of the 15th March, 1839, between Great Britain and Venezuela, for the Abolition of the Slave Trade, has been issued to Her Majesty's ship "Conway," of 26 guns, about to be employed on the Cape of Good Hope station, and commanded by Captain Robert Fair.

I am, &c.

Belford Hinton Wilson, Esq.
&c. &c.

(Signed) ABERDEEN.

No. 466.

Mr. Wilson to the Earl of Aberdeen.

MY LORD,

Caracas, June 19, 1843.
(Received August 5.)

IN obedience to the Instructions contained in your Lordship's Despatch, "Slave Trade," of the 6th ultimo, I have duly informed the Venezuelan Secretary of State for Foreign Affairs that a warrant, under the Treaty between Great Britain and Venezuela, for the Abolition of the Slave Trade, has been issued to Her Majesty's ship "Sappho."

I have, &c.

(Signed) BELFORD HINTON WILSON.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 467.

Mr. Wilson to the Earl of Aberdeen.

MY LORD,

Caracas, June 29, 1843.
(Received August 5.)

IN obedience to the Instructions contained in your Lordship's Despatch, marked "Slave Trade," of the 26th ultimo, I have informed the Venezuelan Government that a warrant, under the Treaty of the 15th of March, 1839, between Great Britain and Venezuela, for the Abolition of the Slave Trade, has been issued to Her Majesty's ship "Curaçoa."

I have, &c.

(Signed) BELFORD HINTON WILSON.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 468.

The Earl of Aberdeen to Mr. Wilson.

SIR,

Foreign Office, August 11, 1843.

I HAVE to desire that you will inform the Venezuelan Government that a warrant, under the Treaty of the 15th March, 1839, between Great Britain and Venezuela, for the Abolition of the Slave Trade, has been issued to Her Majesty's steam vessel "Hermes," of 3 guns, to be employed on the North American and West India station, commanded by Lieutenant Washington Carr.

I am, &c.

Belford Hinton Wilson, Esq.
&c. &c.

(Signed) ABERDEEN.

No. 469.

The Earl of Aberdeen to Mr. Wilson.

SIR,

Foreign Office, August 18, 1843.

I HAVE to desire that you will acquaint the Government of the Republic of Venezuela, that the warrant supplied to Her Majesty's ship "Orestes," Commander the Honourable Swynfen T. Carnegie, employed on the North America and West India station, under the Treaty between Great Britain and Venezuela, of March 15, 1839, for the Suppression of Slave Trade, has been returned to the Lords Commissioners of the Admiralty, and cancelled by them.

I am, &c.

Belford Hinton Wilson, Esq.
&c. &c.

(Signed) ABERDEEN.

No. 470.

Mr. Wilson to the Earl of Aberdeen.

MY LORD,

*Caracas, July 19, 1843.**(Received August 20.)*

IN pursuance of the Instructions contained in your Lordship's Despatch, marked "Slave Trade," of the 13th ultimo, I have duly informed the Venezuelan Government that a slave warrant has been issued to Her Majesty's sloop "Rose."

I have, &c.

(Signed) BELFORD HINTON WILSON.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 471.

The Earl of Aberdeen to Mr. Wilson.

SIR,

Foreign Office, September 8, 1843.

I HEREWITH transmit to you a List of Her Majesty's ships and vessels to which warrants have been issued under the Treaty of March 15, 1839, between Great Britain and Venezuela, for the Abolition of the Slave Trade, specifying the force and station of each vessel, and the name of its Commander; and I have to desire that you will communicate a copy of that List to the Venezuelan Government.

I have, &c.

Belford Hinton Wilson, Esq.
&c. &c.

(Signed) ABERDEEN.

The Warrants above referred to were as follows:—

Name of Vessel.	Name of Commander.	No. of Guns.	Station.
Dolphin	Lieut. William O'B. Hoare	3	Brazil.
Inconstant	Capt. Charles H. Freemantle	36	North American and West India.
Alert	Com. Charles J. Bosanquet	6	Coast of Africa.
Albert, (steam vessel)	Lieut. Daniel Woodruffe	3	Ditto.
Wasp	Com. Henry Bagot	16	North American and West India.
Spy	Lieut. S. O. Wooldridge	3	African.
Bittern	Com. Edmund Peel	16	Cape of Good Hope.

