



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: f6bc68b9-cc46-443b-9fc2-698fcd62e2d

Range: Scans 001 - 442

Downloaded on: 2022-05-21 15:30:08

British
Parliamentary Papers

CORRESPONDENCE RELATIVE TO THE SLAVE TRADE
[1851 [1424-1] VOL LVI Part I]

IUP LIBRARY OF FUNDAMENTAL SOURCE BOOKS

EDITORIAL DIRECTOR T P O'Neill

RESEARCH UNIT DIRECTOR T F Turley

The IUP Series of British Parliamentary Papers

CHIEF EDITORIAL ADVISORS

*Professor P Ford, Professor Emeritus, Southampton University
and Mrs G Ford*

CONSULTANT EDITORS

Professor J H Smith, Dean of the Faculty of Social Sciences, Southampton University

Professor Oliver MacDonagh, University College, Cork

Christopher Townley, Librarian, University College, Galway

Colman Lyne, National Museum of Canada

Dan O'Keeffe, Librarian, University College, Cork

This Series

is published with the active co-operation of
SOUTHAMPTON UNIVERSITY

IRISH UNIVERSITY PRESS SERIES

OF

*British
Parliamentary Papers*

CORRESPONDENCE WITH
BRITISH COMMISSIONERS
AND REPORTS FROM THE ADMIRALTY
RELATIVE TO THE SLAVE TRADE
[CLASS A]

Slave Trade

38



SHANNON • IRELAND

PRINTER'S NOTE

The Printer wishes to draw attention to the many variations in the graphic quality of this series: broken type, ink set-off, poor impression and background blemishes are to be found in the original copy.

Every effort has been made to minimise these faults and to make the reprint copy as legible as possible.

© 1969

Irish University Press Shannon Ireland

Microforms

Microfilm, microfiche and other forms of micro-publishing
© Irish University Microforms Shannon Ireland

SBN 7165 0767 6

PUBLISHER'S NOTE

The Irish University Press Series of British Parliamentary Papers is a facsimile reproduction. The original documents in this volume have been reproduced by photo-lithography and are unabridged even to the extent of faithfully retaining the printer's imprint.

The contents of this volume have been printed in their entirety by Robert Hogg, Printer to the Irish University Press, Shannon, Ireland.

As a result of the arrangement of the documents in subject sets and of the bringing together in a single book of a number of papers, some volumes in the Irish University Press Series may include the imprints of more than one printer.

Irish University Press Shannon Ireland

DUBLIN CORK BELFAST LONDON NEW YORK

Captain T M MacGlinchey Publisher

Robert Hogg Printer

Class A.

CORRESPONDENCE

WITH THE

BRITISH COMMISSIONERS

AT

SIERRA LEONE, HAVANA, THE CAPE OF
GOOD HOPE, JAMAICA, LOANDA, AND
THE CAPE VERD ISLANDS;

AND

REPORTS FROM

BRITISH VICE-ADMIRALTY COURTS,

AND FROM

BRITISH NAVAL OFFICERS,

RELATING TO

THE SLAVE TRADE.

From April 1, 1850, to March 31, 1851.

Presented to both Houses of Parliament by Command of Her Majesty.
1851.

LONDON:

PRINTED BY HARRISON AND SON.

Class A.

LIST OF PAPERS.

SIERRA LEONE—(General).

No.	Date. 1850	Receipt. 1850	SUBJECT.	Page	
1.	H.M.'s Acting Commissary Judge to Viscount Palmerston	Feb. 9	Apr. 6	Blockade of the Gallinas raised	1
2.	Viscount Palmerston to H.M.'s Acting Commissary Judge	May 15	..	Information on Slave Trade to be given to naval officers ..	2
3.	H.M.'s Acting Commissary Judge to Viscount Palmerston	Apr. 6	May 31	Report on Slave Trade ..	2
4.	" " " " ..	July 1	Sept. 14	Half-yearly Return. No case adjudicated in any of the Mixed Commission Courts ..	3
5.	H.M.'s Commissary Judge <i>ad interim</i> to Viscount Palmerston	July 23	Sept. 14	Reports the death of Mr. Hook.	3
6.	" " " " ..	Nov. 4	Dec. 12 1851	Revival of Slave Trade in the River Pongos ..	4
7.	" " " " ..	Dec. 2	Jan. 20	Death of Caetano Nozolini, the slave-trader of Bissao ..	5
8.	" " " " ..	Dec. 31	Jan. 20	Half-yearly Return. No case adjudicated by any of the Mixed Commission Courts ..	6
9.	" " " " ..	Dec. 31	Mar. 13	Annual Report for 1850 ..	7

HAVANA.

No.	Date. 1850	Receipt. 1850	SUBJECT.	Page	
10.	Viscount Palmerston to H.M.'s Commissary Judge	Apr. 11	..	Emancipados sent to Jamaica in February ..	9
11.	H.M.'s Commissary Judge to Viscount Palmerston	Mar. 4	Apr. 22	Further removal of emancipados to Jamaica ..	9
12.	" " " " ..	Mar. 27	Apr. 22	Monthly Report. ..	11
13.	Viscount Palmerston to H.M.'s Commissary Judge	May 15	..	Information on Slave Trade to be given to Her Majesty's naval officers ..	11
14.	H.M.'s Commissary Judge to Viscount Palmerston	Mar. 30	May 22	Further removal of emancipados to Jamaica ..	11
15.	" " " " ..	Apr. 26	May 22	Monthly Report ..	12
16.	" " " " ..	May 3	June 19	Further removal of emancipados to Jamaica ..	13
17.	" " " " ..	May 27	June 19	Monthly Report. ..	14
18.	" " " " ..	June 26	July 19	Ditto ..	14
19.	" " " " ..	June 27	July 22	Further removal of emancipados to Jamaica ..	15
20.	" " " " ..	July 1	Aug. 19	Half-yearly Return. No case adjudicated ..	16
21.	" " " " ..	July 27	Aug. 19	Monthly Report ..	16
22.	" " " " ..	July 29	Sept. 19	Further removal of emancipados to Jamaica ..	17
23.	" " " " ..	Aug. 24	Sept. 19	Monthly Report ..	18
24.	" " " " ..	Sept. 21	Oct. 21	Ditto ..	19
25.	" " " " ..	Sept. 23	Oct. 28	Further removal of emancipados to Jamaica ..	19
26.	Viscount Palmerston to H.M.'s Commissary Judge	Oct. 28	..	New Convention proposed to Spain ..	21
27.	H.M.'s Commissary Judge to Viscount Palmerston	Oct. 23	Nov. 20	Monthly Report ..	22
28.	" " " " ..	Oct. 24	Dec. 23	Further removal of emancipados to Jamaica ..	22

No.	Date. 1850	Receipt. 1850	SUBJECT.	Page	
29.	H.M.'s Commissary Judge to Viscount Palmerston	Nov. 13	Dec. 23	Arrival of Captain - General Concha	24
30.	"	Nov. 22	Dec. 23	Monthly Report	24
31.	"	Dec. 21	Jan. 23	Commission appointed to take charge of the emancipados ..	24
32.	"	Dec. 23	Jan. 23	Monthly Report	26
33.	"	Dec. 24	Jan. 23	New Convention proposed to Spain	26
34.	"	Dec. 25	Jan. 28	Further removal of emancipados to Jamaica	26
35.	"	Jan. 1	Feb. 26	Half-yearly Return. No case adjudicated	27
36.	"	Jan. 1	Feb. 26	Return of emancipados sent to Jamaica in 1850	28
37.	"	Jan. 1	Feb. 26	Annual Report for 1850	28
38.	"	Jan. 3	Feb. 26	Correspondence with the Captain-General about the emancipados	32
39.	"	Jan. 22	Feb. 26	Monthly Report	33
40.	"	Jan. 23	Mar. 25	Further removal of emancipados to Jamaica	34
41.	"	Feb. 1	Mar. 25	Ill-treatment of emancipados ..	35
42.	"	Feb. 15	Mar. 25	Slaves landed from brig "Brazil"	36
43.	"	Feb. 22	Mar. 25	Monthly Report	37

CAPE OF GOOD HOPE.

	1850	1850			
44.	Viscount Palmerston to H.M.'s Commissioners	May 15	..	Information on Slave Trade to be given to Her Majesty's naval officers	39
45.	H.M.'s Commissioners to Viscount Palmerston	Apr. 23	Aug. 7	" <i>Deliberação</i> " condemned in Vice-Admiralty Court	39
46.	"	June 26	Sept. 23	Brazilian brig " <i>Philantropo</i> " condemned in Vice-Admiralty Court	40
47.	"	July 2	Sept. 23	Half-yearly Return. No case adjudicated by Mixed Commission	40
48.	"	July 13	Sept. 30	Expenses of prisoners from Portuguese vessels condemned at the Cape	40
49.	"	Aug. 16	Nov. 16	Report on Slave Trade on the East Coast	41
50.	Viscount Palmerston to H.M.'s Commissioners	Nov. 30	..	Protocol of November 19, 1850	41
51.	H.M.'s Commissioners to Viscount Palmerston	Oct. 23	Jan. 7	Report on Slave Trade on the East Coast. Approaching retirement of Governor do Valle	43
52.	"	Jan. 2	Mar. 13	Annual Report of the Mixed Commission for 1850.. .. .	44
53.	"	Jan. 2	Mar. 13	Annual Report on state of Slave Trade	44
54.	"	Jan. 1	Mar. 19	Half-yearly Return. No case adjudicated by the Mixed Commission	45
55.	"	Jan. 1	Mar. 19	No judicial proceedings in 1850	45
56.	"	Jan. 1	Mar. 19	No slaves emancipated in 1850	46

JAMAICA.

	1850	1850			
57.	H.M.'s Acting Commissioner to Viscount Palmerston	Mar. 8	Apr. 6	Departure of Mr. Turnbull ..	47
58.	"	May 22	June 19	Recall of the Portuguese Commissioner	48
59.	"	May 22	June 19	Brazilian brig " <i>Clementina</i> " captured by Her Majesty's ship " <i>Bermuda</i> "	49

No.		Date. 1850	Receipt. 1850	SUBJECT.	Page.
60.	H. M.'s Acting Commissioner to Viscount Palmerston	July 1	Aug. 5	Half-yearly Return. No case adjudicated	50
61.	"	July 5	Aug. 5	Brazilian brig " <i>Clementina</i> " condemned by Vice-Admiralty Court	50
62.	"	Oct. 10 1851	Nov. 11 1851	Departure of Portuguese Commissioner	51
63.	"	Jan. 2	Mar. 10	Half-yearly Return. No case adjudicated	52
64.	"	Jan. 27	Mar. 10	Annual Report on Slave Trade	52

LOANDA.

	1850	1850		
65. H.M.'s Commissioners to Viscount Palmerston	Jan. 4	May 6	Half-yearly Return. No case adjudicated	54
66. "	Jan. 4	May 6	Annual Report of judicial proceedings	54
67. "	Jan. 7	May 6	Proceedings of Portuguese squadron south of Loanda ..	54
68. "	Feb. 5	May 6	Legal proceedings taken against Messrs. Mattozo and Garrido	55
69. "	Feb. 5	May 6	Annual Report.	57
70. H.M.'s Commissioner to Viscount Palmerston	Jan. 4	May 6	Quarterly Report of Curator of Liberated Africans	60
71. H.M.'s Commissioners to Viscount Palmerston	Feb. 19	June 10	Return of slaves emancipated by the Mixed Commission up to the end of 1849	61
72. "	Feb. 20	June 10	Annual Report of the Mixed Commission for 1849	62
73. "	Mar. 28	June 10	Acknowledgment of despatch of December 28, 1849. Case of the " <i>Galianna</i> "	69
74. "	Mar. 30	June 10	Arrival of the United States' brig of war " <i>Perry</i> "	69
75. H.M.'s Commissioner to Viscount Palmerston	Apr. 1	July 6	Reports the departure of Her Majesty's Arbitrator.	69
76. "	Apr. 12	July 6	Marshal and Interpreter for the Mixed Commission	70
77. "	Apr. 12	July 6	Duties of Arbitrators	71
78. "	Apr. 15	July 6	Case of " <i>Galianna</i> ." Question of damages	73
79. "	Apr. 1	July 15	Slaver " <i>Joaquina</i> " (a) " <i>Etna</i> ." Forfeiture of bond	74
80. "	Apr. 1	July 15	Proceedings against the crews of the " <i>Aurora</i> " and " <i>Fortuna</i> "	74
81. "	Apr. 1	July 15	Reappointment of Governor of Benguela	75
82. "	Apr. 1	July 15	Quarterly Report from Curator of Liberated Africans	76
83. "	June 15	Aug 27	Attempt of Dr. Catella, late Portuguese Commissioner, to resume his duties	76
84. "	June 17	Sept. 16	" <i>Excellent</i> " and " <i>Martha</i> " captured by United States' cruisers	78
85. "	June 20	Sept. 16	Attempt of Dr. Catella, late Portuguese Commissioner, to resume his duties	79
86. "	June 21	Sept. 16	Conduct of the Registrar Carneiro	90
87. "	June 24	Sept. 16	" <i>Galianna</i> ." Suspension of proceedings on the question of damages	90
88. "	June 24	Sept. 16	Ditto	91
89. "	June 26	Sept. 16	Conduct of the Registrar Carneiro	93
90. "	June 27	Sept. 16	Ditto	95
91. "	July 1	Sept. 16	Half-yearly Return. No case adjudicated	95
92. Viscount Palmerston to H.M.'s Commissioner	Sept. 18	..	On his interview with the commander of the United States' brig of war " <i>Perry</i> "	96

No.		Date.		Receipt.	SUBJECT.	Page
		1850	1850			
93.	Viscount Palmerston to H.M's Commissioner	Sept. 26	..	..	Marshal and Interpreter for the Mixed Commission	96
94.	H.M's Commissioner to Viscount Palmerston	July 5	Nov. 1	..	" <i>Joaquina</i> " captured, and " <i>Marianna</i> " destroyed by Her Majesty's ship " <i>Cyclops</i> " ..	96
95.	"	July 17	Nov. 1	..	" <i>Condor</i> ," " <i>Volusia</i> ," and " <i>Esmeralda</i> " captured by H.M.S. " <i>Philomel</i> ," " <i>Flying-Fish</i> ," and " <i>Rattler</i> " ..	97
96.	"	July 25	Nov. 1	..	Departure of Registrar Carneiro	97
97.	"	Aug. 14	Nov. 1	..	Arrival of United States' corvette " <i>Portsmouth</i> ," Commodore Gregory	97
98.	"	Aug. 26	Nov. 9	..	United States' brigantine " <i>Chatsworth</i> " detained by United States' brig " <i>Perry</i> " ..	98
99.	"	Sept. 13	Nov. 29	..	Hull of condemned slaver " <i>Aurora</i> " to be broken up ..	98
100.	"	Sept. 14	Nov. 29	..	Rejection of appeal of Messrs. Mattozo and Garrido at Lisbon	98
101.	"	Sept. 16	Nov. 29	..	Passenger from " <i>Aurora</i> " slaver appointed to command of a Government transport ..	99
102.	"	Sept. 18	Nov. 29	..	United States' brigantine " <i>Chatsworth</i> " captured by United States' brig of war " <i>Perry</i> " ..	100
103.	"	Oct. 7	Dec. 26	..	Brazilian brig " <i>Echo</i> " captured by Her Majesty's steamer " <i>Rattler</i> "	101
104.	"	Oct. 19	Jan. 2	..	Destruction of barracoons by Portuguese cruizers	101
105.	"	Oct. 29	Jan. 2	..	Arrival of French Commander-in-chief at Loanda	103
106.	"	Oct. 30	Jan. 2	..	Slaver " <i>Rival</i> " captured by French brig of war " <i>Agile</i> " ..	103
107.	"	Oct. 1	Jan. 2	..	Quarterly Report of Curator of Liberated Africans	104
108.	"	Nov. 7	Jan. 20	..	Disposal of the " <i>Rival</i> ," captured by French ship of war " <i>Agile</i> "	104
109.	"	Nov. 14	Jan. 20	..	Case of 2 libertos apprenticed to Messrs. Pereira and Lopez ..	105
110.	Viscount Palmerston to H.M's Commissioner	Feb. 7	..	..	Reply to preceding	106
111.	H.M's Commissioner to Viscount Palmerston	Nov. 29	Mar. 13	..	Case of the " <i>Veiga</i> "	107
112.	"	Dec. 7	Mar. 13	..	Ditto	108
113.	"	Dec. 12	Mar. 13	..	Slaves collected for embarcation at Quihembe near Mazula ..	110
114.	"	Dec. 12	Mar. 13	..	Case of the " <i>Veiga</i> "	110
115.	"	Dec. 17	Mar. 13	..	Cabenda launch captured by Her Majesty's ship " <i>Centaur</i> "	111
116.	"	Dec. 19	Mar. 13	..	Dismissal of Governor of Benguela	111
117.	"	Dec. 31	Mar. 13	..	Schooner detained and launch destroyed by Her Majesty's sloop " <i>Sealark</i> "	112
118.	"	Dec. 31	Mar. 13	..	Quarterly Report of Curator of Liberated Africans	112
119.	"	Jan. 1	Mar. 13	..	Half-yearly Return. No case adjudicated	113
120.	"	Jan. 1	Mar. 13	..	Return of Slaves emancipated up to the end of 1850 ..	114
121.	"	Jan. 3	Mar. 13	..	Case of the " <i>Veiga</i> "	114
122.	"	Nov. 23	Mar. 15	..	Emancipados of the " <i>Fortuna</i> "	115
123.	"	Nov. 25	Mar. 15	..	Process against Messrs. Mattozo and Garrido. Abstraction of the papers	115

CAPE VERDS.

	Date.		Receipt.	SUBJECT.	Page	
	1849	1850				
124.	H.M's Commissioners to Viscount Palmerston	Nov. 28	Apr. 2	..	" <i>Leao</i> ," captured by Her Majesty's ship " <i>Phoenix</i> ," restored	117
125.	"	Dec. 31	Apr. 2	..	Annual Report of judicial proceedings	124

VICE-ADMIRALTY COURTS.

SIERRA LEONE.

	1850	1850	Page
126. Governor Macdonald to Viscount Palmerston	July 23	Sept. 14	Half-yearly Return to June 30, 1850, of cases adjudicated in Vice-Admiralty Court .. 127
127. " " ..	Dec. 31	Feb. 20	Ditto to December 31, 1850 .. 129

ST. HELENA.

	1850	1850	
128. Judge Wilde to Viscount Palmerston	Jan. 9	Apr. 4	" <i>Venez</i> ," condemned for equipment; and " <i>Casco</i> ," with 439 slaves .. 131
129. " " ..	Feb. 4	Apr. 8	Slavers " <i>Deos te Salve</i> " and " <i>El Golfin</i> ," and three others, name and nation unknown, condemned for equipment .. 133
130. " " ..	Feb. 20	Apr. 16	Barque " <i>Pilot</i> " condemned for equipment .. 137
131. " " ..	Mar. 14	Apr. 25	Brig " <i>Juliet</i> " condemned for equipment .. 138
132. " " ..	Mar. 4	May 2	" <i>Rowena</i> " condemned for equipment, and " <i>Aventuera</i> ," with 455 slaves .. 139
133. " " ..	Mar. 28	June 22	" <i>Anne D. Richardson</i> ," " <i>Independencia</i> ," " <i>Santa Cruz</i> ," and " <i>Paulina</i> ," condemned for equipment; and " <i>Lucy Ann</i> ," with 537 slaves .. 142
134. " " ..	May 11	July 1	Brazilian brigs " <i>Serpente</i> " and " <i>Positivo</i> " condemned for equipment .. 146
135. " " ..	May 16	July 1	" <i>Phoenix</i> " and " <i>J. W. Huntingdon</i> " condemned for equipment .. 148
136. " " ..	Apr. 10	July 6	" <i>Providencia</i> ," " <i>Rozita</i> ," " <i>Encarnacion</i> ," and schooner unknown, condemned for equipment .. 150
137. " " ..	Apr. 22	July 6	" <i>Minerva</i> ," " <i>Feliz Lembrança</i> ," " <i>Relampago</i> ," and " <i>Navarre</i> ," condemned for equipment .. 155
138. " " ..	June 10	Aug. 10	Brazilian vessels " <i>Leao</i> ," " <i>Pensamento Feliz</i> ," and " <i>Vingador</i> ," and " <i>Levin Lank</i> ," nation unknown, condemned for equipment .. 159
139. " " ..	June 23	Aug. 28	Brazilian schooner " <i>3a Andorinha</i> " condemned for equipment .. 164
140. " " ..	July 25	Sept. 12	" <i>Bom Destino</i> ," " <i>Santo Antonio Vencedor</i> ," " <i>Dous Amigos</i> ," and " <i>Sociedade</i> ," condemned for equipment .. 165
141. " " ..	July 1	Sept. 20	Barque " <i>Louiza</i> " condemned for equipment .. 169
142. " " ..	Aug. 3	Sept. 21	Schooner " <i>Condor</i> " condemned for equipment .. 171
143. " " ..	July 11	Sept. 24	" <i>Nova Andorinha</i> " condemned for equipment, and schooner unknown, with 182 slaves .. 172
144. The Secretary to the Admiralty to Lord Eddisbury	Sept. 24	Sept. 26	Return of cases adjudicated: half-year to June 30, 1850 .. 174
145. Judge Wilde to Viscount Palmerston	Aug. 14	Oct. 25	" <i>Volusia</i> ," " <i>Constellacion</i> ," and " <i>Vingador</i> ," condemned for equipment .. 179
146. " " ..	Aug. 22	Oct. 25	Brigantine " <i>Esmeralda</i> " condemned for equipment .. 181
147. " " ..	Aug. 29	Oct. 30	" <i>Campeadora</i> ," and two brigs seized in Paranaguá River, by Her Majesty's ship " <i>Cormorant</i> ," condemned for equipment 183

No.	Date.	Receipt.	SUBJECT.	Page
	1850	1850		
148. Judge Wilde to Viscount Palmerston	Sept. 5	Nov. 4	" <i>Rival</i> " condemned for equipment, and " <i>Esperança</i> ," with 687 slaves	186
149. " " "	Sept. 12	Nov. 16	" <i>Conceição</i> ," " <i>Julia</i> ," and " <i>Malteza</i> ," condemned for equipment	188
150. " " "	Sept. 23	Nov. 18	" <i>Astro</i> " and " <i>Anna</i> " condemned for equipment	191
151. " " "	Sept. 26	Nov. 18	" <i>Polka</i> " condemned for equipment	193
152. " " "	Oct. 14	Dec. 3	" <i>Flor de Camamu</i> " and felucca unknown, condemned for equipment	194
153. " " "	Oct. 21	Dec. 3	Brig unknown, and schooner " <i>Feticeira</i> " condemned for equipment	196
154. " " "	Dec. 26	Feb. 17	Brigantine with 609 slaves condemned	199
155. The Secretary to the Admiralty to Lord Stanley of Alderley	1851 Mar. 19	Mar. 21	Return of cases adjudicated: half-year to December 31, 1850	200
156. Judge Wilde to Viscount Palmerston	Jan. 16	Mar. 22	" <i>Bom Fim</i> ," " <i>Juliana</i> ," and " <i>America</i> ," condemned for equipment	204
157. " " "	Jan. 20	Mar. 22	" <i>Felicidade</i> " condemned for equipment, and " <i>Amelia</i> " with 74 slaves	207

CAPE OF GOOD HOPE.

(See Cape of Good Hope Commissioners' despatches of April 23 and June 26, reporting the condemnation of the "*Deliberação*" and "*Philantropo*," Nos. 45 and 46.)

JAMAICA.

	1850	1850	
158. Judge Rowe to Viscount Palmerston	June 24	Aug. 5	Brazilian brig " <i>Clementina</i> " with 28 slaves, condemned ..

REPORTS FROM NAVAL OFFICERS.

	1850	1850	
159. Rear-Admiral Reynolds to the Secretary to the Admiralty	Jan. 8	Apr. 9	Capture and destruction of Brazilian barque " <i>Astrea</i> " ..
160. Commander Schomberg to the Secretary to the Admiralty	Feb. 15	Apr. 10	Information about Brazilian Slave Trade
161. Commodore Fanshawe to the Secretary to the Admiralty	Feb. 4	Apr. 10	Commander Dunlop's proceedings at and near Gallinas ..
162. Rear-Admiral Reynolds to the Secretary to the Admiralty	Jan. 8	Apr. 11	Report of proceedings of Her Majesty's ship " <i>Cormorant</i> " ..
163. " " "	Jan. 21	Apr. 11	Brazilian slave-barque " <i>Santa Cruz</i> " captured by Her Majesty's ship " <i>Cormorant</i> " ..
164. " " "	Jan. 22	Apr. 11	Brazilian slave-barque " <i>Paulina</i> " captured by Her Majesty's ship " <i>Cormorant</i> " ..
165. " " "	Jan. 22	Apr. 11	Information on state of Slave Trade
166. Commodore Fanshawe to the Secretary to the Admiralty	Feb. 4	Apr. 11	Blockade of the Gallinas raised.
167. " " "	Feb. 4	Apr. 11	Appointment of a British Agent at Gallinas
168. " " "	Feb. 4	Apr. 11	New Treaty concluded with the Chiefs of Gallinas and Solyman
169. " " "	Feb. 4	Apr. 11	Assistance rendered to Chiefs of Gallinas against the Zaro tribe

No.		Date.	Receipt.	SUBJECT.	Page
		1850	1850		
170.	Commodore Wyvill to the Secretary to the Admiralty	Jan. 26	Apr. 16	Proceedings of the boats of Her Majesty's ship "Dee" in the Angozha River	230
171.	" "	Jan. 26	Apr. 16	Report on Slave Trade on the East Coast of Africa. . .	232
172.	Commander Crofton to the Secretary to the Admiralty	Jan. 15	Apr. 22	Capture of the "Providencia" (a) "Paquete de Santos," by Her Majesty's ship "Rifleman" ..	234
173.	Commodore Wyvill to the Secretary to the Admiralty	Feb. 21	Apr. 30	Report on Slave Trade from the African dominions of the Imaum of Muscat	235
174.	Rear-Admiral Reynolds to the Secretary to the Admiralty	Feb. 15	May 24	Information about the slave steamers "Providencia" and "Serpente"	236
175.	" "	Feb. 15	May 25	Capture of "Santa Cruz" and "Providencia"	237
176.	Commodore Fanshawe to the Secretary to the Admiralty	Feb. 12	June 8	Report on state of Liberia ..	239
177.	" "	Feb. 23	June 8	French schooner "Panthère." King of Dahomey's slave-hunts	240
178.	" "	Feb. 23	June 8	Presents due to the Kings of Bonny and Old Calabar, &c. .	240
179.	Commander Quin to the Secretary to the Admiralty	Dec. 31	June 8	Brazilian felucca "Golfin" destroyed by Her Majesty's ship "Waterwitch"	242
180.	Rear-Admiral Reynolds to the Secretary to the Admiralty	1850 Mar. 13	June 8	Is about to proceed to Rio de Janeiro	243
181.	Commodore Fanshawe to the Secretary to the Admiralty	Feb. 27	June 8	Information on Slave Trade in the Bights	243
182.	" "	Mar. 19	June 8	Increased exportation of Slaves from Province of Angola ..	243
183.	" "	Mar. 19	June 8	Brazilian brig "Ventura" captured by Her Majesty's ship "Cyclops." Attempt at recapture made by the slaves ..	245
184.	" "	Mar. 19	June 8	"Galianna." 1000 slaves landed near Rio	247
185.	" "	Mar. 20	June 8	Capture of five Brazilian slavers with forged United States' papers.	248
186.	" "	Mar. 20	June 8	Brazilian slave-trader Flores allowed to reside at Loanda ..	253
187.	" "	Mar. 20	June 8	Destruction of Messrs. Hutton and Cookson's factory at Ambriz	255
188.	" "	Mar. 27	June 8	Capture of Brazilian slaver "Navarre" with forged United States' papers	261
189.	" "	Mar. 27	June 8	United States' brig of war "Perry" sent to cruize off South-West Coast	262
190.	" "	Apr. 6	June 10	Interview between Commodore Fanshawe and the Governor-General of Angola	264
191.	" "	Apr. 10	June 19	Annual Report on Slave Trade and legal commerce	265
192.	" "	Apr. 22	June 19	Assistance rendered to the Chiefs of Gallinas against the Zaro tribe	275
193.	Commodore Wyvill to the Secretary to the Admiralty	May 3	June 24	Report on Slave Trade on the East Coast	277
194.	Vice-Admiral Dundonald to the Secretary to the Admiralty	June 2	June 25	"Clementina" captured with 284 slaves, by Her Majesty's ship "Bermuda"	277
195.	Commodore Fanshawe to the Secretary to the Admiralty	May 6	June 28	United States' brigantine "Bridgton" visited by boat from Her Majesty's ship "Contest" ..	278
196.	" "	May 6	June 28	Slaver with 152 slaves, captured by Her Majesty's ship "Contest"	280
197.	Commander Parker to the Secretary to the Admiralty	Jan. 30	July 1	"Deliberação" captured off Quilimane, by Her Majesty's ship "Pantaloen"	280
198.	Commodore Fanshawe to the Secretary to the Admiralty	May 6 1849.	July 8	Postponement of King of Dahomey's Customs	281
199.	Commander Parker to the Secretary to the Admiralty	Dec. 31	July 9	Report on Slave Trade on the East Coast	286

No.		Date. 1850	Receipt. 1850	SUBJECT.	Page
200.	Commodore Fanshawe to the Secretary to the Admiralty	May 14	July 12	" <i>Pilot</i> ," with United States' flag and papers captured by Her Majesty's ship "Cyclops" ..	287
201.	" "	May 14	July 15	United States' vessel " <i>Excellent</i> " captured by United States' cruiser "John Adams" ..	289
202.	" "	May 14	July 15	Visit of American vessels by Her Majesty's cruisers ..	292
203.	" "	May 14	July 15	Ditto ..	299
204.	" "	May 17	July 15	Slavers fraudulently hoisting the United States' flag ..	301
205.	Rear-Admiral Reynolds to the Secretary to the Admiralty	Apr. 8	July 15	Return of slaves landed in Brazil in 1849 ..	303
206.	Commander Parker to Commodore Wyvill ..	Mar. 6	July 15	" <i>Philantropo</i> " captured by Her Majesty's ship "Pantaloen" ..	306
207.	" "	Mar. 6	July 15	Ditto ..	306
208.	Rear-Admiral Reynolds to the Secretary to the Admiralty	May 27	July 23	" <i>Cinco Irmãos</i> " captured by Her Majesty's ship "Rifeman." Attack on boats of Her Majesty's ship ..	307
209.	Commodore Fanshawe to the Secretary to the Admiralty	June 4	July 24	Brazilian schooner with 245 slaves, captured by Her Majesty's ship "Philomel" ..	309
210.	" "	June 4	July 24	" <i>Vingador</i> " captured by Her Majesty's ship "Star" ..	309
211.	" "	June 4	July 24	" <i>Dous Amigos</i> " captured by Her Majesty's ship "Phoenix" ..	310
212.	Commodore Wyvill to the Secretary to the Admiralty	May 10	Aug. 1	Permission given by the Imaum of Muscat to Her Majesty's ships to act against Slave Trade within his territorial waters ..	311
213.	Rear-Admiral Reynolds to the Secretary to the Admiralty	June 22	Sept. 21	" <i>Malteza</i> " and " <i>Conceição</i> " captured by Her Majesty's ship "Sharpshooter" ..	313
214.	" "	June 22	Sept. 21	Capture of slavers within Brazilian waters and ports ..	314
215.	" "	June 26	Sept. 21	" <i>Polka</i> " captured in Macaé harbour by Her Majesty's ship "Sharpshooter" ..	315
216.	" "	July 6	Sept. 21	Slavers captured by Her Majesty's ship "Cormorant." Attack made on Her Majesty's ship by the Fort of Paranaguá. ..	316
217.	" "	July 11	Sept. 21	" <i>Velho do Dia</i> " destroyed by Her Majesty's ship "Tweed". ..	322
218.	" "	July 13	Sept. 21	Search of " <i>Feiticeira</i> " in Guara-pari Bay, by Her Majesty's ship "Cormorant" ..	323
219.	" "	July 23	Sept. 21	Her Majesty's ships "Cormorant" and "Spider," and United States' vessels "New World" and "Kingston" ..	325
220.	Commodore Fanshawe to the Secretary to the Admiralty	July 19	Oct. 23	Lieutenant Forbes' report and journal of his mission to Abomey ..	329
221.	" "	Aug. 3	Nov. 4	Report on Slave Trade on southern division of West African station ..	348
222.	" "	Aug. 3	Nov. 7	" <i>Encarnacion</i> " captured with 860 slaves, and a launch with 180 ..	349
223.	" "	Aug. 5	Nov. 7	Attempted recapture of slaver " <i>Ventura</i> " by her slaves ..	350
224.	" "	Aug. 7	Nov. 12	Report on Slave Trade from Portuguese possessions on the West Coast ..	351
225.	" "	Aug. 8	Nov. 12	Intention of King of Dahomey to make war upon Abbeokuta. ..	353
226.	" "	Aug. 8	Nov. 12	" <i>Volusia</i> " captured by Her Majesty's ship "Rattler" ..	354
227.	" "	Aug. 8	Nov. 12	" <i>Martha</i> " captured by United States' brig of war "Perry" ..	355
228.	" "	Aug. 8	Nov. 12	Report of proceedings ..	355
229.	" "	Aug. 12	Oct. 31	Sovereignty over Gallinas district acquired by Liberia ..	357
230.	Rear-Admiral Reynolds to the Secretary to the Admiralty	Aug. 7	Nov. 5	" <i>Julia</i> " (a) " <i>Norma</i> " captured by Her Majesty's ship "Sharpshooter" ..	358

No.	Date: 1850.	Receipt: 1850.	SUBJECT.	Page	
231.	Rear-Admiral Reynolds to the Secretary to the Admiralty	Aug. 21	Nov. 5	" <i>Feiticeira</i> " captured by Her Majesty's ship " <i>Harpy</i> " ..	358
232.	"	Aug. 30	Nov. 7	Commodore Storer's protest against the proceedings of Her Majesty's ships ..	359
233.	"	Sept. 9	Nov. 7	Officers of flag-ship " <i>Southampton</i> " insulted by the police at Rio ..	360
234.	"	Sept. 9	Nov. 7	Brazilian forts ordered to resist by force the seizure of slave-vessels ..	360
235.	Commodore Fanshawe to the Secretary to the Admiralty	Aug. 26	Nov. 19	Complaint of Governor of Loanda against the tone of Captain Hastings' letters ..	361
236.	"	Aug. 30	Nov. 19	Case of United States' brigantine " <i>Chatsworth</i> " ..	364
237.	"	Aug. 30	Nov. 19	Correspondence between British and American Commodores ..	368
238.	"	Sept. 2	Nov. 19	Connivance of Portuguese authorities at Loanda in Slave Trade ..	369
239.	"	Sept. 3	Nov. 19	" <i>Anna</i> " (a) " <i>Pedro Grande</i> " captured by Her Majesty's ship " <i>Waterwitch</i> " ..	373
240.	Rear-Admiral Reynolds to the Secretary to the Admiralty	Sept. 23	Nov. 27	" <i>Amelia</i> ," with 74 slaves captured by Her Majesty's ship " <i>Sharpshooter</i> " ..	374
241.	"	Sept. 23	Nov. 27	" <i>America</i> " captured by Her Majesty's ship " <i>Spider</i> ," and a palhabote by Brazilian steamer " <i>Urania</i> " ..	374
242.	Commodore Wyvill to the Secretary to the Admiralty	June 8	Nov. 29	Destruction of barracoons at Masani ..	375
243.	"	July 9	Nov. 29	Destruction of barracoons at Masani and Keonga ..	376
244.	"	July 26	Nov. 30	Submission of the Sultan of Angozha ..	380
245.	Commodore Fanshawe to the Secretary to the Admiralty	Sept. 24	Dec. 17	United States' brigantine " <i>Louisa Beaton</i> " detained by Her Majesty's ship " <i>Dolphin</i> " ..	381
246.	"	Sept. 25	Dec. 17	" <i>Chatsworth</i> " captured by United States' brig of war " <i>Perry</i> " ..	384
247.	"	Sept. 28	Dec. 17	Brazilian brigantine " <i>Volusia</i> ," pretended American, captured by Her Majesty's ship " <i>Rattler</i> " ..	385
248.	"	Sept. 30	Dec. 17	Slave Trade from Portuguese possessions on the West Coast ..	388
249.	"	Oct. 1	Dec. 17	Slaves shipped in the Pongos. Attempted revival of Slave Trade at Gallinas ..	392
250.	Rear-Admiral Reynolds to the Secretary to the Admiralty	Oct. 16	Dec. 26	" <i>Felicidade</i> " destroyed by Her Majesty's ship " <i>Sharpshooter</i> " ..	394
251.	Commodore Fanshawe to the Secretary to the Admiralty	Oct. 3	Dec. 28	Case of the " <i>Leao</i> ," restored by the Mixed Commission at the Cape Verds ..	394
252.	"	Oct. 7	Jan. 7	Slaves delivered up by the Chiefs of Gallinas ..	395
253.	"	Oct. 28	Jan. 7	Condition of missionaries at Badagry and Abbeokuta ..	396
254.	"	Nov. 2	Jan. 7	Complaint against Her Majesty's agent at Gallinas ..	397
255.	"	Oct. 15	Jan. 7	Consul Beecroft's visit to Badagry ..	398
256.	"	Nov. 16	Jan. 22	List of French squadron on the West Coast ..	400
257.	"	Nov. 16	Jan. 22	Correspondence between British and French Commodores ..	401
258.	"	Nov. 21	Jan. 22	" <i>Veiga</i> ," with 623 slaves, captured by Her Majesty's ship " <i>Cyclops</i> " ..	402
259.	"	Nov. 12	Feb. 7	Case of the " <i>Leao</i> ," restored by the Mixed Commission at the Cape Verds ..	403
260.	"	Dec. 11	Feb. 10	Death of Caetano Nozolini of Bissao. Cruelties perpetrated on his slaves ..	404
261.	"	Dec. 16	Feb. 10	Murder of Mr. Parker, Her Majesty's agent at Gallinas ..	406

No.			Date. 1850.	Receipt. 1851.	SUBJECT.	Page
262.	Commodore Fanshawe to the Secretary to the Admiralty		Dec. 30	Feb. 22	Cabenda boat captured by barge of Her Majesty's ship "Centaur"	408
263.	"	"	Dec. 30 1851.	Feb. 24	Case of the "Veiga," captured by Her Majesty's ship "Cyclops"	410
264.	"	"	Jan. 15	Feb. 24	Murder of Mr. Parker. Punishment inflicted on instigators ..	412
265.	Rear-Admiral Reynolds to the Secretary to the Admiralty		Jan. 4	Mar. 10	Proceedings of Her Majesty's ship "Cormorant" at Bahia .	413
266.	"	"	Jan. 6	Mar. 12	"Indigena" captured by Her Majesty's ship "Harpy" ..	414
267.	"	"	Jan. 11	Mar. 12	Number of slaves imported into Rio during last six months of 1847, 1848, 1849, and 1850 .	414
268.	"	"	Jan. 13	Mar. 17	Renewal of anti-Slave Trade measures within Brazilian waters	416
269.	"	"	Jan. 31	Mar. 17	Proceedings of Rear-Admiral Reynolds at Santa Catharina .	416
270.	"	"	Feb. 1	Mar. 26	Proceedings of Her Majesty's ship "Cormorant" at Bahia	417
271.	"	"	Feb. 8	Mar. 26	Ditto	423

Class A.

CORRESPONDENCE

WITH

BRITISH COMMISSIONERS.

SIERRA LEONE. (*General.*)

No. 1.

Her Majesty's Acting Commissary Judge to Viscount Palmerston.—(Received April 6.)

My Lord,

Sierra Leone, February 9, 1850.

I HAVE the honour herewith to transmit for your Lordship's information a printed "Government Notice," issued by Governor Macdonald this morning, announcing that the blockade which has for a considerable time past been strictly enforced on the whole coast of Gallinas, was, on the 4th instant, in consequence of a Treaty concluded by Commodore Fanshawe, C.B., on the part of Her Majesty, and the Chiefs of the Gallinas, declared to be raised and no longer in force.

This test of the sincerity of the Native Chiefs is very interesting, inasmuch as Commodore Fanshawe must have been fully satisfied of their trustworthiness before he consented to raise the blockade, which, in conjunction with the previous stringent measures, has completely rooted up the export Slave Trade in Gallinas; and should the Chiefs continue to carry out their engagements, as set forth in the Treaty between Her Majesty and them, the far-famed Gallinas Slave Trade will become a mere matter of historical record.

The raising of the blockade will, I presume, enable Her Majesty's Naval Commander-in-chief on this coast to do with fewer cruisers off Gallinas and Sherbro, and increase his squadron in the Bights.

Doubtless, attempts will be made by the renegade Spanish and Brazilian slave-traders, lately residing in Gallinas and expelled by the native Chiefs, to regain a footing in the country.

I have been informed that large numbers of slaves belonging to the expelled foreigners were left in charge of the inhabitants, with a few of their owners returning to claim them. Commander Dunlop, of Her Majesty's sloop "Alert," was fortunate enough to rescue numbers of such slaves and land them in Sierra Leone.

As yet I have not heard of any vessel having carried away a cargo of slaves this year between Senegal and Cape St. Paul.

I have, &c.
(Signed) JAMES HOOK.

Inclosure in No. 1.

GOVERNMENT NOTICE.

THE Colonial Secretary has the commands of Governor Macdonald to announce to the inhabitants of this colony generally, and more especially to the merchants and traders of it, that his Excellency received last night, by Her Majesty's sloop "Alert," a despatch from Commodore Fanshawe, C.B., commanding in chief the British squadron on the West Coast of Africa, officially notifying to him :

1st. That in consequence of the Chiefs of Gallinas and Solyman having fulfilled all the engagements required of them by Her Majesty's Government, the Commodore had concluded a Treaty with them on the part of Her Majesty, for the total suppression of the Slave Trade; and had, therefore, on the 4th instant, declared the blockade of their coast to be raised.

2nd. That the Chiefs of Gallinas, Solyman, Manna, Sugury, and Cape Mount had, through the mediation of Captain Hugh Dunlop (commanding Her Majesty's sloop "Alert," the senior officer of the northern division of the squadron, under the command of Commodore Fanshawe, C.B.), entered into a Treaty with him, by which, amongst other things, it is agreed that all wars and feuds between the said Chiefs are for ever at an end, and that peace is restored within their respective territories; that Her Majesty's subjects shall be permitted to resort to their territories, for the purposes of trade, without hindrance or molestation of any kind, and that their persons and property shall be inviolate; that they may erect houses and factories therein; and that the Chiefs will show no favour or privilege of any kind to the ships and traders of other countries, which they do not, or will not, confer on the subjects of Her Majesty the Queen.

3rd. The Governor invites the particular attention of the mercantile portion of the community to the foregoing gratifying intelligence; and sincerely trusts that they will avail themselves without delay of the opening now afforded them, of establishing, on a sure and solid basis, a lucrative commercial intercourse between this colony and the territories of the Chiefs in question; which, while it cannot fail to be a source of emolument to themselves, will at the same time be the means, through their instrumentality, of utterly eradicating from the territories in the neighbourhood of this colony, that bane to all legal traffic, the Slave Trade.

By his Excellency's command,

J. F. SMYTH.

No. 2.

Viscount Palmerston to Her Majesty's Acting Commissary Judge.

Sir,

Foreign Office, May 15, 1850.

I HAVE to desire, that in future whenever any well-founded information respecting the movements of slave-vessels may come to your knowledge, you will immediately communicate the same to the senior officer of Her Majesty's ships which may be at or in the neighbourhood of Sierra Leone, as well as to the Commander-in-chief of Her Majesty's Naval Forces on the West Coast of Africa Station.

I am, &c.

(Signed) PALMERSTON.

No. 3.

*Her Majesty's Acting Commissary Judge to Viscount Palmerston.—
(Received May 31.)*

My Lord,

Sierra Leone, April 6, 1850.

I FIND that the public journals just arrived from England announce that a Select Committee of the House of Lords, and another of the House of Commons, have been appointed to continue the consideration of the best means which Great Britain can adopt for the final extinction of the African Slave Trade.

On the 31st of December last, I had the honour of transmitting to your Lordship my annual report on the state of Slave Trade on this coast during the year 1849, and though only three months have since elapsed, the circumstance of there being a Select Committee of the House of Peers and House of Commons sitting on the Slave Trade, does, I humbly conceive, warrant my

supplying your Lordship with the latest intelligence I possess on this important subject. *

Since my report above referred to, I have watched with more than usual attention every locality where there is a probability of the revival of Slave Trade, especially in places where it has been extinguished. And after minute inquiry, I have the satisfaction of informing your Lordship, that I have not heard of a single vessel having taken away a cargo of slaves between Senegal and Cape St. Paul's. Nor am I aware of a slaver having been seen off the coast this year.

And what is equally remarkable, there has not been a single prize sent into this port for adjudication, either in the Mixed Commission Courts or Vice-Admiralty Courts, since the end of last year. From personal observations I know that a similar circumstance has not occurred within the last eight years. I consider it as a strong proof that abolition is progressing with good effect.

From all I can learn, it appears to me that the export Slave Trade is now driven into the Bights and south of the Line. And as I lately had the honour to remark to your Lordship, we have at present about 1,500 miles of coast freed from export Slave Trade. I believe this favourable result has been brought about mainly by the zeal and vigilance of Her Majesty's cruisers.

I beg also to report to your Lordship that agricultural pursuits, especially the cultivation of ground-nuts, are making satisfactory progress between this place and Gambia. Within the last few months the current price of this native production has advanced full 10 per cent., and agricultural slaves, during the same period, have risen considerably in value. In my opinion, such facts as these are sufficient proof that export Slave Trade no longer exists in those parts.

Your Lordship, I trust, will not be surprised at my thus again drawing your attention to the establishment and progress of agriculture; for we must rely on this and legal commerce to replace and succeed the inhuman Slave Traffic.

I have, &c.

(Signed) JAMES HOOK.

No. 4.

Her Majesty's Acting Commissary Judge to Lord Eddisbury.—(Received September 14.)

My Lord,

Sierra Leone, July 1, 1850.

I HAVE the honour to acquaint your Lordship that no case has come before the British and Netherland, British and Spanish, British and Argentine, British and Uruguayan, British and Bolivian, nor the British and Chilian Mixed Courts of Justice, established in this colony for the prevention of the illicit Traffic in Slaves, during the half-year ending yesterday.

I have, &c.

(Signed) JAMES HOOK.

No. 5.

Her Majesty's Commissary Judge ad interim to Viscount Palmerston.—(Received September 14.)

My Lord,

Sierra Leone, July 23, 1850.

IT becomes my painful duty to report to your Lordship the death of Mr. James Hook, Her Majesty's Commissary Judge *ad interim*, which took place at his residence, on the evening of the 19th instant, after a prolonged illness.

The vacancy thus caused in these Mixed Courts I have filled by virtue of my office as Governor of this colony, and have this day taken the oath of office as Her Majesty's Commissary Judge *pro tempore*, agreeably to the requirements of the Slave Trade Treaties.

I have, &c.

(Signed) NORMAN MACDONALD.

No. 6.

Her Majesty's Commissary Judge ad interim to Viscount Palmerston.—(Received December 12.)

My Lord,

Sierra Leone, November 4, 1850.

I CONSIDER it my duty, as Her Majesty's Commissioner *ad interim*, to report to your Lordship an attempt for the revival of the Slave Trade to the northward of this colony, which came under my notice some months back as Governor of this colony.

The facts of the case are as follow:—

Some time in the month of February last, information reached me that Paul Faber, the notorious slave-dealer in the River Pongos, contemplated to dispose of a portion of his slaves; that he had them confined in a barracoon, in anticipation of the arrival of a vessel from the Brazils to convey them thither, and that the vessel in question was daily expected to make her appearance in the Pongos, for this purpose.

Upon the receipt of this information, I lost no time in communicating it to Captain Marsh, of Her Majesty's sloop "Heroine," the then senior officer of the Northern Division of the Squadron, who ordered Lieutenant Macleod, of Her Majesty's schooner "Adelaide," to proceed to the Pongos, and to obtain all the necessary information respecting this transaction.

After the lapse of a few days, Lieutenant Macleod returned to the colony, and verbally reported to me that he had visited the River Pongos, and had even inspected Paul Faber's factory; that he saw there no indication whatever of the Slave Trade; and that he considered the rumour unfounded, and merely circulated with a design of drawing the squadron from the Gallinas. The consequence was, that the "Adelaide" returned to her own cruising-ground between the Banana Islands and the Sherbro.

But a few months had, however, elapsed, when I received further intelligence of the actual shipment in the Pongos, by Paul Faber, of 240 of his slaves, on board of a Brazilian vessel which had arrived there, fully equipped and provisioned for her human cargo; and that Paul Faber had been paid in cash for these slaves, to the amount of 15,000 dollars.

When this further information reached me, it was immediately communicated by me, with the foregoing circumstances, to Commander Patten, of Her Majesty's sloop "Hound," who ordered Her Majesty's sloop "Ranger" to proceed and cruise off the Pongos. Her Majesty's steamer "Prometheus" has since been also stationed to the northward; and I have no doubt that their presence there will stop any further attempts that may be made to re-establish the Slave Trade in that quarter.

Of the truth of the first report respecting Paul Faber's intention to dispose of his slaves, I had myself no doubt whatever, since it was publicly known in the Pongos at the time, that Paul Faber had called in a large number of his slaves from his ground-nut fields; a course which he would not have adopted, had he not made other and more lucrative arrangements respecting them.

Since the capture, in 1847, of the Spanish schooner "*Atrevida*," in that locality, the parties there who were engaged in the Slave Trade, had, finding their attempts to ship off their slaves frustrated, turned their attention to the cultivation of ground-nuts and other produce. I regret, however, to say that the success which has attended Paul Faber's exertions has created such a sensation in the Pongos and neighbourhood, that every person who is in a position to do so, has withdrawn himself from the cultivation of the soil, and has recommenced purchasing slaves, in the expectation that other slavers will visit that river, and that the like success will attend them which has unfortunately marked Paul Faber's speculations. I am of opinion that the line of coast between this and Bissão should not be left, as has lately been the case, without the presence of a British cruiser.

I have, &c.

(Signed) NORMAN MACDONALD.

No. 7.

Her Majesty's Commissary Judge ad interim to Viscount Palmerston.—(Received January 20, 1851.)

My Lord,

Sierra Leone, December 2, 1850.

MR. BENJAMIN CAMPBELL, manager and magistrate of the Isles de Los, having reported to me the death of Caetano José Nozolini, alias "Kyetan," at the Cape de Verde Islands, in the month of June last, I do myself the honour to transmit herewith, for your Lordship's information, a copy of that gentleman's communication.

Kyetan, as your Lordship is fully aware, has for many years past been the most extensive slave-trader to the northward of this colony, and his removal by death must be viewed as a most fortunate occurrence towards the extinction of that infamous traffic in that neighbourhood.

I beg to draw your Lordship's particular attention to that part of Mr. Campbell's letter giving an account of the horrible cruelties inflicted on some of Caetano's slaves, subsequent to his decease, by some of his relatives. These unhappy people, taking advantage of the death of their former master, made an attempt to escape either to the Isles de Los or to this colony; but unfortunately they were recaptured at the Island of Kennebec, where they stopped to rest themselves, and were taken by the natives back to Bissão, where they were, as your Lordship will perceive, subjected to tortures and treatment so revolting to humanity, that it is to be hoped the Government whose subjects have so disgraced it, as well as themselves, by such acts of atrocity, will by your Lordship's interference be induced to visit them with that amount of punishment justly due to such revolting proceedings.

I have, &c.

(Signed)

NORMAN MACDONALD.

Inclosure in No. 7.

Mr. Campbell to Governor Macdonald.

Sir,

Factory Isles, Isles de Los, October 30, 1850.

I HAVE the honour to inform your Excellency, that Caetano José Nozolini, commonly known as "Kyetan," and who, under that name, has for many years obtained a discreditable notoriety as an extensive slave-trader, died in the month of June last at the Cape de Verde Islands.

This man has, it is said, died wealthy, but not from his Slave Trade transactions. Though very successful formerly in the pursuit of that infamous traffic, the same good fortune deserted him in the latter years of his speculation in human beings; and in one year alone he lost, it is said, by capture and shipwreck, four vessels and their cargoes.

These losses occurring about the time the Act of the British Parliament was passed, enabling Her Majesty's cruisers to capture vessels under the Portuguese flag, found equipped for Slave Trade, induced him for the future to devote his time, means, and energies solely to the lucrative legitimate commerce of the Rio Jeba; in the pursuit of which he has amassed a good fortune.

With the property left by Kyetan are about 200 domestic slaves of both sexes, whom he employed about his extensive establishments. During his life-time these people, I am told, had no cause to complain of ill-treatment; but, since his death, some of his relatives, who only made themselves known to him some months before his death, when it was apparent that he was sinking gradually from the effects of a pulmonary complaint, have lately exercised a most cruel and despotic authority over these people. One of these so-called relatives is described to me as a man who is more than suspected of having committed piracies, and all the barbarous cruel crimes attached to that lawless pursuit. This man (I did not learn his name) has made himself conspicuous for the cruelties exercised towards these unfortunate people.

To escape from cruelties to which they had not been accustomed, and which had become intolerable, several of these unhappy slaves lately seized a large boat belonging to Kyetan's establishment, with the intention of reaching these islands or Sierra Leone. In the hurry and secrecy of their departure, they appear to have laid in little, if any, water and provisions for their voyage of more than 200 miles; they were therefore soon suffering from hunger and thirst: the former privation the African can endure with more patience than perhaps any other branch of the human race, but under the latter privation they are most impatient. They wished to land at Bulama to assuage their thirst and appease their hunger; but they dared not set foot on shore there, as they were certain of being recognized by the Bissão people who are settled on that island, and sent back by them. Thus, on a territory clearly British, which should have proved to these unhappy people an asylum, and instead of its flag of freedom waving to them a welcome, they saw flying the same flag which at Bissão had looked with apathy and indifference to their sufferings. They proceeded onwards with feeling mingled with hope and despair, till they reached the Island of Kennebec; here, by the direst necessity, and in expectation of escaping the observation of the natives, they

landed, but were unfortunately observed by the inhabitants, who surrounded and seized them, and, with the hope of an ample reward, carried them back to Bissão.

I would not, on no better foundation than a passing rumour, attempt to harrow your Excellency's feelings with the description of the fate that befel these unhappy people. My informant is a man of respectability, of veracity, and honour, whom I have known as such for some years, and is the confidential agent of a foreign mercantile house of high standing. He has been, with several others, agents of English, French, American, and Belgian houses, waiting for some weeks past at Bissão to obtain from the representatives of Kyetan a settlement of the balance due to their principals, and was on the spot when the atrocities he described to me took place.

This being the first attempt of the slaves to escape, and unfortunately an unsuccessful one, it was thought necessary by the inhuman Portuguese to deter, by the torture of these people, others from making an attempt to gain their liberties.

In the first burst of exultation on recovering these poor runaways, the leaders of them were shot dead; some of the others were taken inside the fort, and lashed to the guns (those guns resting on British ordnance iron carriages, kindly lent by the late Governor Rendall, from St. Mary's, to the authorities at Bissão, when they were at war with the natives, and have never yet been reclaimed), and then flogged so unmercifully, that but few of them have survived the frightful punishment. Another horrid act of cruelty, which I never heard of before, was practised on some of these unfortunate slaves. Muskets were loaded with powder and salt, and fired at their naked bodies. This species of cruel torture was, I believe, unknown before in these parts, and is probably practised by the pirates of Cuba to extort confession.

It is with feelings of horror, but under the impulse of duty, and with full confidence in the fidelity and veracity of my informant, that I bring these atrocities to your notice, certain that your Excellency will also bring them under the notice of Her Majesty's Government; and that Her Majesty's Principal Secretary of State for Foreign Affairs will call on the Government of Portugal to put an end to barbarities which disgrace a people professing Christianity; and the recital of which will shock the feelings and rouse the indignation of the humane and benevolent of every country.

It is astonishing with what blind pride and tenacity Portugal clings to her African possessions. They were evidently founded for the main object of supplying her transatlantic empire, Brazil, with slaves. Their present dilapidated and profitless condition shows the false basis on which their prosperity rested.

Bissão, being situated on a river from which large quantities of the natural produce of this country are drawn, possesses a more sound basis of prosperity than the Slave Trade.

But these advantages are lost to the mother-country. A political economist will never be able to perceive of what advantage colonies can be to a country in which there are no manufactures, and the genius of whose people is averse to, or insensible of the value of them, and which country consequently must be almost without commerce!

As a natural result, the products collected at Bissão are carried away by vessels bearing the flags of England, France, Belgium, America, and Bremen; because the manufactures and products of these different countries have furnished the medium by which these African products have been obtained from the natives. The national flag is only seen on the small coasting vessels of the resident Portuguese traders.

The fact is not generally known, but it may be useful to be made so, that the value of the natural products of the Rio Jeba, annually exported from Bissão, equal, if they do not exceed, the annual value of the products exported from Sierra Leone; although a very large portion of these are collected from several rivers, in all eight or nine, which lay north and south adjacent to the colony.

Bissão, to a stranger visiting it, and surveying from the deck of the vessel the scene before him, presents anomalous features. He sees vessels of various nations loading and unloading; boats and canoes going in rapid succession to and from the shore; and a commercial activity, to which the Sabbath even does not cause a day's suspense, denoting clearly the elements of prosperity and wealth. He turns his eyes towards the fort—there he sees dilapidation and decay, a solitary sentry at the gate, shoeless, with tattered regimentals, and shouldering a musket that elsewhere would have been condemned as unserviceable long ago: this too plainly speaks of national decadence and poverty. How is this diversity of feature in one scene to be reconciled? Bad government, excessively high duties, and Senhor Kyetan's large fortune acquired in a few years, may probably give the solution.

I have, &c.

(Signed) B. CAMPBELL, J.P.

No. 8.

Her Majesty's Commissary Judge ad interim to Lord Eddisbury.—(Received February 20, 1851.)

My Lord,

Sierra Leone, December 31, 1850.

I HAVE the honour to acquaint your Lordship that no case has come before the British and Netherland, British and Spanish, British and Argentine, British and Uruguayan, British and Bolivian, nor the British and Chilian Mixed Courts of Justice, established in this colony for the prevention of the illicit Traffic in Slaves, during the half-year ending this day.

I have, &c.

(Signed) NORMAN MACDONALD.

No. 9.

Her Majesty's Commissary Judge ad interim to Viscount Palmerston.—(Received March 13, 1851.)

My Lord,

Sierra Leone, December 31, 1850.

I HAVE the honour to present to your Lordship a report on the state of Slave Trade on the Western Coast of Africa, during the past year, with such information on that subject as I have been able to collect.

In the above period no case has been brought before the several British and Foreign Mixed Courts of Justice established in this colony for the suppression of that traffic, and consequently no slaves have been emancipated by those Courts during the year.

The total number of cases prosecuted before the Mixed Commissions since their establishment here in June 1819, up to the present date, is 529, whereof 502 were cases of condemnation, and 27 were either withdrawn, dismissed, or restored to the claimants.

In the same period there have been emancipated by these Mixed Courts 64,625 slaves, of whom 56,935 have been registered here.

In the Vice-Admiralty Court of the colony there have been adjudicated within the year, under the Act 2 and 3 Victoria, c. 73, 5 vessels without colours or papers, and under the Act 8 and 9 Victoria, c. 122, 7 acknowledged Brazilian vessels; all cases of condemnation.

Of these 12 captures, 11 were made in the Bight of Benin, and 1 to the southward of the Line, off the coast of Angola.

In 8 of the cases there were slaves; the remainder were proceeded against for equipment only.

The number of slaves so captured were 2,045, of whom 1614 were decreed emancipation.

Of the 7 Brazilian vessels prosecuted under the Act 8 and 9 Victoria, c. 122, 5 got their imperial passports at Bahia, and 1 at Rio de Janeiro; 5 cleared for Brazilian coasting voyages, and 1 for the Azores, and 1 had neither passport nor clearance.

Respecting the nationality of the 5 vessels unfurnished with flag or papers, I am unable to give any correct information. They were most probably engaged in Brazilian Slave Trade, although a portion of them might have been Spanish property, as the destruction of flag and papers is sometimes resorted to, to avoid the exposure and risk of punishment which would await the parties concerned, were they brought before these Mixed Courts.

From the foregoing statement, it will be seen that the number of captures adjudicated at Sierra Leone during this year has been almost one-half less than the year preceding, although the number of slaves captured and emancipated exceeds that of last year.

All the captures, with one exception, were made to the north of the Line.

The expulsion of the foreign slave-traders from their position at the Gallinas, consequent upon the proceedings adopted against them by the British cruisers, and the increasing legitimate trade in the Sherbro (both formerly great marts for slaves), will, I trust, prevent its reappearance in those localities, as the natives will, it is to be hoped, discover it to be more to their interests to foster and encourage legitimate commerce, than to cherish a traffic attended with so great risks to those engaged in it, and with such debasing results to the country where it is permitted to exist.

I regret, my Lord, not to be able to say the same of the state of Slave Trade to the north, as in the course of this year a Brazilian vessel took 240 slaves from the River Pongos, shipped by the notorious Paul Faber, which I had the honour to report to your Lordship in my despatch of the 4th of November last, and to which I beg to refer your Lordship. This, however, is the only successful instance of the kind that has come to my knowledge; and as that part of the coast has since been visited by two of Her Majesty's cruisers, and remains now narrowly watched by one, I trust that any encouragement which might have been given to Slave Trade by this vessel's success, will be checked, and that the legitimate trade in ground-nuts and other articles of produce which

has sprung up, and which was seriously disturbed and endangered by that transaction, will eventually supersede it.

The death of Caetano José Nozolini, *alias* Kyetan, in the month of June last, who used to be one of the most extensive slave-traders to the northward of this colony, will doubtless have a favourable effect towards the extinction of the illicit traffic in that part; and should Her Majesty's Government decide upon occupying the Island of Bulama, the Slave Trade will very shortly be wholly extirpated in that locality.

From Cape Senegal, in latitude $16^{\circ} 21'$ north, and longitude $16^{\circ} 13'$ west, to Cape St. Paul's, in latitude $6^{\circ} 0'$ north, and longitude $1^{\circ} 0'$ east, a distance measuring by the line of coast of about 1500 miles, there has not been, with the exception before named, a single capture, nor, so far as I can learn, any slave-trading. This is a matter of sincere congratulation, as in former years a very large exportation of slaves took place annually between those two latitudes.

In the Bights and on the South Coast, there is a "lull," if I may use that expression, in the Traffic, which I believe is to be ascribed to the more active co-operation of the American with the British cruisers, as also to the measures taken to enforce the treaties on the coast of Brazils.

At Loanda, also, I have reason to believe the slave-dealers have received a severe blow to their speculations in human flesh, the result of active and well-concerted measures adopted against them by Commodore Fanshawe, C.B., and the squadron under his command; and it only requires that the other Powers should act with good faith, and co-operate with Great Britain in carrying out vigorous measures against that Traffic, to enable us to anticipate, I trust at no very distant period, something more approaching to a total suppression of it than has as yet marked the noble efforts which have been so unceasingly made by Great Britain, to contend against it, single-handed.

I have, &c.

(Signed) NORMAN MACDONALD.

HAVANA.

No. 10.

Viscount Palmerston to Her Majesty's Commissary Judge.

Sir,

Foreign Office, April 11, 1850.

I HAVE received your despatch of the 4th of February last, on the subject of the emancipados who were delivered up to you in the month of January, to be removed to a British colony.

I approve of the representations which you made to the Captain-General respecting the reluctance which appears to have been felt by the negro Felipe and the negress Tomasa to be removed from Cuba, and which induced his Excellency to consent to their remaining in that island.

The removal of emancipados to a British colony is intended for their advantage and security, but none should be so removed who really prefer to remain in Cuba.

I am, &c.
(Signed) PALMERSTON.

No. 11.

Her Majesty's Commissary Judge to Viscount Palmerston.—(Received April 22.)

My Lord,

Havana, March 4, 1850.

I HAVE the honour to report that by the steam-ship "Tay," which sailed hence this morning, I forwarded to Jamaica 6 men and 1 woman of the Africans emancipated by the Mixed Court of Justice at this place, and assigned by the Captain-General to be so removed. The woman had one child of eleven years of age, and thus, these, with the numbers previously reported, make a total of 332 men, 166 women, and 126 children.

I only received notice from the Government, of these individuals being to be given up on the 2nd instant, which would have been too late for the last month's steam-ship, but the one from England not having arrived at its due time, the "Tay" had been delayed, so as to admit of their embarkation on the 3rd, and removal this day. The ordinary charges, therefore, only were paid, amounting, with the boat-hire, to 97 dollars; which sum, with that paid for the same service last month, will make a total of 234½ dollars.

I have the satisfaction of adding that with the exception of one man, who did not appear to be so well in health, they seemed all desirable immigrants, and expressed themselves contented to be so removed.

The man Felipe, who on the last occasion of removing these emancipados had been so strongly expressing a disinclination to be removed as to induce me to join in his request, in accordance with your Lordship's despatch dated the 10th November last, has been removed by this Government, at its own expense, to Yucatan, as a person too dangerous to be allowed to remain here. I was told by the officer who had him in charge, that he had been suspected of an attempt

CLASS A.

at assassination, which, however, could not be proved against him, and therefore they were anxious to have him removed at all events, rather than remain here free after receiving his paper of freedom.

I have, &c.
(Signed) J. KENNEDY.

Inclosure 1 in No. 11.

The Captain-General to Acting Consul-General Kennedy.

Sir,

Havana, March 2, 1850.

UNDER this date I have directed that the emancipados Justo, No. 351, of the schooner "Manuelita," Eulogio (á) Domingo, No. 63, of the "Rosa," Moverto (á) Pablo, No. 47, of the same, Abraham, No. 41, of the "Orestes," Elias, No. 93, of the same vessel; Telesforo, No. 4, of "Gerges," and Agripina, No. 135, of the "Emilio," with her child, who have received their papers of freedom, should be embarked at your order, on board the vessel you should direct, for their removal from the island; and I make this known to you for the purpose accordingly.

God preserve you many years.

(Signed) EL CONDE DE ALCOY.

Inclosure 2 in No. 11.

Her Majesty's Commissary Judge to the Captain-General.

Most Excellent Sir,

Havana, March 2, 1850.

I HAVE had the honour to receive your Excellency's letter of this date, inclosing me a list of 6 men, 1 woman, and 1 child of the latter, of the Africans emancipated by the Mixed Court of Justice, to whom your Excellency has been pleased to give their papers of freedom, for the purpose of their removal from the island; and in accordance with your desire to be informed of the vessel destined to take them, I have to request they may be sent as usual to be put on board the steamship "Tay," now in the harbour, which vessel will leave for Jamaica immediately after the arrival of the one from England, due since the 26th ultimo.

I have, &c.
(Signed) J. KENNEDY.

Inclosure 3 in No. 11.

RETURN of EMANCIPADOS sent to Jamaica by the steam-ship "Tay," March 4, 1850.

Emancipados.	Apparent Age.	Date of Introduction.	How Emancipated.
MALES.			
Justo	29 years	December 1833	By the Mixed Court
Eulogio (á) Domingo	41 "	February 1834	Ditto
Moverto (á) Pablo	39 "	February 1834	Ditto
Abraham	48 "	March 1826	Ditto
Elias	50 "	March 1826	Ditto
Telesforo	50 "	July 1828	Ditto
FEMALE.			
Agripina, with one child of 11 years	28 "	July 1830	Ditto

No. 12.

Her Majesty's Commissary Judge to Viscount Palmerston.—(Received April 22.)

My Lord,

Havana, March 27, 1850.

I HAVE the honour to report that I have not heard of any vessel having sailed hence to be engaged in Slave Trade, since my last month's despatches on this subject. Neither have I any distinct information of any one having arrived with slaves lately, though I have heard a rumour to that effect. The more trustworthy communication made to me is, on the other hand, that three have been due more than two months, so that fears are entertained by their owners, of their having been captured. Meanwhile there is a demand arising for slaves for the coffee plantations, which are now again attended to on account of the higher price for that article. I fear, therefore, that the trade will continue to be attempted on the strength of expected profits accordingly.

I have, &c.

(Signed) J. KENNEDY.

No. 13.

Viscount Palmerston to Her Majesty's Commissary Judge.

Sir,

Foreign Office, May 15, 1850.

I HAVE to desire that in future, whenever any well-founded information respecting the movements of slave-vessels may come to your knowledge, you will immediately communicate the same to the senior officer of Her Majesty's ships which may be at or in the neighbourhood of the Havana, as well as to the Commander-in-chief of Her Majesty's Naval Forces on the West India station.

I am, &c.

(Signed) PALMERSTON.

No. 14.

Her Majesty's Commissary Judge to Viscount Palmerston.—(Received May 22.)

My Lord,

Havana, March 30, 1850.

I HAVE the honour to report that I received yesterday, at the Government House as usual, 2 men and 1 woman, of the Africans declared emancipated by the Mixed Court of Justice at this place, and that I put them immediately on board the steam-ship "Great Western," which sailed hence in the evening with them for Jamaica.

These, with the numbers previously reported, make a total of 334 men, 167 women, and 126 children.

I am glad to have to state that the three now sent appeared to me very desirable immigrants for the colony, and that they expressed themselves much pleased to be removed to gain a state of freedom.

As the steamer proceeded immediately on her return, the ordinary charges only were paid, viz., 10 dollars each for the passage, and half a dollar per day for maintenance, the voyage being estimated at four days. The cost, therefore, with boat-hire, amounted to 37 dollars, which, with the sums of 234½ dollars previously paid, since the last quarter ended, make a total of 271½ dollars.

For this sum, therefore, I have to draw now at the end of the quarter.

I have, &c.

(Signed) J. KENNEDY.

Inclosure 1 in No. 14.

The Captain-General to Acting Consul-General Kennedy.

Sir,

Havana, March 26, 1850.

I HAVE directed that there should be placed in deposit, for their removal from this island, the emancipados Santiago, No. 107, of the brigantine "*Firme*," Homobono, 30, of the "*Voladora*," and Coleta, 41, of the schooner "*Santiago*," who have received their respective papers of freedom. And I inform you of this, for the purpose of your making known to me the vessel in which they are to be removed, that I may issue the necessary orders for their embarkation.

God preserve you many years.

(Signed) EL CONDE DE ALCOY.

Inclosure 2 in No. 14.

Acting Consul-General Kennedy to the Captain-General.

Most Excellent Sir,

Havana, March 27, 1850.

I HAVE had the honour to receive your Excellency's letter of yesterday's date, informing me of 3 Africans of the class of emancipados, to whom your Excellency has been pleased to give their papers of freedom; and in accordance with your desire to that effect, request they may be sent as usual on board the steamer from Jamaica when it shall arrive.

I have, &c.
(Signed) J. KENNEDY.

Inclosure 3 in No. 14.

RETURN of EMANCIPADOS sent to Jamaica by the steam-ship "*Great Western*," March 29, 1850.

Emancipados.	Apparent Age.	Date of Introduction.	How Emancipated.
MALES.			
Santiago	50 years	December 1828	By the Mixed Court.
Homobono	38 ,,	July 1829	Ditto
FEMALE.			
Coleta	47 ,,	May 1830	Ditto

No. 15.

Her Majesty's Commissary Judge to Viscount Palmerston.—(Received May 22.)

My Lord,

Havana, April 26, 1850.

I HAVE the honour to report, that I have not heard of any vessel having sailed hence, suspected of being intended for Slave Trade, since my last month's despatch on the state of Slave Trade. I regret to have to add, that the Trade is nevertheless continued, as I have positive information of a cargo having been brought in the Holy Week; but to what part I have not been able to learn, nor any particulars. A proprietor of my acquaintance was offered a lot of the Bozales, but he declined it, as he told me, because he preferred buying those that had been already acclimated. Accordingly he bought twenty, of whom ten were men, seven women, and three children, who had been three or four years in the island, at the price of 7,500 dollars. He wanted them for a coffee plantation, which had been neglected on account of the low price of coffee, but the cultivation of which, in the present state of the market, he found it worth his while to renew. This is the case of course with hundreds of others, and a certain demand, therefore, for slaves is thus again arising.

I have, &c.
(Signed) J. KENNEDY.

No. 16.

Her Majesty's Commissary Judge to Viscount Palmerston.—(Received June 19.)

My Lord,

Havana, May 3, 1850.

I HAVE the honour to report, that on the 27th ultimo I received at the Government House, as before, 6 men of the Africans declared emancipated by the Mixed Court of Justice at this place, under the Treaty of 1817, and that I put them immediately on board the steam-ship "Trent," appointed to sail hence for Jamaica four hours after the arrival of the one then due from England. This one, however, not having arrived at the time, the "Trent" sailed yesterday afternoon without waiting further for its arrival, in obedience to the instructions to be observed in such cases. For the passage-money and maintenance per day, as originally computed for the voyage, if they had gone at the due time, I paid the sum of 73 dollars, including the boat-hire, and, as the vessel was here six days longer, I had to pay a further sum of 18 dollars, total 91 dollars.

I am glad to say that they all appeared extremely desirable immigrants for the colony, and went away highly contented. Your Lordship will see by the return inclosed, that two of them had been in servitude since 1826, two others since 1829, and the other two since 1833.

These, with the numbers previously reported, make a total of 340 men, 167 women, and 126 children.

I have, &c.

(Signed) J. KENNEDY.

Inclosure 1 in No. 16.

The Captain-General to Acting Consul-General Kennedy.

Sir,

Havana, April 25, 1850.

FOR the purpose of their removal from this island, I have directed to be placed at your disposal the emancipados Anacleto, No. 137, of the "Campeador," Onofre José de la Merced, No. 81, of the same, Sebastian (à) Ricardo, No. 20, of the "Manuelita," Secundino, No. 162, of the "Voladora," Manuel, No. 2, of the "Josefa," and Pablo, No. 179, of the "Manuelita," who have received their papers of freedom. In consequence of which I wait that you may make known to me the name of the vessel in which they are to be removed, for the purpose of issuing the necessary orders for their embarkation.

God preserve you many years.

(Signed) EL CONDE DE ALCOY.

Inclosure 2 in No. 16.

Acting Consul-General Kennedy to the Captain-General.

Most Excellent Sir,

Havana, April 26, 1850.

I HAVE had the honour to receive your Excellency's letter of yesterday's date, informing me of 6 Africans of the class of emancipados to whom your Excellency has been pleased to give their papers of freedom; and in accordance with your desire to that effect, request they may be sent immediately on board the steam-ship "Trent" for Jamaica, now in the harbour, which vessel will leave shortly after the arrival of the one from England, hourly expected.

I have, &c.

(Signed) J. KENNEDY.

Inclosure 3 in No. 16.

RETURN of EMANCIPADOS sent to Jamaica by the steam-ship "Trent," May 2, 1850.

Emancipados.	Apparent Age.	Date of Introduction.	How Emancipated.
MALES.			
Anacleto	33 years	September 1826	By the Mixed Court.
Onofre José de la Merced ..	41 „	September 1825	Ditto
Sebastian (4) Ricardo	44 „	December 1833	Ditto
Secundino	30 „	July 1829	Ditto
Manuel	35 „	April 1829	Ditto
Pablo	38 „	December 1833	Ditto

No. 17.

Her Majesty's Commissary Judge to Viscount Palmerston.—(Received June 19.)

My Lord,

Havana, May 27, 1850.

I REGRET to have to report that the Slave Trade seems to continue very actively prosecuted. A small schooner, I am credibly informed, sailed from this harbour, with a large amount of money in dollars, at the beginning of the month, to be engaged in it, but without any of the articles or equipments named in the Treaty of 1835, as rendering it liable to condemnation. I am informed, also, that a larger vessel is now fitting out here, respecting which I am waiting for further particulars, to enable me to make a denunciation to the Captain-General.

A large landing of slaves, above 500, took place about a week since at Camarioca, between Matanzas and Cardenas, respecting which I propose to write to his Excellency this day. Another vessel, with 360, that was coming to the Isle of Pines, was fortunately captured by Her Majesty's schooner "Bermuda," and proving to be under Portuguese or Brazilian colours, was taken to Jamaica, as your Lordship will perhaps have heard already.

I fear that the Trade may be expected to increase very considerably, as there has been very great mortality from cholera among the Negro population during the last two months. I am glad to learn that the mortality is decreasing, but no accounts are allowed to be published, and it is as yet difficult to know what reliance should be placed on the reports circulating. I believe the deaths in this city and neighbourhood from it will be found to have amounted to about 5000. At Matanzas, and some other places in the island, it is said the numbers have been, in proportion to the population, still greater.

I have, &c.
(Signed) J. KENNEDY.

No. 18.

Her Majesty's Commissary Judge to Viscount Palmerston.—(Received July 19.)

My Lord,

Havana, June 26, 1850.

I HAVE the honour to report that I have not heard of any vessel having sailed hence to be engaged in Slave Trade, since my last despatch on this subject. The schooner which I then mentioned as having sailed, returned a few days after to this harbour, in consequence of the crew having risen and refused to proceed. I understand that the enterprise has been given up for the present, on account of the difficulty of finding sailors to engage in that service.

Though the promises made are very speciously alluring, yet the men have found to their cost hitherto, that it is attended with risks of capture, and other evils, so great as to deter them from it. For the same reason the other brig, "*Josephine*," which I had denounced as fitting out for Africa, has also been prevented from going.

There is a report of another cargo of slaves having been brought since the beginning of this month, but I cannot learn any particulars respecting it. If it be true, it must have come to some distant part of the island. I know that another was expected, associated with the one captured by Her Majesty's schooner "*Bermuda*."

The vessel which I reported to your Lordship as having brought about 600 slaves to the neighbourhood of Cardenas, on the 19-20th of May last, has been found abandoned on the coast, and taken possession of by the local authorities, as your Lordship will learn by the Consular correspondence.

I fear we may expect a great impetus will be given to Slave Trade, by the rise in the price of slaves, consequent on the losses sustained on the estates by the cholera. I am told there are very many that have lost as much as one-fifth, and one-fourth of their number, by this disease.

I have, &c.
(Signed) J. KENNEDY.

No. 19.

Her Majesty's Commissary Judge to Viscount Palmerston.—(Received July 22.)

My Lord,

Havana, June 27, 1850.

I HAVE the honour to report that I received yesterday at the Government House, as usual, 7 men and 1 woman of the Africans declared emancipated by the Mixed Court of Justice at this place, and that I put them immediately on board the steam-ship "*Avon*," then in the harbour, for Jamaica. This vessel sailed hence with them on board the same afternoon, and I am glad to say they appeared very desirable immigrants for the colony, and went away expressing themselves quite contented at the removal. Your Lordship will observe, by the return inclosed, that they had all been emancipated by the Mixed Court, one so far back as 1822, and the latest one in 1832.

With the numbers previously reported, these make a total of 347 men, 168 women, and 126 children.

For the passage-money, 10 dollars per head; and for maintenance, calculated for five days at half a dollar per day each, I have paid the sum of 100 dollars: and this sum, with the payments made in April, with boat-hire, will amount to 193 dollars. For this sum I have accordingly to draw at the end of the quarter on the Lords of Her Majesty's Treasury.

I have, &c.
(Signed) J. KENNEDY.

Inclosure 1 in No. 19.

The Captain-General to Acting Consul-General Kennedy.

Sir,

Havana, June 25, 1850.

UNDER this date I have directed to be placed at your disposal, for their removal from this island, the emancipados among others who have received their papers of freedom, those named Prospero, 184, of the brigantine "*Midas*," Dionisio, 80, of the "*Gerges*," Pablo, 125, of the "*Planeta*," Arcadio, 11, of the "*Intrepido*," Andres, 3, of the "*Campeador*," Camilo, 121, of the "*Relampago*," Martina, 76, of the same vessel, and the freeman Crecencio, No. 213, of the "*Aguila*."

The which I inform you for the purpose expressed, waiting that you will please to make known to me the name of the vessel and day they are to be embarked, for the purpose of issuing the necessary orders.

God preserve you many years.

(Signed) EL CONDE DE ALCOY.

Inclosure 2 in No. 19.

Acting Consul-General Kennedy to the Captain-General.

Most Excellent Sir,

Havana, June 25, 1850.

I HAVE had the honour to receive your Excellency's note of this date, informing me of your having placed 7 men and 1 woman at my disposal, of the Africans declared emancipated, for the purpose of their removal from this island; and in accordance with your desire to be informed of the vessel to take them, request your Excellency will please to order them to be sent early in the morning on board the steam-ship "Avon," when preparations will be made to receive them.

I have, &c.
(Signed) J. KENNEDY.

Inclosure 3 in No. 19.

RETURN of EMANCIPADOS sent to Jamaica by the steam-ship "Avon," June 26, 1850.

Emancipados.	Apparent Age.	Date of Introduction.	How Emancipated.
MALES.			
Prospero	31 years	August 1829	By the Mixed Court.
Dionisio	47 "	July 1828	Ditto
Pablo	28 "	April 1832	Ditto
Arcadio	44 "	August 1828	Ditto
Andres	41 "	September 1826	Ditto
Camilo	35 "	December 1824	Ditto
Crecencio	26 "	June 1832	Ditto
FEMALE.			
Martina	36 "	December 1824	Ditto

No. 20.

Her Majesty's Commissary Judge to Viscount Palmerston.—(Received August 19.)

My Lord,

Havana, July 1, 1850.

IN obedience to the Act of Parliament 5 Geo. IV, c. 113, I have the honour to report that there was no case of any slave-vessel brought for adjudication before the Mixed Court of Justice at this place, during the last six months.

I regret also to have to add, that neither has any seizure been made by the local authorities, of any recently-introduced Africans during the same period, though so many have been brought; consequently, there have been none placed on board the hulk, formerly Her Majesty's ship "Romney," in this port, allotted for that purpose.

I have, &c.
(Signed) J. KENNEDY.

No. 21.

Her Majesty's Commissary Judge to Viscount Palmerston.—(Received August 19.)

My Lord,

Havana, July 27, 1850.

I HAVE the honour to report that I have not heard of any vessel having sailed hence to be engaged in Slave Trade, since my last month's report on the state of the Trade. The vessels I then mentioned as fitting out, are still detained, from the difficulty of finding men to enter on such a service. The "Brazil,"

which brought the 600 slaves to Cardenas in May, and was afterwards abandoned by the crew and seized by the local authorities, has, I understand, been given up to the persons claiming to be owners, who are said to be again preparing her for Slave Trade.

I regret to have to state that another cargo of about 360 slaves was brought in a small schooner, at the beginning of the month, to Cardenas. Of this arrival, and the refitting out of the "*Brazil*," I have duly made a denunciation to the Captain-General, as reported in the Consular series of Slave Trade despatches.

It is said that upwards of 6000 slaves are expected, as ordered to meet the losses caused by the cholera.

I have, &c.
(Signed) J. KENNEDY.

No. 22.

Her Majesty's Commissary Judge to Viscount Palmerston.—(Received September 19.)

My Lord,

Havana, July 29, 1850.

I HAVE the honour to report that on Saturday, the 27th instant, I received from the Captain-General of this island, 4 men and 2 women of the emancipated Africans allotted for removal to Jamaica, with 4 children of one of the latter. These persons I placed immediately on board the steam-ship "*Clyde*," then being ready to sail; which vessel accordingly sailed with them on board, the same afternoon. I am glad to say they all appeared healthy and desirable immigrants, and went away expressing themselves pleased at the removal, except the mother of the children, who were all girls, and mulattoes. She stated she had been living with a Spaniard, but that she had not seen him for three months, and did not know where he was. Under these circumstances, I could make no reference to him, and though she seemed somewhat downcast, all she said was, that she supposed she would be as well off in Jamaica as she had been here. The man I judged had deserted her, or he might have died in one of the cholera hospitals, as many hundreds have died, without any of their kindred knowing anything of their fate, having been attacked with the disease, and carried off in two or three hours. The children looked cleaner than children are generally kept in this country among the lower orders, giving me a good opinion of the woman's orderly habits.

With the numbers previously reported, these make a total of 351 men, 170 women, and 130 children, so removed.

For the passage-money, 10 dollars for each adult, and less according to the ages of the children, with maintenance calculated at five days for them proportionately, I paid the sum of 84½ dollars, to be drawn for, with boat-hire 1 dollar, at the end of the quarter.

I have, &c.
(Signed) J. KENNEDY.

Inclosure 1 in No. 22.

The Captain-General to Acting Consul-General Kennedy.

Sir,

Havana, July 23, 1850.

AMONG the emancipados who have received their respective papers of freedom, I have thought right to order to be placed at your disposal those named Romualdo, No. 29, of the "*Intrepido*," Cristoval, No. 142, of the "*Orestes*," Nicolas, No. 331, of the "*Portuguese*," Domingo, No. 64, of the "*Carlota*," Clotilde, No. 217, of the "*Planeta*," and Victoria (à) Guadalupe, No. 302, of the "*Joaquina*," with 4 children, for their removal from this island, and thereupon wait your informing me of the vessel that is to take them, to give the necessary orders for that purpose.

God preserve you many years.

(Signed) EL CONDE DE ALCOY.

Inclosure 2 in No. 22.

Acting Consul-General Kennedy to the Captain-General.

Most Excellent Sir,

Havana, July 24, 1850.

I HAVE had the honour to receive your letter of the 23rd instant, giving me the list of 4 men and 2 women, with 4 children of one of the latter, to whom your Excellency has been pleased to give their papers of freedom, with a view to their removal from this island; and in accordance with the request to that effect, I have to state that I propose to send them on board the English steamer from Jamaica, when it shall arrive, to be taken to that island on her return. I therefore request your Excellency to give the usual orders for their embarkation.

I have, &c.
(Signed) J. KENNEDY.

Inclosure 3 in No. 22.

RETURN of EMANCIPADOS sent to Jamaica in the steamer "Clyde," July 27, 1850.

Names.	Apparent Age.	When Introduced.	By whom Emancipated.
MALES.			
1. Romualdo	48 years	1828	By the Mixed Court.
2. Cristoval	34 "	1826	Ditto
3. Nicolas	25 "	1843	By General Valdes.
4. Domingo	28 "	1834	By the Mixed Court.
FEMALES.			
5. Clotilde	35 "	1832	Ditto
6. Victoria (a) Guadalupe ..	28 "	1833	Ditto

NOTE.—The last one had 4 children with her, all girls, aged 2, 4, 6, and 8 years.

Havana, July 29, 1850.

J. KENNEDY.

No. 23.

Her Majesty's Commissary Judge to Viscount Palmerston.—(Received September 19.)

My Lord,

Havana, August 24, 1850.

I HAVE the honour to report that I have not heard of any vessel having come to any part of this island with a cargo of slaves, since my last month's despatch on the state of the Trade. I regret, however, to say that the speculators seem very actively bent on its continuance, as I understand they have arranged for several vessels to be sent to the coast of Africa from Spain and elsewhere, to bring cargoes here; and two have sailed hence for the like purpose. One of these, which sailed on the 29th ultimo, was the Brazilian ship "*Tentativa*," and which arrived here last February from Brazil, with a cargo of jerked beef. But this cargo was so disproportionately small for her size, as to raise the belief that she had also brought a small cargo of slaves, that was known to have been shortly before landed on the south of the island. She came consigned to M. Forcade, who has sent her out again now; but I am credibly assured that she goes first to Brazil, there to be fitted out for the coast of Africa, so as not to be at present amenable to detention. I have, however, addressed the Captain-General a letter on the subject.

The other vessel that has sailed is the now well-known slaver "*Brazil*," which brought the cargo of 600 negroes to the neighbourhood of Cardenas on the 19th of May, coming simultaneously with the invasion of Lopez. For that

cargo it is said that the Government took 3 doubloons, or about 10*l.* per head, and that the Secretary to the Government exacted another doubloon. The whole cargo was of an inferior description, and sold for 19 doubloons per head only; so that, deducting the exactions, the importers only obtained 15 doubloons, or 250 dollars, say 50*l.* each round. There are no buyers at present, on account of the cholera, to which newly-introduced Africans are considered particularly liable, from former experience of it. When the cholera ceases, we may expect a very great demand, as it is calculated that about 30,000 negroes have already died of it in this northern part of the island, and it is extending into other parts. Of whites, it is supposed that scarcely one-fifth in proportion have been carried off, and of these nearly 1000 among the troops.

Before this visitation of cholera, it was fully understood here, that the Spanish Government had written to their Minister at Brazil, to facilitate the sending thence of all negroes that were available, on account of the alarming decrease going on here in the slave population, but so as not to excite the "susceptibility" of the British Government. This plan has been much acted upon lately, and will thus probably be still more practised.

The "*Brazil*" sailed under the same master, Eugenio Vignier, who brought here her last cargo. He is said to have his vessel well armed, so that he beat off the boats of an English cruizer on the last voyage, as he had done once or twice before, with loss to the crews of the boats. Should he fall into the power of the Mixed Commission or Admiralty Court at Sierra Leone, I trust they will have become aware of the circumstances, so as to be able to inquire into them.

I have, &c.

(Signed) J. KENNEDY.

No. 24.

Her Majesty's Commissary Judge to Viscount Palmerston.—(Received October 21.)

My Lord,

Havana, September 21, 1850.

I HAVE the honour to report that I have not heard of any vessel having arrived here from the coast of Africa, since my last month's despatch on the state of Slave Trade. There are rumours of several having arrived during the last few months, of which I can learn no details, though I do not for that wish to dispute the fact as probably true. There is so great a demand arising for slaves, on account of the losses occasioned by the cholera, that I have no doubt it would be easy to find purchasers for many cargoes privately, without their being brought into the market, and so becoming publicly known.

One vessel has sailed, the "*Semproniana*," the particulars of which I have detailed in the despatch of the Consular Series reporting the correspondence thereon; and another is fitting out, the "*Juanito*," as I have also there mentioned.

It is reported that there are a great number sent, or preparing to be sent, but it is evidently the policy of this Government now to appear to discountenance it, so far as not to allow them to be fitted out at this place, where they would be under our observation, though they are as evidently determined to give the Trade as much secret assistance as they can elsewhere.

I have, &c.

(Signed) J. KENNEDY.

No. 25.

Her Majesty's Commissary Judge to Viscount Palmerston.—(Received October 28.)

My Lord,

Havana, September 23, 1850.

I HAVE the honour to report that I received yesterday at the Government House, as usual, 11 men of the Africans declared emancipated by the Mixed Court of Justice at this place, and 1 woman who had been emancipated by General O'Donnell of the number seized at Trinidad in October 1847. These persons I placed immediately on board the contract mail steam-ship "*Conway*,"

then prepared to go to Jamaica, which vessel sailed with them on board early this morning. The woman had a son about a month old, and had not acquired any knowledge of Spanish, appearing in fact yet a Bozal, though several of those who went with her spoke her language. All the men appeared well able to earn their livelihood, though one was lame of one hand, and another in one foot. They all appeared rejoiced to be removed, except one man, Tomas (á) Felipe, who had, it seems, under his master, got into a way of earning money, of which he had actually 24 doubloons, or about 80*l.* in his possession, and which he declared he had gained by his labour as a tobacco manufacturer. This money I delivered to the captain of the "Conway," taking his receipt for the same, to be returned to the man at Jamaica, as your Lordship had approved of my taking that course in a former instance, in the despatch dated the 31st December, 1848. As this man was in a prospering condition, it was natural he should wish to remain here, and had petitioned the Captain-General to be so allowed, but his Excellency refused. It appears the Spaniards are jealous of Africans attaining to a condition above the lowest. One of the other men who appeared more intelligent than the generality of his countrymen, and who stated he could read and write a little, told me that he had heard from three of his fellow emancipados who had been sent to Jamaica, expressing their satisfaction at having been removed, and advising all to go there who could.

For the passage-money of these twelve adults, I paid 120 dollars as deck passengers, and a further sum of 30 for their maintenance on board, computed for five days, which sums, with boat-hire, added to the sums paid for the like purposes previously, make a total of 237 dollars, for which I have to draw on the Lords of Her Majesty's Treasury at the end of the quarter.

The total number of individuals thus sent to Jamaica will therefore now be 362 men, 171 women, and 131 children.

I have, &c.
(Signed) J. KENNEDY.

Inclosure 1 in No. 25.

The Captain-General to Acting Consul-General Kennedy.

Sir,

Havana, September 20, 1850.

I HAVE ordered under this date, that of the emancipados who have received their papers of freedom, the following should remain at your disposal, to be removed from the island:—Bernabé, No. 185, of the brig "*Campeador*," Gil, 200, of the "*Xerxes*," Pedro, 97, of the same, Rafael, 313, of the same, Ricardo, 134, of the "*Mejico*," Plutarco, 158, of the "*Voladora*," Pedro Nolasco, 27, of the "*Firmé*," Ciriaco, 144, of the "*Voladora*," Wenceslao, 296, of the "*Xerxes*," Leon, 155, of the "*Carlota*," Benigna (á) Maria de la Cruz, No. 121, of those from Trinidad, with a son, and Tomas (á) Felipe, No. 334, of the schooner "*Julita*," who will take with him twenty-four ounces of gold belonging to him, which will be delivered to him in the office of the Secretary to this Government, when he goes to be embarked in the vessel, on the day you inform me, of to give the orders to that effect.

God preserve you many years.

(Signed) EL CONDE DE ALCOY.

Inclosure 2 in No. 25.

Acting Consul-General Kennedy to the Captain-General.

Most Excellent Sir,

Havana, September 21, 1850.

I HAVE had the honour to receive your Excellency's note of this date, giving the names of 11 men and 1 woman, with her child, of the class of emancipated Africans, to whom your Excellency has been pleased to give their papers of freedom, with a view to their removal from the island; and I have to request that they be ready as usual at the Government House, on Sunday the 22nd instant at 12 o'clock, when I will accompany them on board the steam-ship "Conway," to arrange for their departure.

I have, &c.
(Signed) J. KENNEDY.

Inclosure 3 in No. 25.

RETURN of EMANCIPADOS sent by the "Conway," September 23, 1850.

Names.	Apparent Age.	When Introduced.	By whom Emancipated.
MALES.			
1. Bernabé	About 44	In 1826	By the Mixed Court.
2. Gil	" 33	" 1828	The same
3. Pedro	" 48	" 1828	The same
4. Rafael (á) Norberto.. ..	" 45	" 1835	The same
5. Ricardo	" 56	" 1826	The same
6. Plutarco	" 34	" 1829	The same
7. Pedro Nolasco	" 42	" 1828	The same
8. Ciriaco	" 40	" 1829	The same
9. Wenceslao	" 45	" 1828	The same
10. Leon	" 42	" 1834	The same
11. Tomas (á) Felipe	" 38	" 1835	The same
FEMALE.			
12. Benigna (á) Maria de la Cruz, with a son	" 16 the child a month	Of those captured at Trinidad in October 1847	Under General O'Donnell.

No. 26.

Viscount Palmerston to Her Majesty's Commissary Judge.

Sir,

Foreign Office, October 28, 1850.

I HEREWITH transmit to you, for your confidential information, a copy of a note which by my direction was addressed on the 6th instant by Her Majesty's Minister at Madrid to the Spanish Minister for Foreign Affairs, proposing to Spain a draft of Convention, a copy of which I also forward to you, for conferring on the Mixed Court of Justice, of which you are a member, power to declare the freedom of negroes who may be proved to have been imported into Cuba after the 30th of October, 1820.

I am, &c.

(Signed) PALMERSTON.

Inclosure 1 in No. 26.

*Lord Howden to the Marquis de Pidal, October 6, 1850.**See Class B, Inclosure in No. 454.*

Inclosure 2 in No. 26.

*Draft of Convention.**See Class B, Inclosure in No. 452.*

No. 27.

Her Majesty's Commissary Judge to Viscount Palmerston.—(Received November 20.)

My Lord,

Havana, October 23, 1850.

I HAVE the honour to report that I have not heard of any vessel having come to any part of this island with slaves, nor of any having sailed hence to be engaged in Slave Trade, since my last month's despatch of the 21st September on this subject. The "*Semproniana*," which I then reported as having sailed, has returned to this port from Gibara, a small place on this side of the island, where the parties on board said they were going, when detained by the captain of the port, for taking in men and equipments outside the harbour. I am told by a person who had sold a chronometer to the intended captain for the coast of Africa, that on the vessel's being brought back here, there was a sort of scramble for the effects on board, and a sum of several thousand dollars, which was there in charge of the captain, disappeared, he denying all knowledge of it. Several of the men also, who had received advances of money, refused to proceed, and the parties who had fitted out the vessel altogether lost so much by the detention, as to make them give up the expedition. She had been a long time fitting, having had great difficulty in finding men to go in her. The other vessel which I reported as intended for the Trade is still here, without any preparations apparently for fitting out.

In consequence of the great losses by the cholera, which is said to have carried off generally the best negroes on the estates, and not less than 30,000 on a moderate computation, there is a very great demand for slaves. The planters have been besetting the dealers as a favour to give them preferences in case of any cargoes arriving, but the requests cannot be granted. There have been three vessels expected some time, which the owners fear have been taken. They are anxiously looking out for them yet, as an old slave-dealer, not now in the Trade, but a landed proprietor, told me directly, that arrangements had been made for them with this Captain-General, and they did not know how the new one expected (Concha) would act with them. He added, "but what is the use of any one's incurring the risks of an adventure, when the Captain-General takes away the profits!" This would show that the profits cannot be so great as has been said, when an imposition of 10*l.* per head for the Captain-General's benefit is a check on the importation.

I have, &c.

(Signed) J. KENNEDY.

No. 28.

Her Majesty's Commissary Judge to Viscount Palmerston.—(Received December 23.)

My Lord,

Havana, October 24, 1850.

I HAVE the honour to report that by the steam-ship "*Conway*," which sailed hence this morning, I forwarded to Jamaica 2 men and 4 women of the class of emancipated Africans, whom the Captain-General had assigned for that purpose, according to the communication sent me, as inclosed. One of the women had a daughter, fourteen years of age, on which account I had to pay passage-money and victualling as for seven adults, the sum of 87½ dollars. They all expressed themselves contented, and, with the exception of one woman, seemed in good health.

These, with the numbers previously reported, make a total of 364 men, 175 women, and 132 children, removed to Jamaica. I inclose as usual the list of particulars respecting them directed by your Lordship.

I have, &c.

(Signed) J. KENNEDY.

Inclosure 1 in No. 28.

The Captain-General to Acting Consul-General Kennedy.

Sir,

Havana, October 22, 1850.

HAVING ordered their papers of freedom to be delivered to various emancipados, I have directed also that of these shall remain placed at your disposal the following:—Victor, No. 148, of the brigantine "*Firmé*," Cosmo, No. 304, of the same, Genevieve, 51, of the schooner "*Carlota*," Agueda, 53, of the schooner "*Santiago*," Cayetana, 167, of the "*Fmilio*," and Cleta, No. 114, of the "*Intrepido*," with her daughter called Catalina, for the purpose of their being removed from the island. I state this accordingly to you for your information, and with the view of your making known to me the vessel in which they are to be embarked, to give the proper orders to that effect.

God preserve you many years.

(Signed) EL CONDE DE ALCOY.

Inclosure 2 in No. 28.

Acting Consul-General Kennedy to the Captain-General.

Most Excellent Sir,

Havana, October 22, 1850.

I HAVE had the honour to receive your note of this date, giving me the names of 2 men and 4 women, with a child of one of the latter, emancipated Africans, whom your Excellency has ordered to be left at the place of deposit at my disposal, to be removed from the island. And in accordance therewith I request they may be sent as usual to-morrow, the 23rd instant, at 12 o'clock, when I will arrange for their removal to Jamaica in the steam-ship "*Conway*," which is to sail early the following morning.

I have, &c.
(Signed) J. KENNEDY.

Inclosure 3 in No. 28.

LIST of EMANCIPADOS sent to Jamaica in the steam-ship "*Conway*," October 24, 1850.

Names.	Apparent Age.	When Introduced.	How Emancipated.
MALES.			
1. Victor	About 33	In 1828	By the Mixed Court.
2. Cosmo	„ 42	„ 1828	The same
FEMALES.			
. Genevieve	„ 34	„ 1833	By General Valdes of a case that had been before the Court.
. Agueda	„ 38	„ 1830	By the Mixed Court.
5. Cayetana	„ 50	„ 1830	The same
6. Cleta, with a daughter aged 14	„ 32	„ 1828	The same

NOTE.—No. 3 had been one of those brought in the "*Carlota*," which vessel was condemned in the Mixed Court in 1833; but the Africans had in part been landed, and were afterwards seized under General Tacon, and kept as Government slaves until the time of General Valdes, who in 1842 declared them emancipados, as their papers of freedom declare.

Havana, October 24, 1850.

J. KENNEDY.

No. 29.

Her Majesty's Commissary Judge to Viscount Palmerston.—(Received December 23.)

My Lord,

Havana, November 13, 1850.

I HAVE the honour to report that on the 10th instant arrived here his Excellency the General Don José de la Concha, whom Her Catholic Majesty had appointed Captain-General of this island in the room of General Roncali, Conde de Alcoy. On the 11th General Concha assumed the command, and having notified the act to the Mixed Court, I and the Spanish Judge and Secretary waited on him this morning, when his Excellency declared himself determined to enforce the stipulations of the Treaty, and to act in all respects with perfect impartiality and justice.

The removal of General Roncali seems to be received with much regret by all classes, and by the Creoles especially, for whom he has certainly shown much consideration. His great urbanity and manifest anxiety for justice in all cases will be long remembered in this important colony, and the moderation he has shown in the exercise of his power deserves to be particularly acknowledged.

I have, &c.

(Signed) J. KENNEDY.

No. 30.

Her Majesty's Commissary Judge to Viscount Palmerston.—(Received December 23.)

My Lord,

Havana, November 22, 1850.

I HAVE the honour to report that I have not heard of any vessel having sailed hence suspected of being intended for Slave Trade since my last month's report on this subject; the two vessels I then referred to as fitting out, the "*Semproniana*" and the "*Juanito*," still remaining in the harbour. The latter, however, is now said to be intended for Brazil.

I regret to have to state that in the course of last month a cargo of about 400 slaves was said to have been brought to Sagua, about 300 miles distant, respecting which I could learn no such further particulars as to enable me to make a satisfactory statement in denunciation of it. Another cargo of about 160 has been brought the beginning of this month to Santiago de Cuba, of which I understand Her Majesty's Consul in that city has duly made a report. Of the cargoes expected from Brazil, I learn that information has been received of the capture of one of them.

The price of slaves continues very high: good ones, however, may be bought at 500 dollars each, or 100*l.* ready payment. But this is what few planters are able to meet, though as for acclimated labourers it is not much more than former prices of newly-introduced Africans, paid for in bills at six or eight months.

I have, &c.

(Signed) J. KENNEDY.

No. 31.

Her Majesty's Commissary Judge to Viscount Palmerston.—(Received January 23, 1851.)

My Lord,

Havana, December 21, 1850.

ON the 6th instant an announcement appeared in the official paper of the Government in this city, the "*Gaceta de la Habana*," that the "Captain-General proposed to name a Commission, composed of persons of character and of eminent public spirit, to have charge of the Department of Emancipados, with strict subjection to existing Treaties, and for the ulterior benefit of the individuals themselves." It was the next day stated that this Commission was to be composed of the Conde de Cañongo, and three other wealthy persons in this city, named Roca, Urzainqui, and Aguirre. Of these the chief, the Conde de

Cañongo, is a person certainly of the highest character, but of very easy disposition. Roca is the nephew of Don Joaquin Gomez, who may be termed the head of the Slave-Trading interest here, and is connected with him in business. Urzainqui is an intimate friend of Don Joaquin's. Aguirre has been largely engaged in Slave Trade, and gained the bulk of his wealth in it.

Under these circumstances I thought it my duty to ask Mr. Consul-General Crawford, on the 9th instant, to write to the Captain-General, and inquire the object of this Commission, giving him a draft of a letter, such as I wished him to send, and of which I inclose a copy.

A few days afterwards Mr. Crawford showed me a copy of one he had sent, to the same effect, on the 10th, but to which he informs me he has not yet received any answer.

I am sorry to judge, from the composition of this Commission, that the Captain-General has in his councils persons connected with the Slave-Trading interest. He has also chosen as Chief Secretary to the Government the Brigadier Salas, who was President of the Military Commission in the time of General O'Donnell, under which full 3000 coloured persons sunk by executions and tortures upon the assumption of a conspiracy having existed, of which no proofs whatever were found.

The present Commission, I understand, is formed for the purpose of getting back the emancipados who had been alienated for private advantage under Generals O'Donnell and Roncali, and who are now to be held for the advantage of the Government. Of these emancipados there are, I calculate, about 1000 seized by the local authorities, and perhaps about 200 left of those taken by British cruizers and declared emancipated by the Mixed Court. Of these, however, I cannot form an exact estimate, as I do not know how many have been made free with permission to remain in the island. This information your Lordship will remember was refused by both Generals O'Donnell and Roncali. Some returns were formerly given to your Lordship by the Spanish Minister, the which, if completed to the present time, might enable us to form a proximate estimate. The most satisfactory course would be to have the whole lists submitted to the Court, that each individual might be accounted for, and immediate freedom given to such as are yet held in bondage.

I have, &c.
(Signed) J. KENNEDY.

Inclosure in No. 31.

Proposed Letter from Consul-General Crawford to the Captain-General.

Most Excellent Sir,

Havana, December 1850.

WITH reference to the announcement in the "Gaceta" last Friday, of the appointment of a Commission respecting the emancipados in the hands of this Government, I am requested by Mr. Kennedy, Her Britannic Majesty's Judge in the Mixed Court of Justice, to inquire of your Excellency whether this Commission is intended to be confined to the Africans seized at different times by the authorities of the island, or extends to the class captured by British cruizers, and declared emancipated by the Mixed Court?

With regard to the latter class, Mr. Kennedy wishes to have it brought to your Excellency's notice, that General Valdes promised, when Captain-General, that no further assignments of them should be made, but that they should all be freed from servitude at the expiration of the periods for which they had been respectively assigned. In conformity with this he gave their liberty to about 1500 of this class, and if he had continued in the command, the whole would have been made free five years since. Generals O'Donnell and Roncali, however, pursued a different course, and many of these unfortunate people were again unjustly assigned to servitude, though a great number have been given up for removal to Jamaica, and some of whose numbers we have no information have been allowed to remain free in this island.

Should the Commission now appointed be intended to have any supervisal over this latter class, Mr. Kennedy wishes to submit the propriety of reversing the intention, calling on your Excellency's sense of justice to fulfil the promise given by General Valdes, and give all the remainder of the emancipados their immediate liberty.

In case your Excellency should agree with Generals O'Donnell and Roncali, in not wishing to have this class of persons free in Cuba, then Mr. Kennedy asks to have them assigned to him without further delay, for removal to Jamaica.

I have, &c.

No. 32.

Her Majesty's Commissary Judge to Viscount Palmerston.—(Received January 23, 1851.)

My Lord,

Havana, December 23, 1850.

I HAVE the honour to report that I have not heard of any vessel having come with slaves to any part of this island, since my last month's despatch on Slave Trade, though it is said that a number of apparently recently introduced Africans have been seen at M. Forcade's house, leading to a surmise that some recent landing had taken place. Neither have I information on which I can rely, of any vessel having sailed hence since, to be engaged in the Trade. I was positively informed that one vessel, the "*Cuatro Nijas*," which sailed at the beginning of the month for Porto Rico, was to be so engaged; but the merchant (Bolivar) who dispatched her was never suspected of being engaged in the Trade, and I therefore doubted the correctness of the statement, though it was made by one who had always before given me true information.

In my despatch of the 24th August last, I informed your Lordship of the sailing hence of two vessels to be engaged in the Trade, one of which, the "*Tentativa*," has, I learn, been detained at Cape Verde. The other one, the "*Brazil*," has been expected back some time, and has perhaps come to some distant part of the island, or the Isle of Pines. The demand for slaves is very great, and must continue so, as there are still cases of cholera constantly occurring, and the numbers are so decreasing.

I have, &c.
(Signed) J. KENNEDY.

No. 33.

Her Majesty's Commissary Judge to Viscount Palmerston.—(Received January 23, 1851.)

My Lord,

Havana, December 24, 1850.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch dated the 28th October last, transmitting me a copy of a note addressed by your Lordship's direction to the Spanish Minister for Foreign Affairs at Madrid, proposing a draft of Convention for conferring on the Mixed Court of Justice the power to declare the freedom of negroes who may be proved to have been imported into Cuba since the 30th October, 1820.

As the steam-packet sails on her return early in the morning, I will avail myself of another opportunity to submit to your Lordship such considerations on this subject as, in my humble judgment, the question may require.

I have, &c.
(Signed) J. KENNEDY.

No. 34.

Her Majesty's Commissary Judge to Viscount Palmerston.—(Received January 28, 1851.)

My Lord,

Havana, December 25, 1850.

I HAVE the honour to report that I received at the Government House this morning, in the usual way, 3 men and 1 woman of the Africans declared emancipated by the Mixed Court of Justice at this place, and that I put them at the same time on board the steam-ship "*Conway*," then on the point of sailing for Jamaica, which vessel accordingly started hence on her way at noon.

These, with the numbers previously reported, make a total of 367 men, 176 women, and 132 children, so removed to Jamaica. I am glad to add, that they all appeared strong and in good health, and expressed themselves contented to be so removed, having neither husbands nor wives left behind. I

inclose a copy of Mr. Consul-General Crawford's letter respecting them, and the return of particulars directed by your Lordship.

For the passage-money, ten dollars per head, and victualling, half a dollar per day for five days, I paid the sum of 50 dollars, for which, with the sum paid for the like purpose in October, and boat-hire, I have to draw on the 31st instant, as I shall then have to report further.

I have, &c.
(Signed) J. KENNEDY.

Inclosure 1 in No. 34.

Consul-General Crawford to Her Majesty's Commissary Judge.

Sir,

Havana, December 21, 1850.

HIS Excellency the Captain-General has placed Sisto, No. 227, of the schooner "*Julita*," Andres, No. 170, brig "*Firmé*," José (à) Carlos, 136, "*Ninfa*," Mauricia, 243 "*Voladora*," at our disposal to be sent out of the island.

I have acknowledged the receipt of his Excellency's letter, and have informed him that they will be embarked by the "*Conway*," expected to sail from this port on the 24th instant.

I remain, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure 2 in No. 34.

RETURN of EMANCIPADOS sent to Jamaica by the steam-ship "*Conway*," December 25, 1850.

Names.	Apparent Age.	When Introduced.	By whom Emancipated.
MALES.			
1. Sisto	About 32	In 1835	By the Mixed Court.
2. Andres	„ 40	„ 1828	By the same
. José (à) Carlos	„ 26	„ 1836	By the same
FEMALE.			
. Mauricia	„ 40	„ 1829	By the same

Havana, December 25, 1850.

J. KENNEDY

No. 35.

Her Majesty's Commissary Judge to Viscount Palmerston.—(Received February 26.)

My Lord,

Havana, January 1, 1851.

IN obedience to the Act 5 Geo. IV, cap. 112, I have it my duty to report that there was no case of any slave-vessel brought for adjudication before the Mixed Court at this place, during the last six months.

I regret to have to add, that neither was any seizure made by the local authorities of recently-introduced Africans during the same period, so that none have been placed on board the hulk, formerly Her Majesty's ship "*Romney*," in this harbour allotted for that purpose.

I have, &c.
(Signed) J. KENNEDY.

No. 36.

Her Majesty's Commissary Judge to Viscount Palmerston.—(Received February 26.)

My Lord,

Havana, January 1, 1851.

I HAVE the honour to inclose my annual return of the emancipated Africans removed hence to Jamaica during the past year, from which your Lordship will perceive that I have sent 48 men, 13 women, and 9 children, total 70, which numbers, with those previously reported, make the totals, 367 men, 176 women, and 132 children; gross total, 675.

In the year 1849 were sent in like manner, 53 men, 11 women, and 8 children, total 72. In 1848 were sent, 27 men, 11 women, and 3 children, total 41; and in 1847 were sent, 46 men, 27 women, and 8 children, total 81.

Of the 61 adults sent during the past year, 59 had been declared emancipated by the Mixed Court, one by General Valdes, and one by General O'Donnell.

I have, &c.
(Signed) J. KENNEDY.

Inclosure in No. 36.

RETURN of EMANCIPADOS sent to Jamaica in 1850.

Dates.	Men.	Women.	Children.	Expenses, as per Bills.		
				£	s.	d.
February 3	7	2	2	Drawn March 31 ..	55	11 9½
March 4	6	1	1			
March 29	2	1	..			
April 27	6	..	..	Bill, June 30 ..	39	6 9
June 26	7	1	..			
July 27	4	2	4	Bill, September 30	47	13 2
September 22	11	1	1			
October 24	2	4	1	Bill, December 31	28	16 6
December 25	3	1	..			
	48	13	9			£171 8 2½

No. 37.

Her Majesty's Commissary Judge to Viscount Palmerston.—(Received February 26.)

My Lord,

Havana, January 1, 1851.

I HAVE the honour to submit to your Lordship my annual report on the Slave Trade of this island for the past year, inclosing the usual returns of vessels reported to have arrived with slaves during the year, and of those dispatched in it and in the year preceding, suspected of being intended for Slave Trade.

This is the fourteenth time I have had this duty devolving on me, the which I have found every year more difficult, as every year the Trade has assumed a more clandestine character; when as even ten years since, previous to the governorship of General Valdes, the slave-vessels were sent hence or returned with scarcely an attempt at concealment, under the direct permission of the authorities, their names and proceedings were sufficiently ascertainable to enable us to give what we might consider trustworthy accounts respecting them. But since General Valdes broke up that system of connivance, the vessels have

been sent generally from other places or the smaller ports of the island, under different names, and with falsely-declared destinations, so systematically as to make it almost impossible to give any report whatever of departures, while of the arrivals also there is so much more attempt at concealment as to render very difficult any approximation to accuracy in the reports that are received. The only hope I entertain of approximate correctness is with regard to the number of slaves actually introduced, which being first gathered from public rumours may be checked by other considerations, showing their credibility from other results. From these then I form a conclusion that, whereas in 1849 there arrived about 20 vessels, with, as reported, 6,575 slaves; in the year 1850 there reached the island at least 7 vessels with about 2,325 slaves. Adding one-third to this number as for those of which no accounts reached this place, according to my former computations, the which I think may now be more justly allowed than before, I conclude that not more than 3,100 have been brought during the year. One or two lots, not exceeding 100 altogether, have been brought from Porto Rico, who I understand were not actually Bozales, though as appearing to resume a practice to which recourse was formerly had for direct slave-trading, it may require renewed attention to prevent the recurrence of such evils. A great proportion of the slaves brought have, I believe, come intermediately from Brazil; and thus it is said that M. Forcade has been able to repair the losses he had formerly suffered on the vessels sent to the coast of Africa. I have not heard of any other labourers having been brought from Yucatan or elsewhere; so that altogether it appears the addition to the labouring population has been only about one-third of what I estimated it at for the year preceding.

To account for this diminution I cannot help believing the principal cause must be the captures on the coast of Africa and elsewhere, of which we have reports of many, though as the vessels now in the Trade do not generally belong to this port, the circumstances are less attended to. The demand for slaves continues as great as ever, or more, and would be still greater, only that the causes of demand form of themselves a drawback to prevent a supply. The first is the cholera, which prevailing during the year, the planters, though they saw their numbers decreasing, were afraid to buy other slaves, who, as recently introduced, might be apprehended from former experience more subject to the disease. Thus the cargoes brought last spring did not obtain such good prices during the fear entertained of that malady, and the importers, therefore, suffered great losses in consequence. One large landed proprietor, named Pedroso, bought a lot of 120 Lucumis of the finest class for about fifty pounds a-head only, whom he could now easily resell at double the purchase-money. Again, the planters having to buy, not in the usual course of their business, but often to supply great losses, were not in a condition to make cash payments or give such security as the importers required, and thus those who had the means of ready payment obtained them at prices which the dealers would not have accepted but for the fear of no payment at all on the risk of bills at long dates. Next, the expectation of profits from having the English market opened to the sugars of Cuba, have not been realized, and the present prices do not seem to offer much inducement for extended cultivation.