No. 472.

Mr. Wilson to the Earl of Aberdeen.

Caracas, August 5, 1843.

(Received Sept. 21.)

MY LORD,

IN obedience to the Directions contained in your Lordship's Despatch, "Slave Trade," of the 27th of June last, I have duly informed the Venezuelan Government, that a warrant has been issued to Her Majesty's steam vessel "Avon," commanded by Lieutenant D. R. B. Mapleton; and that the warrant issued to Lieutenant Byng, of the "Avon," has been cancelled.

I have, &c.

(Signed) BELFORD HINTON WILSON.

The Right Hon. the Earl of Aberdeen, K. T.

&c. &c. &c.

No. 473.

Mr. Wilson to the Earl of Aberdeen.

Caracas, August 4, 1843.

(Received October 6.)

MY LORD,

I HAVE the honour to transmit herewith Answers to the Queries contained in your Lordship's Despatch, marked "Slave Trade," of the 30th of May last.* For the convenience of reference, those Queries have been copied into this Despatch.

Q.—1. What is at present the amount of the population of the State in which you reside, and what the number of whites and of coloured people forming that population, distinguishing males from females, and free people from slaves?

A.—Estimated amount of the population of Venezuela in 1843,—1,117,394, classified as follows:—

Free people of all colours.			Total.
Males.	Females.		
528,843	559,966		1,088,809
	Slaves.		
12,865	15,727		28,585

Q.—What was the amount of the population in the same State in the year 1832?

A.—Estimated amount of population in 1832, 760,602, classified as follows:—

Free people of all colours.			Total.
Males.	Females.		
340,500	373,309		713,809
	Slaves.		
22,139	24,654		46,793

Q.—What was the amount in the year 1837, distinguishing the particulars as in the case of the present time?

A.—Amount of population, according to Census, in 1837, 876,498, classified as follows:

* See Despatch of same date to Her Majesty's Commissioner in Surinam, Class A., No. 212, p. 301.

	Free people.	
Males.	Females.	Total.
403,281	435,528	838,809
	Slaves.	
17,502	20,187	37,689

No distinction between free whites and freecoloured people is recognised by law, therefore in the formation of a census no other classification is allowed to be introduced than that of free people and slaves.

Q.—2. Is it supposed that any slaves have been imported into the country within the last ten years, either direct from Africa, or from other quarters; if so, how many in each year?

A.—1. None whatever from Africa, and but very few from other quarters, and only in the character of domestic servants, without being allowed to be sold or to remain permanently in the country; as will be best explained by the following sketch of the law on the subject.

About four months after the breaking out in Venezuela of the Revolution against Spain, the Supreme Junta of Caracas, on the 14th of August, 1810, issued a Decree prohibiting the Slave Trade; and in confirmation of this Decree, an article was expressly introduced into the Federal Constitution of Venezuela, promulgated on the 21st of December, 1811, of which the following is a translation:—

“The vile traffic of slaves prohibited by the decree of the Supreme Junta of Caracas on the 14th of August, 1810, is hereby solemnly and constitutionally abolished throughout the territory of the Union, without it being lawful, in any manner, to import slaves of any kind for the purposes of mercantile speculation.”

Upon the Union, in 1821, of Venezuela with New Granda, under the name of the Republic of Colombia, a law, bearing date the 19th of July of that year, founded upon a recommendation of the Venezuelan Congress, was enacted for the Abolition of the Slave Trade of Columbia, and for the gradual extinction of Slavery throughout the Republic.

By this law the Slave Trade was abolished, and all persons were moreover prohibited from introducing into Colombia more than one slave in the character of a servant, such slave not being allowed to be sold in the country, and the introducer being under the obligation to re-export him.

Slaves introduced in violation of the law became *ipso facto* free.