In 1849 the exports of sugar from Havana and Matanzas amounted to 850,348 boxes, of which five equal a ton, and of these as many as 63,242 boxes were sent to England. But in 1850, when the exports were 1,043,534 boxes, or nearly one-fifth more, the exports to England fell to 28,207 boxes, or less than one-half. Of coffee there were 3,481 quintals exported to England in 1849, but in the last year only 3 quintals. For the latter article there had been a greater demand latterly, and the preceding season gave a good crop, so that in 1849 the exports amounted to 142,974 quintals, but in 1850 they have fallen to their former average, or 41,355 quintals. The cultivation, therefore, of coffee may still be considered as almost abandoned, and that of sugar as not presenting the appearance of much increase, though, as the fields of new cane planted a few years since are now come to full growth, the proceeds may be greater.

Thus it is said that the exports of this year may exceed those of the last by about 200,000 boxes. Still I learn that several old estates have been given up, and their labourers transferred to others; while some are left without sufficient hands to work them. Within the last month an estate has been advertised for sale, presenting great capabilities in every respect for soil, and vicinity to

the sea for conveyance, but which the owner was obliged to give up, as unable to bear the expenses of hired labourers, being unable to procure others.

I judge from these considerations, that as slaves may be so much required, the Trade may be still prosecuted with activity, as soon as circumstances allow the speculators to see how they may proceed.

Though the English market does not appear so profitable as was expected, that of the United States, especially when the season in Louisiana has been bad, as it is about every third year, from frost, will give sufficient demand. Thus in 1849, the exports to the United States amounted to 112,156 boxes; but in 1850, they have been 251,281 boxes, or more than double.

This winter has been very severe already in the States; and we learn that the sugar crop was almost destroyed by frost, so that the demand will continue great.

If this island were annexed to the States, the sugar would be admitted free of duty, and thus an immense boon would accrue to the planters, whose interests, therefore, would be benefited by that measure.

Having no doubt but that the Slave Trade will be continued if offering any chance of profit, I venture to submit to your Lordship the opinions I have formed as to the best mode of suppression, which the experience of a long residence enables me to hope may be thought deserving of adoption.

First. As regards the means on the coast of Africa, beyond the present active system of cruising, I would humbly suggest the advisability of apportioning a severe punishment on persons who have been found repeated offenders, and especially that those should be determinedly pursued and punished who have offered resistance, and so killed or wounded any of Her Majesty's subjects in the fulfilment of their duties. The cases I refer to have been so numerous, that I believe they would appear even startling if collected together with the results. Such offenders as Eugenio Vignier, master of the "*Brazil*," who has his vessel well armed, and boasts of having three times beaten off British attempts to capture him, with more or less loss of life, should be followed and punished; and such summary punishment could not fail to operate beneficially on others inclined to follow the example. If allowed to pursue such courses with impunity, and if others in the Trade, when captured, are to be treated with such lenity as at present, I submit that they will not be deterred so effectually, as they would be by the fear of certain punishment.

Secondly. I would suggest that the proposition should be renewed, which your Lordship made so far back as 1838 (see Slave Trade Papers for 1838, Class B, pp. 86—100), to give the Mixed Court additional powers to summon before it all persons engaged or interested in any vessel suspected of being intended for Slave Trade, or that is reported to have arrived with slaves. By these means, not only the facts in most cases might be clearly established, but the present collusive proceedings of the local authorities would be done away with.

In the last spring, the "*Brazil*" having arrived at Cardenas with 600 slaves, simultaneously with the invasion of Lopez, public attention was more particularly called to the circumstances, and the parties abandoned the vessel, which was found run on shore a few leagues down the coast. But the local authorities, who got her off, reported that they found on board no indications of illicit traffic, so that she was given up to the claimants, the owner being M. Forcade, and in August she was dispatched again to the Coast.

I feel assured that no opposition on the part of the community generally would be felt in this place to the exercise of such a power by the Mixed Court, if conducted discreetly. The people are far from being in favour of Slave Trade, though every one almost would be glad to buy slaves for his own advantage. The importer would find no favour in public opinion; and I believe rather the contrary, so that if the Court had the power, I have no doubt of its being able to carry it into full effect.

Third. As the trade has been driven in a great measure from Havana to the outports, I have found it latterly very difficult to obtain information on which to rely respecting arrivals. Of these often no doubts existed; but particulars were necessary for denunciation to call on an unwilling Government to proceed against the parties. When the Government saw we knew nothing certain of the matter they boldly denied the facts altogether, and I believe the captures partially made were only in cases that were too publicly known to be denied.

To obtain this information, then, it appears to me advisable that Consular Agents be appointed at the principal places of the island, not for the purpose of intervening with the Government, but for the purpose of giving such information to the Judge of the Mixed Court, as would enable him to summon before the Court all parties engaged in slave-trading expeditions. The very liability to this could not fail to have a beneficial effect, inasmuch as from the publicity thence arising, and the loss of time to the parties, they would, in some cases, be deterred from entering on their projects, in others they might be defeated, and in some even punished.

My later annual reports have been translated into Spanish for this Government, and have been extensively made known. But they knew well that the statements repeated were substantially correct, and I trust the expositions will operate favourably in compelling the authorities to discontinue their connivances and participations, without which the Trade could not be effectually carried on. Publicity given in England to such conduct reflects even on this community, and the more that can be obtained the more successfully I believe the Trade may be combated.

I have, &c.
(Signed) J. KENNEDY.

Inclosure 1 in No. 37.

Vessels reported sent from the Havana in 1849, to be engaged in Slave Trade.

THREE were reported to have sailed for the coast of Africa in the first half of the year, from the neighbouring outports, of which no particulars reached us.

June.—Sailed from this port the Spanish brig "*Amable Malagueno*," for the coast of Africa.

October.—Spanish polacca "*Mercedita*," dispatched ostensibly for San Tomas. Spanish brig "*Joven Nonito*," dispatched ostensibly for Aguadilla in Porto Rico. Both sailed the 11th in ballast.

November.—Spanish brig "*Napoleon*." Spanish brig "*Barcelo*," for Cape Verd Islands, said to have gone for salt.

December.—Spanish brig "*Rayo*," returned with a cargo. Spanish polacca "*Atrevida*," cleared ostensibly for San Tomas. Spanish brig "*Salvadora*," ostensibly cleared for Santiago de Cuba.

Inclosure 2 in No. 37.

Vessels sailed in 1850, reported for Slave Trade.

IN the beginning of the year it was said that fourteen vessels had sailed from different places, in Spain and elsewhere, to the coast of Africa, for slaves, to be brought to Cuba, but none were reported directly from Havana or the neighbourhood.

In August, the brig "*Brazil*," from Cardenas, and the Brazilian ship "*Tentativa*," from Havana, sailed. The latter we have heard has been captured at Cape Verde.

The Spanish schooner "*Rayo*" sailed hence in May, but was brought back shortly after, the crew refusing to proceed.

The "*Semproniana*" sailed in September, but was brought back by the captain of the port, on seeing her on the coast near the harbour, taking in men and munitions, so that the expedition was frustrated.

Two vessels, the "*Juanito*" and the "*Josephine*," have been some time engaged to sail, but have been unable to obtain hands. The former is yet spoken of, but the project of the latter is said to have been abandoned.

Inclosure 3 in No. 37.

Vessels reported to have arrived in 1850, with Slaves, to the Havana.

DURING the first four months of this year, there were several arrivals, of which no further particulars reached us than that there were three which brought about 800 slaves to the south side of the island. One of these was supposed to be the Spanish brig "*Rayo*," and another the Brazilian ship "*Tentativa*." A large importation was had from Brazil, respecting the proceeds of which it is said that there were some differences between the owner, Señor Fonseca, of Brazil, and the consignee here, M. Forcade.

May.—A cargo of 600 slaves brought to Cardenas, in the brig "*Brazil*," formerly under the American flag. The companion vessel, "*Clementina*," with 360 slaves on board, was captured off the Isle of Pines by Her Majesty's sloop "*Bermuda*," and sent to Jamaica.

July.—A schooner reported to have brought 360 to the neighbourhood of Cardenas.

October.—A cargo of about 400 was said to have been brought to Sagua. Another cargo of 167 brought the same month to Santiago de Cuba, was the subject of correspondence with the Government.

No. 38.

Her Majesty's Commissary Judge to Viscount Palmerston.—(Received February 26.)

My Lord,

Havana, January 3, 1851.

I HAVE the honour to inclose copies of a correspondence received this day from Mr. Consul-General Crawford, with the Captain-General, arising from the request I had made, as detailed in my despatch dated the 21st of December last.

Mr. Crawford did not write in the terms I had suggested, and I conclude that in translating from one language to another he was misunderstood by the interpreter, who gave a different tone to Mr. Crawford's letter from what was intended.

I have, &c.
(Signed) J. KENNEDY.

Inclosure 1 in No. 38.

Consul-General Crawford to the Captain-General.

Most Excellent Sir,

Havana, December 10, 1850.

A NOTICE appeared in the "Gaceta" a few days ago, to the effect that your Excellency had been pleased to create a Commission for the purpose of ascertaining the condition of a class of persons known in this island as the "emancipados." There are comprehended in that class a considerable number who were captured by British cruizers, and declared emancipated by the Mixed Court established here under the existing Treaties for the suppression of the Slave Trade.

Her Majesty's Government has never failed to assert the right of requiring freedom for those negroes, in virtue of the VIIth Article of the IIIrd Annex to the Treaty of 1817.

In the year 1842 Her Majesty's Government, confiding in the honour and good faith of the Government of Spain, and desirous of consulting the convenience of the Colonial Government of Her Catholic Majesty, did not resist a proposition which was made at the suggestion of the Captain-General of Cuba, to the effect that the freedom of the emancipados should take place gradually, so as that in five years from the 1st January, 1841, all the emancipados in the Island of Cuba should obtain their freedom.

So far, however, from the promised freedom having been obtained by the whole number of the emancipados within the specific time of five years (which term expired now nearly five years ago), there are still some hundreds of these unfortunate people unjustly retained in bondage.

His Excellency the Captain-General Valdes went on fairly and gradually carrying into effect the stipulation to which I have referred, and in his time about 1500 emancipados received their freedom.

Since then, General O'Donnell and the late Captain-General, Conde de Alcoy, restricted that boon. Many emancipados having completed their periods of probation, instead of having received their free papers, have, there is reason to apprehend, been assigned to other masters, in defiance of their just rights, and in violation of the good faith which ought to have been observed under the arrangement proposed by the Colonial Government of Her Catholic Majesty, to which I have alluded.

Having thus done myself the honour of stating to your Excellency the opinion of Her Majesty's Government upon this important subject, I request that your Excellency will do me the favour of informing me how and in what way the class of emancipados, with regard to whom Her Majesty's Government is so deeply interested, will be affected by the Commission which has been appointed by your Excellency.

The ascertaining their numbers and circumstances would be most desirable, and a necessary preliminary towards their absolute freedom, which ought no longer to be withheld. And, as your Excellency will afterwards determine, whether as free they are to be allowed to remain in the island or not.

If your Excellency should decide upon their being sent away, Her Majesty's Commissioner, Mr. Kennedy, will provide for their transport forth off the island as soon as possible after such determination is made known.

Some of the emancipados of the class captured by British cruizers are known to have received their free papers, and to have been permitted by the late Captain-General to remain in the island, but how many is not known to Mr. Kennedy, Her Majesty's Commissary Judge, because he has no account of their numbers. A great many, however, are still unjustly detained in servitude, and it will be most gratifying to your Excellency to confer upon them the blessing of freedom to which they are entitled.

I have, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure 2 in No. 38.

The Captain-General to Consul-General Crawford.

(Translation.)

Havana, January 1, 1851.

I HAVE received your letter of the 10th of last month, in which, referring to the notice published in the "Gaceta," of a Commission having been appointed with the object of improving the condition of the emancipados, you make various observations on the subject, and ask to be informed how and in what manner will be affected the said class of emancipados.

When that measure, far from showing any want of fulfilment of the Treaties you invoke, on the contrary implies my respect for them, as in the form in which it is announced is sufficiently expressed, your letter has the character of a counselling or notice, which necessarily makes me consider it little becoming in its form or spirit.

I therefore feel myself in the situation of not giving you the explanation you ask, and to inform you, that although I will procure the fulfilment of the Treaties in the observance of which is principally based the good harmony that reigns between the Government of Her Britannic Majesty and that of my august Sovereign, I shall know also to show myself always jealous of the rights and the considerations which belong to me, as the superior authority of Her Catholic Majesty in this island.

God preserve you many years.

(Signed) JOSE DE LA CONCHA.

Inclosure 3 in No. 38.

*Consul-General Crawford to the Captain-General.**Havana, January 2, 1851.*

I HAVE received your Excellency's note of yesterday's date, in answer to a communication which I considered it my duty to address to your Excellency on the 10th ultimo respecting the emancipados.

I regret exceedingly that the spirit in which that communication to your Excellency was written should have been misunderstood.

A deep interest in the fate of these poor people has been expressed upon all occasions by Her Majesty's Government, and in addressing your Excellency, in consequence of the notice published in the Gazette relative to a measure which might affect their condition, I did so in the hope that there would be no inconvenience in your Excellency's informing me how and in what way those emancipados who were captured by British cruizers, for whom Her Majesty's Government is interested, would be affected by the Commission appointed by your Excellency.

I disclaim all intention of in any way interfering with your Excellency's administration, but in a matter in which Her Majesty's Government has a right to be informed, I hope your Excellency will be pleased to enable me to be explicit.

God preserve your Excellency many years.

(Signed) JOS. T. CRAWFORD.

No. 39.

Her Majesty's Commissary Judge to Viscount Palmerston.—(Received February 26.)

My Lord,

Havana, January 22, 1851.

I HAVE the honour to report that I have not heard of any vessel having sailed hence to be engaged in Slave Trade, nor of any having come to any part of this island with slaves, since my last month's despatch on the state of the Trade.

I learn, however, that the "Juanito," which I have several times mentioned as intended for that purpose, has at length had her arrangements completed, and is to sail on the last day of this month. I will proceed immediately to inquire if this information be correct, for the purpose of having a denunciation made to the Captain-General, if it should prove so.

I have, &c.
(Signed) J. KENNEDY.

No. 40.

Her Majesty's Commissary Judge to Viscount Palmerston.—(Received March 25.)

My Lord,

Havana, January 23, 1851.

I HAVE the honour to report that I yesterday received from the Government of this island, 2 men and 3 women of the class of emancipated Africans, and that I had them put on board the steam-ship "Conway" for Jamaica, as usual, at the same time, which vessel has sailed hence with them on board early this morning. One of the women had two children, and thus these, with the numbers previously reported, make a total of 369 men, 179 women, and 134 children so sent to Jamaica.

All the 5 adults appeared strong and healthy, and contented to be removed; 4 had been declared emancipated by the Mixed Court, and 1 by General O'Donnell, of a number seized at Trinidad in 1847. This was a very fine young girl of sixteen only, for whose removal I could not gain any account so soon after her introduction, except that she was wild and intractable.

For the passage-money, 10 dollars per head, and maintenance on board, I paid the sum total of 62 dollars 4 rials, for which, with the boat-hire, I have to draw at the end of the quarter.

I have, &c.
(Signed) J. KENNEDY.

Inclosure 1 in No. 40.

RETURN OF EMANCIPADOS sent to Jamaica by the "Conway," January 23, 1851.

Names.	Apparent Age.	When Introduced.	How declared Emancipated.
MALES.			
1. Florentino	About 38	In 1828	By the Mixed Court.
2. Miguel.. .. .	,, 28	In 1835	By the Mixed Court.
FEMALES.			
3. Aguida	,, 16	In 1847	By General O'Donnell.
4. Leonela, with 2 children ..	,, 30	In 1835	By the Mixed Court.
5. Eufemia	,, 48	In 1828	By the Mixed Court.

Inclosure 2 in No. 40.

Consul-General Crawford to Her Majesty's Commissary Judge.

My dear Sir,

Havana, January 20, 1851.

I HAVE just received an official copy, which I have the pleasure of transmitting herewith, in which the Captain-General announces 2 men, 3 women, and 2 children, emancipados, to whom he has given free papers, and placed in deposit at our disposal to be sent away.

I have written his Excellency, that they will be taken charge of on the 22nd, to be sent by the "Conway," to sail Thursday next, the 23rd instant, at 8 A.M.

Believe me, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure 3 in No. 40.

The Captain-General to Consul-General Crawford.

(Translation.)

Havana, January 18, 1851.

HAVING received their papers of freedom with other emancipados, those named Florentino, No. 318, of the brig "*Firme*," Miguel, No. 216, of the "*Julita*," Aguida, No. 90, of those from Trinidad, Leonela (with two children), No. 144, of the "*Chubasca*," and Eufemia, No. 468, of the brig "*Firme*," I have thought proper to order their deposit at your disposal, that they may be removed from the island. In consequence, and for the purpose of this being effected, you will inform me in what vessel they are to be taken, in order to give the necessary directions for their embarkation.

God preserve you many years.

(Signed)

JOSE DE LA CONCHA.

No. 41.

Her Majesty's Commissary Judge to Viscount Palmerston.—(Received March 25.)

My Lord,

Havana, February 1, 1851.

I HAVE the honour to inclose copies of a correspondence between Mr. Consul-General Crawford and the Captain-General, at my suggestion, respecting some emancipados, for the particulars of whose cases I beg to refer to the letters. From these your Lordship will see, that although my statement was declared incorrect, yet the main facts are confirmed, and the more important one of an emancipado having been sold, was not impugned. Respecting this man, I had stated, as he had informed me, that he had had his paper of freedom given him by General Valdes, which he had lost two or three years ago. In reply, the Captain-General states that it could not be so, because the paper was in the Government office. This fact cannot therefore be doubted, but it may be a question whether it was not put back, on an inquiry having been made into the matter. There have been a great number of emancipados employed on the waterworks, as for public benefit, so that the Directors are in direct communication with the officials of the Government. The lot of those emancipados has been very severe, and one that I would particularly inquire into if I had the power. As it is, I hope the Captain-General will fulfil his promise, and put these and all others of their class into the enjoyment of their liberty soon. Whenever this shall be said to have been done with all of them, I submit that it would be very advisable to have the accounts transmitted to the Mixed Court as to each individual, with the particulars of those that may be returned as dead. If any fraud has been practised in this way, as regarding any of them, this would be the only means of detection, though I fear even that would be little effective.

I have, &c.

(Signed)

J. KENNEDY.

Inclosure 1 in No. 41.

Her Majesty's Commissary Judge to Consul-General Crawford.

Dear Sir,

Havana, January 14, 1851.

I HAVE received an application from a negro calling himself Gabriel Valdes, for assistance. He states he is an emancipado, and that he received his paper of freedom from General Valdes, which paper he lost two or three years since, whereupon he was taken again by his former master, Don José M. Correa, superintendent of the waterworks, and sold by him to Don Luis Montanes, the well-known farrier of this city. I think it a fit case for you to request the Captain-General to direct an inquiry into the circumstances, and if his Excellency pleases, he may assign the man for removal to Jamaica.

I also wish to take this opportunity of bringing to his Excellency's notice that there are two emancipados, a man and his wife, in the service of a person named Soto, in the Calle de Paula, who have presented his Excellency a memorial for their freedom, begging they may not be separated, but allowed to go together to Jamaica; which petition I trust may be allowed as just.

I remain, &c.

(Signed)

J. KENNEDY.

Inclosure 2 in No. 41.

*Consul-General Crawford to Her Majesty's Commissary Judge.**Havana, January 31, 1851.*

MR. CRAWFORD presents his compliments to Mr. Kennedy, and begs to transmit to him a copy of a note of yesterday's date, in answer to that which he addressed to the Captain-General on the 14th instant, in consequence of Mr. Kennedy's communication of the same date, relative to certain emancipados.

Inclosure 3 in No. 41.

*Consul-General Crawford to the Captain-General.**Havana, January 14, 1851.*

MR KENNEDY, Her Majesty's Commissary Judge, in a communication which I received from him this day, informs me that a negro, whose name is Gabriel Valdes, and who states that he is one of the emancipados, and received his paper of freedom from the Captain-General Valdes, but unfortunately lost it two or three years ago, whereupon he was taken by his old master, Don José M. Correa, the superintendent of the waterworks, who sold him to Don Luis Montanes, the farrier of this city.

I beg respectfully to request that your Excellency will order inquiry to be made respecting this poor man's case, and if his statement is found to be true, I feel persuaded your Excellency will order his free paper to be given him, and, if agreeable to your Excellency, consign him to be sent out of the island.

I also beg leave to bring under your Excellency's notice, that there are two emancipados, a man and his wife, in the service of a person in the Calle de Paula, named Soto, who have presented a memorial to your Excellency for their freedom, and praying that they may not be separated, but be allowed to go together to Jamaica; and I trust that your Excellency may be pleased to accede to them the prayer of so just a petition.

(Signed) JOS. T. CRAWFORD.

Inclosure 4 in No. 41.

*The Captain-General to Consul-General Crawford.**Havana, January 30, 1851.*

NOT recognizing a right in Mr. Kennedy to interfere in the matter to which your letter of the 14th instant refers, respecting the emancipado Gabriel y Gualde, and not Valdes, also the other two, man and wife, in whose behalf he wishes that I should exercise my authority, I cannot admit such an excess of my powers. As a proof, however, of the incorrectness of Mr. Kennedy's information, I will tell you that the negro Gabriel did not receive his paper of freedom, as he supposes in the communication you say that he directed to you; for such document, if it had been delivered, would not appear attached to the account respecting the said emancipado, who as well as the other two above mentioned, will very soon enter into the enjoyment of their liberty, and there will then, it appears to me, be no objection to their being sent out of the island, as you request, putting them in effect at your disposition.

(Signed) JOSE DE LA CONCHA.

No. 42.

Her Majesty's Commissary Judge to Viscount Palmerston.—(Received March 25.)

My Lord,

Havana, February 15, 1851.

I HAVE the honour to inclose a copy of a communication received this morning from Mr. Consul-General Crawford, of a denunciation he had made yesterday, respecting the arrival of the brig "*Brazil*," with a cargo of 670 slaves, of which fact I had personally first informed him yesterday morning. He also has sent me a copy of the Captain-General's reply, from which it appears that his Excellency had directed one of the Judges of the Supreme Court to go to the place indicated, and take the proper steps on the matter for its investigation.

This prompt measure is very satisfactory; but it is a proof that his Excellency was already aware of the circumstance, or he would scarcely have sent so high an officer for such a purpose.

I have, &c.
(Signed) J. KENNEDY.

Inclosure 1 in No. 42.

*Consul-General Crawford to Her Majesty's Commissary Judge.**Havana, February 14, 1851.*

MR. CRAWFORD presents his compliments to Mr. Kennedy, and begs leave to inclose to him herewith copy of a letter which he addressed this morning to his Excellency the Captain-General.

Inclosure 2 in No. 42.

*Consul-General Crawford to the Captain-General.**Havana, February 14, 1851.*

IT has just come to my knowledge that a cargo of upwards of 600 negroes has within the last few days been landed in this island.

The vessel is said to be the Spanish brig "*Brazil*" (or the brig known here as the "*Brazil*, since the slavers so often change names). The number of Bozales 670, and the place where the landing took place at or near Punta de Tejas.

There may be some inexactitude as to the place, but that a large cargo of negroes have been landed only a few days ago, is most positively true; and I lose not a moment in denouncing the fact to your Excellency for such action thereon as may be deemed expedient.

God preserve your Excellency.

(Signed) JOS. T. CRAWFORD.

Inclosure 3 in No. 42.

The Captain-General to Consul-General Crawford.

(Translation.)

Havana, February 14, 1851.

I HAVE received your communication of this date, informing me of its having come to your knowledge that the Spanish brig "*Brazil*," or the brig known here as the "*Brazil*," had disembarked a cargo of slaves, 670 in number, in the place named Punta de Tejas, or its immediate neighbourhood.

Notwithstanding its being so difficult to prevent totally these kind of infractions, on account of there being immense parts desert, and easily accessible of the sea coast of the island, and because the experience of all countries has proved that individual interest, which is superior to all Government combinations, avails itself of the most cunning stratagems for the frauds that afford considerable gains, I promise myself that the respective authority in fulfilment of the strict orders that I have communicated, will have adopted all the proper measures against the infractions in case the disembarkation be certain; notwithstanding this, desirous of carrying into effect in the most positive manner the instructions I have received from Her Majesty's Government, I have directed, according to the tenor of the Articles XII and XIII, title 2, of the Penal Law of the 2nd March, 1845, against those who engage in the Slave Trade on the coast of Africa, that the Judge of the Supreme Court, Don Juan Ramon Ochoa, proceed to-morrow to take the examinations that in the matter present themselves.

God preserve you many years.

(Signed) JOSE DE LA CONCHA.

Inclosure 4 in No. 42.

Her Majesty's Commissary Judge to Consul-General Crawford.

Dear Sir,

Havana, February 15, 1851.

I BEG to acknowledge the receipt of your note of yesterday, and the copy of the Captain-General's reply respecting the arrival of the "*Brazil*" with a cargo of 670 slaves, as I yesterday morning had first informed you.

I remain, &c.

(Signed) J. KENNEDY.

No. 43.

Her Majesty's Commissary Judge to Viscount Palmerston.—(Received March 25.)

My Lord,

Havana, February 22, 1851.

I HAVE the honour to report that I have not heard of any vessel having come to any part of this island with slaves, since my last month's despatch on the Trade, except the brig "*Brazil*," which forms the subject of my previous

despatch. This vessel I reported to your Lordship as having brought the cargo to Cardenas simultaneously with the affray there in May last, and as having sailed hence in August for another cargo. I understand she has brought this from Mozambique, where she stayed only three days, and was attempted to be taken by the Portuguese authorities, but escaped. There is a report of another vessel with slaves having been wrecked on one of the islands in the Bahama Channel, about a month since, of which I can learn no further particulars. If it be true, Her Majesty's Government will, I presume, have had the matter communicated to them.

On the 25th ultimo sailed hence the American barque "*Jasper*," with a large cargo of goods suited for the Slave Trade, and cleared at the custom-house for "Sierra Leone and the north of the coast." It was at the same time reported here, that three small vessels were preparing for the coast of Africa, of which two I understand have sailed, one being the "*Juanito*," which I have had occasion so often to mention in my previous despatches, the other the "*Restorada*," of which I have heard only since its sailing. There are said to be two others now preparing to go hence, one the brig "*Pepito*," the other the "*Chica Habanera*," respecting which I will proceed to make further inquiries, for the purpose of having them denounced. There is a large vessel, I am informed, going from Santiago de Cuba, named the "*Gran Canal*," to be dispatched for St. Thomas and the Coast, and a smaller one named the "*Isabel*."

The vessel which we had heard of as the "*Brazil*," is, I understand, also known as the "*Palmyra*," and is now in this harbour preparing to go to the Isla de Mugerres, on the coast of Yucatan, there to take in her cargo, crew, and equipments. Respecting this also I will proceed immediately to make further inquiries.

It is certain that the Slave Trade is taking a fresh impetus.

I have, &c.

(Signed) J. KENNEDY.

CAPE OF GOOD HOPE.

No. 44.

Viscount Palmerston to Her Majesty's Commissioners.

Gentlemen,

Foreign Office, May 15, 1850.

I HAVE to desire that in future, whenever any well-founded information respecting the movements of slave-vessels may come to your knowledge, you will immediately communicate the same to the senior officer of Her Majesty's ships which may be at or in the neighbourhood of the Cape of Good Hope, as well as to the Commander-in-chief of Her Majesty's Naval Forces on the Cape of Good Hope Station.

I am, &c.
(Signed) PALMERSTON.

No. 45.

Her Majesty's Commissioners to Viscount Palmerston.—(Received August 7.)

My Lord,

Cape Town, April 23, 1850.

WE have the honour to report to your Lordship, that on the 29th of January last, Her Majesty's ship "Pantaloön," Captain Hyde Parker, whilst cruising off Quillimane, saw and gave chase to a suspicious-looking vessel, which, on being discovered, stood in and anchored off Quillimane, at the same time hoisting American colours.

The next morning Captain Hyde Parker himself boarded this vessel, whose name he found to be "*Deliberação*," commanded by an American named William Anderson, who, upon being asked for the ship's papers, replied that there were neither papers nor colours.

Captain Parker then proceeded to search the vessel, and found her most completely equipped for Slave Trade, with water, farinha, coppers, shackles, slave-deck, in fact, every necessary for success in her nefarious undertaking. He therefore detained her, and sent her in charge of Mr. Great, R.N. to Simon's Bay, where she arrived on the 4th instant.

Proceedings against the "*Deliberação*" were immediately commenced in the Vice-Admiralty Court: and on the 16th instant, no defence being offered, she was condemned under the Act 2 and 3 Vict. cap. 73.

The Brazilian Consul tendered a protest against the jurisdiction of the Court, which was rejected; it may therefore be presumed that the "*Deliberação*" was a Brazilian vessel.

The master is said to have admitted that he had orders to destroy her papers, doubtless in order to conceal the names of the owners, whom he described to have been eight in number, and of high station at Rio de Janeiro.

We have, &c.
(Signed) GEO. FRERE, JUN.
FREDERIC R. SURTEES.

No. 46.

Her Majesty's Commissioners to Viscount Palmerston.—(Received September 23.)

My Lord,

Cape Town, June 26, 1850.

WE have the honour to inform your Lordship, that on the 28th of February last, Her Majesty's ship "Pantaloön," Captain Hyde Parker, when off Cape Fitzwilliam, on the Mozambique coast, boarded and detained a Brazilian brig named the "*Philantropo*."

This vessel proved on examination to be fully equipped for Slave Trade, having on board a quantity of planks, a slave-deck laid below, farinha, jerked beef, a large number of water-casks filled, together with slave-coppers and mess-kids: added to which her master admitted that she was designed for the Slave Trade.

On the 29th of May the "*Philantropo*" arrived in Simon's Bay, in charge of Lieutenant Montgomery; and on the 15th instant she was condemned in the Vice-Admiralty Court, under the Act 8 and 9 Vict. cap. 122; no defence having been made.

We have, &c.
(Signed) GEO. FRERE, JUN.
FREDERIC R. SURTEES.

No. 47.

Her Majesty's Commissioners to Viscount Palmerston.—(Received September 23.)

My Lord,

Cape Town, July 2, 1850.

WE have the honour to acquaint your Lordship that no case has been adjudicated by the Mixed Commission of which we are members, during the half-year ending June 30, 1850.

We have, &c.
(Signed) GEO. FRERE, JUN.
FREDERIC R. SURTEES.

No. 48.

Her Majesty's Commissioners to Viscount Palmerston.—(Received September 30.)

My Lord,

Cape Town, July 13, 1850.

WITH reference to our despatch of September 7, 1849, relative to the prisoners taken on board slave-vessels condemned by this Mixed Commission, we have now the honour to acquaint your Lordship, that our Portuguese colleague has received instructions to draw upon the Government of Her Most Faithful Majesty for the amount by which the expenses of the maintenance and transport of such prisoners may exceed the Portuguese moiety of the proceeds of the sale of the vessel in which they may have been seized.

We have the honour to inclose a copy of the minute of our meeting this day, at which the receipt of the instructions in question has been recorded.

We have, &c.
(Signed) GEO. FRERE, JUN.
FREDERIC R. SURTEES.

Inclosure in No. 48.

Minute of Proceedings of the Mixed British and Portuguese Commission, Cape Town, July 13, 1850.

Present :

George Frere, Esq., Junior.
Alfredo Duprat, Esq.
Frederic R. Surtees, Esq.
J. R. Macleay, Esq., Registrar.

HER Most Faithful Majesty's Commissioner communicated to the Mixed Commission the following extract from a despatch from the Conde de Tojal, dated Lisbon, March 15, 1850, having reference to the communication made by him on the 31st August, 1849, as recorded in the minute of that date, relative to the transportation of the prisoners found on board vessels condemned by the Mixed Commission :—

“As it may happen that the proceeds of prizes may not suffice to meet the expenses which may have to be incurred for the transport of the prisoners to Moçambique, when condemned by the Mixed Commission, you are authorized to draw for the difference on the Financial Agency in London, at ninety days' sight : it being understood that you previously give notice to this department, in order that the necessary instructions may be given for your draft to be duly honoured.

“I would remark to you that the payment of these expenses should always be made in conformity with Article VI of Annex B to the Treaty of the 3rd July, 1842.”

No. 49.

Her Majesty's Commissioners to Viscount Palmerston.—(Received November 16.)

My Lord,

Cape Town, August 16, 1850.

WE have the honour to acquaint your Lordship, that the latest intelligence we have received from the East Coast of Africa, shows that the Slave Trade still continues to be carried on; and that while three vessels have been seized and condemned here, as prizes to Her Majesty's ships on this station, many others have succeeded in escaping with cargoes of slaves.

Their success must we fear be chiefly attributed to the connivance of the Portuguese authorities at the small ports, and principally to that of Senhor Rezende, the Governor of Quillimane, who has, we regret to learn, disappointed the favourable opinion we formed of him during his residence here, and has followed the course which has so often formed the subject of complaint against his predecessors in the government of that province.

We should add, however, that we learn that Senhor Rezende has been summoned to Moçambique, to answer for his participation in this disgraceful traffic, before the Governor-General, Senhor do Valle, whom all accounts still represent as honestly endeavouring, by every means in his power, to check and punish his less scrupulous subordinates.

We have, &c.
(Signed) GEO. FRERE, JUN.
FREDERIC R. SURTEES.

No. 50.

Viscount Palmerston to Her Majesty's Commissioners.

Gentlemen,

Foreign Office, November 30, 1850.

I HEREWITH transmit to you, for your information, two copies of a Protocol of conference held at this office, on the 19th instant, between myself and the Portuguese Chargé d'Affaires at this Court, renewing for the period of three years, the permission which was granted to Her Majesty's ships by the Protocol of conference of the 12th of August 1847, to enter the bays, ports, creeks, rivers, and other places within the Portuguese dominions on the East

CLASS A.

Coast of Africa, where no Portuguese authorities are established, in order to prevent Slave Trade from being carried on at such places.

I transmit to you likewise a copy of a communication which I have caused to be addressed to the Admiralty upon this subject.

I am, &c.

(Signed) PALMERSTON.

Inclosure 1 in No. 50.

Protocol of a Conference held at the Foreign Office on the 19th November, 1850, between the Plenipotentiaries of Great Britain and of Portugal.

WHEREAS by the Protocol of a Conference between the Plenipotentiaries of Great Britain and of Portugal, held at the Foreign Office on the 12th of August, 1847, the Government of Her Most Faithful Majesty consented to grant, for the period of three years from that date, permission for Her Britannic Majesty's ships employed in suppressing the Slave Trade, to enter the bays, ports, creeks, rivers, and other places within the dominions of the Crown of Portugal on the East Coast of Africa, where no Portuguese authorities are established, and to prevent the Slave Trade from being carried on in such places:

And whereas the period for which such permission was granted as aforesaid has expired;

The Plenipotentiary of Great Britain requested that such permission may be renewed; and the Plenipotentiary of Portugal declared that the Government of Her Most Faithful Majesty, with the desire to fulfil and carry out to the utmost of its power the obligations contracted by the Treaty signed at Lisbon on the 3rd of July, 1842, between Great Britain and Portugal, for the suppression of the Slave Trade, consents to grant the permission requested on the part of the British Government for a fresh period of three years, commencing from this date, under the conditions laid down in the Protocol of the 12th of August, 1847, above referred to.

And as this permission is for Her Britannic Majesty's ships employed in suppressing the Slave Trade to enter the bays, ports, creeks, rivers, and other places within the dominions of the Crown of Portugal on the East Coast of Africa, where no Portuguese authorities are yet established, and to prevent the Slave Trade from being carried on in such places; it is understood and agreed by Her Britannic Majesty's Government, that the said permission shall cease in all its effects with respect to any of the said bays, ports, creeks, rivers, and other places, and to every one of them, as soon as, and in proportion as, Portuguese authorities shall be established, either in any or in every one of those bays, ports, creeks, rivers, and other places.

(Signed) PALMERSTON.
THE CHEVALIER DE RIBEIRO.

VISTO que pelo Protocollo de uma Conferencia entre os Plenipotenciarios de Portugal e da Graa Bretanha, que teve logar no Ministerio dos Negocios Estrangeiros em 12 de Agosto de 1847, o Governo de Sua Magestade Fidelissima consentiu em conceder, pelo periodo de tres annos desde aquella data permissoão para os navios de Sua Magestade Britannica empregados na suppressão do Trafico de Escravos, entrarem nas bahias, portos, enseadas, rios, e outros logares do dominio da Corôa de Portugal na Costa Oriental de Africa, onde não se achão estabelecidas auctoridades Portuguezas, e poderem obstar a que o Trafico de Escravos continue nesses logares:

E visto que o periodo pelo qual essa permissoão foi concedida, como acima dito, expirou;

O Plenipotenciario da Graa Bretanha requereu que se renovasse essa permissoão; e o Plenipotenciario de Portugal declarou que o Governo de Sua Magestade Fidelissima, desejoso de preencher e cumprir, com quanto esteja ao seu alcance, as obrigaçoens contrahidas pelo Tratado assinado em Lisboa em 3 de Julho de 1842, entre Portugal e a Graa Bretanha, para a suppressão do Trafico de Escravos, consente em conceder a permissoão requerida por parte do Governo Britannico por um novo periodo de tres annos começando da data deste, sob as condiçoens fixadas no Protocollo de 12 de Agosto de 1847, acima referido.

E como esta permissoão é para os navios de Sua Magestade Britannica empregados na suppressão do Trafico entrarem nas bahias, portos, enseadas, rios, e outros logares do dominio da Corôa de Portugal na Costa Oriental de Africa, onde ora não se achão estabelecidas auctoridades Portuguezas, e poderem obstar a que o Trafico de Escravos continue nesses logares, fica entendido e concordado pelo Governo Britannico, que a dita permissoão cessará para todos os seus effeitos relativamente a qualquer das ditas bahias, portos, enseadas, rios, e outros logares, ou a todos elles, logo, e á medida que, auctoridade Portugueza se estabeleça em qualquer das ditas bahias, portos, enseadas, rios, e outros logares, ou em todos elles.

(Ass.º) M. J. RIBEIRO.
PALMERSTON.

Inclosure 2 in No. 50.

Lord Stanley of Alderley to the Secretary to the Admiralty.

Sir,

Foreign Office, November 23, 1850.

I AM directed by Viscount Palmerston to transmit to you the accompanying copies of a Protocol of conference held at this office on the 19th instant, between his Lordship and the Portuguese Chargé d'Affaires at this Court, recording the renewal, for a further term of three years, to be reckoned from that day, of the consent of the Portuguese Government to permit Her Majesty's ships employed in the suppression of the Slave Trade to enter bays, ports, creeks, rivers, and other places within the dominions of the Crown of Portugal on the east coast of Africa, where no Portuguese authorities are established, in order that those ships may prevent the Slave Trade from being carried on in such places.

I am to request that in laying this Protocol before the Lords Commissioners of the Admiralty, you will move their Lordships to cause copies of it to be furnished to the commanders of all Her Majesty's ships employed on the east coast of Africa in the suppression of the Slave Trade, with instructions to carry it into execution.

Her Majesty's officers should be cautioned to adhere strictly to the conditions laid down in the Protocol under which the Portuguese Government have granted the renewed permission above mentioned; and they should be instructed to deal with vessels which they may capture under the authority of the Protocol, in the same manner in which they are enjoined by their instructions to deal with vessels captured in places not within the jurisdiction of any civilized State.

According to those instructions, vessels captured under the Treaties with Spain, Portugal, the Netherlands, Sweden and Norway, the Argentine Confederation, and the Republics of Uruguay, Chile, and Bolivia, are to be sent for adjudication to the proper Courts of Mixed Commission; while vessels captured under the Treaties with Austria, Prussia, and Russia, Denmark, Sardinia, Tuscany, the Two Sicilies, the Hanse Towns, Hayti, Venezuela, and Mexico, are to be sent to the proper tribunals of their respective countries; and vessels captured under the statutes of the 5th Geo. IV, cap. 113; the 2nd and 3rd Vict., cap., 73 (as amended by the 5th and 6th Vict., cap. 91); and the 8th and 9th Vict., cap. 122; as well as vessels captured under the Treaties with the Imaum of Muscat, and the Maritime Chiefs of the Persian Gulf, are to be sent to the proper British Court of Vice-Admiralty.

I have, &c.

(Signed) STANLEY OF ALDERLEY.

No. 51.

Her Majesty's Commissioners to Viscount Palmerston.—(Received January 7, 1851.)

My Lord,

Cape Town, October 23, 1850.

WE have the honour to report to your Lordship, that according to the accounts last received from the East Coast of Africa, the Slave Trade was at that time very slack, which was attributed, by our informant, to the presence of Commodore Wyvill and the three available vessels of his squadron. The Commodore had proceeded to the Mauritius, but was expected to touch again at the several Portuguese ports, on his return to Simon's Bay. On his arrival we may hope to send to your Lordship more particular information.

We have also learned, by a letter from the Governor-General of the Portuguese possessions, Senhor do Valle, that his Excellency hopes to be relieved in February next, his successor, Major Brandao, a son of the Conde Terena, being expected to arrive from Europe at that time.

The integrity and firmness with which Senhor do Valle has executed the duties of his office as regards the suppression of the Slave Trade, while it will afford a bright example for the guidance of his successor, will cause his departure to be viewed with sincere regret by every well-wisher to the cause which he has supported with a disregard for his own pecuniary interests, which, we believe, none of his predecessors have ever evinced.

We have, &c.

(Signed)

GEO. FRERE, JUN.

FREDERIC R. SURTEES.

No. 52.

Her Majesty's Commissioners to Viscount Palmerston.—(Received March 13.)

My Lord,

Cape Town, January 2, 1851.

WE have the honour to transmit to your Lordship a report drawn up by the Mixed Commission of which we are members, in compliance with the provisions of Article XI Annex B to the Treaty of July 3, 1842, between Great Britain and Portugal, for the suppression of the Traffic in Slaves, relating

1st. To the cases which have been brought before the Court for adjudication;

2ndly. To the state of the liberated negroes;

3rdly. To the treatment and progress made in the religious and mechanical education of the liberated negroes.

We have also the honour to inform your Lordship that our Portuguese colleague is about to transmit a duplicate original of this report to the Government of Her Most Faithful Majesty.

We have, &c.

(Signed)

GEO. FRERE, JUN.

FREDERIC R. SURTEES.

Inclosure in No. 52.

Annual Report of the Mixed Commission.

Cape Town, January 2, 1851.

IN pursuance of Article XI of Annex B to the Treaty concluded on the 3rd of July, 1842, between Great Britain and Portugal, for the suppression of the Traffic in Slaves, by which it is stipulated that the Mixed Commissions shall transmit annually to each Government a report, relating

1st. To the cases which have been brought before them for adjudication;

2nd. To the state of the liberated negroes;

3rd. To every information which they may be able to obtain respecting the treatment and the progress made in the religious and the mechanical education of the liberated negroes;

The undersigned, members of the Mixed Commission established at the Cape of Good Hope, have the honour to report to the Government of Her Britannic Majesty, and to the Government of Her Most Faithful Majesty, that no case has been brought before them for adjudication during the year ending December 31, 1850, and that no negroes have been emancipated by decree of this Mixed Commission since its establishment.

(Signed)

GEO. FRERE, JUN.

(Signed)

ALFREDO DUPRAT.

FREDERIC R. SURTEES.

JAMES R. MACLEAY,

Registrar.

No. 53.

Her Majesty's Commissioners to Viscount Palmerston.—(Received March 13.)

My Lord,

Cape Town, January 2, 1851.

WE have the honour to report to your Lordship, that according to the information which has reached us, the Slave Trade was carried on to some extent during the early part of the year 1850, but has since been checked by the presence of Commodore Wyvill and the force under his command.

The system enforced by that officer, of watching the various points from which slaves can be embarked, has been so far successful, that from the month of August last, up to the time when our informant left the coast, not one vessel had taken slaves from the coast between Sofala and the Angoza River.

The rivers have been visited by the boats of Her Majesty's ships; those to the northward of Cape Delgado, under the sanction of the Imaum of Muscat; and on two occasions when the progress of the boats of the "Castor" and "Dee" was opposed by firing from the shore, barracoons, which were found on landing, were burned and destroyed; while in the Angoza River a treaty has been concluded, whereby the Chiefs have bound themselves not to carry on the Slave Trade for the future.

Three vessels only have been sent in for trial before the Court of Vice-Admiralty during the early part of the year; namely the "*Revoama*," the "*Deliberação*," and the "*Philantropo*;" all were cases of equipment, and were pronounced good prizes to Her Majesty's ship "*Pantaloön*," Captain Parker; and the only fact which calls for remark with respect to them is, that an American, named William Anderson, was actually in command of the "*Deliberação*," when she first anchored off Quillimane, under American colours, completely fitted for the Slave Trade; although, when boarded, neither papers nor colours were forthcoming.

We regret that we have not been able to learn that the Portuguese authorities on the coast, with the exception always of the Governor-General Senhor do Valle, are more favourable to the suppression of the Slave Trade; and in connexion with this subject we must state, that it is reported in the newspaper published at Bloemfontein, the principal town of the Orange River sovereignty, upon authority which the editor says he cannot reasonably doubt, that Potgeiter, the headman of a large party of the emigrant Boers, had destroyed certain tribes, taking captive 300 of their children, who are declared to have been sold as slaves to the Portuguese Government at Delagoa Bay.

On enquiry we learn that no information upon the subject has reached the Colonial Office here; and we should perhaps not have thought it proper to bring it to your Lordship's notice, had not the report received some confirmation from the fact that the master of the American merchant-vessel "*Cassily*," stated to the Commander of one of Her Majesty's ships on this station, that the Governor of Delagoa Bay had proposed to him to take a cargo of slaves on his account from Lourenço Marquez to Brazil.

In conclusion, we would submit, that when it is remembered that with five vessels, one of which must be at Mauritius, and one at Simon's Bay, so much can be effected towards suppressing the Slave Trade, there can be little doubt but that if a force of five vessels were employed on this service only, the Traffic would be entirely stopped, and it is perhaps more especially necessary at this time that the squadron at Commodore Wyvill's disposal should be increased, as in consequence of the Kaffir outbreak, all available vessels are necessarily withdrawn from service in the Moçambique.

We have, &c.

(Signed) GEO. FRERE, JUN.
FREDERIC R. SURTEES.

No. 54.

Her Majesty's Commissioners to Viscount Palmerston.—(Received March 19.)

My Lord,

Cape Town, January 1, 1851.

WE have the honour to acquaint your Lordship that no case has been adjudicated by the Mixed Commission of which we are members, during the half-year ending December 31, 1850.

We have, &c.

(Signed) GEO. FRERE, JUN.
FREDERIC R. SURTEES.

No. 55.

Her Majesty's Commissioners to Viscount Palmerston.—(Received March 19.)

My Lord,

Cape Town, January 1, 1851.

IN pursuance of the instructions given to us in the Earl of Aberdeen's despatch of February 20, 1843, by which we were directed to transmit at the close of each year a detailed report of the judicial proceedings before this Mixed

Commission during that period, we have the honour to report to your Lordship that no case has been adjudicated by the court during the year ending December 31, 1850.

We have, &c.
(Signed) GEO. FRERE, JUN.
FREDERIC R. SURTEES.

No. 56.

Her Majesty's Commissioners to Viscount Palmerston.—(Received March 19.)

My Lord,

Cape Town, January 1, 1851.

WITH reference to the instructions given us by the Earl of Aberdeen's despatch of February 20, 1843, to transmit to the Foreign Office at the end of each year, a certified copy of the register of slaves emancipated under sentence of this Mixed Commission, we have the honour to acquaint your Lordship that no vessel with slaves on board has been brought before us during the year ending December 31, 1850.

We have, &c.
(Signed) GEO. FRERE, JUN.
FREDERIC R. SURTEES.

JAMAICA.

No. 57.

Her Majesty's Acting Commissioner to Viscount Palmerston.—(Received April 6.)

My Lord,

Jamaica, March 8, 1850.

I HAVE the honour to inclose a copy of a minute passed at a meeting of the Commissioners then present in Jamaica, dated the 25th February last, previous to the departure of Her Majesty's Commissioner, Mr. Turnbull, on his leave of absence.

Mr. Turnbull left Kingston on the 2nd instant by the American steamship "Empire City," bound to New York, on his return home.

On the 4th instant I proceeded to Spanish Town, and there, before the Chief Justice of Jamaica (and in the presence of Her Most Faithful Majesty's Commissioner), took the oath of Acting Commissioner, according to the terms of the Treaty of the 3rd July, 1842.

I afterwards waited upon his Excellency the Governor and informed him that, by virtue of the said Treaty, the office of Her Majesty's Arbitrator devolved upon him, but that in accordance with the instructions conveyed to Her Majesty's Commissioners by your Lordship's despatch of the 1st November, 1848, it would not be considered necessary to call upon him to act until an occasion should occur, when his services would be required.

On the 5th instant I took my seat in the court as Her Majesty's Acting Commissioner, and I have the honour to inclose a copy of the minutes of the proceedings passed on that occasion.

I have, &c.

(Signed) ARTHUR R. HAMILTON.

Inclosure 1 in No. 57.

Minute of Proceedings of a Meeting of Mixed Commission, Jamaica, February 25, 1850.

At a Meeting of the Commissioners in the Mixed Commission.

Present:

D. Turnbull, Esq.
The Chevalier I. J. Altavilla.
A. R. Hamilton, Esq.

MR. TURNBULL stated to the meeting, that in consequence of the state of his health, he had applied for, and had received from the Secretary of State, the permission of Her Majesty's Government to return to England; and that he proposes to avail himself of his leave of absence by the earliest opportunity.

He cannot allow this occasion to pass without renewing to his colleagues the expression of the sense he entertains of the cordial good feeling which has invariably marked their official and social intercourse; and his sincere regret that it should now have to meet with even a temporary interruption.

Her Most Faithful Majesty's Commissioner, and Her Britannic Majesty's Arbitrator, cannot at the same time refrain from expressing to their colleague their regret at the circumstances which

have led to his intended absence, and beg to join with him in their expressions of satisfaction as to the harmony which has invariably existed between them in their official and social intercourse, and to express their regret at losing his valuable services.

They cannot separate without wishing him a speedy restoration of his health, and a quick return to his post.

(Signed) D. TURNBULL.
I. J. ALTAVILLA.
A. R. HAMILTON.

Inclosure 2 in No. 57.

Minute of Proceedings of a Meeting of the Mixed Commission, Kingston, Jamaica, March 5, 1850.

At a Meeting of the Commissioners in the Mixed Commission.

Present:

A. R. Hamilton, Esq.
Acting British Commissioner.
The Chevalier Altavilla,

THE minutes of the last meeting were read and confirmed.

Her Britannic Majesty's Commissioner having left Jamaica on the 2nd instant, by the American steam-ship "Empire City," bound to New York, in accordance with the leave of absence he had received, Her Britannic Majesty's Arbitrator proceeded, on the 4th instant, to Spanish Town, and there, before the Chief Justice of Jamaica (and in the presence of Her Most Faithful Majesty's Commissioner), took the oath of Acting British Commissioner, according to the terms of the Treaty of the 3rd July, 1842, and has this day taken his seat in the Court; as Her said Majesty's Acting Commissioner.

Her Britannic Majesty's Acting Commissioner, and Her Most Faithful Majesty's Commissioner, after the said oath had been administered, waited upon his Excellency the Governor, and informed him that, by virtue of the said Treaty, the office of Her Majesty's Arbitrator devolved upon him; but that it would not be considered necessary to call upon him to act until an occasion should occur, when his services would be required.

The meeting then adjourned.

(Signed) A. R. HAMILTON.
I. J. ALTAVILLA.

No. 58.

Her Majesty's Acting Commissioner to Viscount Palmerston.—(Received June 19.)

My Lord,

Jamaica, May 22, 1850.

I HAVE the honour to inclose a copy of the minutes passed at a meeting of this Court held this day, by which your Lordship will perceive that the Conde do Tojal, the Minister for Foreign Affairs at Lisbon, after stating that the contingent accounts of this Mixed Commission have been duly examined and approved up to the conclusion of the past year, further announces to my worthy colleague, the Chevalier Altavilla, that in consequence of the proposed abolition of the Mixed Commission at the Cape de Verde Islands and Jamaica, he is at liberty to return to his Court without waiting for any further orders; and that from the 1st July next there will be no further sum allowed him.

It is the intention of Her Most Faithful Majesty's Commissioner to leave the island very shortly.

I have, &c.
(Signed) ARTHUR R. HAMILTON,
Acting Commissioner.

Inclosure in No. 58.

Minute of Proceedings of a Meeting of the Mixed Commission, Jamaica, May 22, 1850.

At a Meeting of the Commissioners in the Mixed Commission.

Present:

A. R. Hamilton, Esq.
Acting British Commissioner.
 The Chevalier Altavilla.

THE minutes of the last meeting were read and confirmed.

Her Most Faithful Majesty's Commissioner presented to the Court a despatch, dated the 26th of February last, from the Conde do Tojal, Minister for Foreign Affairs at Lisbon, in which he states:—

"1st. That the accounts of the contingent expenses of this Mixed Commission Court for the third and fourth quarters of 1849 have been duly examined and approved.

"2nd. The amount (Verba) of your salary having been struck out of the Budget proposed for the year 1850–1851, in consequence of the two Mixed Commissions at the Cape Verd Islands and Jamaica being shortly to be abolished, you may return to this Court when it shall please you, without waiting for any farther orders, being assured that from the 1st of July next there will be no further sum allowed you, for the above reason."

That in consequence of the above intimation, Her Most Faithful Majesty's Commissioner intends very shortly leaving the island, but will communicate to the court again before his departure.

(Signed) ARTHUR R. HAMILTON,
Acting British Commissioner.
 I. J. ALTAVILLA.

No. 59.

Her Majesty's Acting Commissioner to Viscount Palmerston.—(Received June 19.)

My Lord,

Jamaica, May 22, 1850.

I HAVE the honour to report to your Lordship that, on the 20th instant, Her Majesty's schooner "Bermuda," Lieutenant Jolly commanding, arrived at Port Royal, bringing in as a prize a large Brazilian brig, named the "*Clementina*," of about 250 tons burthen, and with a crew of twenty-nine men, which she had captured, after a chase of forty-nine hours, in the Gulf of Mexico, with 284 Calabar Africans on board.

I am informed that the "*Clementina*" was chased off the coast of Africa by two of Her Majesty's cruisers, and was to have taken on board 600 slaves, but only succeeded in taking 358; of which number 74 had died previous to their being captured, and 35 more previous to their arrival, and at Port Royal.

The "*Clementina*" was first sighted off the Isle of Pines, by the "Bermuda," whilst at anchor, and at the very place where it was intended that the "*Clementina*" should have landed her human cargo, for the purpose of their being afterwards smuggled into Cuba.

The prize was taken with the Brazilian flag flying and with Brazilian papers on board, having also French, American, and Spanish flags; her English flag, which she had also possessed, and which she had shown off the coast of Africa, was thrown overboard previous to capture.

Lieutenant Jolly has taken the necessary steps to bring this case before the Vice-Admiralty Court, and I shall have the honour to transmit to your Lordship full particulars of the trial when it shall have taken place. The Africans are still on board, but are to be landed to-morrow morning, at Fort Augusta, under the charge of the Collector of Customs, where they will remain until the condemnation of the vessel.

I have this day visited the "*Clementina*," in company with Her Most Faithful Majesty's Commissioner, on board of which we found the flag-captain, pilot, and two of the crew of the slaver. The former stated that the "*Clementina*" was built at a place near Oporto, from whence she had sailed to Rio Janeiro; that she was a new vessel, and this her first voyage. The prize-

CLASS A.

master mentioned that soon after the chase was seen, seven vessels were in sight, one of which was said to be a barque with 500 slaves on board, which had doubtless succeeded in effecting the landing of its cargo, as there was no other vessel on the coast, besides the "Bermuda," by which she could have been intercepted.

I have, &c.
(Signed) ARTHUR R. HAMILTON,
Acting Commissioner.

No. 60.

Her Majesty's Acting Commissioner to Viscount Palmerston.—(Received August 5.)

My Lord,

Jamaica, July 1, 1850.

IN obedience to the instruction contained in your Lordship's circular despatch of the 21st December, 1848, I have the honour to report that no case of slave-trading has been brought for adjudication before this Court, during the past six months.

I have, &c.
(Signed) ARTHUR R. HAMILTON,
Acting Commissioner.

No. 61.

Her Majesty's Acting Commissioner to Viscount Palmerston.—(Received August 5.)

My Lord,

Jamaica, July 5, 1850.

WITH reference to my despatch of the 22nd May last, reporting the arrival at Port Royal of Her Majesty's schooner "Bermuda," with a Brazilian prize, the "*Clementina*," which she had captured with 284 Africans on board; I have now the honour to transmit to your Lordship an abstract of the particulars in the case of the said vessel, and a copy of the decree of condemnation in the Vice-Admiralty Court of this colony, on the 17th ultimo, for being engaged in, and equipped for, the Slave Trade.

I have, &c.
(Signed) ARTHUR R. HAMILTON,
Acting Commissioner.

Inclosure 1 in No. 61.

Abstract of the case of the brigantine "Clementina."

BRAZILIAN brigantine "*Clementina*."

Master, Joao Gonsalves Bandeira.

Owner, Joaquim Pedro de Azevedo.

Crew, 13 persons.

Captured on the 22nd April, 1850, by Archibald Douglas Jolly, Esquire, commander of Her Majesty's ship "Bermuda," in the Gulf of Mexico, in latitude 23° 27' north, and longitude 87° 48' west.

Fully equipped for and engaged in the Slave Trade.

Had on board at the time of capture, 284 negroes of both sexes, of whom 244 were delivered to the Collector of Customs, Jamaica, on the 23rd day of May, 1850, 40 having died previous to her arrival at Port Royal, and 9 more before adjudication.

Arrived at Port Royal on the 20th May, 1850, under the charge of William Hayden, Master's Assistant of the "Bermuda."

Had on board the following papers, viz. :

1. Imperial Passport, dated Rio de Janeiro, 5th December, 1849, and signed by Manoel Vieira Fosta, Minister and Secretary of State of the Affairs of the Navy, and and Inspector-General of the Navy, authorizing the brigantine "*Clementina*" to be employed as a coasting vessel.
2. Certificate from Post Office, that no mail had been shipped on board the "*Clementina*," for Campos, dated Rio de Janeiro, 5th December, 1849.

3. Certificate from Custom-house at Cape Frio, dated 8th January, 1850.
4. Brazilian register, dated at Rio de Janeiro, 5th December, 1849, and at Cape Frio, 8th January, 1850.
5. A manifest of cargo from Cape Frio to Assu, dated Cape Frio, 8th January, 1850.
6. Receipt for port and hospital dues, dated Rio de Janeiro, 5th December, 1849.
7. Letter inclosing manifest and despatch of cargo, dated Cape Frio, 8th January, 1850, addressed to the Inspector of the Custom-house of Assu, in Pernambuco.
8. Same as No. 5.
9. Despatch of goods for Assu, dated Cape Frio, 7th January, 1850.
10. Envelope inclosing No. 7 and 8.
11. Passport, dated Cape Frio, 17th January, 1850, to Pedro Garcia, carpenter, good for the space of two months.
- 12 to 23. Passports given by the same authorities to different individuals for the same destination.
- 24, 25, and 26. Passports granted at Rio de Janeiro to three individuals, the first for Campos, dated 5th December, 1849, and the two latter for Cape Frio, dated 22nd of same month.

Adjudicated on the 17th June, 1850.

Vessel condemned and ordered (not having been taken into Her Majesty's service) to be broken up and demolished, and materials sold.

244 negroes, alive at the time of adjudication, condemned to Her Majesty.
Burthen, 176 tons, Brazilian.

Inclosure 2 in No. 61.

Judgment in the case of the "Clementina."

AT a Court holden at Saint Jago de la Vega, in the Island of Jamaica, on Monday the seventeenth day of June, in the year of our Lord 1850, before the Worshipful Sir Joshua Rowe, Knight, Companion of the Bath, Judge and Commissary of the Vice-Admiralty Court of Jamaica, lawfully constituted and appointed;

Our Sovereign Lady the Queen against the Brazilian brig or vessel called the "*Clementina*," whereof Joao Gonsalves Bandeira lately was master, her tackle, apparel, and furniture, and also against 284 male and female slaves, taken and seized by Archibald Douglas Jolly, Esquire, commander of Her Majesty's ship "*Bermuda*."

In pain of parties cited not appearing, O'Reilly, Attorney-General, referred to the monition heretofore brought in, duly executed, and also to the affidavits of Archibald Douglas Jolly, Esquire, commander of Her Majesty's ship "*Bermuda*," Edward Alexander Carey, acting second master of, and belonging to, Her Majesty's said ship, and William Hayden, master's assistant of, and belonging to, Her Majesty's said ship heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavits read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said brig or vessel, "*Clementina*," her tackle, apparel, and furniture, to have been at the time of the seizure thereof, equipped for and engaged in the Slave Trade, and employed in the illegal transport of negroes or others for the purpose of consigning them to slavery, contrary to the provisions of the statute or statutes in such case made and provided, and as such or otherwise, subject and liable to forfeiture and condemnation to our Sovereign Lady the Queen, her heirs and successors, and condemned the same accordingly.

And further pronounced that the said brig or vessel (not having been taken into Her Majesty's service) should be broken up, and be entirely demolished, and that the materials thereof should be publicly sold in separate parts, as in and by law in such case made and provided;

And also further pronounced the 284 slaves found on board the said brig or vessel at the time of the seizure thereof, to have been by virtue of the statute or statutes in such case made and provided, or otherwise, subject and liable to forfeiture and condemnation, to the sole use of our Sovereign Lady the Queen, her heirs and successors, and condemned the 244 slaves, part of the same brought in the said brig or vessel to Jamaica, or the survivors of them accordingly.

(Signed) JOHN DUFF, *Deputy Registrar.*
Vice-Admiralty Court of Jamaica.

No. 62.

Her Majesty's Acting Commissioner to Viscount Palmerston.—(Received November 11.)

My Lord,

Jamaica, October 10, 1850.

WITH reference to my despatch to your Lordship, of the 22nd May last, and the minute inclosed therein, of the same date, I have now the honour to inform your Lordship that the Chevalier Altavilla, whose functions as Her Most Faithful Majesty's Commissioner ceased from the 1st July last, left this island on the 28th September last, in the American steamer "*Cherokee*," bound for New York, on his return to Lisbon.

I believe that one reason of his having delayed his departure so long was that he thought it possible he might receive further instructions from his own Government.

I have, &c.
(Signed) ARTHUR R. HAMILTON,
Acting Commissioner.

No. 63.

Her Majesty's Acting Commissioner to Viscount Palmerston.—(Received March 10.)

My Lord,

Jamaica, January 2, 1851.

IN obedience to the instruction contained in your Lordship's circular despatch of the 21st of December, 1848, I have the honour to report that no case of slave-trading has been brought for adjudication before this court, during the six months ending the 31st December, 1850.

I have, &c.
(Signed) ARTHUR R. HAMILTON,
Acting Commissioner.

No. 64.

Her Majesty's Acting Commissioner to Viscount Palmerston.—(Received March 10.)

(Extract.)

Jamaica, January 27, 1851.

IN presenting to your Lordship my annual report on the state of the Slave Trade in this part of the world, with any remarks I might have to make on the subject, I cannot help expressing my regret that the means open to me for obtaining any information, upon which I can rely, are so limited as to preclude the possibility of my furnishing to your Lordship any detailed report, particularly as to the state of the Slave Trade in the neighbouring Islands of Cuba and Porto Rico.

That the Trade continues to be carried on in the former island to a considerable extent, I have every reason to believe; and no longer ago than last October, Captain Forbes, of the brig "Duchess," of Leinster, trading to this island, reported that on the 24th of that month he passed off the east end of the island a large top-sail schooner with slaves actually on board, which he himself witnessed; and that the schooner came very close to him, and kept him company nearly the whole day.

Up to the present date no vessel has ever been brought in for adjudication before the Mixed Commission Court established here; and the only case which has been brought under the cognizance of the Court of Vice-Admiralty in this island, during the past year, was that of the Brazilian brigantine "Clementina," a prize of Her Majesty's schooner "Bermuda," and which was captured in the Gulf of Mexico, with 284 Calabar Africans on board, after a chase of forty-nine hours from the Isle of Pines. A report of this case I had the honour to transmit to your Lordship in my despatches of the 22nd May and 5th July last.

The dreadful ravages which have been made by the cholera in this island have been most appalling; and it is difficult to foresee in what way the agricultural labours, not only on many properties, but also in many districts, can possibly continue to be carried on. In some places there is scarcely a survivor, and in many more than half the population has been carried off. And it is estimated that more than 40,000 people have fallen victims to the disease since it first invaded the shores of this devoted island; and this loss has accrued out of a population not exceeding 400,000.

The neighbouring Island of Cuba is reported to have lost immense numbers likewise, and the mortality still continues in particular portions of the island;

but, although I have used every endeavour to arrive at any correct estimate of the loss sustained, I have hitherto been unsuccessful; and it is much to be feared that, in their desire to recruit their diminished numbers by fresh importations, the slave-dealers will be found more than ever on the alert, and the authorities more than ever lax in their determination to put down this abominable traffic.

An American gentleman, Mr. Dunham, who was at the Havana for a few days, and who arrived here direct from that place by the last packet, informs me, that whilst he was there he learned that a slaver had very shortly before landed a cargo of about 600 slaves near the Island of Pines; but he was unable to give me any particulars; and he also stated that at the Havana there was not even any attempt at disguising the fact of slaves being constantly landed in different parts of the island, indeed, that it was a topic of common conversation.

LOANDA.

No. 65.

Her Majesty's Commissioners to Viscount Palmerston.—(Received May 6.)

My Lord,

Loanda, January 4, 1850.

WE have the honour to report, for the information of your Lordship, that there have been no cases adjudicated in the British and Portuguese Court of Mixed Commission established in this city, during the last half-year, the only vessel brought before it during that period being the cutter "*Graciosa*," of which vessel the Court did not take cognizance for the reasons stated in our despatch of the 28th September last.

We have, &c.
(Signed) GEORGE JACKSON.
EDMUND GABRIEL.

No. 66.

Her Majesty's Commissioners to Viscount Palmerston.—(Received May 6.)

My Lord,

Loanda, January 4, 1850.

1. IN pursuance of our general instructions, we have the honour to state to your Lordship, that the only case adjudicated by the Court of which we are members, during the last year, was that of the Portuguese brig "*Galianna*."

2. This vessel was of 260 tons burden, had no slaves on board, but was detained under the Portuguese flag, by Her Majesty's steam-ship "*Cyclops*," on suspicion of being engaged in Slave Trade.

3. She was restored with damages by the Portuguese Commissioner and Arbitrator, on whom the lot fell, upon Her Majesty's Commissioner giving his vote for her condemnation, but owing to the circumstances detailed in our despatch of the 14th July, 1849, the award adjudged by the Commissioners of Her Most Faithful Majesty has as yet not received its final settlement.

4. Another case, that of a Portuguese cutter, also detained on suspicion by a Portuguese cruizer, was submitted to the Court, but on the grounds reported in our despatch of the 28th September last, the Court refused to take cognizance of the case.

We have, &c.
(Signed) GEORGE JACKSON.
EDMUND GABRIEL.

No. 67.

Her Majesty's Commissioners to Viscount Palmerston.—(Received May 6.)

(Extract.)

Loanda, January 7, 1850.

THE "*Corimba*" has received fresh instructions, in the prosecution of which she has again proceeded southward, to insist on the removal of those barracoons near the shore, which her commander in his report designated as being for licit traffic, and, in case of any hesitation or delay on the part of the factors to effect such removal, at once to destroy them.

No. 68.

Her Majesty's Commissioners to Viscount Palmerston.—(Received May 6.)

My Lord,

Loanda, February 5, 1850.

1. WE consider it to be our duty to put your Lordship in possession of the following facts, as having a very important bearing on the business with which we are specially charged. At the same time, we shall, both in our statement and in the inclosures connected with it, omit, as much as possible, all extraneous matter in which the subject is otherwise involved.

2. A young man of the name of Jozé Justiniano da Cruz Forte, of good fortune and education, we understand, in Portugal, but whose conduct rendered his continuance in that country difficult, came to this province since the nomination of the present Governor-General, and, at his Excellency's pressing solicitations, was appointed by the Juiz de Direito one of the clerks in that department.

3. To the care and custody of these clerks are confided the several processes had, or pending, before the court, a certain portion being allotted to each, for which he is specially responsible; the proceedings in the case of the prosecution in the matter of the slave-launch, off the bar of Corimba, in 1846, were thus in charge of Joze J. da Cruz Forte, but when called on for them, they were not forthcoming.

4. The inclosed free-translated extract from a minute of the court of the Juiz de Direito, will acquaint your Lordship with the steps taken by that functionary in consequence.

5. This occurred immediately after the Christmas recess; the delinquency had become public before the holidays; and on its discovery Forte enlisted as a private soldier, with a view to render the institution of civil proceedings against him more difficult, and then petitioned the Governor, in a tone of disrespect and accusation as against the judge, for his discharge, instead of suspension, from the office of clerk. This petition his Excellency forwarded to the latter for such observations as he might think proper to make; and, in reply thereto, the judge transmitted the minute of court (with the whole of which we do not trouble your Lordship, as not connected with Slave Trade, but which charges Forte with several other acts of a similar nature), stating that he acquiesced readily in the definitive dismissal of an individual who had proved himself unworthy of being employed in the public service.

6. Having thus obtained the assent of the judge, the Governor promoted Forte to an ensigncy, invited him to his table, and finally appointed him Sub-delegado, or Law Officer of the Crown of Benguela, in the terms of the inclosed papers translated from the "Boletim."

7. It is neither within our province nor intention, my Lord, to comment, in a general point of view, on the mischief which must result in a colony like this, from such an open slight put upon the judicial authority; but the crime charged being immediately connected with Slave Trade, and the individual so charged being appointed to an office, among the first duties of which, if properly discharged, stands the prosecution of all engaged in it, such an appointment evidently becomes an object of no less interest and importance to Her Majesty's Government than to that of Portugal herself.

8. We should observe that this appointment is in the absolute gift of the Governor-General of this province, and not subject, as is that of the higher office of Delegado—who resides at the seat of Government, while the deputy is stationed at Benguela—to the approval of the Crown.

9. Before concluding the report of this extraordinary case, we should add, that what gave rise to the inquiry for the process in question was the fact, that up to this time, notwithstanding your Lordship's representations to the Portuguese Government through Sir Hamilton Seymour, in 1847, and the assurances which were given to that Minister in reply, the Juiz de Direito has received no intimation whatever respecting the appeal to the Supreme Court in the case of Senhores Mattozo and Garrido, although it was long ago reported here in letters from Lisbon, that such an appeal had been rejected. The inference to be drawn

from this would seem necessarily to be, either that the proceedings have been quashed at Lisbon, or that the communication of their result has been suppressed here.

We have, &c.
(Signed) GEORGE JACKSON.
EDMUND GABRIEL.

Inclosure 1 in No. 68.

Minute of the Court of the Juiz de Direito.

(Translation.)

(Extract.)

IN addition to all this, and what is above all more important, is to be noticed the minute of examination and accusation which I instituted in one of the late sessions, against this clerk with reference to the inventory belonging to his office, on occasion of requiring from him the pending suit, in which the public prosecutor is the promoter, and Jozé Maria Mattozo da Auchadé e Camara and Agosto Garrido the delinquents, in the case of the contraband of slaves, where he told me immediately in reply, that these documents did not exist in his office. This admitted disappearance of the same proved to be true, whilst in the registered list of cases the entry of the above-mentioned proceedings was found to be blotted with black ink and purposely scratched out, notwithstanding which the marks still remained, clearly showing that the names of the parties and the subject matter of the suit had existed there; all which particulars are seen from the above minute.

This was an act which, if not done by himself, as he declares, should have been communicated by him to the judge or to the public prosecutor, so soon as he became acquainted with it, and inasmuch as he did not make such communication, as he himself, on being questioned respecting it when so examined, acknowledged, it shows on his part a flagrant neglect of duty, which in law is considered equal to deceit, as every clerk is responsible for whatever may happen in the office under his charge, as being the only depository of the same.

For all these reasons, therefore, and others resulting from what has occurred in the many suits which ought to be found in his office, and various petitions of parties, and because this clerk, without showing any disposition to amend his conduct, has committed and continues to commit various official errors, thus gravely compromising the judge, whose duty, as such, is to take measures in consequence, and having exhausted every means which prudence and moderation could suggest, and finding myself under the strict necessity in consequence, in order to prevent further mischief, of using the power given me by the new Judicial Code, I suspend the clerk Jozé Justiniano da Cruz Forte from the exercise of his functions for the space of eight months, such suspension not being by any means a bar to any proceedings against him on the part of the public prosecutor, on account of the facts above stated; and I recommend to the clerk who is to supply his place the greatest caution in receiving from him the different documents belonging to his office, it being a certain and well known fact, that such office is in the greatest disorder and confusion, notwithstanding the repeated warnings received by him from me.

Inclosure 2 in No. 68.

Portaria No. 139, dismissing Senhor Moreira.

(Translation.)

Palace of Government in Loanda, February 4, 1850.

THE Governor-General of the Province of Angola and its dependencies determines the following:

It not being for the good of the public service that Francisco Luiz Moreira should continue to fill the post of Sub-Delegate of the Procurator of the Crown and of the Public Revenue in Benguela, I deem it right to dismiss him from the said post.

The authorities and the persons to whom a knowledge of this order may pertain, will so understand and execute it.

(Signed) ADRIAIO ACCACIO DA SILVEIRA PINTO,
Governor-General.

Inclosure 3 in No. 68.

Portaria No. 140, appointing Senhor da Cruz Forte.

(Translation.)

Palace of Government in Loanda, February 5, 1850.

THE Governor-General of the Province of Angola and its dependencies determines the following:

The post of Sub-Delegate of the Procurator of the Crown and the Public Revenue in

Benguela, being vacant by the dismissal of Francisco Luiz Moreira, given in the Portaria of yesterday's date, and taking into consideration the qualifications which are to be found in Jozé Justiniano da Cruz Forte, I deem it right to appoint to the said post the aforesaid Jozé Justiniano da Cruz Forte.

The authorities and other persons to whom a knowledge of this order may pertain will so understand and execute it.

(Signed) ADRIAO ACCACIO DA SILVEIRA PINTO,
Governor-General.

No. 69.

Her Majesty's Commissioners to Viscount Palmerston.—(Received May 6.)

(Extract.)

Loanda, February 5, 1850.

1. THE influence produced in the Brazils on all commercial enterprise by the state of the European Continent for some time past, would seem to have been felt, in at least an equal degree, by the Slave Trade interest, whose operations accordingly became less active.

2. With the cause, however, the effect also ceased, and trade in general having revived, that in slaves recommenced with a redoubled activity and perseverance, the result probably of the partial lull which had occurred, and of a general, though not very distinctly defined, feeling, that whether from home or from external causes, or both, the facilities hitherto experienced in the prosecution of that trade were likely, ere long, to be diminished.

3. Your Lordship will be better able to judge than ourselves how far there is any ground for this expectation, but a very strong belief certainly exists here, that a combined effort is about to be made by the principal Powers interested, Brazil herself included, in this direction, and that a conference is to be held in the ensuing spring at Rio de Janeiro, at which M. Bouet, on the part of France, and the late Governor-General of this province, Captain da Cunha, on that of Portugal, are to attend, with a view to consider the best means which can be adopted, if not wholly to extinguish, at least to restrict and regulate, the Traffic.

4. Under this belief the greatest possible efforts of late are reported to have been making in the Brazils, whence an additional number of vessels, with the steamer "*Serpente*" at their head, may, it is said, shortly be expected on this coast.

5. Of the detention of this latter vessel off that of Brazil by one of Her Majesty's cruisers, and of her surrender to the Brazilian authorities, your Lordship was doubtless apprized at the time.

6. It appears that she was soon released, and that her owners, to propitiate the Imperial Government, lent her to them for a given time to serve as a transport for the conveyance of troops to the disturbed districts; a manœuvre for which they acquired some credit as an act of patriotism.

7. The chief scene of their intended operations, though by no means, we suspect, to the exclusion of more southern points, is, we are informed, to be the Congo; a locality which is said to offer great facilities, as well from the means of concealment which its thickly-wooded banks afford for vessels when at a certain distance up the river, as from the rapidity of its current, which it is calculated will enable the slavers to drift past any cruisers which may be stationed at the mouth, and carry them out to sea with less chance of being intercepted by them.

8. It is known that certain individuals from hence have lately proceeded northward, and we understand that whereas, hitherto, the so-called merchants of this place concerned in the Traffic have acted but as agents for the great firms in the Brazils, and as such received only the commission, they are in future to be allowed, as an additional stimulus in furtherance of the great effort now to be made, a certain share in the adventure, should it prove successful; and that, upon the strength of this arrangement, they have in this combined movement discarded, as it were, all separate interests, and agreed among themselves to bear equally whatever loss either of their respective firms may sustain.

9. According to this plan the above-named steamer, one of great power and dimensions, is to be stationed, at a given time, at a certain distance off the

CLASS A.

mouth of the River Congo, ready to take the slaver in tow, if necessary, there where the current begins to lose somewhat of its force, and herself to ship slaves to a great amount from armed launches, which are prepared of a very large and strong construction.

10. Your Lordship is already well aware of the means by which the Brazilian traffickers mainly carry out their operations, the employment, that is, of vessels under the American and Sardinian flags, to bring out the goods and the slave equipments to this coast, which, supposing them to reach unmolested, the respective masters, without loss of time, give over the command to a Brazilian who has, very probably, come across with them as passenger, make the best of their way to this place, receive their stipulated hire from their employer's correspondent, obtain the necessary passport from this Government as foreigners, and return by the first opportunity to the port whence they sailed, where, if the voyage has proved successful, they find their own or some other vessel in readiness to proceed on a fresh adventure.

11. To illustrate this, we may mention that there are here at this moment two individuals about to embark, under these circumstances, for Rio de Janeiro, who sailed hence for that port in August last.

12. The plan we have now been detailing has reference chiefly to the supply of the Brazilian market; at the same time your Lordship should know that Her Majesty's Commissioner has been assured that the house of Manoel Pinto da Fonseca, at Rio de Janeiro, is also connected with that of Pedro Martinez, at the Havana; and that a Spaniard, an agent of the concern, has lately made a hurried and secret visit to this capital, the object of which is believed to have been to arrange for the shipment of more than one cargo of slaves to be landed on Spanish ground.

13. Within the past year 5 vessels, under the Sardinian flag, have arrived here; the first, the "*Universo*," after a stay of a few days, during which she disposed of part of her cargo, sailed with the remainder on the 14th January, 1849, for Ambriz, and on the 20th February re-entered this port, her arrival being announced in the "*Boletim*" thus:—"From the River Zaire, with seven passengers; namely, an officer and six seamen belonging to the English steam-cruizer 'Blazer,' who, at the request of the master and in consequence of the whole crew being sick, brought her to this port."

14. In the month following she was announced as sailing again, in sand ballast, for Bahia, which we are the more inclined to believe she did, as, from the sickly state which she was in, it was said no one would have any dealings with her. Of her original destination, however, there could be little doubt.

15. The second vessel was the "*Bella Limegna*," which entered in franquia, from Pernambuco *via* Benguela, and sailed for the northern ports, after stopping here only two or three days.

16. The third, the "*Independenza*," entered from Buenos Ayres, with a cargo of brandy and earthenware, on the 5th May, and on the 3rd June sailed in ballast for Rio de Janeiro.

17. In November she returned from thence, consigned to Senhor Garrido, and the following month again cleared out in ballast for the same port, taking over fourteen passengers, seven of whom passed for Americans, and all of whom had, doubtless, been masters or mates of other slave-vessels.

18. The fourth vessel, the "*Bella Giuleta*," arrived here from Bahia and St. Helena in June; disposed of a portion of her cargo, consisting in part of brandy, farinha, and 1200 packets of rushes, and sailed shortly after for the northern ports and for Benguela, viz., on the 10th July. On the 23rd of the same month, however, she returned; and on the 4th August again sailed for the northern ports.

19. We are thus particular in marking these dates, as indicating the suspicious course of her proceedings, and the real object of her frequent appearance and reappearance in these waters.

20. The fifth Sardinian vessel, the "*Conforte*," arrived from Bahia, stopping on her passage at Ambriz for two or three weeks, in November, with a cargo of brandy and farinha, and cleared out again in ballast for the former port within the month; we have not since heard anything of her.

21. Of these vessels we hear that two, viz., the "*Bella Giuleta*," and the "*Independenza*," have been captured by Her Majesty's cruisers.

22. They are mostly of the same class, of a very slight build, in which

everything is sacrificed to superior speed, and are consequently not calculated or expected to last many trips, although beautiful to look at as models.

23. The slaver stranded off the bar of the Corimba two years ago, and which now forms the most efficient Portuguese cruizer on this station, was one of this description.

24. The Portuguese squadron, from whom we still hear great complaints on the subject of their arrears of pay, has taken only three vessels in the past year, and has undergone no change since our last report, unless it be that the smaller vessels appear to have been more engaged in colonial service than in looking after the slavers; and though the Commandant of the station has lately made a cruize of about two months, the first time the corvette "Oito de Julho," bearing his flag, has left this harbour, since her arrival in August 1848, the only result of his cruize has been, if we except, perhaps, the burning of a hut here and there, the abandonment of all claims on the part of the Brazilian agents at Ambriz against the Portuguese Government for the damages done to their barracoons by Her Most Faithful Majesty's brig "Mondego," in that year.

25. We have not felt ourselves at liberty to pass over in silence the information which has reached us of the proposed operations on the part of the slave-traffickers in the Congo; at the same time we are not prepared to give it as information on which implicit reliance is to be placed, the less so because it is evident that, as a general rule, steamers cannot be employed for a continuance in the prosecution of the Slave Trade; the freight chargeable on slaves conveyed in them being necessarily very high, and the destruction of one steamer occasioning as heavy a loss as is caused by the capture of three or four of the description of sailing-vessels usually employed in the Traffic.

26. On the other hand, with reference to the River Congo, we have much satisfaction in adding, upon the authority of Commander Tudor, of Her Majesty's steam-sloop "Firefly," that that river has been so closely guarded during the last eight months, that no vessel has escaped from thence with slaves during that period, and that some of the factories there have recently been removed to other points.

27. This information has been confirmed by inquiries which we have made in other quarters.

28. Commander Tudor has had much experience in the River Congo, and he represents it to be quite practicable for a steamer stationed at the mouth of that river, and aided by her boats, to prevent the embarkation of slaves there, although he would not undertake to say that they cannot be conveyed overland to other adjacent spots; and he further informs us, that though it may be possible for vessels to secrete themselves in the creeks and inlets of the river under cover of the bushes, yet they could not do this so as to escape detection; an opinion which the vain attempt of a Sardinian vessel, called the "*Anonymo*," to have recourse to this manœuvre, goes far to confirm; for she was discovered after some little time, and then so closely watched as to be obliged eventually to go off empty.

29. We would therefore entertain the hope that, even if the above information respecting the Congo should prove correct, the traffickers will find their projected operations less feasible than they expect.

30. Of the operations of the French squadron we have little to notice beyond the detention of the two French vessels reported in our despatch of the 6th of October of last year.*

31. In addition to other smaller vessels which have at different times visited this port during the last twelve months, the "*Pénélope*," bearing the flag of the Commander-in-chief, and the steam-corvette "*Caïman*," have also been here; but at this moment we believe there is only one French man-of-war on this side the Gaboon, and she is said to be under orders to return to France.

32. The United States' flag has not been seen, as far as we know, on this coast south of the Equator for more than two years, except as assumed unlawfully by vessels really Brazilian, or on board an occasional licit trader.

33. Of the capture of some of the former your Lordship was informed early in the year, and we have lately had the satisfaction to learn that the "*Imogen*," already reported by us as having effected a shipment of slaves in the vicinity of Benguela, had shared a similar fate off the coast of Brazil.

* See Class A, presented in 1850, No. 118.

34. Another such vessel, which was leaving Rio de Janeiro with a noted slave-dealer on board, a resident of Benguela, was detained by the American Commodore before clearing the Brazilian shores, but we are sorry to hear that on her being sent to the United States she was released.

35. This year, three instances of the Portuguese flag also having been engaged in Slave Traffic on this part of the coast, have come to our knowledge.

36. The one was that of the "*Joaquina*," previously the French polacca "*Etna*," mentioned in our despatch of the 10th of October of last year.*

37. Another small craft whose owners, residing here, have already paid the forfeiture of their bond, thus proving that they had succeeded in shipping a cargo of slaves, and the cutter "*Graciosa*," brought before the Mixed Commission of which we are members, but not taken cognizance of, as reported in our despatch of the 28th September, 1849.

38. Our last annual report spoke of the professions made by the Governor-General of this province, of his zeal in the suppression of the Slave Trade, and of the satisfaction it would give us to be enabled to report to your Lordship the fulfilment of those professions.

39. It pains us to have to state, on the present occasion, that such satisfaction has not been allowed us; on the contrary, too many of his Excellency's measures have indicated a contrary tendency. The countenance afforded at the Palace to individuals under conviction for Slave Traffic, and the facts which we have the honour of detailing by this opportunity, with respect to an individual suspended on account of the very suspicious disappearance from his office of the original proceedings had in the prosecution for Slave Traffic, in the case of the launch in 1846 off the bar of Corimba, these and various other particulars, with which it is needless to trouble your Lordship, forbid us to expect any hearty co-operation in the suppression of the Slave Trade under his Excellency's administration.

40. Whether we are not warranted in looking rather for the reverse of co-operation, your Lordship will be best able to decide.

41. We intimated, in paragraph 7, our belief that the operations of the slave-traffickers would not be confined to those parts of the coast which lie north of Loanda, and we have heard they have already repaired to, and reckon much upon, a spot to the south, called Great Fish Bay, which we are not, we believe, incorrect in stating as being beyond the limit of the West African command, as one likely to afford them great facilities, as well from that circumstance as from its presenting a ready place of rendezvous, to wait, with less liability to observation, the collection of their cargoes upon such adjacent points as may be agreed upon.

42. In this bay it was that the two vessels captured by the Portuguese cruisers, the barque in May, and the brig "*Esperança*," in October last, had been staying.

No. 70.

Her Majesty's Commissioner to Viscount Palmerston.—(Received May 6.)

My Lord,

Loanda, January 4, 1850.

I HAVE the honour to inclose herewith, the report made by the Curator of Liberated Negroes to the Board of Superintendence, for the quarter ending on the 31st December last, from which your Lordship will see that the condition of the 20 negroes subject to his inspection continues to be as satisfactory as at the date of his previous report.

I have, &c.

(Signed) GEORGE JACKSON.

* See Class A, presented in 1850, No. 116.

Inclosure in No. 70.

Report of the Curator of Liberated Negroes.

(Translation.)

St. Paul de Loanda, January 2, 1850.

THE Curator of Liberated Negroes has the honour to acquaint the Board of Superintendence of the said negroes that, having visited, several times during [the last quarter of the past year, the twenty libertos confided to the partners Valentine Jozé Pereira and Antonio Jozé Lopez Soeiro, he found,

1st. That they were well treated.

2nd. That sixteen of them, viz.:

Felix Calombe,
Jorge Moonge,
Elizio,
Eusebio Catraio,
Pedro de Quiçama,
Marcos Ganga,
Vicente,
Lourenço Miluange,

André,
Jacintho Ganga,
Thimoteo Calecute,
Matheus,
Alvaro Bunge,
Sebastião de Congo,
Sebastião de Canandula,
Germano Dalla,

were employed in the erection of a soap manufactory.

3rd. That two of them, João de Ambaca and João de Calando, continued to be instructed with advantage in the trade of stone-masons.

4th. That one of them, Pedro de Loanda, was working as a cooper.

5th. That the liberto Agostinho Cacullo continued to work as a gardener.

6th. That the general behaviour of the libertos was good, and that nothing had taken place with respect to them, during the aforesaid quarter, calling for special notice.

(Signed) GUILHERME CYPRIANO DEMONY,
Curator.

No. 71.

Her Majesty's Commissioners to Viscount Palmerston. — (Received June 10.)

My Lord,

Loanda, February 19, 1850.

IN pursuance of the general instructions, we have the honour to inclose herewith, for your Lordship's information, a certified return, in original and translation, of the slaves emancipated and registered by the Mixed Commission Court in this city up to the end of the year 1849.

We have, &c.
(Signed) GEORGE JACKSON.
EDMUND GABRIEL.

Inclosure in No. 71.

REGISTER of Slaves, natives of Africa, liberated by the Mixed British and Portuguese Commission established in the city of St. Paul de Loanda.

(Translation.)

St. Paul de Loanda, December 31, 1849.

Names of the Vessels on board of which they were captured.	Number of Slaves captured.	Dates on which they were liberated.	Total Number of Slaves liberated.	Observations.
Portuguese launch without name	4	Sentence of 29th March, 1845	4	Enlisted in the Portuguese Royal Navy.
Portuguese launch "Fortuna"	20	Sentence of 27th March, 1848	20	Confided to the Partners Valentine Jozé Pereira and Antonio Jozé Lopes Soeiro.

Total number of slaves emancipated up to the 31st December, 1847 4

Total number of slaves emancipated between the 1st January and the 31st December, 1848 20

Total number of slaves emancipated up to the 31st December, 1849 24

(Signed) GUILHERME CYPRIANO DEMONY,
Curator.

No. 72.

Her Majesty's Commissioners to Viscount Palmerston.—(Received June 10.)

My Lord,

Loanda, February 20, 1850.

WE have the honour to inclose herewith the annual report which, in compliance with Article XI of Annex B to the Treaty of the 3rd July, 1842, Her Majesty's Commissioner and the Acting Commissioner on the part of Her Most Faithful Majesty have drawn up for transmission to their respective Governments, relating:

1st. To the proceedings of the Commission during the year 1849; and
2nd. To the state of the negroes liberated by sentence of the same, up to this date.

The Portuguese Acting Commissioner was unable, owing to his numerous other avocations, to turn his attention to this report in time for the only vessel, the "Hercules," which has sailed hence for Lisbon before this, since the commencement of the present year.

We have, &c.

(Signed) GEORGE JACKSON.
EDMUND GABRIEL.

Inclosure 1 in No. 72.

Report of the Mixed British and Portuguese Commission in Loanda.

My Lord,

Hall of Sessions, February 18, 1850.

THE Mixed British and Portuguese Commission established in this city, in virtue of the Treaty of the 3rd July, 1842, between Her Britannic and Her Most Faithful Majesty, for the suppression of the Traffic in Slaves, in fulfilment of the stipulation of Article XI of Annex B to that Treaty, has the honour to lay the following report before your Lordship, with reference to the proceedings of that Court during the year 1849.

A.—CASES SUBMITTED FOR ADJUDICATION.

1st. *The Portuguese brig "Galianna."*

On the 22nd March, 1849, Lieutenant Henry De Lisle, of the British Navy, addressed a letter to the Secretary of the Court, acquainting him that he had brought to this port (without stating the day), for adjudication before the Mixed British and Portuguese Commission, the Portuguese brig "*Galianna*," detained by Captain the Honourable George Fowler Hastings, of Her Britannic Majesty's steam-frigate "*Cyclops*," on suspicion of being engaged in the Traffic in Slaves, in contravention of the Treaty of the 3rd July, 1842; to which were annexed a letter "On Service," addressed to the Members of the Mixed Commission; a certificate of the changes that had taken place on board the prize from her detention to the date of his aforesaid letter; and also a certificate of the papers found on board the prize.

On the 24th of the same month the proceedings commenced, and a letter from the captor was annexed, together with his declaration, stating that, on the 1st March, 1849, in latitude 5° 48' north, longitude 1° 14' east of Greenwich, he captured the Portuguese brig "*Galianna*," Jozé dos Santos Lessa, master, and that at the time of her capture she had equipments for the Slave Traffic on board, viz. :—

1st. Hatches fitted for shipping open gratings, instead of the close hatches used in merchant vessels.

2nd. A division between the hold and the foremost bulkhead, such being unusual in ships engaged in lawful trade.

3rd. A large quantity of firewood, which might easily be levelled so as to form a second or slave deck.

4th. Bolts that can be used for shackles.

5th. Stowage for water equal, at present, to 12 tons, being much more than is requisite for her crew as a merchant-vessel.

6th. Thirteen pipes for water besides two leaguers containing seven pipes in the hold, for which the master produces no certificate from the custom-house authorities of the place from which he cleared outwards, although entered in her manifest.

8th. A cooking apparatus of unusual size, being capable of cooking rice or farinha for upwards of 200 men at one time, by placing it in tins on the fire-plate, being much more than is requisite for her crew as a merchant-vessel.

9th. More farinha than is mentioned in her manifest, as well as other provisions, added to which a Portuguese and Brazilian ensign found on board.

On the same day (24th March), the usual notices were ordered to be published, declaring the proceedings to have commenced, and calling on the parties interested to put in their claims within the space of five days, under penalty in case of default; and the prize officer declared on oath that the captor was authorized to visit and detain Portuguese vessels in conformity with the Treaty of the 3rd July, 1842, of which authority he produced a copy which was ordered to be joined to the process.

On the 27th, he (the prize officer) petitioned the Court for leave to present certain letters which he had ascertained to be on board, and which were not included among the ship's papers; and he was told, in reply, to produce them, when his petition would be taken into consideration; and the master of the brig also petitioned to be allowed to be at liberty on bail, in order to come on shore to arrange his defence; and, on the following day, having satisfied the demands of the Court as to his security, he was ultimately admitted to bail, on the 30th, in the sum of one conto of reis.

On the same day (30th), the prize officer presented a petition, praying that measures should be taken to relieve him from the responsibility of guarding the twenty-two persons on board the prize, which was acceded to by ordering him to deliver over the prize, the persons on board, and everything belonging to her to the Commandant of the Naval Station, requiring from him, at the same time, proper security for guaranteeing the payment of the expenses that might be incurred in bringing the prize to adjudication, should such payment eventually fall upon him; and he afterwards produced the private sealed letters and some open papers found on board the prize, when it was determined that the Commissioners should at once examine the latter, and that the former should remain in the hands of the secretary to abide the decision of the Court respecting them; and the master and two of the principal persons on board were then summoned to appear before the Court on the 2nd April; and at the same time the notices, already ordered on the 24th, were directed to be affixed in the usual way, and to be published in the Government "Boletim," which was done accordingly on the 31st.

On the 2nd April, the supercargo also was, upon his petition, admitted to bail in the sum of one conto of reis, and allowed to land.

On the same day a petition was presented from George Brand, Esq., in which he prayed that a document he annexed, naming him proctor on the part of the captor, should be received as a sufficient power, which petition was refused on the ground that he, being British Vice-Consul, might eventually be called upon to act as judge, and further, that he held the office of Clerk to the British Commissioners.

At the same time a petition was received from the prize officer, praying that the "despacho" relative to the delivery of the prize, persons on board, and all belonging to them, as given in answer to his original petition, should be confined to the delivery over of the persons only, such having been the object of that original petition.

This was refused; the aforesaid answer having been the result of a determination he was bound to respect, and the same was ordered to be carried into effect in all its parts.

In this sense a letter was directed to be sent to him, requiring him to state the day and hour when the delivery could take place, and fixing the following day for that purpose.

On the 3rd April, a petition, dated the 2nd, was received from the prize officer, praying for a survey on board, and that the Commander of Her Britannic Majesty's sloop "Philomel" should be summoned as one of the surveying officers; which petition was ordered to be annexed to the process, to be taken into consideration after the delivery of the prize should be realized.

The prize officer was at the same time directed without fail to deliver over on the following day, at 8 o'clock in the morning, the prize and the persons on board to the Portuguese officer named for that purpose, under the formalities and conditions already intimated to him; and it was further determined that both the one and the other of these officers, as well as the master, mate, and supercargo of the prize, should appear before the Court on the 7th.

On the 4th April, the proctor for the master and supercargo presented his full powers from them, and requested the sight of the proceedings, and that a day should be fixed for him to give in his defence.

The same were ordered to be annexed to the process, and to be taken into consideration at the proper time.

On the 7th, a communication was received from Lieutenant Algeros, dated the 4th, announcing the delivery to him, by Lieutenant De Lisle, of the brig "*Galianna*," as seen by the documents which he transmitted; and on the same day the master and mate of the brig were examined.

On the 10th, the supercargo and boatswain were examined; and on a discussion of the question relative to the above-mentioned sealed letters, a difference of opinion occurred between the respective Commissioners; the Portuguese Commissioner being of opinion that they should be left intact to be delivered to the master of the prize if restored, or put into the port office in case of condemnation, and the British Commissioner that they should be forthwith examined in order to their being annexed to this process, should any indication of criminality appear on the face of them, or to be given up to the master of the detained vessel, should she be restored.

On the 11th April, lots were drawn, and the lot falling on the Portuguese Arbitrator, the Commissioners explained to him the state of the question and their respective opinions, declaring that they would give the same in writing at the next sitting.

On the same day, the petition of the prize officer for a survey was discussed, and it was determined that each party should name an officer for such survey, the Court naming a third to act only in case of the former not agreeing, and the 13th was appointed for their nomination and for their taking the oath.

On the 13th, they were presented accordingly, and the Court named the 3rd, all being duly sworn.

On the same day, the Arbitrator, who had been drawn to decide the question respecting the sealed letters, determined that they should not be opened, and that they should remain in the keeping of the secretary, to be delivered to the master of the vessel in case she should be restored, or put into the port office in case of condemnation.

On the 14th, the order for a survey was expedited, conformably to the indications made in the IXth Article of the Treaty, with a direction to the Secretary to receive whatever declarations the

surveying officers might think proper to make, in order thoroughly to exhibit the state of the vessel and cargo.

On the 16th, parties having been duly summoned to appear, the survey commenced, which continued till the 27th, when the surveying officers required the presence of a sworn interpreter to draw up a minute of their report, the respective parties not being able to understand each other.

On the same day, the 27th, the Arbitrator on the part of Her Most Faithful Majesty acting for the Commissioner, who was indisposed, it was determined that on the following morning (the 28th) all parties should appear before the Court, in order to the minute being drawn up through the intervention of a sworn interpreter in its presence.

On the 28th, the surveying officer on the part of the captor being prevented by illness from attending, the evidence of that named on the part of the claimant was taken.

On the 30th, the declaration of the former was received by means of a sworn interpreter, as well as that of the surveying officer named by the Court, touching some points on which there was a diversity of opinion between his colleagues.

On the 1st May, two petitions from the prize officer were rejected: the one presented on the preceding day praying for an examination of the skylight and the grating belonging to it on board the prize, and the other that the interpreter sworn by the Court might be directed to make the translation of his claim; the one being rejected on the ground that the survey was already concluded, and that the surveying officers had had the privilege of making whatever declarations they thought necessary thoroughly to exhibit the state of the vessel and cargo, and the other in view of the terms of the last part of Article III of Annex B to the Treaty.

On the same day, publication of the evidence was ordered, giving to either of the parties three days to present their respective arguments in support of or against the accusation.

On the 2nd May, the Marshal represented the necessity of that part of the cargo which had been transhipped and left on the deck, when the survey was concluded, being replaced in the hold, and the Court decided that the same should be done accordingly, in the presence of those who had assisted at its close, and this decision having been intimated to the prize officer, he declared that the "*Galianna*" having been duly delivered over to the Marshal, he had nothing to do with the replacing of the cargo.

On the 4th of May, the proctor for the claimant presented his defence; on the 5th the prize officer prayed to be allowed time to translate his claim, which was given him to the 7th.

The Marshal the same day required that the prize officer should be summoned to assist at the restowing of the cargo, and that some person duly authorized should draw up a minute of the same, when the Court ordered him to proceed in that duty without delay, in the same manner as had been practised on the original delivery to him of the prize in default of the parties interested, and who had been summoned, appearing.

On the 7th, the seisor's claim, written in English with a Portuguese translation, was received and annexed to the process, and the 9th was fixed for the discussion, and the parties were summoned to appear.

This took place accordingly, when the prize officer on the part of the captor, and the proctor on that of the claimant, declared that they had nothing to add to their respective arguments; the latter, however, praying for the admission of some additional observations, on the ground that the seisor's claim had been presented and annexed to the process subsequently to his defence; a prayer to which, for that reason, the Court acceded.

On this day, at the opening of the session, the British Vice-Consul, George Brand, appeared, and, on taking his seat by the side of the prize officer, the Court invited him to occupy one of those appropriated to its members, as he was the presumptive substitute of the British Commissioner and Arbitrator, and, as such, the Court could not admit him to act as proctor for either party; the said Vice-Consul, however, persisted, declaring that, in that character he had duties to perform towards aiding the subjects of Her Britannic Majesty, and therefore considered himself as having a right to aid and protect the prize officer, and finally withdrew, saying that, as his official intervention and the aid which he owed to British subjects were not admitted, he would not again assist at the acts of the Court, which he then left, calling upon the prize officer to follow him.

On the same day, the Marshal asked that some measures should be taken, because the prize officer had not appeared to assist at the restowage of the cargo, when he was told that this had been already provided for, and that he, the Marshal, should summon him to attend, and, if he did not appear, should proceed without him.

On the 14th May, the British Commissioner proposed that the skylight of the "*Galianna*" should be examined; the discussion which this proposal gave rise to was continued on the 15th, when the Commissioner of Her Most Faithful Majesty not agreeing to it, an arbitrator was drawn for, and the lot falling on the Portuguese Arbitrator, he gave it as his opinion on the 18th, that the fact alleged respecting the skylight should not be verified.

On the same day (the 18th), the Portuguese Arbitrator acting for his colleague, who was taken ill suddenly, it was decided, on the proposal of the British Commissioner, that the master of the detained vessel should reappear before the Court.

On the 19th, the Portuguese Commissioner being present, and the British Commissioner proposing that the examination of the master of the detained vessel should be proceeded with, the former protested against it, and on the latter, who reserved his reply to the protest to a future opportunity, inquiring if it were his intention to decide the point by arbitration, the Portuguese Commissioner replied that he protested because the decision was already taken; a course which he would not have pursued, if he had thought there was still time to present his opinion on the subject, and that although his colleague should persist in the examination, he declared that he would not rise from the present sitting without declaring his vote or final judgment respecting the detention of the brig "*Galianna*," in order not to exceed the term of two months prescribed by Annex B to the Treaty, and that he should earnestly entreat his colleague to do the same.

On this, the British Commissioner declared that he considered it to be his duty to go into the proposed examination, but that he was ready to remain to the last hour of that day to give verbally his vote respecting the sentence to be pronounced upon the detention.

The examination of the master accordingly took place, and the Court having agreed to strike out all impertinent or offensive matter from the respective written arguments addressed to it, the Portu-

guese Commissioner gave his vote in consequence of what had been alleged and proved, for the restoration of the "*Galianna*," that she should be declared a bad prize, and the captor be condemned in costs, &c.

The British Commissioner gave his vote for the condemnation of the vessel, it being his opinion that she was destined for the Traffic in Slaves.

In consequence of this difference of opinion, lots were drawn on the 21st, and the lot falling on the Portuguese Arbitrator, he proceeded to discuss the question with the British and Portuguese Commissioners, the former of whom called his attention particularly to that part of the Regulations which refer to "some particulars" of the causes which will justify condemnation, and to the difference observable in the process between the measurement of the main hatchway, given by the surveying officer, Fonseca, and that stated in the seizor's claim; when, after an examination of these points, he gave his opinion in accordance with that of the Commissioner on the part of Her Most Faithful Majesty, restoring the "*Galianna*," and condemning the captor in costs.

On the 22nd, this sentence, grounded on the non-existence on board of any of the indications pointed out in the IXth Article of the Treaty, was published, and a copy thereof sent to the prize officer.

On the 25th, the British Commissioner presented his reply to the protest of the Portuguese Commissioner, made on the 19th, which, it was determined, should be annexed to the process.

On the same day (25th), the account of the interpreter employed in the case of the "*Galianna*" amounting to 100\$000 reis was received, and that of the Marshal for the whole of the expenses he had been at for the prize, were called for.

On the 6th June, this last account, amounting to 693\$816 reis, was delivered in, and further a receipt from the said Marshal for 33\$350 reis.

On the 23rd June, the Portuguese Arbitrator having taken the place of the Portuguese Commissioner, who had given in his resignation, a petition of the master and supercargo of the brig "*Galianna*," claiming indemnities was presented: this was communicated to the prize officer, giving him to the 27th to make any observations thereupon he might think proper, as well as also the account of the expenses of the Marshal for his information.

On the 27th, a letter written in English from the prize officer, retransmitting the accounts, was returned to him to be presented in the Portuguese language by the 30th, and it was decided that the Marshal should be summoned on the same day, to consider the accounts delivered in by him.

On the 30th, accordingly, the Marshal appearing, certain items were struck out of his account, which was otherwise approved to the extent of 487\$166 reis, and the item of the interpreter reduced to 60\$000 reis, at the same time, the full-powers of the proctor with reference to the claim presented were admitted.

A letter was subsequently received from the prize officer, containing a protest: it was determined that the same should be annexed to the process, but could not be taken into consideration, which was accordingly communicated to him.

The Court then proceeded in default of the appearance of the captor, to consider the claim for indemnities, when the British Commissioner declared that he was ready to enter upon the examination of the claim so presented, but that he should always sign as overruled, because it would be a contradiction on his part, having voted for the condemnation of the vessel, now to award indemnities to her; the Acting Commissioner on the part of Her Most Faithful Majesty then proposed that he should not sign overruled with regard to those items on which they might be agreed, but the former replied that he could sign no item whatever without the clause overruled, in consequence of which an arbitrator was drawn for, to decide the point.

On the 23rd June, lots were drawn, and the lot falling upon Her Britannic Majesty's Arbitrator, he declared, after discussing the matter with his colleagues, that he would give his opinion on another day.

On this same day, a petition from the proctor for the claimant was received, praying for the restoration of the ship's papers, and of the sealed letters and other papers.

On the 7th July, the Arbitrator on the part of Her Britannic Majesty delivered his opinion on the difference of opinion which had arisen between the Commissioners, in the following terms, "That should the Commissioners be unanimous either as to the admission or rejection of any item, it was obvious to him that neither of them ought to place the adjunct 'overruled' to his signature."

On the 9th July, the British Commissioner repeated that he was ready to assist his colleague in the examination of the accounts presented in the claim for indemnities, and to sign any item, but with the addition of the word "overruled," not only for the reasons he had already given, but, also, as considering himself without any further voice in the proceedings of the brig "*Galianna*," and on the Portuguese Acting Commissioner observing that the expression "again declared he was ready to assist" was not exactly in conformity with what they had been discussing, he declared that such was the sense in which he had used the phrase "to enter on the examination," but that to avoid any doubt from this moment, he declared that it was impossible for him to discuss, the justness or otherwise of the several items: on which the Acting Commissioner on the part of Her Most Faithful Majesty declared that during the whole discussion he had understood his colleague as entering into the examination of the accounts, and not merely as assisting at such examination, and after presenting his ideas as to the manner in which the Commission should act, he, the Acting Commissioner, proposed that it should proceed in execution of the sentence, and, in conformity with Article VII of Annex B to the Treaty, to award a just and complete indemnification to the brig "*Galianna*," on which the Commissioner on the part of Her Britannic Majesty stated that he could not accede nor be a party to the calling in of an arbitrator in this case, which he refused to do; on which the Acting Commissioner on the part of Her Most Faithful Majesty said that he solemnly protested considering it as a manifest violation of the last part of Article IV of Annex B to the Treaty: for a more detailed account of which, see the inclosed copy of the minute of that day (9th July).

On the 11th, the proctor for the claimants requested a decisive reply to his petition for indemnities for the capture of the "*Galianna*," when the Portuguese Acting Commissioner repeated his proposal of the preceding day, which being alike negatived, he called for arbitration agreeably to Article IV of Annex B to the Treaty, and the British Commissioner persisting in his refusal, the Portuguese Acting Commissioner confirmed the protest which he had already on that occasion made, for fuller particulars of which we beg to refer to the inclosed minute (Inclosure No. 2). The secre-

tary was subsequently authorized, upon the petition of the claimant's proctor, to inform him of the state in which the question remained.

On the 23rd of October, the expenses of bringing the brig "*Galianna*" to adjudication, amounting to 547\$166 reis, were paid by the captor.

2nd. *The Portuguese cutter "Graciosa."*

On the 21st September, 1849, a letter from the Secretary-General of the Government of this province was received by the Mixed Commission, transmitting to it, by order of his Excellency the Governor-General, the official report and other papers relative to the detention of the Portuguese cutter "*Graciosa*" by the Portuguese schooner of war "*Constituição*," and upon an examination of the same, the Portuguese Acting Commissioner declared that the detention having taken place at a distance of half a mile from the Portuguese territory (as shown by the report referred to), where there were local Portuguese authorities existing, he was of opinion that, in view of Section 4 of Article III of the Treaty, it was not lawful to adjudicate such capture by the Mixed Commission and in virtue of the said Treaty, but that its adjudication belonged to the authorities of the country within the limits of whose territory the capture took place.

To this, the British Commissioner replied, that as the documents which had been transmitted had not yet been verified on oath by the captor or his representative, that he proposed, as a preliminary step, that the captor should be summoned before the Court for that purpose.

The Portuguese Acting Commissioner, on the contrary, considered that it was not competent to the Commission to commence any proceedings whatever, and that it had consequently no authority to require the oath of the captor, which could not be demanded before the process was instituted, and made a counter-proposal to the effect that the papers should be returned to his Excellency the Governor-General, the Mixed Commission being incompetent to adjudicate in the case of the detention of the cutter.

The British Commissioner, seeing that his colleague would not accede to his proposal, called for arbitration to decide the point of difference between them, reserving to himself after that should be decided, to give his opinion with respect to the counter-proposal of his colleague.

On the 25th September, lots were drawn, when the lot fell on the British Arbitrator, who declared he would give his opinion on another day.

On the 26th, he accordingly did so, deciding that the captor or his representative should be summoned to ratify on oath his official report in the usual manner.

On the 27th, the prize officer appeared, and having ratified on oath the documents respecting the capture of the Portuguese cutter "*Graciosa*," the British Commissioner said, that though he saw no inconvenience in the Commission taking cognizance of the case of the "*Graciosa*," inasmuch as it had been submitted to it by the supreme authority, still as his colleague persisted in his counter-proposal, he did not hesitate to accede to the same, seeing that it had been confirmed on oath, that the cutter had been detained within the distance of half a mile from the shore; and it was decided in consequence, that the papers should be retransmitted with the declaration that the detention of the cutter had taken place at half a mile's distance from the Portuguese territory, where there were Portuguese local authorities existing, and that consequently it was not competent to the Commission to take cognizance of her.

B.—CONDITION OF THE LIBERATED NEGROES.

1st. The four negroes liberated by sentence of the 29th March, 1845, continue in the service of the Portuguese squadron.

2nd. The twenty negroes liberated by sentence of 27th March, 1848, continue in the service of Valentine Jozé Pereira and Antonio Jozé Lopez Soeiro, agreeably to indentures of the 13th April of the same year.

C.—INFORMATION RESPECTING THE TREATMENT AND PROGRESS OF THE LIBERATED NEGROES.

1st. The four negroes in the service of the Portuguese squadron are rated second-class boys, and the Commission is informed that their treatment is the same as that received by the white boys of the same class; that they are well satisfied with their condition, as is also their commander with their conduct.

2nd. The twenty negroes confided by indentures to Valentine Jozé Pereira and Antonio Jozé Lopez Soeiro, are, the Commission is informed, well treated; two of them are profitably engaged as masons, and their conduct is in general good.

We have, &c.

GEORGE JACKSON,

Commissioner on the part of Her Britannic Majesty.

GUILHERME CYPRIANO DEMONÝ,

Commissioner on the part of Her Most Faithful Majesty.

Inclosure 2 in No. 72.

Minute of Session of the Mixed Commission at Loanda, July 9, 1849.

(Extract.)

ON the Portuguese Arbitrator proposing that they should proceed to the examination of the items of indemnities claimed by the Master and Supercargo of the Portuguese brig "*Galianna*," the British Commissioner repeated that he was ready to assist with his colleague, the Acting Portuguese Commissioner, in the examination of the claim presented, and to sign whatever decision his colleague might come to respecting the same, always, however, with the addition of the word "overruled;" not only because it would be a manifest contradiction on his part, were he to award indemnities for a vessel which he had already declared, in his vote of the 19th ultimo, should, in his opinion, have been adjudged to be a good prize, together with all her cargo, but also because he considered himself to have no longer any vote in the process of the brig "*Galianna*," in consequence of the difference of opinion that there had been between the Commissioner of Her Most Faithful Majesty and himself respecting the sentence to be pronounced in the case of that brig, and on account also of the sentence itself passed by the aforesaid Commissioner, and by the Arbitrator of Her Most Faithful Majesty (the latter having been chosen by lot, on the difference of opinion arising between the two Commissioners), and signed by him, the British Commissioner, as overruled.

The Portuguese Commissioner here observed that the expression "repeated that he was ready to assert" was not exactly in conformity with what they had been discussing, the which was "to enter on an examination." On this the British Commissioner declared that the sense in which he used the phrase "to enter on the examination," was to assist therein with his colleague; a sense which, it appeared to him, must be sufficiently evident, from his refusal to sign any item whatever without the addition of the word "overruled." To avoid, however, any doubt from this moment, he declared that it was impossible for him, for the reasons already given, to discuss the justice or injustice of the several items.

On this, the Portuguese Arbitrator said that he solemnly averred that he had always understood his colleague, the British Commissioner, as ready to enter into an examination of the claim, and not merely to assist at such examination. That he now, however, perceived that his colleague declined to enter on the examination and to discuss, for the reasons assigned by him, the claim in question, and it therefore became his duty to state his views in this respect, namely, that the sentence acquitting the Portuguese brig "*Galianna*," and condemning the captor to pay the expenses, &c., having been passed, he, the Arbitrator, considered that, in conformity with Article VII of Annex B to the Treaty, it behoved the Mixed Commission to take cognizance of, and to adjudicate upon, without appeal, all claims for indemnities, &c., and that such Commission, being composed, agreeably to Article I of Annex B, of two Commissioners and two Arbitrators (one of the latter being to officiate only in the case of a difference of opinion), the Commission composed of the two Commissioners was the only competent one to take cognizance of such claims; besides which, he, the Arbitrator, was of opinion that Article VII of the Treaty imposed on the Commissioners the duty of entering on the examination of the aforesaid claim, in order that the indemnity may be just and complete; because the only question now is, that the indemnity should be, as aforesaid, just and complete, and that he, the Arbitrator, considered that, by the refusal of his colleague to enter upon such examination, and even by his declaration that he looked upon himself as no longer having any vote in the case in question, Article VII failed in being carried into effect, and this must be clearly inferred from that part of Article IV of Annex B, where, specifying the point of difference, it says, "or with respect to the indemnification to be allowed," which very clearly indicates that a difference of opinion between the two Commissioners may take place as to the amount of the indemnification, and ending by requesting the attention of his colleague to the above points.