Upon the separation in 1830 of Venezuela from Colombia, a law was issued, under date of 2nd of October of that year, in substitution of the before-cited law of Colombia of 1821.

By this law the prohibition of the Slave Trade is continued, as is also the limitation in respect to the introduction of only one slave in the character of a domestic servant, who cannot be sold in the country; and as a further guarantee against fraudulent introductions under this plea, it is determined, that in the event of the introducer becoming domiciled in the country, he is bound to re-export such slave, or to set him free; a bond being given to that effect at the time of the introduction.

Slaves fraudulently introduced, or in violation of this law, become *ipso facto* free, and generally there appears to be a sincere disposition on the part of the Executive and other authorities, honestly to enforce the laws and regulations against the Slave Trade, as well as such as are issued for the better protection of existing slaves.

As evidence of this latter point, it has been established by a judicial decision, pronounced in appeal on the 5th of June, 1843, that even the right of introducing a slave in the capacity of a domestic servant, under the above stated conditions, is limited to foreigners momentarily passing through, or residing in Venezuela; and in virtue of this decision, a slave introduced by a foreigner in 1841 was set free, and the introducer fined in the costs of the trial, on the ground of his having introduced the slave, being himself domiciled in Venezuela.

By the Treaty between Great Britain and Venezuela, signed at Caracas, the 15th of March, 1839, Venezuela binds herself to preserve in force the provisions of the law of the 18th of February, 1825, declaring all Venezuelans found trafficking in African slaves, guilty of piracy, and punishable with death; and by a subsequent article, both countries pledge themselves to conclude a separate Convention, detailing what acts, including those of Slave Trade, shall constitute piracy.

Q.—3. Is the slave protected by law, equally with a free man, in criminal cases?

A.—Yes.

Q.—4. What protection is there by law to a slave against ill-conduct on the part of his master?

A.—During the Spanish dominion, there was a public officer, called “the Protector of Slaves;” and by a law issued the 24th of April, 1838, “the Procurador Municipal” is directed to act as the legal representative of slaves; and in cases of ill-treatment, is bound to prosecute the master, whom, if found guilty of the offence, is punished in conformity to law, and the ill-treated slave then acquires the right of selling himself to any purchaser willing to buy him, at the price established by the legal tariff for slaves of same age and sex.

Q.—5. Is the evidence of a slave received in a court of law?

A.—Yes, in all cases excepting for or against his master.

Q.—6. Is the slave well or ill-fed, well or ill-treated?

A.—According to the best information that it has been possible to procure, slaves in Venezuela are, generally speaking, well fed and treated.

The coast slaves usually have Saturday allowed to them to work for themselves in the lieu of rations; when this is not the case, they are provided with rations; in every event they receive two suits of coarse clothing annually, are attended to in sickness, and have Sundays and twelve Feast-days in the year to themselves.

Slaves generally work by task, and it is said that their usual task does not exceed two-thirds of the work commonly performed by a free labourer.

Q.—7. Is the slave considered generally to enjoy as good health, and to live as long, as a free person?

A.—Yes, as respects free people engaged in similar occupations to the slave, and placed in the same localities.

Q.—8. Is the slave population considered to be on the increase or decrease; and from what causes?

A.—On the decrease:—1st, Because the children of female slaves, born subsequently to the 19th of July, 1821, are free.

2ndly, Because none have been imported from Africa since 1810, and very few from other quarters; whilst, subsequently to July, 1821, it has only been allowable to introduce slaves in the character of domestic servants, and on the express condition of their being re-exported or set free.

3rdly, By death.

4thly, By manumission.

Q.—9. Is the manumission of slaves of common occurrence?

A.—Yes:—1st, By their purchase by the State, to the extent of at least 20 slaves annually, out of funds created by law, and religiously set apart for that purpose.

2ndly, By testamentary dispositions; and,

3rdly, By the slaves themselves purchasing their own freedom from the savings of their industry, or by money advanced to them by individuals for that express purpose, on the assurance that the slave, on obtaining his freedom, will remain with the lender as a free servant until he has repaid out of his wages the money thus advanced to him,

This system is frequently adopted to secure the free services of children of slaves born after the year 1821, and who by law are liable to be held, by the owners of their mothers, virtually in a state of slavery, until the age of 18, and to that of 21 in respect of those born after 1830.