To this the British Commissioner replied that the Court which acquitted the brig "*Galianna*," decreeing the captor to pay all charges, expenses, and losses occasioned by the detention and trial of that vessel, was composed of the Commissioner and Arbitrator on the part of Her Most Faithful Majesty (the latter having been drawn by lot on the occasion of the difference which occurred between the two Commissioners), and of the British Commissioner, overruled:—Article IV of Annex B declares that the final decision shall be pronounced conformably to the opinion of the majority of the three, *i. e.* of the two Commissioners and of the Arbitrator so drawn. The British Commissioner has already signed as overruled the primary sentence, and is no less ready to sign with the same reserve any additional decision in this case which may be presented to him; if, therefore, the sentence in all its parts fails to be carried into effect, it is not to the British Commissioner that this can be attributed. The Portuguese Arbitrator replied, that it is not a question of the sentence which his colleague had already signed as overruled, but of the execution of one part of the same, which, by the provisions of Article VII of Annex B should be treated subsequently to the sentence, namely, the adjudging a just and complete indemnification of all the costs of the suit, &c.—that, in order to enable his colleague to sign as overruled in this case, there must be a greater number of votes to constitute a disagreement; and, further, that there should be the expression of an opinion on the part of his colleague, and that, in the present state of the question, neither the one nor the other of these circumstances occur; he could not, therefore, refrain from insisting and asking his colleague to concur in the examination of these accounts in the same manner as he had concurred in that of those of the Marshal for expenses incurred up to the date of the sentence in bringing the vessel to adjudication, as well as in the decision taken, that the captor, or his representative, should pay the amount of them, since he, the Arbitrator, considered such to be the provisions of Article VII of Annex B.

The British Commissioner replied, that he was sorry not to be able to refrain from persisting in his refusal to concur, as an active party in the examination of the accounts; that, with regard to the accounts of the Marshal, they were incurred by order of the Commission, and in virtue of an agreement made with that officer; and with respect to the other expenses, the payment of which

was required of the captor, they were, as stated by his colleague, occasioned by bringing the vessel to adjudication, and that consequently both the one and the other were the result of her acquittal.

The Arbitrator, on the part of Her Most Faithful Majesty, stated that he was very sorry his colleague should persist so absolutely in his refusal, and that, having presented his ideas as to the mode of proceeding of this Commission in the case in question, he should not also have declared what were his ideas as to the mode of proceeding of the Commission in that case; he, the Arbitrator, therefore proposed that the Mixed Commission, composed of the two Commissioners or of him who is acting as such, should proceed to adjudge, with the means established by the Treaty, a just and complete indemnification to the prize brig "*Galianna*," for all the costs of suit, &c., in execution of the sentence, and in conformity with Article VII of Annex B,—this being, in the opinion of the said Arbitrator, the only course for the commission to follow in the case of indemnities to vessels acquitted in this tribunal: to which the British Commissioner replied, that it was not for him to offer his ideas according to the wishes of his colleague respecting a circumstance so unexpected and unforeseen as that in which the Commission finds itself placed by the withdrawal, in the present stage of the process, of the Commission on the part of Her Most Faithful Majesty, but that it appears to him to be one of those cases not foreseen in the Treaty, which can only be decided by referring it to the respective Governments; and that, therefore, referring to what he had previously more than once declared, he was sorry not to be able to agree in the above proposal of the Portuguese Arbitrator, who, still persisting in the same, declared that he should have recourse to the remedy of drawing by lot an arbitrator:—on which the British Commissioner, seeing the opinion he had already given, said he could not assent to nor take part in the calling of an arbitrator in this case, and on the Portuguese Arbitrator desiring his colleague to declare if, in view of the above, he refused to draw by lot with him, the name of one of the arbitrators to decide this disagreement, he, the British Commissioner, declared, that if the sentence had been limited to the acquittal of the vessel, and had the question of indemnification proceeded only from the claimants, he should have had no hesitation whatever in entering upon the examination and discussing such claim, because that would then be new matter, but that the sentence having embraced the indemnification, he found himself compelled to refuse, as he now did, because he considered that the means alluded to in the latter part of Article IV of Annex B—that of drawing by lot the name of an arbitrator—is not applicable to the case; to which the Portuguese Arbitrator said that, not wishing by any means to enter into an analysis of the sentence, he yet could not but declare that he observed that the indemnification, &c. had been petitioned for by the claimants in their defence, and that his colleague had offered no opposition to the mode of adjudication; on the contrary, he had rather acted in conformity with the system laid down in the regulations for the Commissioners for carrying into effect the Treaty of the 3rd July, 1842, for the suppression of the Traffic in Slaves, proposed by the Government of Her Britannic Majesty, and which that of Her Most Faithful Majesty had ordered to be adopted as far as it might be practicable, it being certain that in such Regulations there is no rule whatever which opposed itself to the means which the Portuguese Arbitrator was desirous of having recourse to: he, therefore, the Arbitrator, acting as Commissioner on the part of Her Most Faithful Majesty, said, further, that he protested solemnly, being of opinion that there was a manifest violation of the latter part of Article IV of Annex B to the Treaty, depriving him of the means therein established of having recourse to arbitration in order to decide the mode of proceeding in this respect of the Commission.

Inclosure 3 in No. 72.

Minute of Session of the Mixed Commission, July 11, 1849.

(Extract.)

ON the proctor for the captain and supercargo of the Portuguese brig "*Galianna*," requesting that any decision that might be come to respecting his petition for indemnification should be notified to him, the Portuguese Acting Commissioner again proposed to the British Commissioner that the Mixed Commission, composed of the two Commissioners, or of him who was acting as Commissioner, should proceed to adjudge, with the means established by the Treaty, a just and complete indemnification to the Portuguese brig "*Galianna*," for all the costs of suit in execution of the sentence, and in conformity to Article VII of Annex B, this being the only course, in the opinion of the Portuguese Acting Commissioner, that the Commission has to follow in the case of indemnities, &c., to vessels acquitted in this Court; on which the British Commissioner replied that he referred to the reasons already given at the preceding sitting, for being still unable to assent to the proposal of his worthy colleague, but that, with respect to the request of the aforesaid proctor, he was ready to agree with his colleague in making the proper notification required.

The Portuguese Acting Commissioner then said that, as his colleague did not agree to the proposal made by him, the Acting Commissioner, and being of opinion that that proposal was founded on the provisions of the Treaty, he invoked the last part of Article IV of Annex B, in order that lots might be duly drawn, and an arbitrator chosen to decide the disagreement, and requested his colleague to consent to this measure; to which the latter replied that, with all respect for his colleague, he could only again refer to his previous answers, given the 9th instant, to the same proposal, on which the Portuguese Acting Commissioner begged that the British Commissioner would declare whether he persisted, as his answer gave it to be understood, in refusing to draw by lot an arbitrator to decide the point of disagreement.

The British Commissioner declared in reply, that he had already expressed himself as clearly and precisely as it was possible for him to do; and finally that he confirmed all he had said on the 9th instant, and had nothing more to add. On this the Acting Portuguese Commissioner declared that he solemnly ratified the protest that he had made at the above sitting of the 9th instant.

No. 73.

Her Majesty's Commissioners to Viscount Palmerston.—(Received June 10.)

My Lord,

Loanda, March 28, 1850.

WE have the honour to acknowledge the receipt of your Lordship's despatch of the 28th December, 1849, conveying to us the decision of the Law Officer of the Crown as to the admissibility of fresh evidence after publication has passed.

2. With regard to the propriety of calling in an arbitrator, in case of a difference of opinion arising between the two Commissioners on this point, to which your Lordship in your above-mentioned despatch further refers, we beg leave to observe, that on the occasion in question, the Court, as then composed, namely, of Her Majesty's Commissioner and the Portuguese Acting Commissioner, was unanimous in admitting the fresh evidence required; and that it was only upon the Commissioner on the part of Her Most Faithful Majesty, having recovered from his indisposition, and returning to the court the following day, that he protested against a decision already come to during his absence.

We have, &c.

(Signed)

GEORGE JACKSON.
EDMUND GABRIEL.

No. 74.

Her Majesty's Commissioners to Viscount Palmerston.—(Received June 10.)

(Extract.)

Loanda, March 30, 1850.

1. HAVING, in our annual report, spoken pointedly of the absence of any cruiser on these coasts bearing the United States' flag, we have the greater satisfaction in being now able to inform your Lordship that an American 10 gun brig, the "Perry," Lieutenant Foote commanding, arrived at this port last week, having left the United States in December.

2. Lieutenant Foote called the day after his arrival on Her Majesty's Commissioner, and stated in the most explicit and unreserved manner, his regret at the abuse which has latterly been made of the American flag on this coast, and his great desire to obtain every information on the subject, and to use his utmost endeavours to put a stop to it.

3. In reply to the inquiry whether, at the time of his sailing from the United States, his Government had been aware of the extent to which this abuse had been carried on, and whether he had been sent by them to this southern part of the coast expressly in consequence of such knowledge, he said no, but that he had been dispatched by the American Commodore from the Cape Verdes, after a communication which the latter had had with Commodore Fanshawe.

4. Lieutenant Foote is the son of Governor Foote, formerly a distinguished member from Massachusetts in both Houses of Legislature, and Governor of that State. He expressed a desire to be made acquainted with every particular concerning a question in which, as he said, the honour and good faith of his country, no less than the interests of humanity, were so deeply engaged,—in order the better to enable him, in the report which he was preparing to make to his Government, to point out the mischief in all its bearings, and the most effectual mode of correcting it.

No. 75.

Her Majesty's Commissioner to Viscount Palmerston.—(Received July 6.)

My Lord,

Loanda, April 1, 1850.

1. I HAVE the honour to inform your Lordship that, at a meeting summoned by him on the 22nd ultimo, Her Majesty's Arbitrator informed the Mixed British and Portuguese Commission established in this city, that he had received your Lordship's permission to return to England for the recovery of his health,

and further, that in a letter addressed to its secretary, under yesterday's date, he notified to the Court that, being on that day about to embark for England, his functions as British Arbitrator in the above Commission ceased temporarily from that date, viz., 31st March, 1850.

2. In accordance with the instructions contained in your Lordship's despatch of 1st November, 1848, the place of British Arbitrator will not be filled until an occasion shall occur when the services of an acting arbitrator on the part of Her Majesty shall be required; consequently, all despatches addressed to your Lordship, and all other documents emanating from the British branch of the Mixed Commission will, unless when such excepted case may arise, bear no other signature than that of Her Majesty's Commissioner during the absence of Mr. Gabriel.

I have, &c.
(Signed) GEORGE JACKSON.

No. 76.

Her Majesty's Commissioner to Viscount Palmerston.—(Received July 6.)

My Lord,

Loanda, April 12, 1850.

1. I DID not fail to take the first opportunity of pressing on the attention of the Portuguese Acting Commissioner the subject of your Lordship's despatch of 11th June, 1849, addressed to Her Majesty's Commissioners, the receipt of which they had the honour of acknowledging in their despatch of this year.

2. I now beg leave to inclose herewith, for your Lordship's information, translated extracts of the minutes of the Court on the two occasions on which the mode of payment of the Marshal has been recently discussed, by which your Lordship will see, first, that, on the 23rd January last, I communicated to the Portuguese Acting Commissioner your Lordship's despatch, urging strongly on his consideration the purport of it for the immediate adoption of the Court, but that he declined, on that occasion, giving any immediate answer; secondly, that, not having received any on the 26th March, I again reverted to the subject, when he replied that, should any fresh case arise, he was prepared to continue the provisional arrangement agreed to by his late colleague in the case of the launch "*Fortuna*," which that Commissioner had reported to his Government at the time, but that he (the Acting Commissioner) could not take upon himself, without express authority from Lisbon, to give a decisive opinion on a point which forms no part either of the Treaty itself or of the Regulations for the guidance of the Commissioners appointed to carry it into effect.

3. On the 11th instant, there having been frequent arrivals from Lisbon of late, and no instructions announced from thence on this head, I again urged my Portuguese colleague to apply for specific instructions on the subject, which he promised to do without loss of time.

4. Your Lordship will be pleased to observe further, that the report made to the Lords Commissioners of Her Majesty's Treasury upon this subject by their Lordships' advising counsel, was submitted by me to the Portuguese Acting Commissioner, *in extenso*. And I trust you will be of opinion that I have done all in my power to fulfil your Lordship's instruction to Her Majesty's Commissioners, "that they should use their best endeavours to induce their Portuguese colleagues to acquiesce in the view of this matter taken by Her Majesty's Government, namely, that the Marshal should be remunerated by fees, instead of being remunerated by a fixed salary."

5. In conclusion, while I hesitate not to express my entire concurrence in the general view taken of this question in the report made to the Lords Commissioners of the Treasury by their Lordships' advising counsel, I may be allowed to observe, with reference to that paragraph in which that gentleman says "that it appears to him that the Commissioners have misunderstood the objects of the Treaty," that the circumstance of the Portuguese Naval Officers deriving no pecuniary benefit in case of condemnation, was never adduced by Her Majesty's Commissioners as a reason why these officers ought not to incur any expenses in case of restitution, but was pointed out merely as one of the causes which, in the absence of positive instructions from the Portuguese

Government, made it more difficult for the Commissioners on the part of Her Most Faithful Majesty to acquiesce in the system pursued at Sierra Leone with reference to the payment of a Marshal.

6. Further than this, I, for my part (and I believe I may say the same on the part of my colleague), had certainly no idea of going; and so far from contemplating any relaxation in the feature common to all the Treaties for the Abolition of the Slave Trade which fixes responsibility on the captors, I have ever deprecated the idea that their interest should be allowed the slightest weight in the decisions of the respective Commissions, in any question whatever on which they may be called upon to pronounce an opinion.

I have, &c.

(Signed) GEORGE JACKSON.

Inclosure 1 in No. 76.

Minute of Session of the Mixed Commission, March 26, 1850.

(Extract.) (Translation.)

THE British Commissioner presented a despatch from his Government, dated the 11th June, 1849, inclosing the copy of a report made to the Lords Commissioners of Her Britannic Majesty's Treasury, by their advising counsel, on the mode of payment of the Marshal, and ordering the British Commissioners to use their best endeavours to induce their Portuguese colleagues to acquiesce in the view of this matter taken by Her Britannic Majesty's Government; viz., that the Marshal should be remunerated by fees, instead of being remunerated by a fixed salary.

The British Commissioner on this occasion communicated the above report *in extenso* to his Portuguese colleague, urging him to take it into due and immediate consideration; to which he replied that he was ready to give it his best attention, but that he regretted he could not come to any decision upon it forthwith, inasmuch as not being aware of what the Commissioner on the part of Her Most Faithful Majesty had submitted to his Government on this subject, it was necessary for him to examine the correspondence that had taken place respecting it.

Inclosure 2 in No. 76.

Minute of Session of the Mixed Commission, January 23, 1850.

(Extract.) (Translation.)

THE British Commissioner, referring to the promise made to him by his colleague on the 23rd January, to examine into what had been submitted to his Government respecting the mode of paying the Marshal, inquired whether he (the Acting Portuguese Commissioner) was prepared to acquiesce in his (the British Commissioner's) proposal on this head, or to give a definitive answer respecting it; inasmuch as, since that date, several vessels had arrived from Lisbon: to which the Acting Portuguese Commissioner replied, that the late Portuguese Commissioner had written officially to his Government, submitting to their consideration and approval the system of payment of the Marshal which had been provisionally agreed upon between himself and the British Commissioner; but that up to this date no answer had been received, he (the Acting Portuguese Commissioner) therefore would not hesitate, on his part, should any new case arise, in adopting the provisional system above referred to for the payment of the Marshal, which he would again submit to his Government, deeming it impossible for him, without their special authority, to express a decisive opinion on a matter which is not expressed in the Treaty, and of which the Regulations for the Commissioners make no mention.

No. 77.

Her Majesty's Commissioner to Viscount Palmerston.—(Received July 6.)

My Lord,

Loanda, April 12, 1850.

I HAVE submitted to the consideration of the Acting Commissioner on the part of Her Most Faithful Majesty, the question which forms the subject of your Lordship's instruction of the 21st October last, relative to the extent of the duties of an Arbitrator, when once drawn; and I have the honour herewith to transmit, for your information, extracts in original and translation from the minutes of the Court on the 27th and 30th March and 11th instant, by which your Lordship will see that the Portuguese Acting Commissioner on this, as on every other occasion, declines to take upon himself any responsibility, and appears to have made up his mind to wait in every case for instructions, before he will agree definitively to any arrangement proposed to him.

I have, &c.

(Signed) GEORGE JACKSON.

Inclosure 1 in No. 77.

Minute of Session of the Mixed Commission, March 27, 1850.

(Extract.)
(Translation.)

THE British Commissioner stated that, having informed his Government of what had occurred relative to the drawing the name of an Arbitrator by lot, on the different occasions on which a diversity of opinion occurred between the respective Commissioners in the course of the process of the Portuguese brig "*Galianna*," he had been instructed in reply, that he had not pursued a right course in drawing lots for an Arbitrator after the Portuguese Arbitrator had once been chosen to act in the case, and that he, the British Commissioner, should be guided by the rule laid down in the report of the King's Advocate, as communicated to His Majesty's Commissioners at Rio de Janeiro, under date the 4th July, 1831; viz., that the Commissioner of Arbitration having been once chosen in a particular case, is the proper person to whom all subsequent matters of dispute in the same case ought to be referred. This report of the King's Advocate the British Commissioner submitted to his colleague; adding, that the Minister of Her Britannic Majesty at Lisbon had received orders to request that corresponding instructions might be issued to the Portuguese Commissioners, and proposed that the Commission should forthwith adopt the same for their future rule and guidance; to which the Acting Portuguese Commissioner replied that he would take the proposal of his colleague into due consideration.

Inclosure 2 in No. 77.

Minute of Session of the Mixed Commission, March 30, 1850.

(Extract.)
(Translation.)

THE Portuguese Acting Commissioner said, that having paid every consideration and attention to the proposal made by his colleague the British Commissioner, in the sitting of the 27th instant, that he should forthwith adopt the rule, that an Arbitrator once chosen is the proper person to whom all subsequent matters in dispute in the same case should be submitted—a proposal which he, the British Commissioner, grounded on the despatch from his Government, and the opinion of the Law Officer of the Crown therein inclosed—now offers to the consideration of his colleague the following observations:—

1st. That this proposal being of a nature to fix as an invariable rule a point which is not mentioned in the Treaty, it appears to him, the Acting Commissioner, that the concurrence of the two Governments is necessary in order to establish a system reciprocally and permanently obligatory on the Commission, and parties coming before it.

This may be inferred from the despatch itself from Her Britannic Majesty's Government, wherein it is said that orders have been sent to its Minister at Lisbon to request that corresponding instructions may be issued to the Portuguese members of the Commission.

2nd. That up to this date, he, the Acting Commissioner, had received no instructions whatever on this head; but that, considering the time that had elapsed since the British Government had issued the aforesaid orders to its Minister at Lisbon, such instructions might be expected shortly.

3rd. Finally, that this being a matter of opinion, he, the Acting Commissioner, considered that to establish a positive rule on this head, would be to exceed the authority which the Treaty gave him, and that any one who might eventually succeed him, might be justified in entertaining a different opinion, and in withholding his assent to such rule. He, the Acting Commissioner, therefore, requested his colleague, on consideration of what he had now submitted, to suspend his proposal till such time as instructions might arrive from the Government of Her Most Faithful Majesty on this point; assuring his colleague that if in the meantime any case should arise for adjudication, he would be ready, urged by a necessity which does not now exist, to declare, before proceedings should be instituted, his opinion respecting the mode of proceeding to be followed by the Commission in such a case.

Inclosure 3 in No. 77.

Minute of Session of the Mixed Commission, April 11, 1850.

(Extract.)
(Translation.)

WITH reference to the sitting of the 30th March, he, the British Commissioner, stated that the orders received from his Government, concerning the rule with respect to an Arbitrator, once chosen, were so positive, that he regretted he could not acquiesce in the request of his colleague to suspend the proposal he had made to him on this head, which he was the less able to do, as the answer he had returned only committed him, the Acting Commissioner, to give his opinion as to the mode of proceeding which it might be proper for the Commission to pursue should any new case arise. He deemed it necessary to make this declaration, it being impossible for him, should any such arise, to follow any other rule than that established by the instructions of his Government on this point, and that it would be for his colleague to use his own discretion as to the proper time to declare definitively his views on this subject.

No. 78.

Her Majesty's Commissioner to Viscount Palmerston.—(Received July 6.)

My Lord,

Loanda, April 15, 1850.

I HAVE the honour to inclose herewith, for your Lordship's information, the copy of a letter addressed by the Honourable Captain Hastings to the Registrar of the Court of Mixed Commission, together with a translated extract from its minutes, on occasion of the same being laid before it; declaring that it could not take cognizance of a representation directed against a final sentence already pronounced by the Court.

I have, &c.
(Signed) GEORGE JACKSON.

 Inclosure 1 in No. 78.
Captain the Honourable G. F. Hastings to the Secretary of the Mixed Commission.

Sir,

"Cyclops," Loanda, April 5, 1850.

I BEG to inclose you a copy of a semi-official communication signed by the British Commissioner, forwarded to me by Arthur Fanshawe, Esq., British Commodore and Commander-in-chief of Her Britannic Majesty's ships and vessels employed on the west coast of Africa.

In transmitting this semi-official communication for the information of the Mixed Commission, which will explain my reason for now addressing you, I would beg to observe, that from the very small number of vessels under my orders, and the important duties I have to perform in suppressing the Slave Trade, prevents my attending in person before the Court, as requested by the British Commissioner, without the express sanction of my Commander-in-chief, and further, as I have no person under my command who understands the Portuguese language sufficiently well to attend in my behalf, nor have I been enabled to obtain any resident in this province to whom I could commit the case. I am necessarily compelled to refrain from making any further objections against sentence being passed touching the indemnities to be awarded on this occasion, than those already stated in my protest, dated the 19th October, 1849, on the occasion of my defraying the expenses incurred by the Court in bringing the "*Galianna*" to trial, save and except that the owner of the aforesaid vessel, Antonio Felix de Souza, is a son of the late M. de Souza, better known by the name of Charchar, resident for many years at Whydah, in the Bights of Benin, whose sole occupation and trade there was, it is notorious, that of a slave-dealer, assisted by his sons: that Antonio Felix de Souza, who appeared as the owner of the "*Galianna*," cannot prove himself to be a Portuguese subject; and that, although the "*Galianna*" was sailing under the Portuguese flag, and with Portuguese papers, the crew were mostly Brazilians, and therefore not entitled to Portuguese protection.

I would respectfully urge upon the Court, before awarding the indemnities prayed for, that they should receive further proof of the owner of the "*Galianna*" being a Portuguese subject, as the Treaty between Great Britain and Portugal awards indemnities only to known subjects of those countries whose vessels may have been illegally detained by the cruisers.

I purpose transmitting a copy of this letter to the British Commander-in-chief, requesting him to lay the same before the British Government, for their consideration; and therefore I leave, with this statement, the settlement of the matter in the hands of the Mixed Commission Court established in this city.

I trust the Commissioners will hold me excused, for the reasons before stated, in not attending in person before their Court.

I have, &c.
(Signed) GEO. F. HASTINGS.

 Inclosure 2 in No. 78.
Minute of Session of the Mixed Commission, July 11, 1849.

(Translation.)

THE Secretary laid before the Commissioners a letter dated the 5th instant, which he had received from the Honourable Captain George Fowler Hastings, of Her Britannic Majesty's steam-frigate "*Cyclops*," in which, referring to a semi-official communication of the British Commissioner, which he had received through the medium of Commodore Fanshawe, Commander-in-chief of the British Naval Forces on this coast, he submits to the consideration of the Court certain observations with a view to oppose the concession of indemnities to the Portuguese brig "*Galianna*," when, after a declaration on the part of the British Commissioner, that the communication in question was made by him solely in his individual capacity of British Commissioner (as may be seen by reference to the same), and not in the name of the Court; and further, that he had not requested the attendance of the captor before the Court, the Court determined that it could not take cognizance of such observations, relating, as they did, to a matter already decided by the sentence which restored the brig "*Galianna*."

No. 79.

Her Majesty's Commissioner to Viscount Palmerston.—(Received July 15.)

My Lord,

Loanda, April 1, 1850.

I HAVE the honour to inform your Lordship that in a recent conversation with the Governor-General of this province, his Excellency informed me, in answer to a question put to him by me, that the vessel which formed the subject of the despatch of Her Majesty's Commissioners of the 10th October last, the "*Joaquina*," formerly the "*Etna*," not having re-appeared in this port within the given time allowed for her passage to the South and back, the securities had been called upon for the amount of their bond, and that they had paid the sum of 3 contos, or between 500*l.* and 600*l.*

2. I mentioned, as a matter of public notoriety, that this vessel, on leaving this port for the last time in October, had shipped a cargo of slaves, which she is known to have landed safely in the Brazils; but his Excellency professed entire ignorance of that fact, and declined to give me any further particulars relating to the bond which had been entered into for her return to this port, beyond the admission that it had been forfeited and the money paid.

3. The bond in question was given, not under the provisions of the Decree of the 10th December, 1836, but in virtue of a regulation established by the late Governor-General, Captain da Cunha, for the purpose of keeping a stricter watch over coasting vessels, and was given in the Secretary-General's Office; whereas the bond required in fulfilment of that decree is passed in the custom-house, and is exacted in the case of ships clearing out for a foreign port.

4. An unusual circumstance lately occurred with regard to a vessel of this description, and which is said to have been captured by one of Her Majesty's cruisers.

5. The "*Alipede*," a Portuguese brigantine, sailed hence for Bahia in the month of May, and on her arrival at that place returned the bond under which she had left this port to the collector of the customs here, in order to its being cancelled.

6. Under what circumstances she commenced her subsequent voyage from Bahia, and whether or no she changed, or pretended to change owners—a supposition put forward to account for the return of the bond—was not at first stated; but I have since heard that a certificate from the Portuguese Consul at that port of a transfer having been made has been forwarded, though into what hands the vessel passed does not appear.

I have, &c.
(Signed) GEORGE JACKSON.

No. 80.

Her Majesty's Commissioner to Viscount Palmerston.—(Received July 15.)

(Extract.)

Loanda, April 1, 1850.

1. I HAVE the honour to acquaint your Lordship that the Juiz de Direito informs me that the sentence pronounced by him in the case of the "*Aurora*," as well as that passed on the crew of the launch "*Fortuna*," the one reported in the despatch of Her Majesty's Commissioners, October 25, 1848, the other in their despatch of January 22, 1849, have been on appeal to Lisbon, returned to him with orders to recommence proceedings in those several cases, on account of certain informalities which appeared on the face of them.

2. These are in themselves trivial, and in no wise affect the merits of the case as regards Slave Traffic, and are of interest only as showing the practical effect which the course now enjoined on the legal authorities here (as reported in the despatch of Her Majesty's Commissioners of June 3, 1848), has in subjecting slave-traffickers to a heavy punishment far more severely felt by them than would be any pecuniary mulct whatever.

3. In the case of the launch "*Fortuna*," in which the sentence is now for the second time appealed against, this falls on individuals, Cabenda men, who,

from their native habits, ignorance and dependence on their employers, are perhaps less deserving of aggravated punishment; but it reaches also in the case of the "*Aurora*" two white men, who for the last two years have been deprived of their liberty, and who will now, even though they be again acquitted, continue to be so deprived till a further appeal to Lisbon shall be decided.

4. Proceedings also are in course against the crew of the "*Esperanza*," captured last autumn by a Portuguese cruizer, and whose confinement must necessarily be a protracted one, whatever may be the sentence pronounced in this case.

5. In this vessel some individuals were embarked who, having been captured by one of Her Majesty's cruizers and landed on the coast, reckoned on a ready passage back to the Brazils, and who are thus subjected to the same lengthened imprisonment.

6. The bitter complaints and remonstrances these persons are constantly addressing to the Juiz de Direito show how heavily they feel this, and if only the system of letting such prisoners be at large on bail were done away with, and a close imprisonment enforced, the measures pursued by the Portuguese Government against those engaged in Slave Traffic when once a capture is made, would prove, there can be little doubt, very efficient; the misfortune is that the captures are so few.

7. Could all taken by British cruizers be dealt with in the same way, more would be done to deter men from entering on Slave Trade voyages than, perhaps, by any other measure which could be devised.

8. But on this and every other particular connected with the question of Slave Trade, your Lordship will have the opportunity of deriving the fullest information personally from my colleague Mr. Gabriel, than whom it would be difficult perhaps to find any one more competent from his long acquaintance with and residence on the coast, and the attention he has paid to the subject in all its bearings, to give Her Majesty's Government a clearer insight into the whole question as it now presents itself.

No. 81.

Her Majesty's Commissioner to Viscount Palmerston.—(Received July 15.)

My Lord,

Loanda, April 1, 1850.

1. THE last arrival from Lisbon brought the account of the reappointment of the present Governor of Benguela for a further term of three years after the termination of the period of service for which he holds his present Governorship.

2. Your Lordship may probably be already informed of this circumstance, but the wording of the decree, still more than the nomination itself, appears so remarkable, and has excited so much attention among those in whose memories the recollection of what occurred last autumn with respect to the United States' brig "*Imogen*" is still fresh, that I have thought it right to transmit to your Lordship a copy of it, as it appeared in this "*Boletim*," with a free translation of the same for your information, in case it should not have been previously brought under your notice.

4. The news of this appointment is still more inopportune at this moment, from the circumstance of the recent capture by Her Majesty's brig "*Waterwitch*," of a vessel with a large cargo of slaves on board, shipped, it is said, in the vicinity of Benguela.

I have, &c.

(Signed) GEORGE JACKSON.

Inclosure in No. 81.

Royal Decree.

(Translation.)

Palace of the Necessidades, November 17, 1849.

TAKING into consideration the proposal submitted to me by the Governôr-General of Angola, in his despatch of August last, setting forth the good services performed by Francisco Tavares d'Almeida, in his character of Governor of Benguela, to which office I was pleased to appoint him

in 1848; and in the hope that he will not decline to continue to be useful to his country, by rendering similar services in the aforesaid Government, I have been pleased to promote him to the rank of Lieutenant-Colonel, on condition that he continue in the Government of Benguela for three years longer after the expiration of the term of his present appointment, reckoned from the date of his landing at Loanda.

(Signed)

THE QUEEN.
THE VISCONDE DE CASTELLOES.

No. 82.

Her Majesty's Commissioner to Viscount Palmerston.—(Received July 15.)

My Lord,

Loanda, April 1, 1850.

I HAVE the honour to inclose herewith a copy of the report made by the Curator of Liberated Negroes to the Board of Superintendence, for the quarter ended on the 31st March, 1850, from which your Lordship will see that the condition of the twenty negroes subject to his inspection continues to be as satisfactory as at the date of his previous report.

I have, &c.

(Signed) GEORGE JACKSON.

Inclosure in No. 82.

Report of the Curator of Liberated Africans.

(Translation.)

St. Paul de Loanda, April 1, 1850.

THE Curator of Liberated Negroes has the honour to report to the Board of Superintendence for the said negroes, that having visited several times in the course of the first quarter of the present year the twenty negroes confided to the partners Valentine Jozé Pereira and Antonio Jozé Lopez Sociro, he found,—

1st. That these twenty negroes were well treated.

2nd. That fifteen of them, viz.,—

Felix Calombe,
Jorge Moonge,
Pedro de Quiçama,
Marcos Ganga,
Vicente,
Lourenço Miluange,
Elizio,
Eusebio Catraio,

André,
Jacintho Ganga,
Matheus,
Alvaro Bange,
Sebastino do Congo,
Germano Dalla,
Sebastino de Canandula,

continued employed in the erection of a soap manufactory.

3rd. That the liberto Thimoteo Calecute was being treated for incidental sickness.

4th. That the libertos João de Ambaca and João de Calanda were learning with advantage the trade of stone-masons.

5th. That the liberto Pedro de Loando continued to work as a cooper.

6th. That the liberto Agostinho Cacullo was employed as gardener.

7th. Finally, that the general behaviour of the said libertos was good.

(Signed)

GUILHERME CYPRIANO DEMONY,

Curator.

No. 83.

Her Majesty's Commissioner to Viscount Palmerston.—(Received August 27.)

My Lord,

Loanda, June 15, 1850.

1. I HAVE just heard that a vessel sails hence to-morrow for Lisbon; she is, however, considered to be so dull a sailer, that I should not, under ordinary circumstances, have thought of writing by her, but should have waited for a Government ship, which is to be dispatched in a few days.

2. But lest by chance a rumour should reach your Lordship, through any other channel, of what has recently occurred in the affairs of this Mixed Commission, I think it right, in anticipation of my more detailed report, to inform you that, on the 4th instant, I received a letter from Dr. Catella (of whose

resignation of the office of Commissioner your Lordship was informed in the despatch of Her Majesty's Commissioners of 16th June, 1849), of which I have the honour to inclose herewith a translated copy, together with a copy of the answer which I lost no time in returning to it.

3. This has led to a lengthened correspondence between Dr. Catella, the Arbitrator on the part of Her Most Faithful Majesty, and myself, which I shall have the honour to lay before your Lordship by the next opportunity.

4. By the present there is not time to do more than state the result in a few words, viz., that Dr. Catella, who has received no fresh diploma from his Government to warrant him (as I conceive) in resuming the functions of Portuguese Commissioner, insists on doing so; that, in the absence of such documents, I have refused to recognize him as a member of the Commission; and that the Arbitrator on the part of Her Most Faithful Majesty adopting the view of the matter taken by Dr. Catella, and declining to continue to serve as Acting Commissioner, the business of the Commission, which, at the moment I received the above communication from Dr. Catella, was engaged in the discussion of the indemnities to be awarded in the case of the "*Galianna*," is at a complete stand-still.

I have, &c.
(Signed) GEORGE JACKSON.

Inclosure 1 in No. 83.

Dr. Catella to Her Majesty's Commissioner.

(Translation.)

Sir,

Loanda, June 4, 1850.

I HAVE the honour to transmit to you the inclosed extract of a despatch from his Excellency the Minister of Foreign Affairs, acquainting me of the resolution taken by Her Majesty's Government, that I and the Portuguese Arbitrator should continue to hold the posts to which we were appointed, of Commissioner and Arbitrator in the Mixed British and Portuguese Commission, of which you are a worthy member.

I have to acquaint you, therefore, that in virtue of this flattering resolution on the part of Her Majesty's Government, it becomes my duty, and I am about to continue in the exercise of the functions of my office as Commissioner on the part of Her Most Faithful Majesty in the said Mixed Commission.

Receive, &c.
(Signed) EUSEBIO CATELLA DE LEMOS PINHEIRO FALCAO,
Commissioner of Her Most Faithful Majesty.

Inclosure 2 in No. 83.

Count Tojal to Dr. Catella.

(Translation.)

(Extract.)

February 6, 1850.

HER Majesty's Government taking into consideration the inconvenience which would result to the service, and the impossibility of carrying it on, unless the reduction which the Legislative Body had made in the salaries of the Portuguese functionaries serving in that Mixed Commission, were not reconsidered, have determined to propose, in the estimates for the financial year 1850-51, which will soon be discussed in the Cortes, that the amount of salary originally voted for that Commission be re-established, in order that the said functionaries might be able duly to maintain themselves, and to meet the expenses necessarily belonging to their offices. In consequence, therefore, of this proposal, I have determined not to submit to Her Majesty the Queen the petition of yourself and the Portuguese Arbitrator, that she should be pleased to accept the resignation of the situations which you fill in that Mixed Commission; because it is to be expected that you and the aforesaid Arbitrator, reconsidering the circumstances which gave rise to that petition, will continue to discharge the duties of those offices which Her Majesty's Government recognize to have been well-fulfilled by you. You will therefore take cognizance of this resolution of Her Majesty's Government, and make the same known to the Portuguese Arbitrator in that Mixed Commission.

Inclosure 3 in No. 83.

Her Majesty's Commissioner to Dr. Catella.

Sir.

Loanda, June 5, 1850.

I HAVE the honour to acknowledge the receipt of an official letter from you, dated the 4th instant, inclosing an extract of a despatch of the 6th February last, addressed by his Excellency the Conde do Tojal, Minister for Foreign Affairs, to the Commissioner on the part of Her Most Faithful Majesty in the Mixed Commission established in this city, the Senhor Eusebio Catella de Lemos Pinheiro Falcão.

In this extract, after certain observations touching the salaries of the Portuguese members of this Mixed Commission, on which I, as British Commissioner, have no remark to make, his Excellency the Minister for Foreign Affairs proceeds to say, that (for the reasons given in those observations) he had not laid before Her Majesty the Queen your prayer and that of the Portuguese Arbitrator, that she would be graciously pleased to accept your respective resignations of the offices you severally hold in this Commission; because it was to be expected that both you and the aforesaid Arbitrator would, on reconsideration, continue to discharge those offices.

In transmitting to me this determination on the part of the Government of Her Most Faithful Majesty, you intimate to me that it becomes your duty, in virtue thereof, to continue in the exercise of the functions of your post of Commissioner on the part of Her Most Faithful Majesty in this Mixed Commission, and that you propose at once to do so.

Had the step taken by you, Sir, last year, been confined, as was that of the Portuguese Arbitrator, to praying to be allowed to resign your office, I should have had no other task to perform, on receiving this communication from you, than the very grateful one of welcoming the return of a colleague from whose talents and experience the Mixed Commission has already derived so much benefit; but having forwarded to Her Majesty's Government a copy of the despatch which you addressed to that of Her Most Faithful Majesty under date the 13th June, 1849, and which you were pleased to communicate officially to Her Majesty's Commissioners here established for their information, in your letter to them of the same date, it becomes my duty to request you will have the goodness to inform me whether you have been furnished on this occasion, by your Government, with a new commission or diploma, reappointing you, with the usual formalities, to the office of Commissioner on the part of Her Most Faithful Majesty; because, after the several formal acts practised by you last year, it appears to me (and I can hardly doubt that you yourself, as a professional man, will, on consideration, be of the same opinion) that without such a document, accompanied by your taking afresh the oath prescribed by Article I of Annex B, any decision of the British and Portuguese Court of Mixed Commission bearing your signature as a member thereof, would be null and void.

I have, &c.
(Signed) GEO. JACKSON.

No. 84.

Her Majesty's Commissioner to Viscount Palmerston.—(Received September 16.)

(Extract.)

Loanda, June 17, 1850.

1. HER Majesty's Commissioners had the honour, in their despatch of 30th March last, to inform your Lordship of the arrival at this port of the United States' brig "Perry," Lieutenant Foote, commanding, who gave us reason to expect that he would shortly be followed by one or more other American men-of-war.

2. Accordingly, in the month of April, the corvette "John Adams," Commander Powell, arrived here, and I had the satisfaction to hear confirmed by him, the statement previously made to me by Lieutenant Foote, of the regret and dissatisfaction with which the intelligence of the prostitution of the American flag for Slave Trade purposes would be received in the United States.

3. At the same time it was evident, from what he said, that the great length to which that abuse had proceeded was but imperfectly known at the time when these vessels left the United States.

4. The "John Adams" did not make a long stay in this port, and, soon after she left it captured the brigantine "*Excellent*."

5. This vessel Commander Powell dispatched immediately to the United States, under charge of a lieutenant and a strong crew.

6. This officer put the master and mate, who appeared desperate characters, and were overheard holding threatening language, in irons, as soon as they parted company.

7. The "*Excellent*" is a very small and old vessel, so that the traffickers will have lost little by her capture, which is chiefly important, as being the first

blow struck, for some time past, by the Americans themselves against this abuse of their flag; but the long interval which has elapsed since any opportunity has occurred for writing to Europe, affords me also the satisfaction of having to acquaint your Lordship, in this same despatch, with the capture, on the 6th instant, by the United States' brig "Perry," of a large American ship (formerly a Liverpool packet) called the "Martha," the particulars of which, as obligingly furnished to me by Commander Foote, are as follows:

8. "On the 6th instant, off Ambriz, a little to the southward, fell in with and captured the American ship 'Martha,' of New York, which was commanded by Captain Merrill, of Topsham, Maine; said ship professed to have no papers or log—had slave-deck ready for being laid—iron bars and the necessary wood-work for receiving slaves—farinha, water, beans, &c., for a large slave cargo; also 400 wooden spoons and pails, with extra galley for slave accommodation. Captain acknowledged he would that night have taken off 1500 slaves."

9. By this memorandum your Lordship will observe that the captain of the "Martha" professed to have no papers of any kind when taken, nor indeed were any ship's papers found; but a writing-desk, which had been thrown over-board, fortunately got detached from the shot which had been appended to it, and was thus recovered.

10. From its contents, the "Martha" appears to have been the property chiefly of the American house of Clapp, at Rio de Janeiro, whence she had only just arrived on this coast, and that the captain, according to a written agreement found in the desk, was to receive 100 dollars a-month, and 5 per cent. on "the lay."

11. Her crew consisted of thirty-seven men, all armed with muskets; and the captain declared to Commander Foote that he had come fully determined to resist every attempt at capture, should the force brought against him be such as to afford a chance of successful resistance.

12. Commander Foote supposes the "Martha" to be upwards of 600 tons, and describes her appearance to be more like a large man-of-war, both from her painted port-holes and rigging, than that of a merchant-ship.

13. Commander Foote sent two lieutenants (the only ones belonging to the brig) in charge of the "Martha" to New York, the morning after her capture, with every soul on board, and everything exactly in the state in which he found her.

14. There appeared to be three captains engaged in the service of this vessel, a Brazilian and a Portuguese, besides the American, and the crew were a motley medley of almost all nations.

15. The former begged very hard to be allowed to land, according to the practice, they said, always pursued by British captors; but Commander Foote would not listen to them; and I cannot but anticipate the best results from these captures, and that the intelligence of what has occurred, when it reaches the Brazils, will go far to put a stop to such speculations on the part of American citizens in future.

16. The "Perry" sailed last week to cruize to the south, the "John Adams" having previously proceeded in quest of the American Commodore, who, they say, may shortly be expected here from the Cape de Verdes.

No. 85.

Her Majesty's Commissioner to Viscount Palmerston.—(Received September 16.)

My Lord,

Loanda, June 20, 1850.

1. BEGGING reference to the account of what had recently occurred here, given in my despatch of the 15th instant, touching the pretension of Dr. Catella to resume his office of Portuguese Commissioner in the Mixed British and Portuguese Commission, without having received any new diploma from his Government, or taking the oath afresh, I have to state that a merchant-vessel, which left Lisbon early in March, arrived here on the 1st instant, bringing the despatch from Conde do Tojal to Dr. Catella, a translated extract from which was inclosed in my before-mentioned despatch, which document, together with

the letter from Dr. Catella covering the same, I have now the honour to subjoin in the original.

2. Two days afterwards Dr. Catella called and announced to me formally his receipt of such instructions, promising to forward a copy of them for my information, and pressing me, in consequence, to name an early day for the meeting of the Court.

3. To this he added, as a further motive, apparently to induce me to agree to his proposal without delay, that he had also received a communication from his Government, which he was the more desirous of losing no time in making to the Court, as it conveyed their acquiescence in an application which had been addressed to them by that of Her Majesty through the British Mission at Lisbon.

4. This communication, to which he alludes directly in his letter of the 7th, had reference, he said, to the question of the extent of the duties of an Arbitrator, when once drawn.

5. It being very doubtful to me whether Dr. Catella had received, together with these instructions, a new diploma, which could alone, as I conceived, enable him to carry them into effect, I received this overture with more caution than he seemed prepared to expect; simply assuring him that, on the receipt of his promised communication, I would lose no time in giving it my best attention.

6. On the 4th, he sent me the letter of that date, which, together with my reply thereto, is already before your Lordship; and I have the honour to inclose herewith, in original and translation, copies of the further letters which passed between us.

7. In the last letter from Dr. Catella, your Lordship will take notice, he incloses a formal protest, not only against my acts, but against whatever acts may be practised by the Mixed Commission without his concurrence and authority; and further, against the suspension and failure of decision in the business which may be now actually before it, or which may in future be brought before it for consideration and adjudication.

8. This protest, though retained in my hands, from a feeling which I trust your Lordship will approve, I have virtually rejected.

9. It remains for me to lay before your Lordship, and to explain the further correspondence alluded to in my despatch of the 15th instant, which I have held with the Portuguese Arbitrator, Senhor G. C. Demony, on this occasion. Your Lordship will find it in the annexed inclosures, in original and translation.

10. My letter to Senhor Demony of the 12th was followed by a long reply, with much of which it is unnecessary to trouble your Lordship, being partly of a personal nature, in exculpation of his having returned me my letter unopened, and partly a mere repetition of previous and undisputed statements.

11. But I should not omit to transcribe one or two of the passages which this reply contains; as, for example:

“I respected my duties, and that respect it is which rendered it impossible for me to open and take cognizance of an official letter expressly addressed to me as exercising functions which belong to another, and which I can only exercise in conformity with certain stipulations of the Treaty which had (have) not arisen; otherwise, I should by an act of my own recognize myself as holding the office of Commissioner, in manifest contravention of Article X.”

And again:

“To take cognizance of the letter addressed to me, would be to promote a conflict with the Commissioner of Her Most Faithful Majesty, and anarchy in the respective functions of the members of the Commission.”

He further tells me that, not being Acting Commissioner, there appears to be no foundation for the protest against him; and that, for the same reason, he doubts the propriety of holding correspondence with me on business which concerns the Commissioners; and concludes by saying that he had done so from deference to me as a functionary of Her Britannic Majesty, and that, on this account, he trusted his own Government would excuse his proceeding.

12. To this last letter I only returned one of civil acknowledgment.

13. I am not aware, my Lord, that I can add anything material in elucidation of this case, or which may further tend to assist you in forming your judgment upon it.

14. It was my object, in discussing the matter with Dr. Catella, not to travel out of the records of the Commission, or I might have adduced, in corroboration of my argument, the fact that, simultaneously with his abandonment of his functions as Commissioner in the Mixed Commission, Dr. Catella ceased to sit in the Prize Court, of which his office of Commissioner in the former alone constituted him a member, conformably to the first paragraph of Article I of the Decree of the 14th September, 1844; and that in two subsequent sentences pronounced by the Court of Prizes, the one on the "*Esperanza*," the other on the cutter "*Graciosa*," the sentence was signed by the Secretary, as a member of the Court, in default of the Commissioner in the Mixed Commission, according to the provisions of Article III of the same decree, as may be seen by reference to the inclosure in the several despatches of Her Majesty's Commissioners, of the 2nd July and of 22nd October, 1849.

15. With regard to the invitation I addressed to the Portuguese Arbitrator as effective Acting Commissioner, and to the protest by which I made him responsible, upon his refusal to be considered and to act as such, it seems to me to have been the only course open to me, and that I have not the means at present of carrying the matter any further.

16. It occurred to me, for a moment, that I might ground an application to the Governor, on the third section of Article X of Annex B, as the highest civil authority in this Portuguese possession; but, upon a careful consideration of the wording of that section, the actual existence of a Portuguese Arbitrator on the spot ready and willing to act as such, save only in the present exceptional case, seems to be an insurmountable impediment to such an application; and to make any appeal to his Excellency on any other ground would, I think, be liable to many objections.

17. I must therefore be content to leave things as they are, and wait your Lordship's better judgment to confirm or disavow my proceedings.

18. I feel the full force of the responsibility I have incurred by them, and the very great importance which the suspension of the very existence, I may say, of the Commission carries with it, both on general principles and with reference to the business now pending before it; but I have not arrived at the conclusion I have formed without giving the subject the maturest reflection I am capable of, and, if I have erred, I can only pray your Lordship's indulgent consideration, as well of my judgment as of my intentions.

19. In the foregoing statement I have not, I believe, omitted any of the essentials of the question, which in fact lies in a very narrow compass; but I ought not, perhaps, to conclude this despatch without adverting to the contradiction into which Dr. Catella has been betrayed, and which will not escape your Lordship, on the perusal of his letter of the 10th instant compared with the contents of those which preceded it, viz., that whereas he had before declared and proved that his resignation of his office as Commissioner had not been presented to his Sovereign, he, in his letter of the 10th says, that Her Majesty, in the exercise of one of the prerogatives of her sovereignty—that of nominating, retaining, and dismissing her public servants—had resolved that he should continue to hold that office.

20. This fast and loose mode of argument pervades the whole of his correspondence; but as the discrepancy does not affect the general merits of the question, I refrained from pointing to it in my reply, not to aggravate the excitement under which he so evidently writes, nor provoke a continuance of that too supercilious tone in which he has met my representations on this occasion, and which is scarcely compatible with what might, under the circumstances, have been expected from him.

I have, &c.
(Signed) GEORGE JACKSON.

Inclosure 1 in No. 85.

Dr. Catella to Her Majesty's Commissioner.

(Translation.)

Sir,

Loanda, June 4, 1850.

I HAVE the honour to transmit to you the accompanying extract from a despatch of his Excellency the Minister and Secretary of State for Foreign Affairs, in which he communicates to me the resolution taken by Her Majesty's Government, to the effect that I and the Portuguese Arbi-

CLASS A.

tration shall remain in the exercise of the offices which have been conferred upon us, of Commissioner and Arbitrator of the Mixed Portuguese and British Commission, of which you are a most worthy member.

I further inform you that by virtue of the above honoured resolution of Her Majesty's Government, it is incumbent upon me to continue, as I intend to do, in the exercise of the duties of my office of Commissioner of Her Most Faithful Majesty in the above-mentioned Mixed Commission.

Receive, &c.
(Signed) EUSEBIO CATELLA DE LEMOS PINHEIRO FALCAO,
Her Most Faithful Majesty's Commissioner.

Inclosure 2 in No. 85.

Count Tojal to Dr. Catella.

(Extract.)

February 6, 1850.

HER Majesty's Government, in consideration of the inconvenience which would result to the service, and the impossibility of continuing the same, without reconsidering the reduction made by the Legislative Body in the salaries of the Portuguese functionaries employed in the Mixed Commission, resolved to propose in the estimates for the official year 1850-51, which is shortly to be discussed in Cortes, that the former amount of salaries voted for the said Commission shall be again established, in order that the said functionaries may be able to maintain themselves properly, and to meet the expenses required by their office. In view, therefore, of this proposition, I have resolved not to present your petition and that of the Portuguese Arbitrator to Her Majesty the Queen, to permit you to resign the offices which you occupy in the Mixed Commission, because I hope that yourself and the said Arbitrator, reconsidering the circumstances in which the petition was made, will continue to exercise those offices, your faithful discharge of which is recognized by Her Majesty's Government. You will therefore take cognizance of this resolution of Her Majesty's Government, and communicate the same to the Portuguese Arbitrator of the Mixed Commission.

Inclosure 3 in No. 85.

Dr. Catella to Her Majesty's Commissioner.

(Translation.)

Sir,

Loanda, June 7, 1850.

I HAD the honour to receive yesterday the letter which you forwarded to me under date the 5th instant, in reply to that addressed to you by me on the 4th.

In that letter you beg that I will acquaint you whether I have received a new diploma from Her Majesty's Government, which may reinstate me with the usual formalities in the office of Commissioner on the part of Her Majesty, and you ground that request on its appearing to you (notwithstanding you refer to my letter of 13th June of the past year addressed to my Government) that after the formal acts practised by me in that year, and without my presenting such a document, accompanied by my previously taking the oath afresh, in conformity with Article I of Annex B to the Treaty of July 3, 1842, any decision of the Mixed Portuguese and British Commission, bearing my signature as a member thereof, would be null and void.

In reply, therefore, to your letter, it is my duty to state to you, that when on the 13th June last year I was induced to resign the post of Commissioner on the part of Her Most Faithful Majesty, I addressed myself to my Government, laid before it the reasons which I then had to make it impossible for me to continue in the discharge of those functions, and solicited that my Government would be pleased to accept my resignation, and to exculpate me before the throne of my Sovereign, whose pardon I implored.

Of this you were faithfully made acquainted, for you received from me an exact copy of the despatch which for this purpose I addressed to Her Majesty's Government.

It is certain, therefore, that I being invested with the office of Commissioner of Her Majesty, by her royal decree of appointment, supposed, as was just and necessary at the time of my resigning and suspending the exercise of the functions of that post, that Her Majesty's Government, to whose deliberation I submitted myself as it became me, would have accepted my resignation, which required to be sanctioned by another decree revoking the former to make my resignation a legitimate one, in order to my being exonerated and dismissed from the said office.

At the moment that I was expecting that my resignation so presented would be accepted and approved, I received a despatch from Her Majesty's Government, in which, as you will have seen from the extract of the same which I transmitted to you, Her Majesty's Government not only tells me that they had not submitted my petition to Her Majesty, but also that having removed the only cause which led me to make it, it was to be expected that I should continue to serve in that office.

Under these circumstances it becomes obvious—

1st. That the Royal Decree of my appointment subsists in full force.

2ndly. That the resignation which I was desirous of making was neither accepted nor sanctioned by Her Majesty.

3rdly. That as long as Her Majesty shall not revoke by another decree that of my appointment of nomination to the post of Commissioner, which Her Majesty was pleased to confer upon me, to no one is it competent to doubt that I am the Commissioner on the part of Her Majesty lawfully authorized to act as such in the Mixed Portuguese and British Commission, whose acts will be valid and respected as such by all, when once they have my signature affixed, and that of any other Commissioner as legitimate and as fully authorized as myself.

4thly and finally. That the implicit censure cast by you, if not on Her Majesty's Government

for not having furnished me with a diploma, at least on myself, who without such document, and without taking the oath afresh, declared officially that I was about to proceed to continue in the functions of my office, is unjust.

I much lament that you should in your letter have refused me the title and consideration of Commissioner on the part of Her Most Faithful Majesty, seeing that the Government of Her aforesaid Majesty has just considered and treated me as such.

Feeling certain that you will not insist in the opinion which at the close of your letter you announce to me, and that so far from it you will be now convinced that Her Majesty's Government did not accept my resignation, but desired and ordered consequently that I should continue in the service and functions of my post, I avail myself of this opportunity to request a speedy meeting of the Court of Mixed Commission, for the purpose of presenting and communicating to you a certain decision of Her Majesty's Government affecting the service of the said Commission.

God preserve you.

(Signed)

EUSEBIO CATELLA DE LEMOS PINHEIRO FALCAO,
Commissioner on the part of Her Most Faithful Majesty.

Inclosure 4 in No. 85.

Her Majesty's Commissioner to Dr. Catella.

Sir,

Loanda, June 8, 1850.

I HAVE had the honour of receiving your letter of yesterday's date, in which you combat the opinion I expressed on the receipt of your previous letter of the 4th instant, announcing to me your intention of at once proceeding to resume the post of Commissioner on the part of Her Most Faithful Majesty in the Mixed British and Portuguese Commission; viz., that without a new diploma, accompanied by your taking afresh the oath prescribed by Article I of Annex B, any decision of the British and Portuguese Court of Mixed Commission bearing your signature as a member thereof would be null and void.

From the surprise you seem to express that I should have grounded this opinion, and the inquiry which I took the liberty of addressing to you in consequence, on your despatch to your Government of 13th June, 1849, I turned with anxiety to the copy of that document with which, as you remind me, I was faithfully made acquainted by you at the time, lest my memory, or possibly my imperfect perception of the Portuguese idiom, should have betrayed me into any misconception of the precise terms of it. I there find you, Sir, after stating that you were reduced to a painful alternative, declaring your adoption of the one chosen by you in the following terms:—"Tenho por dever resignar aquelle cargo;" and again, "Vossa Excellenza tomando em consideração que as amplas providencias do Tratado previncem por muitos modos a substituição dos Empregados da Comissão Mixta, digne-se de aceitar esta minha resignação, que son obrigado a fazer desde ja;" and you conclude thus:—"A tão grande distancia que não posso pedir e esperar remedio, julguei necessario dar immediatamente parte desta minha forçada resolução ao Senhor Governador-Geral da Provincia e ao Commissario de Sua Magestade Britannica;" and his Excellency, in his reply to such communication, published officially, speaks of the resolution you had come to as "imfacto consummado que de certo não poderia agora de forma alguma remediar-se."

In that to Her Majesty's Commissioners, you repeat the words "desde ja," employed by you in your despatch to your Government.

I have felt myself called upon to analyse this now very important document—your despatch, I mean, of the 13th June—with greater minuteness than I could have wished, because you refer to it with a view at once to refute my understanding of its contents, and to establish the accuracy of your own; but having done so, and shown from your own words that you last year peremptorily and definitively resigned your office of Commissioner, and not that you solicited permission to do so, it does not become me to pursue the subject further, or to enter any discussion of the motives of such resignation, the cessation of which motives you seem to allege as one ground for the resumption of your original office.

I pass on, therefore, to notice the four, in your view, obvious deductions to be drawn from the statement in your letter, and from the force and "intuition" of which you confidently anticipate a desistance on my part from the opinion I have already had the honour of communicating to you.

With regard to your first deduction, viz., that the royal decree of your appointment subsists still in its full force, that opinion, unsound, if it be so, must, till I shall be better advised, be the rule of my conduct.

The second deduction, that your resignation (never having been presented to your Sovereign) had not been accepted by Her Majesty, is a matter of fact on which I can have nothing to say.

To the two last only of your deductions, the third and fourth, it is necessary for me, therefore, to advert, and that only in part.

I refer, in the first instance, to the statement which you make in your third deduction, somewhat authoritatively, that "to no one is it competent to doubt that you are the Commissioner on the part of Her Most Faithful Majesty, legally authorized to act in the Mixed British and Portuguese Commission, so long as Her Majesty shall not revoke her decree of appointment."

This, Sir, is a point which must be left to the wisdom of our respective Governments to decide. I can only say, that to ascertain the correctness in form and substance of the Commission of those gentlemen with whom Her Majesty's Commissioners are to act, forms a leading article in my instructions, and that giving this question the best consideration my humble abilities permit, I am fully and conscientiously convinced that I should be departing from my duty, and from those instructions, were I, under the circumstances of the case, to recognize you as Portuguese Commissioner in that Commission wherein I have the honour, however unworthy, to be the British representative.

I know not how more respectfully to reply to the regret expressed by you, that I should have refused you in my letter the style or title—not the consideration—of Commissioner on the part of Her Most Faithful Majesty.

Your fourth deduction remains to be noticed, viz., that in which it is imputed to me implicitly to have cast censure, if not on the Government of Her Most Faithful Majesty, for not having furnished you with a new commission or diploma, at least on you yourself individually, who officially declared that you proposed, without either a new diploma, or taking the oath afresh, to continue to exercise the functions of Commissioner.

To this imputation it might suffice to reply, that my inquiry was directed to ascertain this particular in the first instance; but I cannot forbear to express, at the same time, the pain it has caused me to perceive it possible that I should be considered either so unmindful, on the one hand, of the respect due from me to a foreign Government, especially one in such close alliance with Great Britain as is that of Portugal, as to presume to censure any act of theirs, or, on the other, so forgetful of those relations of harmony and good understanding which have, I am happy to say, generally prevailed in the Mixed Commission, as to allow myself to censure the public conduct of one who had from its first establishment presided over its deliberations as senior member.