The 161st Article of the Political Constitution of Venezuela, promulgated in 1830, declares the superintendence over the execution of the laws regulating the manumission of slaves to be an attribution of the provincial Juntas.

Q.—10. Have the laws and regulations in respect to slaves become more or less favourable to them within the last ten years?

A.—No essential alterations in the laws in respect to slaves have been made within the last ten years; but it seems right to add that the law issued by Venezuela in 1830 greatly reduced the rate of taxation imposed by the law of Colombia of 1821, for raising funds for the annual redemption of slaves, and prolongs, from 18 to 21 years, the period of servitude of children born after that date of female slaves.

Q.—11. Is there in the State in which you reside, a party favourable to the abolition of slavery? And what is the extent and influence of such party? And if such party on the increase, or otherwise?

A.—Principally owing to the influence of the late Liberator, General Bolivar, enforced by his example, in unconditionally giving freedom, in 1810, to his own numerous slaves, the gradual extinction of slavery throughout Colombia, of which Venezuela was, at the time a component State, was formally determined by the law of Colombia of the 19th of July, 1821, and from that time the abolition of slavery seems to have been considered by the nation at large as a fundamental principle of the Republic: nevertheless, that law was modified in 1830, as already explained in Answer No. 10; and in the present year a portion of the press, under the influence of the landed proprietors, denounce it as one of the causes of the actual agricultural distress, indicating that some indemnification to slave-owners should be made.

Q.—12. Is there any difference in the eye of the law between a free white and free coloured man?

A.—None whatever; the denomination of persons of colour being formally abolished, in 1811, by the Political Constitution.

Q.—13. Are free coloured men ever admitted to offices of the State?

A.—The law makes no distinction between them; and the free people of colour holding offices of State, and in the public service, form a large proportion of the total number of employés.

Q.—14. You will state whether you have drawn your Answers from public documents or from private information; and you will state whether any periodical Census is taken of the population within the district of your Consulate; and what was the last period at which it was taken?

A.—In all possible cases, from public documents; and in others, from private information, especially from Mr. Manrique, Secretary of State for the Home Department, and from Colonel Smith, an enlightened Englishman in the service of Venezuela, who, from 1837 to 1841, held the offices of Secretary of State for the Finance and Foreign Department.

No periodical Census is taken of the population of Venezuela.

In 1825 a Census was taken; and although admitted to be very inexact, no other was taken until 1834. From its numerous errors, this Census was rejected, and another was taken in 1837, which is the last that has been formed; even this is not considered to be very correct, giving, as is believed, a lesser amount of population than that which really existed; nevertheless, in the absence of more correct data, it has been necessary in preparing Answer No. 1, in this Despatch, to adopt this Census (1837) as the basis for calculating the amount of population in 1832 and in 1843.

For the sake of perfect accuracy on a point of such importance, it appears necessary to qualify, by the following explanation, the 2nd clause of Answer No. 8—namely, that

“The children of female slaves born subsequent to the 19th of July, 1821, are free.”

Such children, as an indemnification to the owners of their mothers, for the expenses of their training, are bound to labour for them, virtually as slaves, until the age of 18, in respect to those born prior to the 2nd of October, 1830, and to the age of 21, in respect to those born after that date.

On the expiration of these periods, as the case may be, they are delivered over free to their legitimate parents, or to their grandfathers or grandmothers, being free people; and who, as well as the brothers and sisters, if free, of such children, may at any time previous procure them their freedom, by paying to the owner of the mother the one-half of the price for a slave of the same sex and age as determined by the Spanish Tariff.

If these children have no such relations, then, at the discretion of a Board of Manumission, acting under the superintendence of the Executive, they are apprenticed, until the age of 25, to trades or rural occupations (for example, as field labourers,) and in preference to their former patrons.