Against the first of these charges I can but appeal to the habits and experience of a long professional life; the other is best answered by reminding you of my uniform deportment as Commissioner since I had the honour of presenting my commission as such, and of the terms in which Her Majesty's Commissioners acknowledged the receipt of your letter of resignation, which you addressed to them.

It is hardly necessary to add, in conclusion, that I am compelled, under those circumstances, to decline the invitation with which your letter terminates, that I should meet you in an early session of the Mixed Commission.

I have, &c.
(Signed) GEO. JACKSON.

Inclosure 5 in No. 85.

Dr. Catella to Her Majesty's Commissioner.

(Translation.)

Sir,

Loanda, June 10, 1850.

I HAVE had the honour to receive the letter which you addressed to me on the 8th instant, in reply to mine of the preceding day.

Its perusal gave me great pain, seeing that you, a worthy functionary and subject of Great Britain, the ancient ally of Portugal, insist in not treating and recognizing me as Commissioner of Her Most Faithful Majesty in the Mixed Portuguese and British Commission, after having had laid before you the extract of the despatch of his Excellency the Minister and Secretary of State for Foreign Affairs, addressed to me on the 6th February last, in which he acquaints me that Her Majesty's Government expects me to continue to discharge the duties of the office of Commissioner, in virtue of which, and in obedience to the commands of my Sovereign, I informed you that I proposed to continue in the discharge of the functions of the aforesaid office.

By thus insisting, you not only arrogate to yourself the right of considering as accepted and sanctioned the resignation which I presented and submitted to the acceptance of the Government of Her Majesty, who using one of the prerogatives of sovereignty, that of nominating, retaining, and dismissing her public servants and functionaries, has already determined, as is seen by that despatch, that I should continue to hold the said office, but you also make yourself directly instrumental in causing a resolution of Her Most Faithful Majesty's Government, which it becomes all to respect and reverence, to be treated with disrespect, depending, as it does, on the will or decision of no one to impugn the same, nor even to impede its prompt and effective execution.

As you allude to the official answer given by his Excellency the Governor-General of this province to the official letter, in which I acquainted him with my resignation, in order, with the words, "Facto consummado que de certo não poderia de forma alguma remediar-se," to strengthen the opinion in which you insist, viz., that I require a new diploma, and a previous taking afresh the oath, to enable me to enter upon the functions of my office, truth requires, accuracy requires, that together with that passage of his Excellency's letter, the concluding words of the same should also appear, which are as follows:—"Being persuaded, however, and confident that Her Majesty's Government will decide upon this, your above mentioned communication, with the justice and propriety which may be expected from and is usual with them."

If his Excellency felt that the fact of my resignation was consummated when I acquainted him therewith, forwarding, as I did also to yourself, a copy of the letter relating thereto, which I addressed to Her Majesty's Government, he understood and recognized also that I left its acceptance, and the decision of it, dependent on Her Majesty's Government; and so true is this, as last the words already transcribed of his reply clearly demonstrate, that now again he recently refers to them when he acknowledges the receipt of the resolution taken by the Government of that August Lady, of which I sent him an extract similar to that transmitted to you.

I should take this opportunity of sending to you the inclosed copy of his Excellency's reply to this last communication of mine, by which you will not only convince yourself of the sense which should be given to the words "consummated fact," and of the very just and due distinction which should be made between that fact on my part, and the ulterior act of approbation or disapprobation on the part of Her Majesty's Government; but it will also serve to show you that the supreme authority of the province, the Governor-General of the same and the Sovereign's delegate (although he had not received a direct communication from the proper department concerning the decision of his Government respecting me) knew how to respect the despatch addressed to me, as it ought to be respected by all, and acknowledged me at once as the legitimate and authorized Commissioner on the part of Her Most Faithful Majesty in the Mixed British and Portuguese Commission here established.

I cannot close this letter without reminding you, and repeating, that if I presented my resignation of that post, and submitted it to the acceptance of Her Majesty's Government, the Government of that August Lady, far from accepting it and dismissing me, deigned to command in a manner very honourable and flattering indeed to me, but conclusive and binding on all, that I should con-

tinue to exercise the functions which I was desirous of resigning; and thus, and under these circumstances, I am of opinion, that, in fact, any act of the Mixed Portuguese and British Commission here established would be null and void unless authenticated by my signature; and to be consistent, and for the good of the public service, I take the liberty of renewing also the invitation declined by you, and to beg that you will name a day and hour on which we may meet in session of the Mixed Commission to prosecute our common duties.

God preserve you.

(Signed)

EUSEBIO CATELLA DE LEMOS PNO. FALCAO,
Commissioner of Her Most Faithful Majesty.

Inclosure 6 in No. 85.

The Secretary to Government to Dr. Catella.

(Translation.)
Sir,

*Office of the Secretary of the General Government of the
Province of Angola, June 6, 1850.*

YOUR letter of the 4th instant, addressed to the Governor-General of the province, acquainting him that, in virtue of the despatch of his Excellency the Minister and Secretary of State for Foreign Affairs, as shown by the extract which accompanied your said letter, you were about to proceed to continue to exercise the office of Portuguese Commissioner in the Mixed Portuguese and British Commission here established, in conformity with the Treaty of the 3rd July, 1842, between Portugal and Great Britain, for the suppression of the Traffic in Slaves, was laid before his Excellency; and he orders that you be informed by this department, that notwithstanding that no communication has been received from the Minister of Marine and Ultramar by this General Government, respecting the subject of your letter, although his Excellency wrote to that same Minister on the 16th June of last year, he sees with satisfaction that Her Majesty's Government has acted in this respect, as was to be expected, and as his Excellency intimated at the close of the letter which he sent to you on the 15th of the same month and year through this department. His Excellency, therefore, is informed not only of the resolution of Her Majesty's Government, although not communicated to him by the respective department, but also of the determination taken by yourself, which appears to him very conformable to the good of the service of the same August Lady.

God preserve you.

(Signed)

F. J. DA COSTA E SILVA,
Secretary-General of the Government.

Inclosure 7 in No. 85.

Her Majesty's Commissioner to the Portuguese Commissioner.

Sir,

Loanda, June 10, 1850.

I HAVE the honour to acknowledge the receipt of your letter of this day's date, reiterating your claim to be recognized by me in my character of British Representative in the Mixed Commission, as Commissioner on the part of Her Most Faithful Majesty; and your denial of my right to impugn that claim.

This is a question which, as I before stated, can only be decided by our respective Governments, before whom, no doubt, we shall mutually hasten to lay what has occurred. In reference, therefore, to the official letter from his Excellency the Governor-General of this province, a copy of which you have done me the honour to transmit, I have only to observe, that it would be alike foreign to the purpose and unbecoming in me to canvass either the sense which his Excellency may attach to documents issuing from his own pen, or that which he may give to those emanating from any other Portuguese authority.

I pretend not to enter into any further argument with you on the subject of the view we severally take of this matter, or I would cite the following passage from your letter of the 7th instant:—"E solicitei que se dignas se d'aceitar a minha resignação e de a desculpar perante o Throno da Soberana de quem implorava graça."

Surely, Sir, in a country enjoying the blessings of a free constitution, the right of petition, if only respectfully practised, is too well recognized to require either apology or pardon for its exercise. You charge me with arrogating to myself the right, not only of declaring your resignation to be accepted and sanctioned, but also of being directly instrumental in causing a decision of Her Most Faithful Majesty to be treated with disrespect, the prompt and effective execution of which, you affirm, cannot be impeded by the decision or will of any one, conceived as it is in a manner at once very honourable and flattering to you, and conclusive and binding upon all.

I am at a loss to conceive from what passage in either of my letters you impute to me a declaration so directly at variance with the extract of the despatch brought by you under my consideration, and from which it appears that your resignation had not been even made known to Her Majesty; and in regard to the second imputation, I have only to express my hope, in addressing you, as I trust, for the last time on this subject, that you will do me the justice to believe, that nothing is farther from my intention than to show the shadow of disrespect either to the Sovereign or Government of Portugal; and that, in the course I feel myself compelled to pursue on this occasion, I am doing no more than discharging a public duty, and exercising a similar discretion to that which you yourself claimed to be allowed; and as I always thought most justly in opposing the admission of Mr. Brand as Acting Arbitrator, because he had not received his "exequatur," although he was at that very time furnished with an official document under the hand of Her Majesty's Principal Secretary of State for Foreign Affairs in the following terms:—

"The Queen having been pleased to command that George Brand, Esquire, be appointed

British Vice-Consul in the Province of Angola, the said George Brand is hereby nominated and appointed accordingly; and all foreign authorities, and especially the ruling authorities of the Kingdom of Portugal and its dependencies, are hereby requested to recognize the said George Brand as British Vice-Consul, and to give faith to his official acts."

I have, &c.
(Signed) GEORGE JACKSON.

Inclosure 8 in No. 85.

Dr. Catella to Her Majesty's Commissioner.

(Translation.)

Sir,

Loanda, June 12, 1850.

I HAD yesterday the honour of receiving your letter of the preceding day, in which you acknowledge the receipt of my last letter to you.

You hold it as certain that the question between us, resulting from the fact of your refusing me the title and consideration of Commissioner on the part of Her Most Faithful Majesty, by which you impugn a resolution of the Government of Her said Majesty, which I duly communicated to you, and in virtue of which I declared, as I was bound to do, that I was about to proceed to continue the exercise of the functions of that my office, will have to be decided by our respective Governments; you acknowledge the receipt of the copy transmitted to you by me of the letter of his Excellency the Governor-General of this Province, in which he acknowledged me as Commissioner on the part of Her Most Faithful Majesty; I notice what you say respecting the letter of this high authority, which I also forwarded to you to be read conjointly with the other, of a part of which you pretended to avail yourself to support your opposition and persistence; you state that you do not intend to enter into any further arguments with me respecting the point in question, and after making this declaration, you again throw down the gauntlet, bringing forward and transcribing the following passage of my letter of the 7th instant:—

"I solicited that it (the Government) would deign to accept my resignation, and exculpate it at the throne of my Sovereign, of whom I implored pardon."

And having made this transcript, you follow it up with certain considerations touching the right of petition enjoyed by constitutional countries; you proceed and close your letter by contrasting your proceeding in combating and opposing yourself to the functions of the Commissioner and Representative of Her Most Faithful Majesty, with the conduct of the Mixed Commission in 1845 towards Mr. Brand.

However I may entertain the same desire as yourself not any longer to continue to discuss between us that question, I cannot help answering to those two points adduced by you as arguments in your favour.

I will say, as regards the first, that when "I solicited Her Majesty's Government that it would deign to accept my resignation and to exculpate it," I did not ask pardon for using the right of petition, but only employed a respectful mode, the better to insure to myself the acceptance of my petition, for making which I had just cause.

As to the second point, you should know that Mr. Brand offered himself to be sworn, and considered by the Mixed Commission as qualified to act as British Arbitrator, that functionary having succeeded to the post of Commissioner, and vacated his own, which, according to Section 2 of Article X of Annex B to the Treaty of the 3rd July, 1842, should be filled by the Consular Authority here resident; the Commission, in order to fulfil the Treaty, and conformably thereto, to admit Mr. Brand as Arbitrator, inquired officially if he had been admitted and recognized by Her Majesty's Government in the character of Vice-Consul, for which he had been named by Her Britannic Majesty's Government, under date of the 30th April, 1845. The Commission applied, through its Secretary, to the Governor-General of this Province, requesting that information, who replied in the negative, that is to say, causing it to be declared to the Commission that he had not yet received any official communication whatever from Her Majesty's Government respecting the appointment of Mr. Brand as Vice-Consul, and that therefore he (Mr. Brand) could not exercise his functions.

The exequatur of the Government of Her Majesty was wanting to Mr. Brand, without which, as is generally and reciprocally established between all nations, he could not exercise the authority of Vice-Consul, although holding that nomination from his Government.

Mr. Brand, therefore, when he presented himself to the Commission, had not yet been admitted by the Government of this Province in the character of Vice-Consul, which was the only one that gave him a title to act in the Mixed Commission. The Commissioners of both nations agreed in declining to admit him into the Commission, so long as the want of the exequatur continued; but no sooner were they informed that this was obtained, and presented to the Governor-General of the Province, and that Mr. Brand had entered upon the legal exercise of his functions as Vice-Consul, than they immediately and promptly deemed him qualified to act as Arbitrator when the case should arise.

In what can this proceeding of the Commission be assimilated to that which you personally adopt towards the Commissioner of Her Most Faithful Majesty? Am I a Portuguese functionary in a foreign land, that my nomination and the determination of my Government respecting the office which they intrusted to me should want, in order to its being carried into execution, the exequatur or beneplacito of a foreign authority? The Government of Her Britannic Majesty, which is confessedly so wise and so just, will most certainly never pretend to interfere with the free use of the power that the two High Contracting Parties reserved to themselves in Article I of Annex B to that Treaty, to nominate a Commissioner and an Arbitrator for the Mixed Commissions.

The Mixed Commission in 1845 did not admit the British Vice-Consul named to Loanda, who had not yet the exequatur of the Portuguese Government to act as Arbitrator therein. The British Commissioner in the same Commission in 1850, contests the consideration and title of Commissioner to the Portuguese Commissioner in the said Commission, when the Government of Her Most Faithful Majesty has not dismissed him; on the contrary, wills and orders accordingly, that he shall continue to discharge the office, the resignation of which he had solicited the acceptance of.

The contrast of the two proceedings is a convincing, and the best answer which I consider I ought to make to you when you had recourse to one of them to exculpate the manner in which you have acted towards the Commissioner of Her Most Faithful Majesty.

This is the last time I write to you on this subject, according to your desire clearly expressed in your last letter: I should, therefore, avail myself of it to transmit to you the accompanying protest, which you will be pleased to accept and acknowledge to have received.

God preserve you.

(Signed)

EUSEBIO CAPELLA DE LEMOS PNO. FALCAO,
Commissioner on the part of Her Most Faithful Majesty.

Inclosure 9 in No. 85.

Protest of Dr. Catella.

(Translation.)

St. Paul de Assumpção de Loanda, June 12, 1850.

I, the undersigned, Eusebio Catella de Lemos Pinheiro Falcão having informed Sir George Jackson, K.C.B., Her Britannic Majesty's Commissioner in the Mixed British and Portuguese Commission here established in virtue of the Treaty of the 3rd July, 1842, that I was about to proceed to continue to exercise the functions of the post of Commissioner on the part of Her Most Faithful Majesty in the same Commission, in virtue of the despatch from his Excellency the Minister and Secretary of State for Foreign Affairs addressed to me, under date of the 6th February last, the part of which relative thereto is of the following tenor:—"Her Majesty's Government taking into consideration the inconvenience which would result to the service, and the impossibility of carrying it on unless the reduction which the Legislative Body had made in the salaries of the Portuguese functionaries serving in that Mixed Commission were not reconsidered, have determined to propose in the estimates for the financial year 1850-51, which will soon be discussed in the Cortes, that the amount of salary originally voted for that Commission be re-established, in order that the said functionaries might be able duly to maintain themselves and to meet the expenses necessarily belonging to their offices; in consequence therefore of this proposal, I have determined not to submit to Her Majesty the Queen the petition of yourself and of the Portuguese Arbitrator, that she should be pleased to accept the resignation of the situations which you fill in that Mixed Commission, because it is to be expected that yourself and the aforesaid Arbitrator, reconsidering the circumstances which gave rise to that petition, will continue to discharge the duties of those offices which Her Majesty's Government recognize to have been well fulfilled by you. You will therefore take cognizance of this resolution of Her Majesty's Government, and make the same known to the Portuguese Arbitrator in that Mixed Commission." And having moreover invited the aforesaid Commissioner of Her Britannic Majesty to join me in a session of the same Commission for discharging our common duties, it happened that the said Commissioner of Her Britannic Majesty pretended that I should exhibit a new diploma of appointment and take the oath afresh, in default of which he opposed himself to my continuing in the discharge of the functions of that my office, and accordingly declined the invitation that I had made to him for that purpose as above stated.

I therefore solemnly protest, and in the best manner that such protest can and ought to be made, against the proceeding of the said Sir George Jackson, K.C.B., Commissioner of Her Britannic Majesty, for refusing me the title and consideration of Commissioner, which I am on the part of Her Most Faithful Majesty, in that Commission, and for not being willing to concur with me in the service of the same; and further I protest in the same manner in which I have already protested against whatever act may be practised as emanating from the said Commission, without my concurrence and authority, and also against the suspension and failure of decision in the business which may be already pending in the said Commission, or may come before it in future for consideration and adjudication.

I ratify and confirm this my solemn protest for all just ends for which it shall be used and become necessary.

(Signed)

EUSEBIO CAPELLA DE LEMOS PNO. FALCAO,
Commissioner on the part of Her Most Faithful Majesty.

Inclosure 10 in No. 85.

Her Majesty's Commissioner to Dr. Catella.

Sir,

Loanda, June 13, 1850.

I HAVE had the honour of receiving your letter of the 12th instant.

Conforming to the desire expressed by each of us, I limit myself to the acknowledgment of its receipt, and I do so the more readily because I prefaced what I said respecting the case of Mr. Brand, by declaring that I fully concurred with you in the view you took of that case at the time of its occurrence, and referred to it only to show that the casual omission of a requisite formality had necessarily and unavoidably frustrated the formally declared intentions of Her Majesty and of the British Government on that occasion.

The want of a similar formality in the present case, the notification of your instant and unconditional resignation made by you to Her Majesty's Commissioners on the 13th June, 1849, coupled with the notorious and undisputed fact of your having withdrawn yourself from that date from the duties of Commissioner on the part of Her Most Faithful Majesty, are the grounds on which I rest the justification of the course which, with whatever reluctance, I am now pursuing.

With regard to the paper you have inclosed to me in your letter, you must excuse me, Sir, if I say, with every personal feeling of respect towards yourself, that I cannot under present circumstances accept any document as coming from you in the character of Portuguese Commissioner in the Mixed British and Portuguese Commission, and that if instead of at once returning it to you I retain

the paper in my possession, it is only because I could not be thought capable of practising an act of incivility or discourtesy to a servitor of Her Most Faithful Majesty. At the same time, it behoves me to guard in the most formal manner, by this positive and explicit declaration, against my forbearance in this respect being by possibility construed into a recognition of your claim to be considered by me as Commissioner on the part of Her Most Faithful Majesty in the Mixed British and Portuguese Commission, a recognition which consistency and conviction on my part alike forbid.

I have, &c.
(Signed) GEORGE JACKSON.

Inclosure 11 in No. 85.

Her Majesty's Commissioner to the Portuguese Arbitrator.

Sir,

Loanda, June 11, 1850.

THE referees having given their answers to the inquiries submitted to them by the Court, I have the honour to propose to you that we meet to-morrow the 12th instant at 12 o'clock, to take the same into consideration, and to proceed definitively in the further investigation of the claim for indemnities presented on behalf of the owners of the Portuguese brig "*Galianna*."

I have, &c.
(Signed) GEORGE JACKSON.

Inclosure 12 in No. 85.

The Portuguese Arbitrator to Her Majesty's Commissioner.

(Translation.)

Sir,

Loanda, June 11, 1850.

THE messenger has just delivered to me an official letter from the Commissioner on the part of Her Britannic Majesty directed to my name, but as "Acting Commissioner" on the part of Her Most Faithful Majesty, which I presume must be a mistake in the address, because the Commissioner on the part of Her Most Faithful Majesty has already returned to the service of the Commission.

I therefore take the liberty of returning the above-mentioned official letter to you, Sir, that it may receive its proper destination.

God preserve you.

(Signed) GUILHERME CYPRIANO DEMONY,
Arbitrator on the part of Her Most Faithful Majesty.

Inclosure 13 in No. 85.

Her Majesty's Commissioner to the Portuguese Arbitrator.

Sir,

Loanda, June 11, 1850.

THE messenger has just delivered to me your letter of this day's date, returning to me unopened an official letter which I had addressed to you, and which, though bearing very distinctly on its cover your three names at length, you tell me you suppose was not destined for you, because directed to you as Acting Commissioner.

Without re-opening, in a correspondence with yourself, the discussion which has lately been going on between the Senhor Eusebio Catella de Lemos Pinheiro Falcão and myself (and of which I take for granted you are fully cognizant), there can be no doubt, I presume, that so long as a Commissioner on the part of Her Most Faithful Majesty, whether original or acting, shall not have actually taken his seat as such in a public sitting of the Court, you are and must continue to be held to be Acting Portuguese Commissioner, in virtue of Section 3 of Article X of Annex B to the Treaty, and in conformity with the minute of session of the Court of Mixed Commission, of 23rd June, 1849, in which it is recorded that "Reunido o Tribunal da Comissão Mixta se constituiu com o Commissario de Sua Magestade Britannica, Sir George Jackson, e com o Arbitro de Sua Magestade Fidelissima, Guilherme Cypriano Demony, funcionando de Commissario, por ter resignado o lugar o Commissario Eusebio Catella de Lemos Pinheiro Falcão, como dos participações anteriormente feitas ao Commissario de Sua Magestade Britannica, e ao Arbitro de Sua Magestade Fidelissima, que neste acto apresentou."

I must therefore hope and request, for the good of the public service, that you will no longer hesitate to peruse, and that with the attention which the importance of the subject calls for, the letter which I have now again the honour of transmitting to you jointly with this, and that you will favour me with such reply thereto as, after mature consideration, you may deem proper, in order that I may forward a copy of the same by the earliest opportunity to Her Majesty's Government.

I have, &c.
(Signed) GEORGE JACKSON.

Inclosure 14 in No. 85.

The Portuguese Arbitrator to Her Majesty's Commissioner.

(Translation.)

Sir,

Loanda, June 11, 1850.

I HAVE just had the honour of receiving your communication dated this day, in reply to the letter which I this morning addressed to you, and in which I took the liberty of returning the official letter that you had addressed to my name, but as Arbitrator acting as Commissioner on the part of Her Most Faithful Majesty, because it appeared to me that there was some mistake, inasmuch as the Commissioner on the part of Her aforesaid Majesty had already returned to the service of the Commission.

You say, Sir, that without re-opening, in a correspondence with me, the discussion which has recently taken place between yourself and the Senhor Eusebio Catella de Lemos Pinheiro Falcão, of which you take for granted I am already fully cognizant, there cannot, you presume, be any doubt that I am, and must be considered as Acting Portuguese Commissioner, and you give the reason on which you ground your opinion, specially that part of the minute of session of the 23rd June, 1849, which you transcribe; and you then hope and request that, for the good of the public service, I shall no longer hesitate in perusing, with the attention which the subject calls for, the letter which you again, and on this occasion, have forwarded to me, and to which you desire that, after mature consideration, I will send you a reply, in order that you may transmit the same by the first opportunity to your Government.

In reply then, it behoves me first of all to beg permission to neither deny nor admit that I am cognizant of the discussion between you and the Commissioner on the part of Her Most Faithful Majesty, the Senhor Eusebio Catella de Lemos Pinheiro Falcão, because it is only competent for me to enter into discussions with the two Commissioners, when it falls to me by lot to decide a point of difference between them.

After this, I have to say that the Commissioner on the part of Her Most Faithful Majesty, the said Senhor Eusebio Catella de Lemos Pinheiro Falcão, communicated to me the despatch which he had received from the Government of the said August Lady, and that he was about to proceed to continue to serve in the Mixed Commission, by which (communication) the functions which I, as the respective Arbitrator, was exercising, of Commissioner on the part of Her said Majesty, immediately again ceased; and you well know that more than once I have acted as Commissioner, and that the Commissioner has returned to the exercise of the functions of his office without any formality, so soon as he was prepared to do so.

This has been the practice; nor, as it appears to me, could it be otherwise.

Under such circumstances, then, I should be acting offensively against the stipulations of Article X of Annex B to the Treaty, if, in compliance with your desire that I should open and take cognizance of the official letter addressed to me as Commissioner, I were now to take upon me to act as such, without the Commissioner being legally impeded. Permit me, therefore, Sir, to say that I cannot now open and take cognizance of an official letter addressed to me as Arbitrator acting as Commissioner on the part of Her Most Faithful Majesty, to avoid the absurdity that would arise therefrom, and the contravention of the Treaty, of there being two Commissioners actually serving on the part of Her Most Faithful Majesty; and I hope and trust, from your justice, that you will be convinced that it is not, therefore, possible for me to comply with your desire, that I may not take upon myself a great and heavy responsibility, and that I am therefore constrained, though with much pain, again to return to you the said official letter unopened, the same being sealed in the state in which you forwarded it to me.

God preserve you.

(Signed) GUILHERME CYPRIANO DEMONY.

Inclosure 15 in No. 85.

Her Majesty's Commissioner to the Portuguese Arbitrator.

Sir,

Loanda, June 12, 1850.

IN acknowledging the receipt of your second letter of yesterday's date, in which you distinctly tell me that you cannot now open and take cognizance of an official letter addressed by me to you as Arbitrator and Acting Commissioner on the part of Her Most Faithful Majesty, you must allow me to express my regret that you should not, in the first instance, have frankly made this declaration, instead of resorting to the pretext you assigned for returning my letter unopened, of supposing it not to be intended for yourself—a course which I cannot but think would have been more worthy of your own high character as well as of what a British functionary has a right to expect from one acting under the authority and in the name of the Government of Portugal.

You have now, for the second time, thought it right to refuse to read a communication from the Commissioner on the part of Her Majesty, who, at the last public act of the Court (its sitting on the 24th ultimo), was engaged with you in the business of the indemnities to be awarded to the Portuguese brig "*Galianna*."

This act was signed by us as the two Commissioners then legally constituted on the part of our respective Sovereigns; and so far as the minutes of the proceedings of the Mixed Commission are concerned, nothing appears on the face of them to alter the composition of the Court as then constituted. I think I am doing you but justice to believe, Sir, that in having recourse to so unusual—I will not say, ungracious—a step as twice returning a letter unopened to the writer, and that writer your coadjutor and colleague, you considered you were impelled to do so by a sense of public duty; but being thus deprived of the means adopted by me in the first instance of submitting to you the proposal I had to make, I have no other alternative than to take this less formal mode of

CLASS A.

communicating to you in a few words, that the object of the letter which you returned to me unopened, was to propose an early meeting of the Court, in order that (the referees having given their answers to the inquiries submitted to them by the Court) we might jointly proceed definitively in the further investigation of the claim for indemnities presented on behalf of the owners of the Portuguese brig "*Galianna*."

By the course you have adopted, you impede such an investigation, and put a stop, *pro tanto*, to the award which the claimants are expecting at the hands of the Court; and it becomes my duty, therefore, as British member of the Court, to protest, as I hereby solemnly do, against that course, and to hold you responsible, in the name of Her Majesty's Government, for whatever consequences may result from the delay thus interposed in the adjudication of indemnities in this case.

There are one or two other points in your letter which might perhaps call for notice on my part; but, as they may arise from the diversity of language in which we severally write, and as it is not my purpose to enter into a lengthened correspondence with you on this occasion, I pass them over in silence.

I have, &c.
(Signed) GEORGE JACKSON.

No. 86.

Her Majesty's Commissioner to Viscount Palmerston.—(Received September 16.)

My Lord,

Loanda, June 21, 1850.

1. BY the despatch of Her Majesty's Commissioners of 21st May, your Lordship was informed of the circumstances under which the late Registrar to this Mixed Commission, Senhor Baptista, quitted his post.

2. Nothing further was heard on the subject till in the spring of this year accounts came from Lisbon that a gentleman of the name of Carneiro had been appointed in the room of the former, and that he had taken his departure for this place, *via* the Brazils.

3. No intimation of this appointment was made to the Commission; this gentleman, however, reached this city on the 15th of last month, but before he actually arrived it was currently reported that he had resigned his office immediately after landing at Rio de Janeiro, to which place he intended to return forthwith, and that he had determined not to enter at all on the duties of the situation to which he had been named.

4. He has accordingly refrained from waiting on either the British or Portuguese Commissioner, and is, I understand, about to embark shortly for Rio de Janeiro.

5. The Commission, therefore, remains with no other Registrar than a clerk from the Secretary-General's Office, acting *ad interim*, who, if it were only from the pressure of his other duties is, little competent to discharge those of Registrar efficiently.

6. This conduct of Senhor Carneiro forms a curious coincidence with the pretension of Dr. Catella, as reported in my preceding despatches, and affords a no less significant comment thereon, in itself too obvious to require further notice or illustration from me.

I have, &c.
(Signed) GEORGE JACKSON.

No. 87.

Her Majesty's Commissioner to Viscount Palmerston.—(Received September 16.)

My Lord,

Loanda, June 24, 1850.

I HAVE the honour to inform your Lordship that on the suspension of the proceedings of the Mixed Commission becoming known, the claimants in the case of the Portuguese brig "*Galianna*" prepared a petition to the Court, praying to be allowed to present a protest against the delay in awarding the indemnities in that case.

2. This petition the claimants' proctor brought to me at my private residence for my acceptance and signature.

3. I, of course, declined entertaining a petition so presented, and referred him to the Registrar.

4. This officer subsequently brought it to me, saying that he had laid it

before Dr. Catella, and that that gentleman was ready to receive and answer the petition, provided I would concur with him in doing so.

5. I told the Registrar that I was prepared at any moment to take my place at the Court, constituted as it was when last in session, but that its minutes bearing no evidence on the face of them of any change in its composition, consisting, *i. e.*, of the British Commissioner and the Portuguese Acting Commissioner, I could not consent to recognize or concur in any meeting professing to be the Court of Mixed British and Portuguese Commission otherwise constituted, till such time as a legitimate alteration in the constitution of the Court should in due form be entered on its minutes, and signed by the respective members.

6. I more than suspected at the time that this was a proceeding resorted to for the purpose of indirectly forcing me to deviate from the course of action I had prescribed to myself; and I am further confirmed in this opinion by what has since occurred.

7. On the 22nd instant a person presented himself at my house, who, on being admitted, declared himself to be a clerk or officer of the Juiz de Direito, and that he was come to read and serve upon me, under the authority of the Juiz de Direito, a protest which the claimants in the case of the indemnities to be awarded to the brig "*Galianna*" had made against me.

8. I stopped him immediately, declaring emphatically that I could neither receive nor allow him to read any such instrument, and that I could not recognize or respect the intervention of the Juiz, or of any other authority whatever, in affairs of the Mixed Commission.

9. The officer wished then to take down my reply in writing, and to introduce two persons to witness the same; but I told him that I would not permit them to come in, and though as an individual I was very glad to see him at my house (I had a slight previous acquaintance with him), as an officer of justice I should shut my door against him. On this he withdrew, first showing me privately the papers he had brought with him.

10. They consist of a protest, in which the Commission is declared no longer to exist, passed under the sanction and authority of the Juiz de Direito (whose signature is affixed to the document ordering it to be served on the parties), against Sir George Jackson, Her Britannic Majesty's Commissioner, for delays, &c., resulting solely from his refusing to act with the other members of the Commission.

11. This protest is founded on the petition above mentioned, which the claimants had addressed to the Court, and on a not very accurate statement made and signed by the Registrar, of what passed between myself and him on occasion of his bringing it to me, as before related.

12. Whether it will be attempted to carry this proceeding any further I know not, but it is worthy of notice that one of the subscribing witnesses to these papers is a brother-in-law of Dr. Catella.

13. Your Lordship will best know how to appreciate and deal with this proceeding on the part of the judicial authorities of this province, which, though I by no means consider or complain of as a personal grievance (for the Judge and myself are on such terms as forbid such an interpretation), appears to me, I must confess, a manifest aggression against the independence of the Court of Mixed Commission.

I have, &c.

(Signed) GEORGE JACKSON.

No. 88.

Her Majesty's Commissioner to Viscount Palmerston.—(Received September 16.)

My Lord,

Loanda, June 24, 1850.

1. IN consequence of my intimation to the Portuguese Acting Commissioner (as reported in the despatch of Her Majesty's Commissioners of 30th March, 1850), of my readiness to proceed with him to consider the claim for indemnities to be awarded to the Portuguese brig "*Galiannã*," that gentleman

after some hesitation invited me to do so, and the Court met accordingly on the 15th April, and published the notice of which the inclosed is a translated copy, appointing the 1st May for the commencement of the proceedings.

2. On that day the claimants appeared, but no one on the part of the captor, and the Court at once entered on an examination of the claim, and had agreed in admitting several of the items, and in referring some others of a mercantile character to the opinions of two merchants of respectability, when the application of Dr. Catella put a stop to further proceedings in the case, which but for that would have been soon brought to a close, the answers of the referees to the queries submitted to them having been received on the 3rd instant.

3. Under these circumstances I abstain for the present from forwarding any further details or papers relating to this claim for indemnities; but it is right your Lordship should be informed of a circumstance connected with it, which, though I can neither account for nor assign any probable motive in explanation of the fact, seems to require a more serious investigation, and one leading to some result, than the Court has been able to give to it.

4. On this case of indemnities being reopened, it was discovered that the "autos" containing the account and particulars of amount claimed were not forthcoming.

5. What occurred on that occasion will be best shown by the inclosed translated extract of the Minute of Session of the 15th April.

6. The claimants' proctor subsequently presented a petition to be allowed to give in a fresh account, which was granted, and on examination it was found, calculating it only up to the date of the original account, to amount to rather less than more than the former one (although the total sum now claimed, owing principally to a further claim for demurrage, is considerably larger); a circumstance which, while it seems to preclude any idea of collusion between the parties, or of impropriety of conduct on the part of the Acting Secretary, beyond that of careless negligence, renders it still more difficult to account for the loss of such a document.

7. The fact, however, being verified, the individual in fault would, as a matter of course, in any court of Portuguese judicature have been suspended, but the Commissioners in the Mixed Court are so circumstanced with regard to their subordinates as to be almost precluded from dealing with them in that way; because, on the one hand, the person in question would not be sorry to be relieved from his extra duties, and on the other it would be very difficult to obtain a substitute.

I have, &c.
(Signed) GEORGE JACKSON.

Inclosure 1 in No. 88.

Public Intimation.

*Hall of Sessions of the Mixed Commission,
April 18, 1850.*

(Translation.)

THE Court of British and Portuguese Mixed Commission established in this city, in virtue of the Treaty of the 3rd July, 1842, for the suppression of the Traffic in Slaves, &c., makes known that the Court will meet, within the Hall of Sessions, on the 1st day of May ensuing at noon, for the purpose of instituting the process of the adjudication of indemnities to the Portuguese brig "*Galianna*," so that the respective parties interested may be thus enabled to appear in person or by their proctors before the said Court, either to defend or to oppose the different items which may eventually be presented.

And that it may so appear the said Court has ordered that three public institutions of this tenor be affixed; and that it be published in the official "Boletim" of the Government, which intimation I, Manoel Alves de Castro Francina, Acting Secretary of the said Commission, have written and signed.

(Signed) MANOEL ALVES DE CASTRO FRANCINA,
Acting Secretary.

Inclosure 2 in No. 88.

Minute of Session of the Mixed Commission, April 15, 1850.

(Extract.)

(Translation.)

THE Court met to enter upon the business of the indemnities of the Portuguese brig "Galianna," and the petition and account presented by the master and mate of said brig being demanded of me, I declared that I did not find the petition and account above mentioned, nor did I know what had become of them; in consequence of which the Commission determined that the full powers given originally by the said master and mate to the proctor, Francesco Joaquim Farto da Costa, should be again recorded, together with a duplicate of the minute made on the 11th July, 1849, declaring the state in which the question then stood respecting the indemnities to be awarded to the brig "Galianna," the original of which minute had been given to the said proctor; and they further decided that the said proctor should be informed of the loss that had occurred.

No. 89.

Her Majesty's Commissioner to Viscount Palmerston.—(Received September 16.)

My Lord,

Loanda, June 26, 1850.

1. I HAVE the honour to inclose herewith for your Lordship's information copies in original and translation of some further letters which have passed between Dr. Catella, the Portuguese Arbitrator, and myself, arising out of a communication received from the former, stating that Senhor Carneiro, who, as mentioned in my despatch of the 21st instant, had been appointed Registrar in the Mixed British and Portuguese Commission here established, had transmitted to him a copy of the decree by which Her Most Faithful Majesty had been pleased to appoint him to that office, and had requested him to name a day and hour when he might take the required oath, and enter on his functions.

2. As your Lordship is aware, this gentleman has been here since the 15th May without having presented himself to either of the Commissioners, and under the circumstances mentioned in that despatch, and I may now add what, considering him as having resigned his situation, I did not before think it necessary to state, that Senhor Carneiro, on his first landing, took up his quarters, and has ever since continued in the house of one of the most notorious slave-traffickers in this place,—a Brazilian subject, but domiciled here, who, though styled a merchant, has confessedly no other commercial dealings than those of Slave Traffic.

3. Since my reply to Dr. Catella, I have heard nothing further on the subject of Senhor Carneiro, and I cannot but look upon this communication made to me respecting him as only another expedient resorted to, to induce or force me to recognize Dr. Catella as Commissioner on the part of Her Most Faithful Majesty.

4. The letter (Inclosure 3) I addressed to Senhor Demony, to give him the opportunity of reconsidering his determination, and that there might be no pretence for saying that Her Majesty's Commissioner had obstructed the execution of the commands of Her Most Faithful Majesty.

I have, &c.

(Signed) GEORGE JACKSON.

Inclosure 1 in No. 89.

Dr. Catella to Her Majesty's Commissioner.

(Translation.)

Sir,

Loanda, June 24, 1850.

THE Senhor Leonardo Pinheiro da Cunha Carneiro has just addressed himself to me officially, and transmitted to me a copy of the Decree of the 6th December last, by which Her Majesty the Queen was pleased to name him to the post of Registrar in the Mixed Portuguese and British Commission here established, vacant by the dismissal of Senhor Luiz Antonio Baptista; and he requests me to name the day and hour when he may present himself to assume the charge of his office, and to take the prescribed oath.

It is indispensable that the Mixed Commission, as in duty bound, should give possession of his post, and should administer the oath to the Registrar so appointed, in order that he may enter upon

his duties without any delay, as he ought to do, not only that the commands of the Sovereign may be carried into full effect, but also that the services of the Acting Secretary may be discontinued, to whom the State cannot continue to pay any salary whatever, such salary being due only to the individual who is in possession of the office, and who has presented himself to take charge of the same.

I have the honour, therefore, to inform you, Sir, of this communication made to me by the Registrar so appointed, and I hope that taking it into due consideration you will enable me by your reply to give such an answer as it behoves me to give to the letter of the above-mentioned functionary.

God preserve you.

(Signed)

EUSEBIA CATELLA DE LEMOS PNO. FALCAO,
Commissioner of Her Most Faithful Majesty.

Inclosure 2 in No. 89.

Her Majesty's Commissioner to Dr. Catella.

Sir,

Loanda, June 24, 1850.

I HAVE to acknowledge the receipt of a letter from you under this day's date, informing me that the Senhor Leonardo Pinheiro da Cunha Carneiro has addressed himself to you, and has transmitted to you a copy of the Decree of the 6th December last, by which Her Most Faithful Majesty the Queen was pleased to name him to the post of Registrar to the Mixed British and Portuguese Commission here established, vacant by the dismissal of Senhor Luiz Antonio Baptista, and that he requests you to name the day and hour when he may present himself to assume the charge of the office, and to take the prescribed oath.

You add that it is indispensable that the Mixed Commission, as in duty bound, should give possession of his post, and should administer the oath to the Registrar so appointed, in order that he may enter upon his duties without any delay, as he ought to do, not only that the commands of the Sovereign may be carried into full effect, but also that the services of the Acting Registrar may be discontinued, to whom the State cannot continue to pay any salary whatever, such salary being due only to the individual who is in possession of the office, and who has presented himself to take charge of the same.

After making to me this communication, you express the hope that taking the same into due consideration, I will enable you by my reply to give such an answer as it behoves you to give to the letter of the above-mentioned functionary.

I have not failed, Sir, to do so accordingly, and I regret that the only reply which, consistently with what I conceive to be my duty as Commissioner on the part of Her Majesty in the Mixed British and Portuguese Commission, I can make to your communication is, that I shall take the earliest opportunity of transmitting a copy of it to my Government, and that I have in the meantime also forwarded a copy to Senhor G. C. Demony, whom alone I can recognize as representative of Her Most Faithful Majesty to act with me in the Mixed British and Portuguese Commission, under the circumstances of the case, to which it is superfluous more particularly to allude.

I have, &c.

(Signed) GEORGE JACKSON.

Inclosure 3 in No. 89.

Her Majesty's Commissioner to the Portuguese Arbitrator.

Sir,

Loanda, June 24, 1850.

I HAVE the honour to transmit to you herewith a copy of a letter I have this day received from the Senhor Eusebio Catella de Lemos Pinheiro Falcão, together with a copy of the reply which I have felt it my duty to return to it.

I do so in the anxious hope that you will be induced thereby to reconsider the determination you announced to me in the correspondence I have lately had the honour of holding with you, and that as well for the purpose of giving full effect to the orders of your own Sovereign, as with a view to the good of the public service, no less than to the intentions of both the High Contracting Parties to the Treaty of 1842, which are now manifestly frustrated by the suspension of the proceedings of the Mixed British and Portuguese Commission, you will join me in holding a Court as Acting Commissioner on the part of Her Most Faithful Majesty, a character which both de jure and de facto I respectfully submit belongs to you according to the constitution of the Court, as recorded on its minutes of the 24th May last, so long as no other person shall have taken his seat, or as you express it in your own language, "tomado posse," as member, and a formal minute of that fact shall not have been recorded by the Registrar or Secretary, and signed respectively.

I have, &c.

(Signed) GEORGE JACKSON.

Inclosure 4 in No. 89.

The Portuguese Arbitrator to Her Majesty's Commissioner.

(Translation.)

Sir,

Loanda, June 25, 1850.

I HAD last evening (the 24th) the honour of receiving your official letter of that date, directed to my name, without the designation of my office, in which you transmitted to me copies of the letter which Senhor Eusebio Catella de Lemos Pinheiro Falcão (Commissioner of Her Most Faithful Majesty) had addressed to you, and of the answer which you had returned to it, respecting Senhor Leonardo Pinheiro da Cunha Carneiro entering upon the duties of his office of Secretary to the Mixed British and Portuguese Commission here established, as he is desirous of doing; and at the same time you urge me, in the hope that I shall reconsider the determination which I communicated to you in the recent correspondence held between us, to act as Commissioner of Her Most Faithful Majesty, and in that character to join you in holding a Court.

In reply it is my duty to say, that I am, and always have been, ready to act as Commissioner of Her Most Faithful Majesty, when the circumstances pointed out in Section 3 of Article X of Annex B to the Treaty may arise, and that I formed no resolution of myself, which I can now have to reconsider, because the Treaty marks my duties, and I neither have done nor will do more than follow them, as it becomes me; and in the stipulations of the Treaty, I find none which may empower me to act as Commissioner of Her Most Faithful Majesty, under any other circumstances than those pointed out in the aforesaid section of Article X of Annex B.

God preserve you.

(Signed)

GUILHERMO CYPRIANO DEMONY,
Arbitrator of Her Most Faithful Majesty.

No. 90.

Her Majesty's Commissioner to Viscount Palmerston.—(Received September 16.)

My Lord,

Loanda, June 27, 1850.

1. YOUR Lordship may have noticed the wording of Dr. Catella's last letter to me, in which, instead of forwarding to me, as might have been expected, a copy of Senhor Carneiro's letter to him, he contents himself with saying "he has addressed me officially, and transmitted a copy of the decree," &c.

2. Dr. Catella's reason for not doing so has since become sufficiently evident, for I have just ascertained that this very letter of which he avails himself to endeavour to induce me to join him as Commissioner in holding a Court for the admission of Senhor Carneiro to the duties of his office, in order that, besides other reasons, "the Sovereign's" commands may be carried into full effect, announces his intention of abandoning his post, and re-embarking immediately for the Brazils, on the plea of ill health, with a view to which he applied (at the suggestion, as I am told, of the Governor) to be allowed to appear before a medical board.

3. Many reflections arise on a review of this whole transaction as regards both these functionaries, but the only remark I will allow myself to make on this occasion, is, that I think your Lordship will not fail to see in it a full justification of the interpretation which I put on Dr. Catella's last letter to me of the 24th instant.

I have, &c.

(Signed)

GEORGE JACKSON.

No. 91.

Her Majesty's Commissioner to Viscount Palmerston.—(Received September 16.)

My Lord,

Loanda, July 1, 1850.

I HAVE the honour to report, for the information of your Lordship, that there have been no cases adjudicated in the Court of British and Portuguese Mixed Commission established in this city, during the past half-year.

I have, &c.

(Signed)

GEORGE JACKSON.

No. 92.

Viscount Palmerston to Her Majesty's Commissioner.

Sir,

Foreign Office, September 18, 1850.

I HAVE received the joint despatch from Her Majesty's Commissioners of the 30th of March last, reporting the arrival of the United States' brig "Perry" to cruize in the neighbourhood of Loanda, and relating the substance of a conversation which you had had with Lieutenant Foote, commanding that vessel, on the subject of the state of the Slave Trade.

I approve of your conduct during the interview in question, as reported in that despatch.

I am, &c.
(Signed) PALMERSTON.

No. 93.

Viscount Palmerston to Her Majesty's Commissioner.

Sir,

Foreign Office, September 26, 1850.

I HAVE received your despatch of the 12th of April last, and I have to acquaint you that I approve of the steps which you took, as therein reported, in execution of the instructions conveyed to you in my despatch of the 11th of June, 1849, relative to the manner of paying the Marshal of the Mixed Commission, of which you are a member, for his services.

In consequence of the representation which you had made to me relative to the inconvenience felt by the Mixed Commission, owing to their not being provided with a regular Marshal and Interpreter, I addressed, in the month of February last, a despatch to Her Majesty's Chargé d'Affaires at Lisbon, in which I instructed him to make a new proposition to the Portuguese Government on this subject: namely, that they should select some efficient and proper persons from among the Government officials at Loanda to hold these offices at a moderate rate of remuneration, to be defrayed in equal moieties by the two Governments. I shall instruct Her Majesty's Chargé d'Affaires to bring this subject again, without loss of time, under the consideration of the Portuguese Government, and I shall make you acquainted with their decision as soon as it shall have been communicated to me.

I am, &c.
(Signed) PALMERSTON.

No. 94.

Her Majesty's Commissioner to Viscount Palmerston.—(Received November 1)

My Lord,

Loanda, July 5, 1850.

1. I HAVE the honour to inform your Lordship that accounts have just reached this city of the capture, by Her Majesty's steam-ship "Cyclops," to the south of Ambriz, of a Portuguese slave-vessel, said to be the "*Joaquina*," mentioned in my despatch of the 1st April last, and of the destruction of a Brazilian slaver called the "*Marianna*," between Benguela and this place.

2. The loss of these vessels is to be attributed to the fortuitous and somewhat singular circumstance of both having fallen in with a very fine merchant brig of the new build, which sailed hence last month, and which was mistaken by them both for the "*Corimba*" brig of a similar construction, which, as your Lordship may remember, was originally a slaver, and subsequently taken into the Portuguese service.

3. This mistake caused the first vessel, above referred to, to alter her

course, and thus to fall into the hands of the "Cyclops." The master of the second, to escape what he supposed certain capture, ran her on shore and burned her.

I have, &c.
(Signed) GEORGE JACKSON.

No. 95.

Her Majesty's Commissioner to Viscount Palmerston.—(Received November 1.)

My Lord,

Loanda, July 17, 1850.

1. DURING the last month the slave interest has sustained some severe losses; besides the two vessels mentioned in my last despatch, I have the satisfaction of informing your Lordship that a brigantine named the "Condor," has been taken by Her Majesty's sloop "Philomel;" a barque and a schooner by the "Flying-Fish;" and two brigantines, the "Volusia" and the "Esmeralda," by Her Majesty's steam-sloop "Rattier;" all fully equipped, but without slaves on board.

2. The first of these, having the United States' flag, attempted to pass as American, but eventually acknowledged her American papers to be false, and hoisted Brazilian colours; the latter, which had only just arrived off this coast from the Brazils, was quite a new vessel, had everything in the most perfect order, and was well found in every respect, with a strong crew, fully armed, and having had guns on board, which were thrown over in the chase.

3. It appears that the "Esmeralda," who showed no colours or papers, felt so secure in her superior sailing powers, that she did not at first attempt even to run away from Her Majesty's cruizer, and that it was only on ascertaining that she was in the presence of a steamer, that the captain of her made any effort to escape, in which, had he had more wind, he might even then not improbably have succeeded.

I have, &c.
(Signed) GEORGE JACKSON.

No. 96.

Her Majesty's Commissioner to Viscount Palmerston.—(Received November 1.)

My Lord,

Loanda, July 25, 1850.

WITH reference to my despatch of the 27th June last, I have the honour to inform your Lordship that Senhor Carneiro sailed yesterday for Rio de Janeiro, in company with the Brazilian slave-merchant at whose house he had, as I before stated, taken up his residence upon his first landing at this place. Senhor Carneiro's passport described him as a merchant.

I have, &c.
(Signed) GEORGE JACKSON.

No. 97.

Her Majesty's Commissioner to Viscount Palmerston.—(Received November 1.)

(Extract.)

Loanda, August 14, 1850.

1. I HAVE the honour to inform your Lordship that the United States corvette "Portsmouth" arrived here on the 5th instant from the Cape de Verdes, after a long passage of fifty-five days, but without having touched at any intermediate place.

2. She bears the broad pendant of Commodore Gregory, Commander-in-chief of the African squadron, with whom I have had the pleasure of having much interesting conversation.

3. Nothing can be more satisfactory than the language of Commodore Gregory, or the instructions under which he states himself to be acting, unless it be the

CLASS A.

spirit in which he professes to be personally disposed to carry out the views of his Government, who, he assured me, are sincerely anxious to co-operate with Great Britain in the most cordial and zealous manner in suppressing the Slave Traffic carried on through the agency of their citizens, and in putting a stop to the notorious abuse of the American flag in the prosecution of that traffic.

No. 98.

Her Majesty's Commissioner to Viscount Palmerston.—(Received November 9.)

(Extract.)

Loanda, August 26, 1850.

1. THE United States' brig "Perry" sailed hence suddenly on the 15th instant, and returned yesterday bringing with her the American brigantine "Chatsworth."

2. Commodore Gregory informs me that he sent the "Perry" to Ambriz, in consequence of a communication made to him by Commander Harvey, of Her Majesty's sloop "Kingfisher," that the American brigantine "Chatsworth" was at that place (having recently arrived from Pernambuco), under circumstances which led to the belief that she was engaged in a Slave Trade voyage.

3. This suspicion it seems was sufficiently strong to induce one of the officers of the "Perry" detached on boat-service to detain her provisionally, and, on the arrival of the "Perry" at Ambriz, her commander, Lieutenant Foote, determined on bringing the "Chatsworth" to this harbour, for the purpose of submitting the case to the American Commodore, by whose orders a strict search was immediately instituted, which has ended in her being released, her papers appearing, as the Commodore assures me, to be quite regular, and it having been found impossible—whatever grounds there might be for suspicion—to bring any positive proof against her.

No. 99.

Her Majesty's Commissioner to Viscount Palmerston.—(Received November 29.)

My Lord,

Loanda, September 13, 1850.

1. HER Majesty's Commissioners had the honour of reporting to your Lordship, in their despatch of 28th February, 1849, the observations of the Governor-General on the communication to him of your Lordship's despatch of the 9th October of the preceding year.

2. Since that time the subject has not in any way recurred, but the last "Boletim Official" contains an advertisement to the effect that the hull of the "Aurora," condemned in the Prize Court on 17th March, 1848 (vide Her Majesty's Commissioners' despatch of March 20 of that year*), is to be sold at public auction, with the condition that it shall be broken up within two months, and that her keel shall be sawed in two in presence of the Director of the Arsenal and of two other witnesses.

I have, &c.

(Signed) GEORGE JACKSON.

No. 100.

Her Majesty's Commissioner to Viscount Palmerston.—(Received November 29.)

My Lord,

Loanda, September 14, 1850.

1. WITH reference to the concluding paragraph of the despatch of Her Majesty's Commissioners of the 5th February last, I have the honour to inform your Lordship that the Juiz de Direito has received, by a recent arrival from Lisbon, a portaria from his Government, in reply to an application made by him in December 1849, requesting to be informed of the sentence pronounced by the Supreme Tribunal in the appeal made to it by

* Class A., No. 93. Presented in 1849.

Messrs. Mattozo and Garrido against the sentence given by the "Relação de Lisboa," upon their first appeal to that court from the condemnatory proceedings had in their case before the Juiz de Direito in this city.

2. The judge is told, in this portaria, for his information, and in order to the proper steps being taken—1st. That the appeal was carried up to the Supreme Tribunal on the 12th July, 1847. 2nd. That on the 31st January, 1848, that tribunal gave its sentence rejecting the appeal and confirming the decision of the court below. 3rd. That for want of the payment of costs by the appellants, the process was detained in the office of the Supreme Court till the 20th December, 1849, when, on the aforesaid costs being paid, the proceedings were returned to the "Relação."

3. The portaria ends by informing the judge that this was the cause of the delay in making known to him the result of the appeal to the Supreme Tribunal, because such notifications must necessarily be posterior to the return of the proceedings to the "Relação," where only the sentence rejecting the appeal could receive its execution.

4. I have been thus particular in reciting the purport of the above portaria, because from the terms of it your Lordship will be the less surprised to learn farther that, though the sentence of the Supreme Tribunal has been received by the Delegado at this city, yet that no notice whatever has been taken of the despatch written by the Juiz de Direito, detailing the conduct of the clerk, Forte, and the loss of the process (reported in the before-mentioned despatch of the 5th February last), and requesting that copies of the same might be forwarded to this capital with a view to its ulterior prosecution, and that consequently a further reference to Lisbon becomes necessary before any step can be taken in execution of the sentence of the Supreme Tribunal.

5. Several vessels are expected shortly from Lisbon, but as this second despatch of the Juiz had been received long before the date of the portaria, he does not look to receiving any reply thereto, and the less so because, though the transmission of the sentence to the Delegado was accompanied by such memoranda as would have enabled that officer to carry on the proceedings, had the original process been forthcoming, yet in the absence of that document they become unavailable; a circumstance which, the Juiz observed, in giving me the above information, the Minister who signed the portaria could not be ignorant of.

I have, &c.

(Signed) GEORGE JACKSON.

No. 101.

Her Majesty's Commissioner to Viscount Palmerston.—(Received November 29.)

My Lord,

Loanda, September 16, 1850.

1. AS illustrative of the system of allowing persons taken on board slave-vessels, and tried before the Juiz de Direito, to be at large on bail pending the final decision to be pronounced at Lisbon, I think it right your Lordship should be informed that a Portuguese, of the name of Francisco Baptista d'Oliveira, who was taken on board the "Aurora" (vide Commissioners' despatch of 20th March, 1848), and figured as a passenger with a Brazilian passport, and who was admitted to bail from the commencement of the proceedings, is now in command, under the assumed name of Mechas, of a Government transport sailing between Loanda and Benguela and the intermediate ports, in other words, some of the chief resorts of Slave Traffic on this coast.

2. This is explained and justified on the ground of enabling him to gain his livelihood and of relieving the public funds, which would otherwise be charged with his maintenance.

3. I have the honour to inclose herewith the "Boletim" of the 24th ultimo, showing the facts; the identity of the individual is matter of notoriety.

I have, &c.

(Signed) GEORGE JACKSON.

Inclosure in No. 101.

Extract from the Loanda "Boletim Official" of August 24, 1850.

SAILED, August 22, Portuguese transport "Boufim," commanded by the pilot F. B. O. M. Mechas, manned by eight white and six Cabenda men, for Benguela *via* the ports, with aguardiente, cloths, rice, farinha, and various trifles; one mail and various despatches; passengers, fifteen. A. da S. M. Ferreira, merchant; J. C. Pestanana, custom-house officer; ten slaves, and three soldiers; Portuguese.

No. 102.

Her Majesty's Commissioner to Viscount Palmerston.—(Received November 29.)

My Lord,

Loanda, September 18, 1850.

1. I HAD the honour to inform your Lordship, in my despatch of the 25th ultimo, of the circumstances attending the detention and actual release of the American brigantine "*Chatsworth*."

2. So strong, however, notwithstanding this release, were the grounds of suspicion against this vessel, and so impressed was Commander Foote, of the United States' brig "*Perry*," with the belief that she was engaged in a Slave Trade speculation, that he determined not to lose sight of her; and accordingly, upon the "*Chatsworth*" leaving this port "for the northern ports and Brazil," he, after standing off to the southward, suddenly tacked and came up with her at Ambrizette, where, from information he had received, he again boarded her and brought her to Ambriz.

3. There he found the "*Louisa Beaton*," and through her captain obtained from the master of the "*Chatsworth*," not only the withdrawal of the protest which he had previously made against her seizure by the "*Perry*," but various affidavits from him and other parties acknowledging the "*Chatsworth*" to be on a slave-trading voyage, and to have shipped between 500 and 600 slaves on her last trip, to have landed them to the south of Rio de Janeiro, and, after cleansing the ship, to have proceeded to Pernambuco, and entered that port "in ballast."

4. From these affidavits it appears that the "*Chatsworth*" belongs, in shares, to an Americo-Brazilian house at Rio de Janeiro, to an individual at Ambriz, and to an Italian who was on board as supercargo; that the captain of her—an American-born, engaged at 100 dollars per month—was entirely under the orders of this Italian, who had Brazilian papers on board, and was fully empowered to sell or change the flag as he might think proper.

5. Not less than 4000 slaves are said to be now ready for embarkation between this and the Congo—a large number of which, but for the perseverance and judicious conduct of Commander Foote, would have been shipped off in a few hours.

6. The "*Chatsworth*," built at Baltimore, and probably more or less connected with that port, was immediately sent there by Commander Foote, with as strong a prize crew as he could spare, for adjudication.

7. I cannot but feel particular satisfaction at this capture, as the disclosures which it has brought to light so fully justified the anxious and watchful eye which Her Majesty's cruizers kept on this vessel on her last appearance on this coast, and by laying bare to the United States' Government the nefarious system by which their flag has been prostituted, will, I should hope, go far at once to open their eyes, and to discourage a continuance of such practices in future.