From all this it follows that, although the children of female slaves born after the 19th of July, 1821, are declared free, in ordinary cases they do not practically enter upon the unrestricted enjoyment of their freedom until they attain the age of 25.

I have, &c.

(Signed) BELFORD HINTON WILSON.

The Right Hon. the Earl of Aberdeen, K.T.

&c.

&c.

&c.

No. 474.

*Mr. Wilson to the Earl of Aberdeen.**Caracas, August 28, 1843.
(Received October 6.)*

MY LORD,

IN reply to your Lordship's Despatch, marked "Slave Trade," of the 4th ult., I have duly informed the Venezuelan Government that a warrant, under the Treaty between Great Britain and Venezuela, for the Abolition of the Slave Trade, has been issued to Her Majesty's sloop "Espoir."

I have, &c.

(Signed) BELFORD HINTON WILSON.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 475.

Viscount Canning to Mr. Wilson.

SIR,

Foreign Office, October 7, 1843.

I HAVE to desire that you will acquaint the Venezuelan Government, that the warrant supplied to Her Majesty's sloop "Acorn," on the Cape of Good Hope station, authorising her to act under the Treaty of the 15th March, 1839, between Great Britain and Venezuela, for the Suppression of the Slave Trade, has been returned to the Lords Commissioners of the Admiralty, and cancelled by them.

I am, &c.

In the absence of Lord Aberdeen,

Belford Hinton Wilson, Esq.
&c. &c. &c.

(Signed) CANNING.

No. 476.

Viscount Canning to Mr. Wilson.

SIR,

Foreign Office, October 20, 1843.

I HAVE to desire that you will inform the Venezuelan Government, that a warrant, under the Treaty of March 15, 1839, between Great Britain and the Republic of Venezuela, for the Abolition of Slave Trade, has been issued to Her Majesty's steam vessel "Hydra, of two guns, to be employed on the Coast of Africa station, commanded by Commander H. B. Young.

I am, &c.

In the absence of Lord Aberdeen,

Belford Hinton Wilson, Esq.
&c. &c. &c.

(Signed) CANNING.

No. 477.

*Mr. Wilson to the Earl of Aberdeen.**Caracas, September 9, 1843.
(Received October 25.)*

MY LORD,

IN reply to your Lordship's Despatch, "Slave Trade," of the 27th of July, I have duly informed the Venezuelan Government, that a warrant, under the Treaty of the 15th of March, 1839, between Great Britain and Venezuela, for the Abolition of the Slave Trade, has been issued to Her Majesty's sloop "Racer."

I have, &c.

(Signed) BELFORD HINTON WILSON.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 478.

The Earl of Aberdeen to Mr. Wilson.

SIR

Foreign Office, November 1, 1843.

I HAVE to desire that you will acquaint the Venezuelan Government, that the warrant supplied to Her Majesty's ship "Tweed," on the North American and West Indian station, authorising her to act under the Treaty of the 15th of March, 1839, between Great Britain and Venezuela, for the Suppression of the Slave Trade, has been returned to the Lords Commissioners of the Admiralty, and cancelled by them.

I am, &c.

Belford Hinton Wilson, Esq.
&c. &c. &c.

(Signed) ABERDEEN.

No. 479.

Mr. Wilson to the Earl of Aberdeen.

MY LORD,

*Caracas, September 19, 1843.**(Received November 8.)*

IN reply to your Lordship's Despatches, respectively marked "Slave Trade," of the 2nd and 11th ultimo, the Venezuelan Government have been duly informed that warrants, under the Treaty of the 15th of March, 1839, between Great Britain and Venezuela, for the Abolition of the Slave Trade, have been issued to Her Majesty's vessels "Conway" and "Hermes."

I have, &c.

(Signed) BELFORD HINTON WILSON.

The Right Hon. the Earl of Aberdeen, K. T.
&c. &c. &c.

No. 480.

The Earl of Aberdeen to Mr. Wilson.

SIR,

Foreign Office, November 5, 1843.

I HAVE to desire that you will inform the Venezuelan Government, that warrants under the Treaty of the 15th March, 1839, between Great Britain and Venezuela, for the Abolition of Slave Trade, have been issued to Her Majesty's sloop "Star," of six guns, to be employed on the Coast of Africa, commanded by Commander Robert J. W. Dunlop, and to Her Majesty's ship "Eurydice," of 26 guns, to be employed on the North American and West Indian station, commanded by Captain George Elliot.

I am, &c.

Belford Hinton Wilson, Esq.
&c. &c.

(Signed) ABERDEEN.

No. 481.

The Earl of Aberdeen to Mr. Wilson.

SIR,

Foreign Office, November 11, 1843.

I HAVE to desire that you will acquaint the Venezuelan Government, that the warrant supplied to Her Majesty's ship "Volage," on the North America and West India station, authorising her to act under the Treaty of the 15th March, 1839, between Great Britain and Venezuela, for the Suppression of the Slave Trade, has been returned to the Lords Commissioners of the Admiralty, and cancelled by them.

I am, &c.

Belford Hinton Wilson, Esq.
&c. &c.

(Signed) ABERDEEN.

No. 482.

*Mr. Wilson to the Earl of Aberdeen.*Caracas, October 7, 1843.
(Received November 27.)

MY LORD,

IN reply to your Lordship's Despatch, marked "Slave Trade," of 18th of August last, I have the honour to report that the Government of Venezuela has been duly informed that the warrant issued to Her Majesty's ship "Orestes," has been returned to the Lords Commissioners of the Admiralty and cancelled by them.

I have, &c.

(Signed)

BELFORD HINTON WILSON.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 483.

*Mr. Wilson to the Earl of Aberdeen.*Caracas, October 7, 1843.
(Received November 22.)

MY LORD,

I HAVE the honour to acknowledge the receipt of your Lordship's Despatch, marked "Slave Trade," of the 5th of August last, transmitting a copy of a Series of Papers, also received, relating to the Slave Trade, which have been presented to the two Houses of Parliament, during the Sessions of 1843, by Her Majesty's command.

I have, &c.

(Signed)

BELFORD HINTON WILSON.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 484.

Mr. Wilson to the Earl of Aberdeen.

Caracas, October 19, 1843.

MY LORD,

I HAVE duly communicated to the Venezuelan Government a copy of a List of Her Majesty's ships and vessels to which warrants have been issued, under the Treaty of the 15th March, 1839, between Great Britain and Venezuela, for the Abolition of the Slave Trade, which List was enclosed in your Lordship's Despatch, marked "Slave Trade," of the 8th ult.

I have, &c.

(Signed)

BELFORD HINTON WILSON.

The Right Hon. the Earl of Aberdeen, K.T.
&c. &c. &c.

No. 485.

The Earl of Aberdeen to Mr. Wilson.

Foreign Office, December 19, 1843.

SIR,

I HAVE to desire that you will inform the Government of Venezuela that a warrant, under the Treaty of March 15, 1839, between Great Britain and the Republic of Venezuela, for the Abolition of Slave Trade, has been issued to Her Majesty's sloop "Sealark," of six guns, commanded by Commander Thos. L. Gooch, and to be employed on the West Coast of Africa station.

I am, &c.

Belford Hinton Wilson, Esq.
&c. &c.

(Signed)

ABERDEEN.

No. 486.

*The Earl of Aberdeen to Mr. Wilson.**Foreign Office, December 29, 1843.*

SIR,

I HAVE to desire that you will inform the Government of Venezuela, that a warrant under the Treaty of the 15th March, 1839, between Great Britain and the Republic of Venezuela, for the Abolition of Slave Trade, has been issued to Her Majesty's sloop "Helena," of 16 guns, commanded by Commander Sir C. Ricketts, Bart., and to be employed on the Cape of Good Hope station.

I am, &c.

(Signed)

ABERDEEN.

Belford Hinton Wilson, Esq.
&c. &c.

LONDON:

**Printed by W. CLOWES and SONS, 14, Charing Cross,
For Her Majesty's Stationery Office.**