I have, &c.
(Signed) GEORGE JACKSON.

No. 103.

Her Majesty's Commissioner to Viscount Palmerston.—(Received December 26.)

(Extract.)

Loanda, October 7, 1850.

1. I HAVE the honour to inform your Lordship, that, on the 27th ultimo, Her Majesty's steam-sloop "Rattler," Commander Cumming, seized the Brazilian brig "Echo" of Pernambuco, of 230 tons burden.

2. This capture was made about fifty miles from land, in the latitude of Benguela, and from the fact of several large leaguers having been subsequently seen on the beach, covered over with branches of trees and underwood, at Lobito, and several boats collected there, as well as from other circumstances, there is reason to believe that the "Echo" was destined to take in a cargo of slaves from that spot.

3. She had a small manifested regular cargo, but, in addition to that cargo, there were found on board her, not down in the manifest, the following articles: a very large quantity of firewood, about 200 hides, which, together with a number of leaguers, might very well serve for a slave-deck, and thirty bags of farinha concealed in two separate divisions in the cabin.

4. During the chase, Commander Cumming observed several articles to be thrown overboard, which sunk immediately—a fact which his officers were called upon by him to witness and to attest in a paper drawn up at the moment, and sent with the prize to the Vice-Admiralty Court at St. Helena, where, on the above grounds, the "Echo" was at once dispatched for adjudication.

5. Her owner's name is Pereira da Cunha, of Pernambuco, and, on his behalf, the master of her declared his intention of protesting against the seizure and of defending the vessel.

No. 104.

Her Majesty's Commissioner to Viscount Palmerston.—(Received January 2, 1851.)

My Lord,

Loanda, October 19, 1850.

1. YOUR Lordship is doubtless aware of the communications that have passed this year between the Honourable Captain Hastings, of Her Majesty's ship "Cyclops," and the Governor-General of this province, on the subject of the numerous barracoons for purposes of Slave Trade, declared by that officer to exist at various spots on the southern parts of this coast.

2. The Commandant of the Portuguese Naval station, Senhor Manoel Thomas da Silva Cordeiro, sailed for those parts in the end of July; and, on the eve of his departure, received the accompanying despatch (which I have the honour to inclose in original and translation) from the Governor-General, in consequence of which, on the arrival of the former at Benguela, he issued instructions to two of the cruisers under his command, a translated extract from which is annexed.

3. I do not trouble your Lordship with a very long report detailing the proceedings of these cruisers on this occasion, but the officer in command of them states that at two only of the places named, viz., Equimina and Eminena, did he find any indications of Slave Traffic; that at one of them he burnt two, at another five old barracoons deserted, and with nothing in them of any value; and that at all the other spots pointed out to him in his instructions, he found nothing but depôts of lawful commerce, such as urzella, &c.

4. Of the frequent shipments, however, of slaves from this part of the coast, notwithstanding this report, and of the connivance of the Portuguese authorities stationed there, little doubt can, I believe, be entertained.

5. The Portuguese Commandant has just returned to this port, but has not yet forwarded the result of this investigation, either to his Government or to the Governor-General; but he tells me that in replying to that part of his Excellency's despatch, in which he is recommended to inquire into the conduct of the Commandants of Novo Redondo and Quicombo, he intends to call his attention very pointedly to the insufficiency of the force the Governor of Benguela has at

his disposal, which is so small—between thirty and forty men only—as to make it impossible for any one filling that office, even with the best intentions, to spare an adequate number for the necessary detachments.

6. As very materially affecting the Slave Trade question, though not arising out of any transaction directly in connexion with it, I beg to observe that the Governor of Benguela, the same whose renewed appointment was mentioned in my despatch of the 1st of April last, is now here to answer some accusations which have been brought against him of malversation in the Financial Department.

I have, &c.
(Signed) GEORGE JACKSON.

Inclosure 1 in No. 104.

The Secretary of the Government of Angola to the Commandant of the Portuguese Naval Station.

(Translation.)
Sir,

*Office of the General Department of the Province of Angola,
July 1850.*

ON the 4th March of this year, the Captain of Her Britannic Majesty's steamer "Cyclops," addressed two official letters to his Excellency the Governor-General of this province, acquainting him that several depôts for slaves destined to be carried beyond sea were established at Novo Redondo; a brig named the "Maria" having on the 20th of January last shipped at that presidency a great number of slaves; and that at Quicombo there was also a depôt similar to the above, in proof of which he asserted that the Brazilian brig "Ventura" had sailed from that spot with 481 negroes, who were subsequently captured by the brig "Waterwitch," and that among the negroes so captured some were found who said they belonged to inhabitants of that station, and further, that several slave depôts also existed at the Salinas, at Bahia Farta, and at various other points distant six or seven miles from Benguela, from which the American brig "Louisa" attempted to ship a great number; and his Excellency, immediately on the receipt of these two letters, as you, Sir, were not then in harbour, sent orders to the Commandants of Novo Redondo and Quicombo, to the Governor of Benguela, and to the Commandant of the schooner "Nympha," directing them to inform him circumstantially respecting the whole that was alleged by the aforesaid captain, making them responsible for any transgression whatever of the Decree of the 10th December, 1836, and instructing the Commander of the "Nympha," supposing such depôts to exist, to destroy and burn them, if he had force enough for that purpose.

His Excellency had not then any other means at his disposal to arrive at the truth; and the result of all these examinations proved contrary to the assertions made by the captain of the "Cyclops," but that officer continuing to declare in a letter recently addressed by him to his Excellency, that at the spots pointed out, and at Lobito, negroes had been shipped for beyond sea, his Excellency directs me to say to you, Sir, that profiting by the opportunity of your departure from this port for the southern part of this coast, he cannot refrain from requesting that you will ascertain by the best means in your power, and with the utmost caution, whether the Commandants of Novo Redondo and Quicombo are at all concerned in such shipments, and that you will cause the aforesaid spots to be examined by the force under your command, and the depôts, if they exist, to be destroyed, giving thereafter such information respecting the same as may occur to you, as his Excellency feels the deepest interest in ascertaining the truth.

God preserve, &c.

(Signed) F. J. DA COSTA E SILVA,
Secretary-General of the Government.

Inclosure 2 in No. 104.

*Extract of the Instructions given by the Commandant of the Nacal Station to the
Commander of the Schooner "Nympha."*

(Translation.)

Benguela, September 25, 1850.

1. YOU will sail from this port to-day, taking with you the schooner "Conde do Tojal," and, in your character of a man-of-war cruiser (jointly with the schooner "Conde do Tojal"), you will explore the whole extent of coast lying between Elephant's Bay and this port of Benguela, and especially the following spots:—Southern Equimina, Chelulo, Eminena, Loacho, Rio Cuio, Rio de São Francisco, Ponta do Saldas Salinas, Northern Eminena, Grangeio, Ponta de São Jose das Salinas, Bahia Farta; and you will examine with the greatest attention, by landing yourself, and going as far inland as possible, if there exist any barracoons bearing the marks of being destined for the Slave Trade, according as it is declared in the table annexed to the Decree of the 10th December, 1836; and should you ascertain such to be the case, you will proceed according to the tenor of the Portarias of the 22nd May and 1st July, 1847.

2. When you shall have to burn any barracoons destined for that Trade, you will previously draw up an authentic minute relative thereto, and the same should be done, in case the barracoons you visit should not exhibit any such marks.

3. So soon as you shall have completed this service, you will present to me a circumstantial report of what may have occurred during this important commission.

No. 105.

*Her Majesty's Commissioner to Viscount Palmerston.—(Received
January 2, 1851.)*

(Extract.)

Loanda, October 29, 1850.

I HAVE the honour to inform your Lordship that the new Commodore or Commander-in-chief of the French Naval Forces on the West Coast of Africa, M. Pénaud, arrived in this harbour on the 26th instant, on board the steam-frigate "El Dorado," and that, acting (as I had previously done in the case of the American Commodore) upon the principle laid down by your Lordship's instructions of 30th December, 1847, I took an early opportunity of paying my respects to him.

He was pleased to express his regret that he had not anticipated me, and declaring the satisfaction it gave him to have an opportunity of stating the line of conduct he had traced out for himself, and which he was determined rigidly to pursue in the execution of the duties intrusted to him, he proceeded to enter at large upon the whole question of the suppression, or rather, to use his own words, the repression of the Slave Trade.

This is M. Pénaud's first visit to the West Coast of Africa, but he has been much on the Eastern, in the Isle of Bourbon and at Madagascar, and appears to have considered the question attentively, and to be in possession of notes and memoranda furnished by his predecessor, M. Bouet, which he thinks will be of more service to him than the published work of that officer.

He expresses himself anxious to receive any information or denunciation against any French vessel suspected of slave-trading.

No. 106.

*Her Majesty's Commissioner to Viscount Palmerston.—(Received
January 2, 1851.)*

My Lord,

Loanda, October 30, 1850.

1. ON the 8th instant, the French brig of war "Agile" appeared off this port, and anchored outside, having a brigantine in company, which showed no colours.

2. The report soon circulated that it was a Brazilian slaver which she had detained.

3. Nothing certain, however, was known respecting the case, till the arrival of the French Commodore, when the fact proved to be so.

4. She is a vessel of about 120 tons, called the "Rival," from an outpost to the south of Rio de Janeiro, with a crew of twenty-three or twenty-four men, who, on the approach of the "Agile" off Ambriz, for the purpose of visiting her, were seen to make for the shore, and to be burying a large quantity of fire-arms in the sand; upwards of a hundred muskets, besides other arms.

5. She showed Brazilian colours, but had no papers of any kind whatever on board, beyond a letter proving both her name and the place whence she came from; and on this threefold ground—the want of papers, the quantity of arms, and the excessive number of the crew in proportion to her tonnage—the Commodore has determined on sending her to France on a charge of piracy, together with every individual found on board, if on a survey ordered to be held upon her, she shall appear to be in such a state as to make it worth while to do so.

I have, &c.

(Signed) GEORGE JACKSON.

No. 107.

Her Majesty's Commissioner to Viscount Palmerston.—(Received January 2, 1851.)

My Lord,

Loanda, October 1, 1850.

I HAVE the honour to inclose herewith a copy of the report made by the Curator of Liberated Negroes to the Board of Superintendence, for the quarter ended on the 30th September, 1850, from which your Lordship will see that the condition of the twenty negroes subject to his inspection continue to be as satisfactory as at the date of his previous report.

I have, &c.

(Signed) GEORGE JACKSON.

Inclosure in No. 107.

Report of the Curator of Liberated Africans.

(Translation.)

St. Paul de Loanda, September 30, 1850.

THE Curator of Liberated Negroes has the honour to report to the Board of Superintendence that, having visited several times during the third quarter of the present year, the twenty libertos confided to the partners, Valentine José Pereira and Antonio José Lopez Socero, he found—

1st. That the said twenty Libertos were well treated.

2nd. That sixteen of them, viz.—

Felix Colombe,
George Moonge,
Elizio,
Vicente,
Lourenço Miluange,
Sebastião de Congo,
Germano Dalla,
André,

Eusebio Catraio,
Pedro de Quiçama,
Marcos Ganga,
Matheus,
Alvaro Bunge,
Jacintho Ganga,
Sebastião de Canandula,
Thimotheo Calecute,

continued to be employed in the erection of a soap manufactory.

3rd. That the two libertos João de Ambaca and João de Calanda were learning with advantage the trade of stone-masons.

4th. That the liberto Pedro de Loanda continued to work as a cooper.

5th. That the liberto Agostinho Cacullo was employed as a gardener.

6th. That on the visit which he made this day, Valentine José Pereira declared to him (Curator) that the two libertos Sebastião da Canandula and Thimotheo Calecute had on that occasion gone to the Bengo in company of the person he had sent there to examine the piece of ground where he intended to raise a plantation of tobacco, in order to assist at the said examination, but that they would return within three or four days.*

7th. Finally, That the behaviour of the said libertos was in general good.

(Signed) GUILHERME CYPRIANO DEMONY,
Curator.

No. 108.

Her Majesty's Commissioner to Viscount Palmerston.—(Received January 20, 1851.)

(Extract.)

Loanda, November 7, 1850.

I HAVE the honour to inform your Lordship, as the result of the survey held on the Brazilian brigantine "*Rival*," recently captured by the French brig of war "*Agile*," showing her to be in want of considerable repairs, that it has been determined to send her at once to Goree, from whence, when the winter is over, she will proceed to France for adjudication.

* Since returned—October 9, 1850.

No. 109.

Her Majesty's Commissioner to Viscount Palmerston.—(Received January 20, 1851.)

My Lord,

Loanda, November 14, 1850.

1. I BEG to call your Lordship's attention to the sixth paragraph of the Curator's last quarterly report, in which it is stated that two of the libertos had been sent by Valentine Jozé Pereira to the Bengo, without, of course, the sanction of the Board.

2. Not to trouble your Lordship unnecessarily, I contented myself, in transmitting this report for your Lordship's information, with informally noticing the return of one of these libertos, and, relying on the assurance that he would be followed shortly by the other, which he in fact was; but since that, Senhor Valentine has again sent them away without obtaining the previous consent of the Board, and without the knowledge even of the Curator, prior to their removal, having only informed that officer of the fact in a letter subsequent thereto, in which he declares the place to which he had sent them to be within the specified limit of twenty miles.

3. The Curator, in reporting this to the Board, stated it to be impossible for him, the distances in this province not being measured, to ascertain the precise distance of the place in question from this city; but gave it as his opinion, having himself travelled part of the way, that it would not exceed twenty miles.

4. From all the information I could obtain, I was myself led to a different conclusion; at all events I considered that it would be contrary to the spirit of the regulations, if there were any doubt on this point, to decide it against the libertos; that in fixing twenty miles, a clause permissive only, not obligatory on the Junta, the regulations contemplated, no doubt, twenty miles in Europe, whereas that distance in these regions was equal to at least two or three times as much in a more civilized country, and that to agree to such a removal, which would necessarily withdraw them from the immediate surveillance not only of the Curator, but even of the partners themselves, the hirers of the libertos, would be to expose them to the greatest risk of being kidnapped, and resold into slavery.

5. Under this conviction I called a meeting of the Board. The Governor-General, when we met, without combating the foregoing observations, which I pressed upon his consideration, was of opinion, that provided the place of removal was within the distance, the wording of the indentures authorized the removal of the libertos, as proposed.

6. To this I was not prepared to assent, though I cannot but admit that the indenture is drawn up less unambiguously than I would allow a second to be should any fresh case occur; but it is superfluous to relate what passed between the two Commissioners on this point, because I proposed to waive the consideration of it by calling the parties before the Board, and hearing from their own mouths the exact state of the case.

7. This his Excellency readily agreed to, and on their appearance I put the following questions to them:—

What is the distance between this city and Quitulo, the place to which you have removed two of the libertos?

Do you intend changing your present residence, and removing there yourselves?

8. To the first of these questions they replied, five or six leagues in a straight line; but as the road to Quitulo has many turnings and windings, they would have to travel twelve leagues to get there. To the second question they replied in the negative.

9. The Board at once, on receiving the above answers, decided that the partners could not be permitted to change the residence of the libertos as they had proposed, and the Curator was directed to notify its decision to the partners accordingly.

10. I availed myself of this opportunity to inquire from the hirers of the libertos personally, whether they had been baptized and vaccinated, in compliance with the second and third clauses of Article XIII of the Regulations;

CLASS A.

and we were told that, with regard to the second, the greater part had been baptized, but that some, for want of sufficient intelligence to receive the necessary religious instruction, had not yet been so; and that, with regard to the third, they had not been vaccinated, owing to there being no vaccine matter to be had here.

11. In February 1849, the partners presented a petition praying to be allowed to redeliver the twenty libertos to the Junta. At the time, I did not consider it necessary to notice this to your Lordship, as it was not followed up or persisted in; but I now inclose a translation thereof, and of the answer it received,—the more so as, from the moment when it became apparent that the Board was not disposed to allow any deviation from the Regulations, complaints have been made against one of the libertos, charging him with excessive misconduct, drunkenness, thieving, insubordination, &c., and requiring that his indenture should be cancelled; and a petition of one of the partners, Antonio Lopez Loeiro, is about to be presented, praying to be allowed to surrender his share in the partnership as respects the libertos, and to be released from all responsibility on their account.

12. On the application to have the indenture of the above liberto cancelled, which I observed was the more extraordinary, as each successive quarterly report of the Curator, founded on the statement of the partners, even to the last of 30th September, testified to the good conduct of all the libertos without exception, the Governor-General expressed himself as being greatly at a loss to know what to do with the liberto, if his indentures were cancelled, as it was not probable any one would be found willing to hire him; a consideration which led him, I have no doubt, to give greater weight to my observations, and to recommend to the partners to try the effect of discipline, moral as well as physical, before resorting to that measure.

13. I have been the more particular, my Lord, in making this report, because I would fain hope that, though as yet the instructions which your Lordship states, in your despatch of 16th September, 1848, you had given to Her Majesty's Minister at Lisbon do not appear to have produced the desired effect, yet that some understanding will eventually be come to between Her Majesty's Government and that of Portugal, for the removal to a British colony of any negroes who may in future be emancipated in this.

14. With respect, however, to the twenty libertos provisionally confided to Senhor Valentine, I think it more than probable that they may have become so habituated to this residence and to their present mode of life, as to make it doubtful whether they would be willing to exchange it for one in another part of the world, of which, however preferable, they knew nothing; although, of course, if authorized to do so, I should take care that the proposal should be fully and properly represented to them.

I have, &c.
(Signed) GEORGE JACKSON.

Inclosure in No. 109.

Petition of Valentino J. Pereira and Antonio J. L. Loeiro.

(Translation.)

February 8, 1849.

VALENTINE JOSE PEREIRA and Antonio Jozé Lopez Loeiro alleging difficulties to have occurred in carrying into effect their establishment for the manufacture of soap and cigars, and also another for the growth of tobacco, asked to be allowed to surrender the twenty libertos that had been provisionally confided to them in the character of apprentices for such establishment; and the Junta decided that it could not take this petition into consideration without their proving what they had alleged.

No. 110.

Viscount Palmerston to Her Majesty's Commissioner.

Sir,

Foreign Office, February 7, 1851.

I HAVE received your despatch dated the 14th of November last, reporting the steps which were taken by the Board of Superintendence of Liberated Africans, in consequence of two persons of that class, who had been apprenticed

out to Messrs. Valentino Pereira and Antonio J. Loeiro, having been removed without the knowledge of the Curator, to a place more than twenty miles distant from Loanda. And I have in reply to inform you, that the course pursued by the Board of Superintendence on this occasion appears to me to have been quite right and proper.

I am, &c.
(Signed) PALMERSTON.

No. 111.

Her Majesty's Commissioner to Viscount Palmerston.—(Received March 13, 1851.)

My Lord,

Loanda, November 29, 1850.

1. INTELLIGENCE having been received here of the capture of a vessel by Her Majesty's steam-frigate "Cyclops," on the 21st instant, with upwards of 600 slaves on board, said to have been shipped in a small bay to the north of the Dande, which vessel, there is every reason to believe, is the same that sailed hence on the 18th instant, under Portuguese colours, with four mails and despatches of the Government for Benguela, called the "*Veiga*," I considered it to be my duty to speak to the Governor-General on the subject, and request from him every possible information respecting an occurrence which, if the reports which had reached me were correct, could not fail, I observed, to provoke the most serious attention of Her Majesty's Government.

2. His Excellency at once recognized the propriety of my addressing myself to him, as British Commissioner, on this occasion, and expressed his readiness to satisfy my inquiry by giving me, with the utmost frankness, every particular of a transaction, as far as it had proceeded, which, he said, had caused him the greatest uneasiness.

3. He then told me that he had received a communication a few days ago from the Chief of the Dande, that a brig had just shipped a large cargo of slaves on a spot which, "though it ought," his Excellency said, "to belong to Portugal, was not, in fact, under her jurisdiction;" and that, upon hearing that the vessel in question was the Portuguese brig "*Veiga*" (which arrived here from Oporto on the 2nd October, after an unusually short passage of thirty-eight days), he had immediately called upon the Administrator of the Customs and the Naval Station, the last authority by which a vessel leaving this harbour is visited, for every information in their power to give respecting the state of the "*Veiga*," when she sailed from this port on the 18th instant.

4. This information his Excellency said had not yet reached him, but he promised to inform me of the result, and of the issue of the whole affair which, if it should be proved to be the "*Veiga*," he considered to be most serious; and was prepared, he said, to take every step prescribed or authorized by the laws for the punishment of the parties concerned, and at once to proceed against the securities for the recovery of the penalty of the bail which had been given in this city, it not appearing on the arrival of the "*Veiga*" from Oporto, on the face of her papers, that the captain had signed the bond before leaving that port, required by Article 6 of the Decree of the 10th December, 1836.

5. His Excellency took this opportunity of repeating his regret at the course pursued by Her Majesty's cruizers of landing the crews of captured slave-vessels on the coast, saying, however, that he had refrained from pressing the point upon the present Commander-in-chief of Her Majesty's Naval Forces on this coast, because it had been so frequently urged by his predecessor without any effect, that he contented himself with representing it to his superiors at home, in the hope that the mischief would, in time, be remedied by a mutual arrangement between the Government of Her Majesty and that of the Queen of Portugal.

6. In the meantime, he said he had done all in his power to lessen it by at once taking up and forcibly enlisting all individuals belonging to such crews who might be found without a passport in this city.

7. In the present case, supposing the prize to be the "*Veiga*," there is

little probability of any of her crew making their appearance here, at least for some time to come, but it is only then the more to be regretted, that a vessel, which could hardly fail, I should suppose, to be recognised by her captor as one that had been lying in this harbour for several weeks, under Portuguese colours, should not have been sent in here with a view to adjudication, and still more to an exposure of all the parties concerned, which would have had a far greater effect in discouraging such attempts at Slave Traffic in this immediate locality, than the mere loss of the adventure, though I have reason to believe that that will be very severely felt by some parties well known here.

8. In expressing, however, this regret it is right, I should add, my Lord, that I do so in entire ignorance of the precise circumstances of the capture, no account of it from any of Her Majesty's squadron having reached me, nor, as far as I know, any other person at Loanda; but at the risk of being tedious, not, I hope, of rendering myself obnoxious to the charge of undue pertinaciousness, I cannot forbear to again press upon the attention of Her Majesty's Government this all-important question of the disposal of the crews of captured slave-vessels.

9. Besides the direct tendency which the present practice has to encourage and foster Slave Traffic, the Governor, in the course of our conversation, dwelt much on the inequality which it practically worked in the treatment of offenders; some, he observed, and those generally the most criminal, escaping without any punishment at all, whilst others, far less culpable, because the tools rather than the agents, were subjected to a severe and protracted imprisonment; as an example of which he instanced the case of the men taken in the launch "*Fortuna*," in 1848, and who are to this hour immured in a loathsome prison, on very slender diet, and employed in the hardest and lowest drudgery; whereas the real criminals, such as have notoriously been found engaged in one slave adventure after another, are to be seen, setting us, as it were, at defiance, enjoying themselves in the houses of the various Slave Trade merchants in this city, as is the case at this moment with more than one individual who has, to my own knowledge, been taken repeatedly within the last year or two.

I have, &c.

(Signed) GEORGE JACKSON.

No. 112.

Her Majesty's Commissioner to Viscount Palmerston.—(Received March 13, 1851.)

(Extract.)

Loanda, December 7, 1850.

1. HAVING heard nothing whatever from the Governor-General since the date of my despatch of the 29th ultimo, I thought it advisable to wait upon his Excellency this morning, and to put into his hands an extract from so much of that despatch as related more immediately to his late conversation with me, as therein detailed.

2. This I did, as well for the purpose of giving him to understand that I was expecting a further communication from him on the subject, as to reciprocate, as I told him, the frankness with which he appeared to meet my original inquiries.

3. His Excellency, before perusing the paper, as if afraid that he had committed himself too much, observed, that I was to consider what he had told me as the effect of his own habit of frankness and honourable dealing, and that I must regard it rather in the light of a private or confidential conversation, reserving to himself to make an official report of the whole transaction to his Government.

4. Without appearing to notice a distinction which he had not previously made, I said I hoped that his Excellency would find that I had reported with the most scrupulous exactness what had passed between us. To this, on reading the extract, he fully assented, confirming it by repeating as he went on, "Quite right, quite right."

5. He then said that he had received answers from the Administrator of the Customs, as well as from the Naval Station, and that, in redemption of his promise, he had now to inform me that he had transmitted those answers, together

with every information which had reached him respecting this matter—the names of all the parties concerned in the “*Veiga*”—copy of her manifest, &c., to the Law Officer (Delegado), to proceed according to the proofs which such particulars might afford; and that he himself, consequently, could do no more for the present—that the matter was out of his hands.

6. Whether we are to understand by this, that his Excellency has ordered the prosecution of the parties, as in our first interview I was led to suppose he would do, so far at least as regarded the bond, or whether he has left it to the discretion of the Delegado to proceed or not, as I am rather inclined to infer from what he now says, the result will shortly show.

7. His Excellency proceeded to read to me in part the report of the Naval Station, which declares that the “*Veiga*” was duly visited by an officer and competent force from the flag-ship on leaving this port, that everything was found to be strictly in order, and that not the slightest circumstance appeared to cause suspicion, or to indicate the existence of any article prohibited by the provisions of the decree of the 10th December, 1836.

8. The answer of the Administrator of the Customs his Excellency did not read to me, but said that it was very long, that that functionary had taken considerable time to draw it up, in order, no doubt, to investigate the case thoroughly, and that it stated, in substance, that the “*Veiga*” arrived here with the proper royal passport, that she had been legally dispatched, and that there was no ground whatever for suspecting any contravention of the above-mentioned decree, at the moment of her departure hence on the 18th instant.

9. On hearing this, I asked whether it was usual for the custom-house authorities to examine carefully all articles previous to their being shipped, as it was evident, if that were not done, and the officer contented himself with seeing merely that the goods to be embarked corresponded with the manifest in number, &c., without actually ascertaining the contents of each separate article, every one of those specified in the prohibited list annexed to the decree might be readily exported.

10. His Excellency replied that such verification always took place, and that it had been practised in the present instance, and on my hinting a doubt on this head, and my belief that some twenty pipes, said to be of wine, and thirty manifested as oil, had not undergone such investigation; he said he presumed they had, and that it was a very easy matter for slavers to exchange, at the moment of embarking their slaves, one pipe for another.

11. The administrator coupled his statement with many protestations, as well touching himself personally as with regard to the flagrancy of the case, should the captured vessel be proved to be the “*Veiga*,” which it is superfluous to notice, but his Excellency himself, I am sorry to say, more than once, in our interview of to-day, denied that there existed any legal or even *moral* proof of that fact, which is yet as notorious as that of the capture itself.

12. It was evident, however, that he was by no means satisfied with the administrator’s statement; indeed, I know from other sources that he is not, and that that officer is himself not a little uneasy on the subject, as, apart from any question of connivance, the decree of 1836 is very stringent against all “remissness, omission, or negligence.”

13. I did not, however, consider it expedient to press either of these points further, or that of the bond which had been given in this case, because I felt that anything I could say, though prompted by what I saw passing before my eyes on the spot, would carry with it much greater weight, and have much more effect when addressed by your Lordship directly to the Government of Her Most Faithful Majesty; the only observation I therefore allowed myself to make was, that if the “*Veiga*” had been duly furnished with a passport on leaving Oporto, according to the 6th Article of the Decree of 1836, the bond mentioned in that Article must have been first signed, which his Excellency had previously assured me was not the case.

14. That it has not been the practice, however, to ascertain scrupulously the contents of packages, casks, &c., before shipment, I think I may venture to affirm on undubitable authority; and as for the search prescribed by the 7th Article, even were the provisions of that Article to be strictly complied with, which they have not been, it cannot, from the very nature of things, be more than superficial; to execute it literally and efficiently could only be done by unshipping a great part of the cargo; such search, be it remembered, being to

be made, according to the words of the above-mentioned Article, on the day of the departure of the vessel.

15. The visit by the Naval Station, which is independent and exclusive of anything ordered by the decree, is a still more summary process, and has respect, I have been assured, much more to the legality of her papers, the list of crew, and passengers, &c., than to the cargo.

No. 113.

Her Majesty's Commissioner to Viscount Palmerston.—(Received March 13, 1851.)

(Extract.)

Loanda, December 12, 1850.

HAVING heard yesterday from an authentic source, of the assembling of a large body of negroes for embarkation at a spot called Quihembe, near Mazula, I lost no time in writing a letter to Commander Sotheby to inform him of the circumstances.

No. 114.

Her Majesty's Commissioner to Viscount Palmerston.—(Received March 13, 1851.)

(Extract.)

Loanda, December 16, 1850.

A MEETING of the Board of Superintendence having taken place this day, I took the opportunity to ask the Governor whether any and what progress had been made by the Delegado in the matter of the "*Veiga*."

His Excellency replied that he had as yet received no report on the subject, and, on my expressing a hope that he would enable me to report to my Government whatever might be the result of that officer's proceedings, he said he would have much satisfaction in doing so, as a matter of "courtesy and condescension;" that in this sense he had replied to a letter he had received from Commodore Fanshawe, and that he thought it very desirable, considering the intimate relations which existed between Great Britain and Portugal, that such courtesy should be practised, and more especially in a case such as that of the "*Veiga*;" that he had, consequently, used the utmost frankness and good faith (loyauté) towards both of us, but that he could recognize in neither a right to address him on such matters; that his instructions were, as regards the Commodore, to receive from him any communication respecting the existence of barracons, and to concert with him with a view to their destruction; and, as respects myself, to recognize me as British Commissioner in the Mixed Commission, and to treat me accordingly, but that I had no authority to make to the Governor of this province, nor had he to receive from me, any communication individually.

Having repeated this very emphatically, and that it was necessary we should clearly understand each other on this head, his Excellency proceeded to tell me, under this reserve, that, not having received any answer from the Delegado, to whom all the papers had been transmitted, at latest on the 6th instant, he had written a second despatch, recommending to him the strictest attention and zeal in the matter, and that he was willing to augur favourably from the delay; at the same time, his Excellency again spoke doubtingly of the identity of the "*Veiga*," and still more so of the possibility of proving it.

I told the Governor, in reply, that I could not, of course, know what were his instructions, nor did it become me to enter into the question which he had raised; that I did not, for my part, consider my duties to be confined to the Mixed Court, but that it was incumbent on me to watch over, and report upon, all Slave Trade transactions; that it was under this conception of my duty that I had addressed myself to him, and that he had himself recognized the propriety

of my doing so. He said my first visit had been extremely opportune, that at that very moment his mind was anxiously intent upon what had occurred, and that, in his conversation with me, he had been really glad of an opportunity of giving vent to his feelings.

This, he gave me to understand, had caused him to discard all reserve, and that having done so of his own accord, he should, of course, be still more ready to act in the same manner, should he receive instructions to that effect from home.

I then took my leave, with an assurance on the part of his Excellency, that he would continue to inform me of what might yet occur in the business, of which he was preparing a most detailed and circumstantial report to his Government.

With regard to what concerns myself, or rather the post I have the honour to hold, I shall be very anxious to receive your Lordship's opinion as to whether the view I have taken of my duty on this occasion be correct or not—namely, whether I should consider my functions as limited to the Mixed Court, or whether I am not at liberty to address myself to the Governor-General of this province on any matter having reference to Slave Trade transactions, which may occur under his Excellency's jurisdiction.

Should your Lordship sanction this view, I venture to submit that it would greatly tend to place the relations between the supreme authority in this province and Her Majesty's Commissioner on a footing from which much benefit might result to the Queen's service, were an instruction in that sense forwarded to the former.

No. 115.

Her Majesty's Commissioner to Viscount Palmerston.—(Received March 13, 1851.)

My Lord,

Loanda, December 17, 1850.

1. ON entering this port on the 7th instant, Her Majesty's steam-ship "Centaur" had in tow a launch, from the appearance of which it was quickly reported that she was a prize taken under Portuguese colours, with slaves on board; and that she was about to be brought before the Court of Mixed Commission.

2. As nothing official has reached me on this subject, I should, perhaps, not have thought it incumbent upon me to notice the circumstance to your Lordship (and the less so, as I am ignorant of what eventually became of the launch), if the Governor-General had not, in his conversation of yesterday, adverted to the subject of his own accord, saying that he did not know whether the negroes on board were slaves or not; but that she was not Portuguese, that she was a Cabenda boat, and had no Portuguese "despachos;" and that he had told Captain Hillyar so when he called on him the day before; and that Commodore Fanshawe was at full liberty to act in the matter as he pleased, as this Government was in no way concerned in it.

I have, &c.

(Signed) GEORGE JACKSON.

No. 116.

Her Majesty's Commissioner to Viscount Palmerston.—(Received March 13, 1851.)

(Extract.)

Loanda, December 19, 1850.

I HAVE the honour to inform your Lordship that a vessel, which sailed from Lisbon in the end of September, has brought the dismissal of the Governor of Benguela; that post being for the present filled up by an *ad interim* appointment.

On the effect which this occurrence may have on Slave Trade transactions, I will not venture an opinion; but the effrontery with which they have

hitherto been carried on in that quarter has been very great, and has been, within these few days, strikingly confirmed to me by the Juiz de Direito, who has lately returned from an official visit to Benguela.

The duties which called him there were, in fact, unconnected with the Slave Trade question; but he assures me that the different slave depôts at that place, which were crowded when he first made his appearance off the port, had been cleared out during the night, in ignorance of what might be the nature of his visit, and that by the time he landed, all the slaves had been removed into the interior.

No. 117.

Her Majesty's Commissioner to Viscount Palmerston.—(Received March 13, 1851.)

My Lord,

Loanda, December 31, 1850.

1. I HAVE the honour to inform your Lordship, that Her Majesty's sloop "Sealark," Commander Sotheby, arrived here yesterday, having boarded, on the 25th instant, off Quicombo, a schooner without flag or papers of any kind, capable of carrying 400 slaves, and fully equipped for the Traffic, which, before the boats of the "Sealark" could reach her, her crew had run on shore, scuttled and deserted, relanding, at the same time, what they could of her cargo.

2. The vessel itself was thus destroyed; but a large boat or launch which had been seen by some of the officers and crew of the "Sealark" aiding the proceedings of the former, Commander Sotheby, not being able to meet with any Portuguese authorities, brought in tow to this port.

3. It does not seem quite clear whether the slaves had been actually shipped, as at the distance the "Sealark's" boats were from the schooner, it was difficult to distinguish whether the negroes, which were seen leaving her, were slaves for exportation, or those from the shore employed in relanding the cargo, but the first was most probably the fact.

4. A correspondence has since taken place between the Governor-General and Commander Sotheby, on the subject of this launch, which had itself hides, farinha, and other slave provisions on board; and of the misconduct of the Portuguese authorities at Quicombo in allowing such transactions to be going on under their eyes.

5. As your Lordship will be duly made cognizant of the whole of this occurrence from the reports of Her Majesty's naval officers, it is only necessary for me to add, that Commander Sotheby intends returning to cruize immediately, leaving the launch in the hands of the Portuguese Commandant, by whom it is understood, she will be delivered to the Governor-General after an examination of her dimensions, &c., as compared with those of any similar craft that may have left this port, in order to her being eventually brought before the Prize Court.

I have, &c.

(Signed) GEORGE JACKSON.

No. 118.

Her Majesty's Commissioner to Viscount Palmerston.—(Received March 13, 1851.)

My Lord,

Loanda, December 31, 1850.

I HAVE the honour to inclose herewith, the quarterly report received from the Curator by the Board of Superintendence of the state of the libertos subject to his inspection up to this day, from which your Lordship will perceive—

1st. That, with one exception, their general conduct continues to be satisfactory.

2nd. That, according to the tenor of my last despatch of this series, the libertos who were confided to the partners Valentine Jozé Pereira and Antonio Jozé Lopez Soeiro, are now exclusively entrusted to, and under the sole management of, the former; and,

3rd. That the whole of them have now been baptized, agreeably to the provisions of Article XIII of Annex C.

With respect to the 3rd clause of that Article, I should state, that besides the want of vaccine matter, as already noticed, it has been shown by experience, that it does not take in this climate, and I have been assured by medical men, that it does not act as a preventative, and that the most that has been obtained from its application, has been, in actual cases of small-pox, to mitigate somewhat of the severity of that disorder, which, in this climate, generally proves fatal.

I have, &c.

(Signed) GEORGE JACKSON.

Inclosure in No. 118.

Report of the Curator of Liberated Africans.

St. Paul de Loanda, December 31, 1850.

THE Curator of Liberated Negroes has the honour to report to the Board of Superintendence, that having visited several times, in the course of the fourth quarter of the present year, the twenty liberated negroes provisionally confided to Valentino Jozé Pereira and Antonio Jozé Lopez Soeiro, he found :

1st. That the said twenty libertos were well treated.

2nd. That sixteen of them, viz. :

Felix Colombe,
Jorge Moonge,
Elizio,
Eusebio Catraio,
Pedro da Quiçama,
Marcos Ganga,
Alvaro Bunge,
Jacintho Ganga,

Vicente,
Lourenço Miluange,
Sebastião do Congo,
Germano Dalla,
André,
Matheus,
Sebastião de Canandula,
Thimoteo Calecute,

continued to be employed in the erection of a soap manufactory.

3rd. That the two libertos João de Ambaca and João de Calando were learning with advantage the trade of stone-masons.

4th. That the liberto Pedro de Loanda continued to work as a cooper.

5th. That the liberto Agostinho Cacullo was employed as a gardener.

6th. That the behaviour of the said libertos was generally good, with the exception of the liberto Pedro de Loanda, who continued to get intoxicated, notwithstanding the admonition which had been given him by the Board on the 13th November last.

He, the said Curator, has further to report that, in consequence of the decision come to by the Board, in session of the 23rd November last, the above-mentioned twenty libertos had been confided to the charge of Valentino Jozé Pereira alone; that he (Valentino) having signed a minute on each of the respective indentures, obliging himself to execute the same agreeably to what the Board required. Antonio Jozé Lopez Soeiro was therefore exonerated, as he had petitioned to be, from all the responsibility which he had come under on account of the said twenty libertos.

P.S.—On occasion of the inspection which he, the Curator, this day made of the libertos, Valentino Jozé Pereira acquainted him that they had now all been baptized.

(Signed)

GUILHERME CYPRIANO DEMONY,

Curator.

No. 119.

Her Majesty's Commissioner to Viscount Palmerston.—(Received March 13.)

My Lord,

Loanda, January 1, 1851.

I HAVE the honour to report for the information of your Lordship, that there have been no cases adjudicated in the British and Portuguese Court of Mixed Commission established in this city, during the last half-year.

I have, &c.

(Signed) GEO. JACKSON.

No. 120.

Her Majesty's Commissioner to Viscount Palmerston.—(Received March 13.)

My Lord,

Loanda, January 1, 1851.

IN pursuance of the general instructions, I have the honour to inclose herewith a certified return, in original and translation, of the slaves emancipated and registered by the Mixed Commission Court in this city, up to the end of the year 1850.

I have, &c.
(Signed) GEO. JACKSON.

Inclosure in No. 120.

(Translation.)

REGISTER of Slaves, natives of Africa, liberated by the British and Portuguese Mixed Commission established at St. Paul de Loanda.

Vessels.	Number of Male Slaves found on board.	Date of Liberation.	Number of Slaves liberated.	Observations.
Portuguese launch, without name	4	Sentence of 29th March, 1845	4	Enlisted in the Portuguese Royal Navy.
Portuguese launch "Fortuna"	20	Sentence of 27th March, 1848	20	Were provisionally confided to Valentino Jozé Pereira and Antonio Jozé Lopez Soeiro, and by concession of the 23rd November, 1850, were passed over exclusively to the former.

Total number of slaves liberated up to the 31st December, 1847 4
 Total number of slaves liberated from the 1st January to the 31st December, 1848 20
 Total number of slaves liberated up to the 31st December, 1850 24

(Signed) GUILHERME CYPRIANO DEMONY,
St. Paul de Loanda, December 31, 1850. *Curator.*

No. 121.

Her Majesty's Commissioner to Viscount Palmerston.—(Received March 13.)

(Extract.)

Loanda, January 3, 1851.

1. THE Governor-General has this morning informed me that he received a few days ago a report from the Delegado, stating that after every possible research and endeavour on his part, he had been unable to procure any evidence to enable him to proceed against any party whatever, in the case of the "*Veiga*," and that he wished his Excellency, in consequence, to give instructions to the Chief of the Police, to try whether, through his means, any such evidence might be obtained.

2. His Excellency had instructed that officer accordingly, but he had been able to elicit nothing, and he (the Governor) had therefore desired that all the papers bearing on the case might be returned to him, but, on the Delegado representing that something might turn up from one day to another, which might furnish materials for carrying on the proceedings, and that it was on that

account advisable that the papers should be allowed to remain in his office, he had decided that they should do so.

3. Here then, my Lord, the matter is likely to end; neither I fear, must we expect any more satisfactory result, from a step, which the Governor told me he had taken on his own responsibility, that of arresting and placing in close confinement, an individual who was in the habit of going backwards and forwards to Ambriz, on no stronger ground of suspicion than his having left Loanda shortly before the sailing of the "*Veiga*," and returned here as soon as the capture of that vessel became known.

4. The individual in question is one of those slave captains who have been so often taken and set at liberty by Her Majesty's cruisers, and is in the habit of taking up his quarters at the house of a merchant in this city, who it is believed is one of those principally concerned in the affair of the "*Veiga*."

5. This fact, however, which, coupled with other circumstances, leaves little doubt of his complicity, his Excellency professed himself ignorant of.

January 9.—The individual above mentioned has been set at liberty on giving bail, not, as the Delegado's request would have led us to expect, to be forthcoming when called on, but to leave this province within fifteen days.

No. 122.

Her Majesty's Commissioner to Viscount Palmerston.—(Received March 15, 1851.)

My Lord,

Loanda, November 23, 1850.

WITH reference to the 11th paragraph of my despatch of the 14th instant, I have the honour to inform your Lordship, that Senhor Antonio Jozé Lopes Soeiro having presented a petition to the Board, alleging:

1st. That since April 1848, when, in partnership with Valentino Joze Pereira, he hired the twenty negroes taken in the launch "*Fortuna*," that partnership had been dissolved;

2nd. That he was now following a different mode of life;

3rd. That consequently he no longer derived any benefit from the services of such negroes;—and

4th. That Senhor Valentino consented to release him on his part, from all further responsibility on their account, and the said Valentino having fully confirmed this statement in writing, in answer to a letter which the Curator, by the direction of the Board, addressed to him, and having moreover reassumed for himself, personally and solely, in the most formal manner, all the obligations which the partners had jointly come under, the Board was unanimously of opinion, that it was but just to comply with the prayer of the petition, and to give to Soeiro the release he applied for; that no inconvenience or detriment could result to the apprentices from such concession, and that it was in fact, little more than a nominal surrender, Valentino being the substantial individual, to whom the Board had all along looked for its principal security.

I trust your Lordship will not disapprove of this act of concurrence on my part, with my colleague, and that I may, ere long, be authorized to make a more satisfactory provision for any future libertos, or even for these, if my recommendation to them may have any weight, that may come under our care.

I have, &c.

(Signed) GEORGE JACKSON.

No. 123.

Her Majesty's Commissioner to Viscount Palmerston.—(Received March 15, 1851.)

My Lord,

Loanda, November 25, 1850.

REFERRING your Lordship to the case of the clerk Forte, mentioned in previous correspondence, I have the honour to inform you, that the Delegado, as public prosecutor, having commenced proceedings against him, for the loss of

the process in the suit against Senhores Mattozo and Garrido, and the Juiz having "*pronunciado*," found a true bill against him, Forte has been recently tried by the Junta de Justiça, of which the Governor-General is President, and has been acquitted, on the ground that no correct inventory of the papers, the custody of which fell to his care, had been taken at the time of his entering on his clerkship, and that there was no proof that the document in question had even been given into his charge.

I have, &c.
(Signed) GEORGE JACKSON.

CAPE VERDS.

No. 124.

Her Majesty's Commissioners to Viscount Palmerston.—(Received April 2, 1850.)

My Lord,

San Nicolas, Cape Verds, November 28, 1849.

WE have the honour to transmit herewith our report of the case of the Portuguese brigantine "*Leao*," Manoel Joaquim de Fontes, master, restored by decree of this Court of Mixed Commission on the 3rd of November.

The "*Leao*" was detained on the 29th day of August, 1849, in latitude 13° 48' north, and longitude 20° 54' west of Greenwich, by Her Majesty's steam-sloop "*Phoenix*," Commander George Wodehouse, and sent to Sierra Leone for adjudication, in charge of Mr. Henry Hawkes, mate of the said ship.

Commander George Wodehouse having found that there was no court at Sierra Leone before which the "*Leao*" could be brought, dispatched her on the 8th of September to the Mixed Commission Court at Boa Vista.

There were on board the "*Leao*," at the time of her detention, a crew of twelve persons, including the master and supercargo, but the master and three sailors were the only persons sent in the vessel.

On the 21st of October the "*Leao*" arrived in the port of Boa Vista, and on the 24th her papers were brought in court, and proceedings were commenced against her in the usual form.

From the papers and the evidence filed, it appeared that the "*Leao*" was the property of Joaquim Fernandez de Aranje, a merchant residing at Oporto; that the cargo was the property of Joaquim da Silva Leça, the supercargo, a Brazilian, who had been residing at Oporto; and that the vessel sailed from Oporto on a voyage to Trieste, and there landed a cargo of sugar and hides, and took in a cargo of flour and bran, which she was at the time of her detention carrying to Pernambuco. It was moreover established to the perfect satisfaction of the court, that she had not on board any of the articles of equipment mentioned in the Treaty as *prima facie* evidence of an intention to engage in the Slave Trade.

The court, therefore, on the 3rd of November, decreed the restitution of the vessel and cargo, with all costs, damages, and expenses occasioned by her detention, and referred it to the Registrar to ascertain the amount thereof.

We have, &c.

(Signed)

CHARLES F. ROTHERY.
KEPPEL R. E. FOOTE.

Inclosure 1 in No. 124.

Abstract of the case of the brigantine "Leao."

San Nicolas, November 17, 1849.

ON the 24th of October, the proctor for the captor brought into court the three declarations of the captor, and prayed that the usual monition might issue; which was granted, and the Marshal arrested the vessel and cargo.

These declarations were as follows:—

1st. As to the state in which he found the detained vessel.

2nd. Concerning the papers that were found on board.

3rd. As to the removal of nine of her crew.

This last declaration referred to the first charge that had taken place; but no declaration was made by the captor as to the subsequent change that took place at Sierra Leone.

On the 25th, the proctor for the captor brought into court the affidavit of the prize officer, marked No. 6, together with the papers annexed.

The papers annexed were—

1. The royal passport
2. The manifest.
3. The list of the crew.
4. The bill of health from Trieste.

5. The bill of health from Gibraltar, and the papers A 1 to A 3 inclusive, which consisted of private letters, accounts, &c.

On the 26th, the proctor for the captor brought into court the two further affidavits of the prize officer, marked respectively No. 7 and No. 8, together with the papers marked A 4, which consisted of letters of no importance.

On the same and following days, the master, Manoel Joaquim de Fontes, and three sailors, named respectively Francisco Antonio de Souza, Jozé Januario Pinto, and Antonio Pereira, were examined. The particulars of their testimony will be found in the copy of the evidence accompanying.

It may suffice here to state, that these witnesses supported the evidence contained in the ship's papers, that the "*Leao*" was the property of Joaquim Fernandez de Aranja, and was, at the time of capture, on her voyage to Pernambuco with a legal cargo.

On the 30th of October, the proctor for the master brought in a claim for the vessel and her cargo, supported by the usual affidavit. This document declares the vessel to be the property of Joaquim Fernandez de Aranja, and the cargo that of Joaquim da Silva Leça; and was admitted and filed, and publication of the evidence was decreed.

On the 31st of October and 2nd of November, the court heard respectively the proctors for the captor and claimant, and on the 3rd decreed the restitution of the vessel and cargo, with costs and damages. A copy of the judgment accompanies this report.

(Signed)

CHARLES F ROTHERY.
KEPPEL R. E. FOOTE.

Inclosure 2 in No. 124.

Judgment in the case of the "Leao."

(Translation.)

Boa Vista, November 3, 1849.

WE are clearly of opinion that evidence of the several witnesses taken in this case, and the papers that have been produced, have proved beyond a doubt that the brigantine "*Leao*," at the time of her detention by Her Britannic Majesty's steam-sloop "*Phoenix*," was engaged in a legal voyage; and that she had not on board any one of the things specified in Article IX of the Treaty as constituting *prima facie* evidence of an intention to trade in slaves: and further, that the captor was not led into error by any fault of the master of the said vessel. We therefore decree the restoration of the vessel and cargo, as claimed by Manoel Joaquim de Fontes, together with all costs, damages, and expenses occasioned by her detention, and refer it to the Registrar of this court to ascertain the amount thereof.

In giving our judgment in this case, we think it our duty to make the following observations on the conduct of the captor:—

Firstly. This vessel, the "*Leao*," was seized in latitude 13° 48' north, and longitude 20° 54' west, and though clearly a Portuguese vessel, was, in violation of the Treaty between Great Britain and Portugal, taken to Sierra Leone, at which place the captor ought to have known there was no court before which she could be tried.

Secondly. The captor has only sent to this court four of the twelve persons who were on board the vessel at the time of her detention; and it does not appear to the court that he has used any exertions to comply with Article IV, Annex A, by sending the remaining persons, one of whom was supercargo, to this port.

Thirdly. In violation of Article III, Annex A, the captor intrusted the duty of delivering up the vessel to an officer who was below the rank of lieutenant in the navy, and who was at the time lower than third in command of the detaining ship.

In conclusion. We have to remark, that the declaration of the captor exhibiting the state in which he found the detained vessel, is so loose, and in some parts so clearly at variance with the truth, that it is nearly useless as evidence.

(Signed)

CHARLES FREDERIC ROTHERY.
HYPOLITE JOZE XAVIER D'ALMEIDA.

Inclosure 3 in No. 124.

Captor's Declaration.

I, THE undersigned, George Wodehouse, holding the rank of Commander in Her Britannic Majesty's Navy, and commanding Her Majesty's steam-sloop "*Phoenix*," duly authorized by the Treaty between Great Britain and Portugal, dated 3rd of July, 1842, for the suppression of the Slave Trade, do hereby declare, that on the 29th day of August, 1849, being in latitude 13° 48' north, and longitude 20° 54' west of Greenwich, I seized the Portuguese brigantine "*Leao*," whereof Joaquim Manoel de Fontes is master, for having violated the said Treaty; and I further

declare that the vessel had on board at the time of seizure a crew of twelve persons, no passengers and no slaves, namely,—

Names of the Crew.	Names of Passengers.	Number and Sex of Slaves.
Manoel Joaquim de Fontes Joaquim da Silva Leça Jozé Lamario Rodrigues Carvalla da Cruz Jozé Gomes Antonio Jozé de Freitas Jozé da Silva Pereira Antonio Francisco de Souza Francisco Antonio de Souza Jozé Domingues Antonio Terceira Jozé d'Aranjo		
Total 12.		

And I further declare the condition of the slaves is as follows, viz. :—None on board.

And I do hereby certify, that I found this vessel and her cargo in the following state :—
 1st. When boarded, the captain stated she was bound to Pernambuco, whereas her course when we chased her was not such as to warrant the above statement. They lowered her colours directly an attempt was made to board and search her, and had them in the cabin. 2nd. When boarded, we found her to have, contrary to the Treaty,—

(A.) Divisions and bulkheads in the holds in very much greater number than necessary for a vessel engaged in lawful trade.

(B.) Spare plank for slave-deck, wood being found cut in planks in every direction of the ship.

(C.) Nine leaguers of water, being more than necessary for her consumption as a merchant-vessel, besides which, some of the crew acknowledged that there was more in the hold.

(D.) Against Article VI, more water-casks than necessary, and no certificate from the custom-house of that fact, besides a large number of casks of various descriptions ready to be converted into water-casks at a short notice.

(E.) A large number of baters to be used as mess-tubs (to evade Article VII), but evidently on board for that purpose, besides several mess and popoo tubs.

(F.) A very large galley with place prepared for cooking provisions for 600 or 700 slaves, and with a place underneath for fires, together with an immense quantity of fire-wood, and more coals than could even be required for the use of the crew.

(G.) The hold is full of casks of farinha and flour of different kinds, which, although mentioned in a paper called the "manifest," are evidently intended to feed slaves, not being an article of commerce, and being a very inferior description.

(H.) A very large quantity of salt fish and biscuit, and other articles of provisions for the use of slaves, it being secreted in the vessel in every possible place.

(I.) A very large quantity of pieces of cork in squares, sufficient of itself to form her slave-deck, either over casks or ballast.

(K.) A box and a bag of trinkets, fifty trade knives, five revolving pistols, and a brand for marking slaves lettered "S," that letter being especially used at the ports of Bahia and Pernambuco, a clapper of wood, generally found in slave-vessels to call up the slaves. The boarding officer could not induce them on board to re-hoist their colours; and going aft, he discovered a Dutch ensign and a Portuguese ensign secreted amongst the biscuit, &c.

All these things or any one of them warranting me in detaining the above vessel for being engaged in the Slave Trade, I, by virtue of the authority given to me, do detain her for condemnation.

Given under my hand, this 29th day of August, 1849.

(Signed) GEORGE WODEHOUSE.

Henry Hawkes, being duly sworn, declared the above signature to be the handwriting of George Wodehouse.

(Signed) HENRY HAWKES.

Inclosure 4 in No. 124.

Declaration of Commander Wodehouse.

I, THE undersigned, George Wodehouse, holding the rank of Commander in Her Britannic Majesty's Navy, and commanding Her Majesty's steam-sloop "Phoenix," do hereby certify that on the 29th day of August, 1849, being in latitude 13° 48' north and longitude 20° 54' west of Greenwich, I seized the Portuguese brigantine "Leao," whereof Manoel Joaquim de Fontes is master, and that she had on board at the time of her capture, viz. :—

No Slaves. } Males.
 } Females.
 None. Total.

I further certify that the papers which I have numbered No. 1 to 5 inclusive, are the whole of

the whole of the documents, letters, and writings seized on board, which are hereunto specified and described, viz. :—

- No. 1. Passaporte Real.
2. Manifesto.
3. Matricula de Equipagem do patacho Portugueso "Leao."
4. Certadao de Saude de Trieste.
5. " " Gibraltar.

Signed by me, August 29, 1849. "

(Signed) **GEORGE WODEHOUSE,**
Commanding Her Majesty's Steam-sloop "Phoenix."

Inclosure 5 in No. 124.

Certificate as to removal of part of Crew of the "Leao."

I, Commander George Wodehouse, of Her Britannic Majesty's steam-sloop "Phoenix," do hereby certify that I have removed from the Portuguese brigantine "Leao," whereof Manoel Joaquim de Fontes is master—

Rodrigue Carvalho da Cruz, Piloto.
Jozé Gomez Camera, Marinheiro.
Antonio Jozé de Freitas, "
Jozé da Silva Pereira, "
Antonio Francisco de Souza, "
Francisco Antonio de Souza, "
Jozé Domingues, "
Antonio Terceira, "
Jozé d'Aranjo, "

Signed this 29th day of August, 1849.

(Signed) **GEORGE WODEHOUSE.**

Henry Hawkes, being duly sworn, declared the above signature to be the handwriting of George Wodehouse.

(Signed) **HENRY HAWKES.**

Inclosure 6 in No. 124.

Affidavit as to the "Leao's" Papers.

IN the business of the Portuguese vessel "Leao," whereof Manoel Joaquim de Fontes was master.

Appeared personally Henry Hawkes, mate of Her Britannic Majesty's ship of war "Phoenix," and made oath that the documents, letters, and writings hereunto annexed, marked from No. 1 to No. 5 inclusive, were to the best of his knowledge and belief all the papers found on board the said vessel at the time of her seizure, and that the further documents, letters, and writings hereunto annexed, marked from No. A 1 to No. A 3 inclusive were to the best of his knowledge and belief all the papers which have since been found on board the said vessel.

And lastly, the said Deponent maketh oath that the whole of the said papers herein referred to annexed are now brought and delivered in the same plight and condition as when received or found by this Deponent, without any fraud, additions, subtractions, alterations, or embezzlement, saving the numbering and marking thereof.

On the 25th day of October, 1849, the said Henry Hawkes was duly sworn to the truth of his affidavit before us.

(Signed) **CHARLES FREDERIC ROTHERY.**
HYPOLITE JOZE XAVIER D'ALMEIDA.

Inclosure 7 in No. 124.

Further Affidavit as to the "Leao's" Papers.

IN the case of the Portuguese brigantine "Leao," Manoel Joaquim de Fontes, master.

Appeared personally Henry Hawkes, and made oath that after having delivered the papers marked No. 1 to No. 5 inclusive, and No. A 1 to No. A 3 inclusive, that the Deponent, at the time of making search, found in a desk on board the said brigantine, the papers which he now presents, marked No. A 4, and that the same papers are in the same plight and condition, without any addition, alteration, or embezzlement whatever, as when found.

(Signed) **HENRY HAWKES**

On the 21st day of October the said Henry was duly sworn before us.

(Signed) **CHARLES FREDERIC ROTHERY.**
HYPOLITE JOZE XAVIER D'ALMEIDA.

Inclosure 8 in No. 124.

Affidavit of the Prize Officer.

IN the case of the Portuguese brigantine "*Leao*," Master, manœl Joaquim de Fontes, seized and detained by George Wodehouse, Esq., &c.

Appeared personally, Henry Hawkes, mate of Her Britannic Majesty's steam-sloop "*Phoenix*," and being duly sworn, declared that on the 29th day of August, 1849, being in latitude 13° 48' north, and longitude 20° 54' west of Greenwich, the said Commander George Wodehouse and others of the crew observed a suspicious-looking vessel, to which they gave chase, and that Lieutenant George Watson boarded the said vessel, with the view of ascertaining her character and equipment; and after that an examination had been made by the said George Watson, the Deponent on the 29th day of August aforesaid, and by order of Commander George Wodehouse, proceeded on board the aforesaid brigantine "*Leao*," and found her fitted and equipped in the following manner, viz.:—An iron grating in the skylight over the cabin. A galley of a large size. An iron brand with the letter S. Main hatchway of a large size, with eight notches cut in the combings on each side. An after hatchway. A pair of clappers. Two sleeping bunks on deck. Two bunks in the cabin nearly filled with biscuit made of very coarse flour. A very large quantity of firewood. On deck nine pipes and one cask capable of containing about one thousand and ten gallons, and an empty wine cask capable of containing fifty-six gallons more or less. That there were on board the said brigantine two Portuguese flags and one French flag. That the Deponent received from Commander George Wodehouse the papers marked No. 1 to 5 inclusive, and No. A 1 to No. A 3 inclusive, and the papers marked A 4 were found on board after his arrival in this port. That the said George Wodehouse seized and detained the said brigantine, and ordered the Deponent and several of the men of Her Majesty's steam-sloop "*Phoenix*" to proceed on board and convey the brigantine "*Leao*" to the port of Sierra Leone.

And the Deponent further states, that after his arrival at Sierra Leone he was informed by the said Commander George Woodhouse, that in consequence of the said brigantine "*Leao*" being a Portuguese vessel, and there being no competent authority to try the case in Sierra Leone, it was therefore necessary to have the said brigantine conveyed before the proper authority for adjudication.

And the Deponent further declares, that in fulfilment of an order by Commander George Wodehouse he proceeded on the 8th day of September, 1849, to convey the said brigantine to this Mixed Court, British and Portuguese, and that in carrying into effect the said orders, the Deponent touched at the Island of Saint Nicholas, and arrived at the port of this island on the 21st day of October, 1849.

And the Deponent further declares, that the changes which have taken place in the crew of the brigantine "*Leao*" since the time of her detention are as follows, viz.:—On the 29th day of August aforesaid there were on board twelve persons, and that when the Deponent took charge of the brigantine "*Leao*," he found only three persons on board, being the captain, supercargo, and one boy, the other nine persons having been removed to the "*Phoenix*."

The Deponent further declares, that Commander Wodehouse stated in his presence that he considered it necessary for the safety of the persons charged with the conduct of the vessel after its seizure, that nine persons of the Portuguese crew should be withdrawn from the brigantine "*Leao*," and that in Sierra Leone the supercargo, who was one of the three persons who had remained on board, left the brigantine "*Leao*," and went ashore, and that afterwards two persons of the Portuguese crew were sent on board, who together with the two previously left on board composed the present Portuguese crew.

And the Deponent further declares, that Commander George Wodehouse was duly authorized to detain the said brigantine, he being furnished with a copy of the Treaty between Great Britain and Portugal, dated 3rd July, 1842, and the Annexes A for cruizers annexed thereto, and of the Regulations B for the Mixed Commissions annexed thereto.

(Signed) HENRY HAWKES.

Inclosure 9 in No. 124.

Abstract of Evidence in the case of the "Leao."

Boa Vista, October 26, 1849.

MANOEL JOAQUIM DE FONTES, master of the Portuguese brigantine "*Leao*," deposed that he is married, that his age is twenty-five years, that he is a native of Povia de Brazini, that he was appointed master of the said brigantine by Joaquim Fernandez de Arango, owner of the said brigantine, who resides at Oporto, and that he took charge of the said brigantine at Oporto in 1847, and that the said brigantine was delivered to him by the said owner, Manoel Fernandez de Arango, a subject of Portugal, and that he has known the said brigantine ten years, and that he saw the said brigantine for the first time at Oporto with a yacht rigging, and she was named St. Sebastian, and that the said brigantine was built at Villa de Conde; that he was present when the said brigantine was seized, and does not know why she was seized; that he sailed under the Portuguese flag; and the said Deponent says that he had on board two Portuguese flags and a French signal, which really was a signal and not a flag; that the brigantine is called the "*Leao*," and that she has been called so about seven years; that the said brigantine's burden is one hundred and twenty-six Portuguese tons, and that his crew was composed of ten men, not including himself and the supercargo, and that the whole of the crew are Portuguese, residing in Portugal, with the exception of one who resides at the Azores, and that they were shipped at Oporto, and that he agreed with them to undertake

CLASS A.

the present voyage at the time they were working on board, and in the presence of the owner, and that none of them have any interest in the vessel or cargo, or have any cargo of their own; and that he the Deponent has thirteen empty barrels, and a box with leeches, and another with eighteen glasses, and a clock.

And the Deponent further declares, that he had no passengers, and that the present voyage was commenced at Oporto, and that he proceeded to Gibraltar to procure a pilot to take the vessel to Trieste, which was performed, and there he landed his cargo of sugar and hides, and received a cargo of flour; and that on his way to Gibraltar he had to put back twice to some places in the Adriatic Gulf, and that he does not remember their names; and that he finally arrived at Gibraltar, where he landed the pilot he had received there, as well as the cargo he had on board for Gibraltar, viz. :—Some barrels of bread, oars, and some small buckets, and on the 12th August he proceeded on his voyage to Rio Janeiro with the intention of touching at Pernambuco, until the 29th August, on which day at 10 o'clock A.M., being in latitude 14° 5' north, and longitude 22° west of Greenwich, he was captured by Her Britannic Majesty's steamer "Phoenix;" that he saw the said steamer an hour before he was detained, and at the time he was becalmed and his vessel ungovernable, and that he did not use any exertion to run away from the steamer; and declares that as long as the weather permitted he steered his course for Pernambuco, and that he had no guns on board; and that when the said brigantine was detained her owner was Joaquim Fernandez de Arango; that he has been so for ten years, and is so now; that the said brigantine has not nor has had gratings on board in any other voyage; that she has the hatches that merchant vessels generally use, and the only divisions on board are the cabin and fore-castle bulkheads; that there is on board the said brigantine no other planks or sticks besides spare yards belonging to the vessel; that there are not on board any bolts or iron works besides a few nails and bolts for the use of the vessel; and that there are nine pipes and one cask for water, and that there are no other casks that can be used for water; that in Gibraltar he filled all his casks with water; and Deponent calculated that the passage from Gibraltar to Pernambuco would have been forty-five days; and that when he was detained he had on board six and a half pipes of water, and calculated that a pipe would last eight or nine days for all his crew; and that the commencement of his voyage he had only six wooden bowls, and that some of these having been broken, he bought a few more at Trieste; that he has only four iron pots, two of which hold four bottles each, and the other two two bottles each, two stewing pans, and the galley is of the size that all merchant-vessels belonging to Oporto use, calculated for passengers; that Joaquim da Silva Leça is the sole owner; and that the said Leça was a subject of Portugal, and was naturalized a subject of Brazil, and continues to be a subject of Portugal; that the cargo consists of flour and bran, and that this cargo would have been disposed of at the will of the owner who was on board, and landed at Rio de Janeiro if it was not sold at Pernambuco; that the provisions at the time of his detention were, a quintal of cod fish, five arrobas of rice (160 lbs.), eight quintals of bread, two bushels of beans, one barrel of beef and pork; and that he had no mats on board; that he the Deponent does not know anything contrary to the legality of the papers belonging to the said brigantine "Leao;" and the passport of the said brigantine being shown to Deponent, says that he knew the signatures of João de Souza de Souza, resident of Oporto, and of Philippe N. Searl, Vice-Consul of New York, and that of Mr. Brimer, charged with the Consulate at Trieste; that during the present voyage no papers were burnt or destroyed; that the charterparty was with the other papers; that the said brigantine and her cargo are insured, and that the insurance of the vessel is for one year at five per cent.; that he does not know the amount for which the vessel and cargo are insured; that after his departure from Trieste no cargo was landed, nor the hatches opened at any place, with the exception of the cargo landed at Gibraltar before his detention, but that at Sierra Leone the captors broke the bulk, and does not know whether any part of the cargo was taken on shore, and that the men who remained at Sierra Leone did so by order of the Commander of the "Phoenix;" that the supercargo made a petition for the said brigantine to be sent before the Mixed Court of the Cape Verds, to which he had no answer; after that the Deponent was called on board the steamer by the Commander, who told him that the said brigantine would be sent to Loanda to be adjudicated by the Mixed Commission Court there established, and that this was this reason why the supercargo remained at Sierra Leone; and that a day after his departure from Sierra Leone he was told by the commander of the prize that the said brigantine was going to adjudicated before the Mixed Commission at Boa Vista; that after the detention of the said brigantine until his arrival at Sierra Leone, the Deponent had been always on board, and during the time he was at Sierra Leone he always resided on board, but went once on shore under arrest to the presence of the Governor to be interrogated.

And the Deponent further declares, that the reason he gives in saying that the vessel never had hatches with gratings is, because he sees no indications of their existence, and if they had existed it would be necessary to have pieces of wood inlaid in the place of the gratings.

And the Deponent further declares, that by mistake he said that Joaquim da Silva Leça is now a subject of Portugal, for he does not know whether the said Joaquim da Silva Leça is or is not a subject of Portugal.

The Deponent further declares, that there are on board the said brigantine belonging to the supercargo fifty pruning knives and eight pistols of several barrels in each, a writing-desk, and an iron brand to mark cattle with.

And the Deponent nothing more says, and having heard his deposition read confirmed it, and signed with me, João Antonio Martins, Registrar of the Portuguese and British Mixed Commission established in this island.

(Signed) MANOEL JOAQUIM DE FONTES.

On the 26th day of October the Deponent swore the said deposition to be true before the Commissioners.

(Signed) CHARLES FREDERIC ROTHERY.
HYPOLITE JOZE XAVIER D'ALMEIDA.

Boa Vista, October 27, 1849.

FRANCISCO ANTONIO DE SOUZA, a seaman on board the brigantine "*Leao*," deposed that he is a native of Gão de Minho; that he is twenty years of age and unmarried; that he came on board the said brigantine as a seaman in the present voyage at Oporto, and was procured by the master while on shore, and that he had never before been on board the brigantine "*Leao*," neither working nor as a seaman; that the name of the master who spoke to him to come on board as a seaman is Manoel Joaquim de Fontes; that when he agreed with the master to come on board, no other persons were present; that he has known the said master about ten years, and knows that he resides at Povoá de Brazini, as well as his family; that the said master is married; that he does not know who had delivered the said brigantine "*Leao*" to the said master; that he knows the owner of the vessel by the name of Joaquim Tripta; that the said owner resides at Oporto, and he knows it from the fact of having called on him several times; that he does not know of what nation he is a subject, but thinks him to be a Portuguese; that he does not know how long the said captain has been on board the brigantine "*Leao*;" that he has known her three years, and that since he has known her she has had the name of "*Leao*;" and does not know if the vessel had another name before, or was rigged differently, and that he does not know where she was built.

And Deponent further says, that from Oporto they proceeded on a voyage to Trieste, and touched at Gibraltar in order to take in a pilot; that he was present when the said brigantine was detained by the British steamer; that when the steamer came near the "*Leao*," they were ordered to haul down the flag, which was done by the master, and two officers came on board, who after an examination hoisted the English flag, and ordered the master to follow them on board the steamer, and to take with him the papers of the said brigantine; that these papers were left on board the steamer, and knew from what he had heard from others that the said master had received a receipt of having left the papers on board the steamer; that the vessel has two Portuguese flags and a French, which is used as a signal; that two of these were found by the English officers in the cabin; that immediately after the vessel was detained, they were ordered to proceed to Sierra Leone, and nine persons of the crew of the said brigantine were transferred on board the steamer, and a few English sailors were sent on board the said brigantine, and that after their arrival at Sierra Leone seven men of their crew were sent on shore, and two sent on board the brigantine, and he the Deponent was one of them; that the said brigantine sails under Portuguese colours, and that all her crew is composed of twelve persons; that he knows they are all Portuguese, but does not know their place of residence, and that they all came on board at Oporto, but does not know who agreed with them; that the Deponent has nothing on board, nor any interest in the vessel or cargo, and does not know if any other person has an interest except a man named Leça, who used to come on board, and was the freighter and owner of the cargo, and was with them as a passenger; that at Trieste they shipped a cargo of flour and bran for Rio de Janeiro, with the intention of touching at Pernambuco, and in return from Trieste they called at a place called Corça, to take in refreshments and water, and called there purposely, and not driven by stress of weather, and did not call at any other place, and having touched at Gibraltar to land the pilot, they landed some bread, oars, and buckets; that besides Gibraltar they did not call at any other port up to the 29th day of August, when they were detained; that he does not know if any cargo was taken out after their detention, from the fact of having been removed to the steamer; that they did not make any resistance, nor was he instigated to do so; that there are no other spaces on board besides those for the use of the vessel; that the said brigantine has two hatches, but neither of them has gratings; that there are only a few nails for the use of the ship; that there were nine pipes and two casks of water.

And Deponent further says, that he does not know the number of iron pots they had on board, but thinks there were five, and that the largest one may hold about four bottles of liquid, and four wooden bowls, two being for the use of the crew, and two for the cabin mess; that one pipe of water would last for about eight or nine days; that there were not on board any more casks capable of holding water; that there are no mats on board; that he does not know the quantity and quality of provisions on board; that there was on board a bag of corn belonging to the supercargo for the use his fowls.

The Deponent further declares, that besides the port they called at to take in refreshments and water, they put into another, the name of which he does not know, they were driven there by stress of weather; that he never heard it said on board that they were going to the coast of Africa to engage in Slave Trade, and had never been invited to do so.

Boa Vista, October 27, 1849.

JOZE JANUARIO PINTO, a boy on board the brigantine "*Leao*," deposed that he is unmarried and sixteen years of age, is a native of Povoá de Brazini, and that the master of the said brigantine "*Leao*" is named Manoel Joaquim de Fontes, and that he has known him since he came on board; that he was on board when the vessel was taken, and that she sailed under Portuguese colours; that there were on board three flags, two Portuguese and one French, which was used as a signal, made at Trieste, and had heard that it was the vessel's signal; that the brigantine's name is "*Leao*," and that her crew is composed of twelve persons, and one of these is the supercargo; that he has no interest in the vessel or cargo; that they commenced the voyage at Oporto, and thence proceeded to Trieste, touching at Gibraltar; that the last port at which the said brigantine called before being detained was Gibraltar; that he does not know the brigantine's owner; that she has two hatches, and has no gratings in them; that there were on board nine and a half pipes of water, and there are no other casks capable of holding water; that there are on board four wooden bowls for the use of the crew, and four iron pots; that he does not know the quantity of provisions on board; that he never saw any mats on board; that he does not know, nor did he see any papers belonging to the vessel torn and thrown overboard; that he had been always on board the said brigantine since the day he came on board; that whilst at Sierra Leone the hatches were opened, and part of the cargo brought on deck, and lights taken into the hold to enable them to examine her, and thinks that nothing was discovered, and the cargo was again put into the hold; that part of the cargo was left on deck for two days; that on the day that the said brigantine was detained two officers from the steamer came on board with some sailors, and inquired of the master for the ship's papers, which were shown by the said master, and which they examined, and afterwards took charge of the vessel,

and did whatever they pleased; that the chests of the sailors were broken open, and everything knocked to pieces, and that they took with them a bag with corn, and when this was known by the supercargo to whom the said bag of corn belonged, he complained and said he had in it a few doubloons; the Deponent declares that he does not know the number of doubloons, nor in fact if there were doubloons in the bag; that at Sierra Leone the English came on board and broke open the master's chest, but does not know who it was, and took away the money for the ship's expenses.

Boa Vista, October 27, 1849.

ANTONIO PEREIRA, a boy on board the brigantine "*Leao*," deposed, that he is a native of Povoá de Brazini; that he is nineteen years of age, and is unmarried; that the vessel is named the "*Leao*," and her master is Manoel Joaquim de Fontes; that he has known the master eight years, and became acquainted with him at Povoá de Brazini; that the master is married, and his family resides at Povoá de Brazini; that he was on board when the said brigantine was obtained; that he does not know the name of the vessel that detained her; that when the said brigantine was taken, the Portuguese flag was hoisted on board of her; that there are three flags on board, two Portuguese and one French, which is used as a signal; that he has been a sailor on board the said brigantine for about three years; that when the steamer's boat came alongside of them, they ordered them to haul down the flag, and that they put it over the cabin; and that the English hoisted on board the brigantine the English flag, and took the two Portuguese flags on board the steamer; that the ship's crew was composed of twelve persons, including the captain and supercargo; that the master went on board the steamer and took the ship's papers with him, and left them there and had a receipt; and after his return to the brigantine, he sent nine persons of her crew on board the steamer; that the said nine persons proceeded to Sierra Leone on board the said steamer; that at Sierra Leone two of the nine persons that were sent on board the steamer were removed to the brigantine, and the other seven were sent on shore; that the Deponent has no interest in the vessel or her cargo, and does not know if any of the crew or the master has any share in the vessel, and only knows the supercargo to be the only person who has cargo on board.

And Deponent further deposed, that they proceeded from Oporto direct to Gibraltar, where they received a pilot, and continued on their voyage to Trieste, and there landed sugar, coffee, and hides, and shipped flour and bran; that sailing from Trieste to Gibraltar, they put into a port the name of which he does not know, and proceeded to another port to take in refreshments, of which he also does not know the name; that after their arrival at Gibraltar, they landed the pilot, and the cargo they had on board for Gibraltar consisted of shovels, oars, and buckets, handspikes, and some bread; that from Gibraltar they proceeded to Rio Janeiro with the intention of touching at Pernambuco; that at the distance of a degree from the Isle of Maio, they were detained by an English man-of-war steamer.

And Deponent further saith, that the brigantine "*Leao*" has two hatches without gratings; that there are on board the said brigantine four wooden bowls, and five iron pots, the largest of which holds four bottles; that there is not on board any armament; that when they were chased, they did not make any attempt to run away; that there were on board nine pipes and a half of water; that ship's provisions were four quintals of cod, a bag of rice, a bag of beans, and one tub with beef; that there is on board a few nails, only for the use of the ship; that he does not know if any papers were torn or thrown overboard; that the wood and spars on board are for the use of the vessel; that he does not know whether the cargo and vessel are insured; that he knows, by having heard it, that the English took a bag of corn belonging to the supercargo, in which he heard the same say that he had put some doubloons; that there were not mats on board; that he saw one of the English sailors break open the master's chest and take a bag of money; that he was the only person present when this took place, and that the master was on deck at the time; that this took place towards the evening, but does not recollect the exact hour; that the sailors only then came on board; that at Gibraltar about eight or nine barrels of bread were removed from the brigantine "*Leao*" to an American brigantine, and that this bread belonged to a passenger who had come from Trieste to Gibraltar; that the same barrels returned on board empty; that he does not know the supercargo's name, nor if, at Gibraltar, the same had given any money to the master.

The Deponent further declares, that the empty barrels were intended to be filled with sugar at Pernambuco, to be carried to Oporto.

No. 125.

Her Majesty's Commissioners to Viscount Palmerston.—(Received April 2, 1850.)

My Lord,

San Nicolas, Cape Verds, December 31, 1849.

WE have the honour to inclose herewith a report of the judicial proceedings of this Mixed Commission from the commencement to the close of the year 1849.

We have, &c.

(Signed)

CHARLES F. ROTHERY.
KEPPEL R. E. FOOTE.

Inclosure in No. 125.

Report of Judicial Proceedings of the Mixed Commission at the Cape Verds, 1849.

A PORTUGUESE brigantine of 120 tons, sailing under the Portuguese flag, detained by Her Majesty's steam-sloop "Phoenix," Commander George Wodehouse, on the ground that she was equipped for the Slave Trade, the "Leao," reached Boa Vista on the 21st of October, and proceedings were commenced against her on the 24th.

On the 26th and 27th, the master and three sailors of the "Leao" were examined. On the 30th a claim for the vessel was filed, supported by the usual affidavit.

From the evidence and papers, it was proved that the "Leao" was the property of Joaquim Fernandez de Arango of Oporto, and the cargo of Joaquim da Silva Leça; and that when seized, the vessel was on her voyage from Trieste to Pernambuco with a cargo of flour and bran; and that she had not on board any one of the articles of equipment alleged against her by the captors. The Court, therefore, on the 3rd of November, decreed the restitution of the vessel with costs and damages; and on the 9th, awarded Rs. 3,597.8600, equal to 765*l.* 8*s.* 11*d.* $\frac{1}{4}$ ths. for such costs and damages.

(Signed)

CHARLES F. ROTHERY.
KEPPEL R. E. FOOTE.

PROCEEDINGS
OF
VICE-ADMIRALTY COURTS.

SIERRA LEONE.

No. 126.

*Her Majesty's Acting Commissary Judge to Viscount Palmerston.—(Received
September 14.*

My Lord,

Sierra Leone, July 23, 1850.

I HAVE the honour to transmit herewith, for your Lordship's information, a return of vessels captured by Her Majesty's squadron for being engaged in the Slave Trade, and prosecuted in the Vice-Admiralty Court of this colony, between the 1st of January and the 30th of June, 1850, under the Acts of 2nd and 3rd Victoria, cap. 73, and 8th and 9th Victoria, cap 122.

I have, &c.

(Signed) NORMAN MACDONALD.

Inclosure in No. 126.

RETURN of VESSELS captured on suspicion of being engaged in Slave Trade, and adjudicated by the Vice-Admiralty Court of Sierra Leone, from 1st January to 30th June, 1850.

No.	Name of Vessel.	Flag.	Name of Master.	Date of Seizure.	Where captured.	Property seized.	Seizor.	Date of Sentence.	Number of slaves captured.	Number died before adjudication.	Total Number emancipated.	Tonnage.		Decretal part of Sentence, whether Forfeiture or Restitution.	Statute under which Sentence was passed, or Prosecution instituted.	Whether property condemned has been sold or converted, whether any part remains unsold, and in whose hands the proceeds remain.	Remarks.		
												Old Ad- ments.	New Ad- ments.						
1	Cito, or Guello.....	Brazilian	José Manoel Cardoso	1849 Nov. 28	Lat. 6° N. Long. 1° 30' E.	Schooner and stores	Hy. Harvey, Esq., commander H. M. ship "Kingfisher."	1850 Jan. 5	..	..	..	98	Under Act 8 & 9 Vict. cap. 8 & 9. sec. 16. 70	100	Forfeiture	8 & 9 Vict. cap. 122.	Vessel broken up; materials and stores sold by public auction; proceeds paid into the military chest	Equipped for Slave Trade. Fully documented as a Brazilian vessel.
2	Destimida.....	Ditto	Verissimo José da Costa	1850 Mar. 16	6° 11' N. 1° 36' E.	Brigantine and stores	Thos. Miller, Esq., commander H. M. ship "Ranger."	April 22	..	..	..	51	37½	48½	Ditto	Ditto	Ditto	Ditto.
3	Supposed to be called "Rosina".....	No Flag	Unknown	April 5	5° 20' N. 5° 37' E.	Schooner and 151 slaves	The Hon. J. W. S. Spencer, commander H. M. ship "Contest"	May 10	151	..	151	..	63½	86½	Ditto	2 & 3 Vict. cap. 73.	Ditto	No papers found on board.	
4	Nova Esperança.....	Ditto	Luis dos Santos Kanna	May 9	10° 30' S. 14° 13' W.	Schooner and 241 slaves	Thos. G. Forbes, Esq., commander H. M. ship "Philomel"	June 29	241	196	115	Ditto	Ditto	This vessel was decreed to be broken up and sold in the usual manner, but sentence having only been passed on 25th June, the vessel, &c., is in the hands of the Marshal to carry the same into effect.
5	Flor de Maria.....	Brazilian	Joao Antonio de Souza Nobre	June 11	5° 40' N. 4° 10' E.	Brig and 270 slaves	E. H. Beaucamp, Esq., commander H. M. ship "Hecla"	..	270	..	..	..	..	..	8 & 9 Vict. cap. 122.	..	..	This vessel was only brought before the Court on the 25th June, consequently she cannot be adjudicated before the 9th July; but is included in this return to show the number of slaves captured during the half year.
									662	126	266								

(Signed) G. W. NICOLL, Acting Registrar.

A True Copy. T. C. WESTON, Registrar to the Mixed Courts.

No. 127.

*Her Majesty's Acting Commissary Judge to Viscount Palmerston.—(Received
February 20, 1851.)*

My Lord,

Sierra Leone, December 31, 1850.

I HAVE the honour to transmit herewith, for your Lordship's information, a return of vessels captured by Her Majesty's squadron for being engaged in the Slave Trade, and prosecuted in the Vice-Admiralty Court of this colony, between the 1st of July and the 31st of December, 1850, under the Acts of 2nd and 3rd Victoria, cap. 73, and 8th and 9th Victoria, cap. 122.

I have, &c.

(Signed) NORMAN MACDONALD.

Inclosure in No. 127.
 RETURN of VESSELS captured on suspicion of being engaged in Slave Trade, and adjudicated by the Vice-Admiralty Court at Sierra Leone, from 1st July to 31st December, 1850.

No.	Name of Vessel.	Flag.	Name of Master.	Date of Seizure.	Where captured.	Property seized.	Seizur.	Date of Sentence.	Number of slaves captured.	Number died before adjudication.	Total Number emanated.	Tonnage.			Decretal part of Sentence, whether Forfeiture or Restitution.	Statute under which Sentence was passed, or Provision instituted.	Whether property condemned has been sold or converted, or whether any part remains unsold, and in whose hands the proceeds remain.	Remarks.
												Foreign according to the papers.	Old Ad. measure.	English. New Ad. measure.				
1	Fior de Maria.....	Brazilian	Joao Antonio Sza Nobre	1850 June 11	Iat. 5° 40' N. 4° 10' E. Long. 3° 40' E.	Brig and slaves	Edward H. Beauchamp, Esq., commander H.M. ship "Hecla"	1850 July 9	270	4	266	Under Act sec. 16, 8 & 9 Vict. 83 ¹ / ₁₀₀	Forfeiture	8 & 9 Vict. cap. 132.	Vessel broken up; materials and stores sold by public auction; proceeds not sufficient to pay expenses — deficiency made good by captor's agent	Documented as a Brazilian vessel.		
2	Caramuru	Ditto	Francisco Antonio de Souza	June 19	6° 23' N. 3° 40' E.	Brig and slaves	Ditto	July 17	341	11	330	114 ¹ / ₁₀₀	Ditto	3 & 3 Vict. cap. 75.	Vessel broken up; materials and stores sold by public auction; proceeds paid into the military chest	This vessel was without papers.		
3	Andorinha Feliz.....	No Flag	Bernardo Lopez	June 8	3° 40' N. 1° 9' E.	Schooner	Jasper H. Selwyn, Esq., lieutenant commander H. M. ship "Teazer"	Aug. 8	118 ¹ / ₁₀₀	Liable to forfeiture at the time of capture	Ditto	Equipped for the Slave Trade. Vessel destroyed by fire at sea, by captors. No papers were found on board.	
4	Unknown.	Ditto	Jozé Maria	Aug. 21	2° 53' N. 7° 7' E.	Polacca brig and slaves	Norman B. Beddingfield, Esq., lieutenant commander H. M. ship "Jackal," tender to H. M. ship "Gladstator," John Adams, Esq., captain	Oct. 7	256	14	242	111 ¹ / ₁₀₀	Forfeiture	Ditto	Vessel broken up; materials and stores sold by public auction; proceeds not sufficient to pay expenses — deficiency made good by captor's agent	This vessel was without papers.		
5	Feliz	Brazilian	Antonio Luis de Carvalho	Oct. 19	4° 48' N. 4° 47' E.	Schooner and slaves	Claude H. M. Buckle, Esq., captain H. M. steam-frigate "Centaur"	Nov. 23	237	2	235	71 ¹ / ₁₀₀	Ditto	8 & 9 Vict. cap. 132.	Vessel broken up; materials and stores sold by public auction; proceeds paid into the military chest	Fully documented as a Brazilian vessel.		
6	Mosquito.....	Ditto	Lourenço Afonso	Nov. 1	5° 28' N. 3° 0' 5" E.	Schooner and stores	George E. Patey, Esq., commander H.M. ship "Flyngbird"	Dec. 9	..	..	69	40 ¹ / ₁₀₀	Ditto	Ditto	Vessel broken up; materials and stores sold by public auction; proceeds at present in the hands of the Marshal	Equipped for the Slave Trade.
7	Brazil	Ditto	Jozé Maria Henriques	Nov. 2	4° 46' N. 4° 18' E.	Schooner and slaves	Norman B. Beddingfield, Esq., lieutenant commander H. M. ship "Jackal," tender to H. M. ship "Gladstator," John Adams, Esq., captain	Dec. 10	270	4	275	83 ¹ / ₁₀₀	Ditto	Ditto	Vessel broken up; materials and stores sold by public auction; proceeds at present in the hands of the Marshal	Fully documented as a Brazilian vessel.		
8	Gira Sol	Ditto	Manoel Lopez Vianna	Sept. 4	6° 23' N. 4° 9' E.	Schooner	Ditto	Dec. 12	196 ¹ / ₁₀₀	Liable to forfeiture at the time of capture	Ditto	Equipped for the Slave Trade. Vessel proved unseaworthy, destroyed by fire at sea by captors. Fully documented as a Brazilian vessel.	
									Total...	1383	35	1349						

(Signed) GEO. W. NICOL, Acting Registrar.

A True Copy.
T. C. WESTON, Registrar to the Mixed Courts.

ST. HELENA.

No. 128.

Her Majesty's Judge to Viscount Palmerston—(Received April 4.)

My Lord,

St. Helena, January 9, 1850.

I HAVE the honour to forward to your Lordship abstracts of the particulars of the cases of two vessels, named respectively the "*Venuz*" and "*Casco*," adjudicated in the Vice-Admiralty Court of this colony, the former on the 31st ultimo, and the latter on the 3rd instant, for being engaged in the Slave Trade.

The "*Venuz*," a schooner carrying a Brazilian ensign, but without any papers on board, was detained off the coast of Africa, completely equipped for the Slave Trade, by Commander Tudor, of Her Majesty's steam-sloop "*Firefly*," and by that officer destroyed in consequence of his inability to spare a sufficient number of men from the "*Firefly*" to navigate her to any port for adjudication. This vessel was pronounced to have been liable to forfeiture at the time of seizure. Her figure-head, which had been sent to St. Helena for adjudication, was condemned.

The "*Casco*" appears to have been an American brigantine, which left Cape Frio on the 3rd October, 1849, ostensibly bound to New York, but proceeded to Ambriz on the African coast, where she was sold on the 27th November, and entered under Brazilian colours by the name of the "*Suspiração*." On the following day she was detained by Lieutenant Jolliffe, commanding Her Majesty's steam-sloop "*Pluto*," with 439 negroes on board. She was condemned as a vessel not entitled to the protection of any flag.

Of the negroes, 11 died on the passage to St. Helena, and 2 more prior to adjudication. The remaining 426 were condemned to Her Majesty.

I have, &c.

W. WILDE,

Judge of the Vice-Admiralty Court.

Inclosure I in No. 128.

Abstract of the case of the schooner "Venuz."

SCHOONER "*Venuz*," nation unknown.

Without papers.

Had a Brazilian ensign.

Master, Jozé Antonio Carneiro.

Crew found on board, 14 persons, all foreigners.

Detained on the 23rd October, 1849, off the west coast of Africa, in latitude 6° 02' south, and longitude 11° 30' east, by John Tudor, Esquire, commander of Her Majesty's steam-sloop "*Firefly*."

Had hatches with open gratings, spare plank fitted and laid down as a slave deck, two boilers of an unusually large size, an extraordinary quantity of farinha, beans, jerked beef, and water, beyond what was probably requisite for the use of the crew of the vessel as a merchant vessel, and other slave equipments.

Was surveyed by order of Commander Tudor, and afterwards destroyed, as a sufficient crew could not be spared from Her Majesty's steam-sloop "*Firefly*" to navigate the vessel to any port for adjudication.

The figure-head of the vessel was brought to Saint Helena for adjudication.

Adjudicated on the 31st December, 1849.

Vessel pronounced to have been liable to forfeiture at the time of seizure.

The figure-head condemned and ordered to be sold.

Burthen, not calculated.

Measurement by survey report :—Length of upper deck from knight-head to taffrail, 79 feet ; beam midships, 21 feet ; depth of hold, 9 feet 6 inches.

JNO. N. FIRMIN, *Registrar*.

Inclosure 2 in No. 128.

Judgment in the case of the "Venuz."

In the Vice-Admiralty Court of Saint Helena.

AT a Court holden at James Town, in the Island of Saint Helena, on Monday, the thirty-first day of December, in the year of our Lord one thousand eight hundred and forty-nine, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of Saint Helena, lawfully constituted and appointed ;

Our Sovereign Lady the Queen against a certain schooner or vessel, nation unknown, called the "*Venuz*," whereof Jozé Antonio Carneiro was master, her tackle, apparel, and furniture, and the cargo laden therein, taken and seized by John Tudor, Esquire, commander of Her Majesty's steam-sloop "*Firefly*."

In pain of parties cited not appearing, Knipe referred to the monition heretofore brought in duly executed, and also to the affidavit of Charles John Slaughter, midshipman of and belonging to Her Majesty's steam-sloop "*Firefly*," heretofore exhibited and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavit read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said schooner or vessel "*Venuz*," her tackle, apparel, and furniture, and the cargo laden therein to have been, at the time of the seizure thereof, equipped for and engaged in the Slave Trade, and employed in the illegal transport of Negroes or others, for the purpose of consigning them to slavery, contrary to the provisions of the statute or statutes in such case made and provided, and as such, or otherwise, subject and liable to forfeiture and condemnation to our Sovereign Lady the Queen, her heirs and successors, and condemned the figure-head of and belonging to the said schooner or vessel, and brought to Saint Helena accordingly ;

And further pronounced, that the same should be publicly sold, as in and by law in such case made and provided.

JNO. N. FIRMIN, *Registrar*.

Inclosure 3 in No. 128.

Abstract of the case of the brigantine "Casco."

BRIGANTINE "*Casco*," nation unknown.

Master, Bruce McKenney.

Crew found on board, 17 persons, all foreigners.

Detained on the 28th November, 1849, off the west coast of Africa, in latitude 7° 42' south, and longitude 12° 44' east, by William Kynaston Jolliffe, Esquire, Lieutenant, commanding Her Majesty's steam-sloop "*Pluto*."

Had on board 334 male and 105 female negroes, and was completely equipped for the Slave Trade.

Arrived at Saint Helena under the charge of Mr. Rogers, midshipman of Her Majesty's steam-sloop "*Pluto*," on the 19th December, 1849, with 329 male and 99 female negroes, the remaining 11 having died on the passage.

Adjudicated on the 3rd January, 1850.

Vessel condemned, and ordered to be broken up and sold.

The negroes alive at the time of adjudication (327 males and 99 females) condemned to Her Majesty.

Burthen, old British measurement, 200½ tons ; new British measurement, 180½ tons.

Had on board the following papers, viz. :—

1. A log, commencing 3rd October, 1849, of the brig "*Casco*," bound to New York, B. McKenney, master, and ending 25th November, 1849.
2. Declaration, dated Ambriz, 27th November, 1849, made by Bruce McKenney, the captain and owner of the American brig "*Casco*," that he had sold her to M. Eduardo Augusto Deniz for the sum of four contos dos reis.
3. Certificate, dated Ambriz, 27th November, 1849, signed by four persons, of the sale in that port of the American brigantine "*Casco*," to M. Eduardo Augusto Deniz, and that she was entered under Brazilian colours by the name of the "*Suspiração*."

JNO. N. FIRMIN, *Registrar*.

Inclosure 4 in No. 128.

Judgment in the case of the "Casco."

In the Vice-Admiralty Court of Saint Helena.

AT a Court holden at James Town, in the Island of Saint Helena, on Thursday, the third day of January, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of Saint Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against a certain brigantine or vessel, nation unknown, called the "Casco," whereof Bruce McKenney was master, her tackle, apparel, and furniture, and also against three hundred and thirty-four male slaves, and one hundred and five female slaves, taken and seized by William Kynaston Jolliffe, Esquire, Lieutenant, commanding Her Majesty's steam-sloop "Pluto."

In pain of parties cited not appearing, Knipe referred to the monition heretofore brought in duly executed, and also to the affidavits of Henry Rogers, midshipman of and belonging to Her Majesty's steam-sloop "Pluto," and Peter Christian Gernet, native of Russia, heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavits read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree pronounced the said brigantine or vessel "Casco," her tackle, apparel, and furniture, to have been at the time of the seizure thereof equipped for and engaged in the Slave Trade, and employed in the illegal transport of negroes or others, for the purpose of consigning them to slavery, contrary to the provisions of the statute or statutes in such case made and provided, and as such, or otherwise, subject and liable to forfeiture and condemnation to our Sovereign Lady the Queen, her heirs and successors, and condemned the same accordingly.

And further pronounced, that the said brigantine or vessel (not having been taken into Her Majesty's service) should be broken up, and be entirely demolished, and that the materials thereof should be publicly sold in separate parts, as in and by law in such case made and provided.

And also further pronounced the three hundred and thirty-four male slaves, and one hundred and five female slaves, found on board of the said brigantine or vessel, at the time of the seizure thereof, to have been by virtue of the statute or statutes in such case made and provided, or otherwise, subject and liable to forfeiture and condemnation, and condemned the three hundred and twenty-seven male slaves, and ninety-nine female slaves, part of the same surviving at the time of the adjudication thereof, to the sole use of our Sovereign Lady the Queen, her heirs and successors accordingly.

(Signed) JNO. N. FIRMIN, Registrar.

No. 129.

Her Majesty's Judge to Viscount Palmerston.—(Received April 8.)

My Lord,

St. Helena, February 4, 1850.

I HAVE the honour to transmit to your Lordship abstracts of the particulars of the cases of two vessels, one detained by Commander Robertson, of Her Majesty's sloop "Cygnet," and the other by Commander Monypenny, of Her Majesty's sloop "Sealark," adjudicated in the Vice-Admiralty Court of this colony, on the 24th ultimo; and of three others, detained by Commander Quin, of Her Majesty's sloop "Waterwitch," and adjudicated on the 28th ultimo, for being engaged in the Slave Trade.

All of these vessels were taken during the months of November and December last, on the coast of Africa, and were completely equipped for the Slave Trade.

One only, a Brazilian brigantine, named the "Deos te Salve," was brought to Saint Helena, and condemned. The remaining four had been destroyed by the captors, and were severally pronounced to have been vessels engaged in the Slave Trade, not entitled to the protection of any flag.

I have, &c.

(Signed) W. WILDE,
Judge of the Vice-Admiralty Court.

Inclosure 1 in No. 129.

Abstract of the case of a Schooner, name unknown.

SCHOONER, name and nation unknown.

Without papers or colours.

Master, Antonio Jozé Tavares.

Crew, 12 persons, all foreigners.

Detained on the 8th November, 1849, off Quicombo, on the West Coast of Africa, by David Robertson, Esquire, commander of Her Majesty's sloop "Cygnet."

Had hatches with open gratings, spare plank fitted and laid down as a slave-deck, a boiler of an unusually large size, a large number of shackles, bolts, and handcuffs, an extraordinary quantity of farinha, beans, jerked beef, and water, beyond what was probably requisite for the use of the crew of the vessel as a merchant vessel, and other slave equipments.

Was surveyed by order of Commander Robertson, and being in an unworthy and leaky condition, was sunk and totally destroyed.

A part of the figure-head and a shackle were removed from the vessel and brought to St. Helena for adjudication.

Adjudicated on the 24th January, 1850.

Vessel pronounced to have been liable to forfeiture and condemnation at the time of seizure.

The part of the figure-head and the shackle condemned, and ordered to be sold.

Burthen not calculated.

Measurement, by survey report.—Length, 64 feet; breadth, 18 feet; depth of hold, 8 feet.

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 2 in No. 129.

Judgment in the case of a Schooner, name unknown.

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of Saint Helena, on Thursday the twenty-fourth day of January, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against a certain schooner or vessel, name and nation unknown, whereof Antonio Jozé Tavares was master, her tackle, apparel, and furniture, and the cargo laden thereon, taken and seized by David Robertson, Esquire, commander of Her Majesty's sloop "Cygnet."

In pain of parties cited not appearing, Knipe referred to the monition heretofore brought in duly executed, and also to the affidavits of David Robertson, Esquire, commander of Her Majesty's sloop "Cygnet," and Thomas Saumarez, second lieutenant, of and belonging to Her Majesty's said sloop heretofore exhibited and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavits read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree pronounced the said schooner or vessel, name and nation unknown, her tackle, apparel, and furniture, and the cargo laden thereon, to have been at the time of the seizure thereof equipped for and engaged in the Slave Trade, and employed in the illegal transport of negroes or others for the purpose of consigning them to slavery, contrary to the provisions of the statute or statutes in such case made and provided, and as such, or otherwise, subject and liable to forfeiture and condemnation to our Sovereign Lady the Queen, her heirs and successors, and condemned part of the figure-head and one shackle of and belonging to the said schooner or vessel, and brought to St. Helena accordingly;

And further pronounced that the same should be publicly sold, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 3 in No. 129.

Abstract of the case of a Barque, name unknown.

BARQUE, name and nation unknown.

Without papers or colours.

Name of master, unknown.

Detained on the 14th November, 1849, off the West Coast of Africa, in latitude 10° 50' south, and longitude 13° 39' east, by William Backhouse Monypenny, Esquire, commander of Her Majesty's sloop "Sealark;" where, after endeavouring to get away from Her Majesty's sloop, she was run on shore, set on fire, and deserted by her crew.

Had hatches with open gratings, spare plank fitted and laid down as a slave-deck, two boilers of an unusually large size, an extraordinary quantity of farinha, beans, jerked beef, and water, beyond what was probably requisite for the use of the crew of the vessel as a merchant-vessel, and other slave equipments.

Was broken up and entirely destroyed by Her Majesty's sloop "Sealark," after every exertion had been made to get her afloat without success.

A spar belonging to the vessel was removed, and brought to St. Helena for adjudication.

Adjudicated on the 24th January, 1850.

Vessel pronounced to have been liable to forfeiture and condemnation at the time of seizure.

The spar condemned and ordered to be sold.

Burthen, not calculated.

Measurement.—Length, 107 feet; breadth, 28½ feet; depth of hold, 14 feet.

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 4 in No. 129.

Judgment in the case of a Barque, name unknown.

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Thursday, the twenty-fourth day of January, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against a certain barque or vessel, name and nation unknown, her tackle, apparel, and furniture, and the cargo laden therein, taken and seized by William Backhouse Monypenny, Esquire, Commander of Her Majesty's sloop "Sealark."

In pain of parties cited not appearing, Knipe referred to the monition heretofore brought in duly executed, and also to the affidavit of Charles John Didham, second lieutenant of and belonging to Her Majesty's sloop "Sealark," heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavit read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree pronounced the said barque or vessel, name and nation unknown, her tackle, apparel, and furniture, and the cargo laden therein, to have been at the time of the seizure thereof equipped for and engaged in the Slave Trade, and employed in the illegal transport of negroes or others for the purpose of consigning them to slavery, contrary to the provisions of the statute or statutes in such case made and provided, and as such, or otherwise, subject and liable to forfeiture and condemnation to our Sovereign Lady the Queen, her heirs and successors, and condemned a spar of and belonging to the said barque or vessel, and brought to St. Helena accordingly;

And further pronounced that the same should be publicly sold as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, Registrar.

Inclosure 5 in No. 129.

Abstract of the case of the brigantine "Deos te Salve."

BRAZILIAN brigantine "Deos te Salve."

Master, Fermino José Xavier Soares.

Crew, by crew-list, 8 persons, including master.

Number of persons found on board, 15.

Detained on the 26th December, 1849, off the West Coast of Africa, in latitude 11° 53' south, and longitude 12° 58' east, by Richard Robert Quin, Esquire, commander of Her Majesty's sloop "Waterwitch."

Had spare plank fitted and laid down as a slave-deck, a large number of shackles, a boiler of an unusually large size, an extraordinary quantity of farinha, beans, jerked beef, and water, beyond what was probably requisite for the use of the crew of the vessel as a merchant-vessel, and other slave equipments.

Arrived at St. Helena on the 11th January, 1850, under the charge of Lieutenant Grylls, of Her Majesty's sloop "Waterwitch."

Adjudicated on the 28th January, 1850.

Condemned and ordered to be broken up and sold.

Burthen, by register, 70 tons; old British measurement, 85 $\frac{3}{4}$ tons; new New British measurement, 87 $\frac{3}{4}$ tons.

Had on board the following papers, viz.—

1. Passport of the brigantine "Deos te Salve," dated Rio de Janeiro, 12th May, 1849; last endorsement dated Rio de Janeiro, 16th October, 1849, for a voyage thence to Rio de Sao João.
2. Register, dated Rio de Janeiro, 12th May, 1849.
- 3 and 4. Two personal passports.
5. Crew-list, dated Rio de Janeiro, 15th October, 1849.
6. Post Office certificate, dated Rio de Janeiro, October, 1849, that the vessel had no mail on board.
7. A letter of credit, dated Rio de Janeiro, October 22, 1849, to M. Manoel Ferreira Quicques, at St. Helena.

(Signed) JNO. N. FIRMIN, Registrar.

Inclosure 6 in No. 129.

Judgment in the case of the "Deos te Salve."

In the Vice-Admiralty Court of Saint Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Monday the twenty-eighth day of January in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed.

Our Sovereign Lady the Queen against the Brazilian brigantine or vessel called the "Deos te Salve," whereof Fermino José Xavier Soares was master, her tackle, apparel, and furniture, and the cargo laden therein, taken and seized by Richard Robert Quin, Esquire, commander of Her Majesty's sloop "Waterwitch."

In pain of parties cited not appearing, Gideon referred to the monition heretofore brought in duly executed, and also to the affidavits of Charles Gerveys Grylls, Lieutenant of and belonging to Her Majesty's sloop "Waterwitch," and Peter Christian Gernet, native of Russia, heretofore exhibited and remaining in the registry of this Court.

The Judge, at his petition, having heard the said affidavits read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree pronounced the said brigantine or vessel, "*Deos te Salve*," her tackle, apparel, and furniture, and the cargo laden therein, to have been, at the time of the seizure thereof, equipped for and engaged in the African Slave Trade, and employed in the illegal transport of negroes or others, for the purpose of consigning them to slavery, contrary to the provisions of the statute or statutes in such case made and provided, and as such, or otherwise, subject and liable to forfeiture and condemnation to our Sovereign Lady the Queen, her heirs and successors, and condemned the same accordingly.

And further pronounced that the said cargo should be sold, and that the said brigantine or vessel (not having been taken into Her Majesty's service) should be broken up and be entirely demolished, and that the materials thereof should be publicly sold in separate parts, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, Registrar.

Inclosure 7 in No. 129.

Abstract of the case of a Felucca, name unknown.

FELUCCA, name and nation unknown.

Supposed to be named the "*El Golfin*."

Displayed Brazilian colours.

Had no papers on board.

Number of crew found on board, 26.

Detained on the 27th November, 1849, off the River Kilongo, by Richard Robert Quin, Esquire, commander of Her Majesty's sloop "Waterwitch."

Had spare plank fitted and laid down as a slave deck; a large number of shackles; a boiler of an unusually large size; an extraordinary quantity of farinha, beans, jerked beef, and water, beyond what was probably requisite for the use of the crew of the vessel as a merchant vessel; and other slave equipments.

Was surveyed by order of Commander Quin, and being found unseaworthy, was entirely destroyed by fire.

The figure-head of the vessel was removed, and brought to St. Helena for adjudication.

Adjudicated on the 28th January, 1850.

Vessel pronounced to have been liable to forfeiture and condemnation at the time of seizure.

The figure-head condemned and ordered to be sold.

Burthen, not calculated.

Measurement, as per affidavit.—Length, 83 feet; breadth, 25 feet; depth, 12 feet.

(Signed) JNO. N. FIRMIN, Registrar.

Inclosure 8 in No. 129.

Judgment in the case of a Felucca, name unknown.

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Monday the twenty-eighth day of January in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, awfully constituted and appointed;

Our Sovereign Lady the Queen against a certain felucca or vessel, name and nation unknown, supposed to be called "*El Golfin*," her tackle, apparel, and furniture, and the cargo laden therein, taken and seized by Richard Robert Quin, Esquire, commander of Her Majesty's sloop "Waterwitch."

In pain of parties cited not appearing, Gideon referred to the monition heretofore brought in duly executed, and also to the affidavit of Charles Gerveys Grylls, lieutenant of and belonging to Her Majesty's sloop "Waterwitch," heretofore exhibited and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavit read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree pronounced the said felucca or vessel, name and nation unknown, supposed to be "*El Golfin*," her tackle, apparel, and furniture, and the cargo laden therein, to have been, at the time of the seizure thereof, equipped for and engaged in the Slave Trade, and employed in the illegal transport of negroes or others for the purpose of consigning them to slavery, contrary to the provisions of the statute or statutes in such case made and provided, and as such, or otherwise, subject and liable to forfeiture and condemnation to our Sovereign Lady the Queen, her heirs and successors, and condemned the figure-head of and belonging to the said felucca or vessel, and brought to St. Helena accordingly;

And further pronounced that the same should be publicly sold, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, Registrar.

Inclosure 9 in No. 129.

Abstract of the case of a Schooner, name unknown.

SCHOONER, name and nation unknown.

Without papers or colours.

Number of crew, 10 persons.

Detained on the 15th November, 1849, off Red Point, on the west coast of Africa, by Richard Robert Quin, Esquire, commander of Her Majesty's sloop "Waterwitch."

Had a large quantity of shackles on board; an extraordinary number of water casks; a boiler of an unusually large size; an extraordinary quantity of water, farinha, beans, and jerked beef, beyond what was probably requisite for the use of the crew of the vessel as a merchant vessel; and other slave equipments.

Was in a very leaky condition, and more than half filled with water, and was therefore caused by Commander Quin to be entirely destroyed by fire.

A bitt-head and two shackles were removed from the vessel, and brought to St. Helena for adjudication.

Adjudicated on the 28th January, 1850.

Vessel pronounced to have been liable to forfeiture and condemnation at the time of seizure.

The bitt-head and two shackles condemned and ordered to be sold.

Burthen, not calculated.

Measurement.—Length, 51 feet; breadth, 16 feet; depth, 8 feet.

(Signed) JNO. N. FIRMIN, Registrar.

Inclosure 10 in No. 129.

Judgment in the case of a Schooner, name unknown.

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of Saint Helena, on Monday, the twenty-eighth day of January, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of Saint Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against a certain schooner or vessel, name and nation unknown, her tackle, apparel, and furniture, and the cargo laden therein, taken and seized by Richard Robert Quin, Esquire, Commander of Her Majesty's sloop "Waterwitch."

In pain of parties cited not appearing, Gideon referred to the monition heretofore brought in, duly executed, and also to the affidavit of Henry Knox Leet, midshipman of and belonging to Her Majesty's sloop "Waterwitch," heretofore exhibited and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavit read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree pronounced the said schooner or vessel, name and nation unknown, her tackle, apparel, and furniture, and the cargo laden therein, to have been, at the time of the seizure thereof, equipped for and engaged in the Slave Trade, and employed in the illegal transport of negroes or others, for the purpose of consigning them to slavery, contrary to the provisions of the statute or statutes in such case made and provided, and as such, or otherwise, subject and liable to forfeiture and condemnation to our Sovereign Lady the Queen, her heirs and successors, and condemned a bitt-head and two shackles of and belonging to the said schooner or vessel, and brought to Saint Helena accordingly;

And further pronounced that the same should be publicly sold, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, Registrar.

No. 130.

Her Majesty's Judge to Viscount Palmerston.—(Received April 16.)

My Lord,

*St. Helena, February 20, 1850.*I HAVE the honour to transmit to your Lordship an abstract of the particulars of the case of a barque, called the "*Pilot*," detained by the Honourable Captain Hastings, of Her Majesty's steam-frigate "*Cyclops*," off Ambriz, on the coast of Africa, and condemned in the Vice-Admiralty Court of this colony, on the 11th instant, for being engaged in the Slave Trade.This vessel was in all probability an American vessel. The words "*Pilot of Boston*" were painted on the stern. She was sailing under American colours; and had a crew, five of whom were Americans; but as she was without papers, and the majority of the crew were foreigners, the condemnation took place on the ground of her not being entitled to the protection of any flag.

I have, &c.

(Signed) W. WILDE,
Judge of the Vice-Admiralty Court.

Inclosure 1 in No. 130.

Abstract of the case of the barque "Pilot."

BARQUE called the "*Pilot*," nation unknown.

Without papers.

Had an American ensign displayed at the peak, and had also a Brazilian ensign on board.

Master, Manoel Jozé Ferreira.

Crew, 18 persons, all foreigners; 5 of whom stated themselves to be Americans.

Had the words "*Pilot of Boston*" painted on the stern.

Detained on the 10th January, 1850; off Ambriz, on the West Coast of Africa, by the Honourable George Fowler Hastings, Captain of Her Majesty's steam-frigate "*Cyclops*;" Her Majesty's steam-sloop "*Pluto*," Lieutenant Jolliffe, commanding, being in company at the time of detention.

Had spare plank fitted and laid down as a slave-deck, a large number of water-casks, a boiler of an unusually large size, an extraordinary quantity of farinha, beans, jerked beef, and water, beyond what was probably requisite for the consumption of the crew of the vessel as a merchant-vessel, and other slave equipments.

Arrived at St. Helena on the 26th January, 1850, under the charge of Lieutenant Dew, of Her Majesty's steam-frigate "*Cyclops*."

Adjudicated on the 11th February, 1850.

Condemned, and ordered to be broken up and sold.

Burthen, old British measurement, 223 tons; new British measurement, 213 tons.

(Signed) JNO. N. FIRMIN, Registrar.

Inclosure 2 in No. 130.

Judgment in the case of the "Pilot."

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of Saint Helena, on Monday, the eleventh day of February, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of Saint Helena;

Our Sovereign Lady the Queen against a certain barque or vessel, nation unknown, called the "*Pilot*," whereof Manoel Jozé Ferreira was master, her tackle, apparel, and furniture, and the cargo laden therein, taken and seized by the Honourable George Fowler Hastings, Captain of Her Majesty's steam-frigate "*Cyclops*,"

In pain of parties cited not appearing, Knipe referred to the monition heretofore brought in, duly executed, and also to the affidavit of Roderick Dew, Lieutenant of and belonging to Her Majesty's steam-frigate "*Cyclops*," heretofore exhibited and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavit read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said barque or vessel "*Pilot*," her tackle, apparel, and furniture, and the cargo laden therein, to have been, at the time of the seizure thereof, equipped for and engaged in the Slave Trade, and employed in the illegal transport of negroes or others, for the purpose of consigning them to slavery, contrary to the provisions of the statute or statutes in such case made and provided, and as such, or otherwise, subject and liable to forfeiture and condemnation to our Sovereign Lady the Queen, her heirs and successors, and condemned the same accordingly;

And further pronounced that the said cargo should be sold, and that the said barque or vessel (not having been taken into Her Majesty's service) should be broken up and be entirely demolished, and that the materials thereof should be publicly sold in separate parts, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, Registrar.

No. 131.

Her Majesty's Judge to Viscount Palmerston.—(Received April 25.)

My Lord,

St. Helena, March 14, 1850.

I HAVE the honour to transmit to your Lordship an abstract of the particulars of the case of a brig, called the "*Juliet*," detained on the west coast of Africa, for being engaged in the Slave Trade, by Commander Tudor, of Her Majesty's steam-sloop "*Firefly*," and adjudicated in the Vice-Admiralty Court of this colony, on the 7th instant.

This vessel was furnished with the usual slave equipments, and was without papers. She was destroyed by the order of Commander Tudor, the figure-head only being sent to St. Helena for adjudication. The vessel was pronounced to have been engaged in the Slave Trade, and not entitled to the protection of any flag, and the figure-head was condemned.

I have, &c.

(Signed) W. WILDE,
Judge of the Vice-Admiralty Court.

Inclosure 1 in No. 131.

Abstract of the case of the brig "Juliet."

BRIG, called the "*Juliet*," nation unknown.

Master, Jozé Maria de Carvalho.

Had a Brazilian ensign.

Without papers.

Crew, 24 persons (foreigners).

Detained on the 6th December, 1849, off the West Coast of Africa, in latitude 8° 00' south, and longitude 12° 55' east, by John Tudor, Esquire, Commander of Her Majesty's steam-sloop "*Firefly*;" Her Majesty's steam-sloop "*Pluto*" being in company at the time of seizure.

Had hatches with open gratings, spare plank fitted and laid down as a slave-deck, an extraordinary quantity of farinha, beans, and jerked beef, beyond what was probably requisite for the consumption of the crew of the vessel as a merchant-vessel, and other slave equipments.

Was measured by order of Commander Tudor, and afterwards set on fire and totally destroyed.

The figure-head of the vessel was removed, and brought to St. Helena for adjudication.

Adjudicated on the 7th March, 1850.

Vessel pronounced to have been liable to forfeiture at the time of seizure.

The figure-head condemned, and ordered to be sold.

Burthen not calculated.

Measurement.—Length of upper deck from knight-head to taffrail, 86 feet; beam of upper deck, 21 feet; depth of hold, 12 feet.

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 2 in No. 131.

Judgment in the case of the "Juliet."

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Thursday the seventh day of March, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against a certain brig or vessel, nation unknown, called the "*Juliet*," whereof Jozé Maria Carvalho was master, her tackle, apparel, and furniture, and the cargo laden therein, seized as liable to forfeiture by John Tudor, Esquire, commander of her Majesty's steam-sloop "*Firefly*."

In pain of parties cited not appearing, Knipe returned monition duly executed, and referred to the affidavits of Henry Rogers, acting mate of and belonging to Her Majesty's steam-sloop "*Pluto*," and John Logan, first-class boy of and belonging to Her Majesty's steam-sloop "*Firefly*," heretofore exhibited and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavits read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said brig or vessel, "*Juliet*," her tackle, apparel, and furniture, to have been at the time of seizure thereof equipped for and engaged in the Slave Trade, and employed in the illegal transport of negroes or others, for the purpose of consigning them to slavery, contrary to the provisions of the Act 2 & 3 Vict. cap. 73, and as such, or otherwise, subject and liable to forfeiture and condemnation to our Sovereign Lady the Queen, her heirs and successors; and condemned the figure-head of and belonging to the said brig or vessel, and brought to St. Helena accordingly;

And further pronounced that the same should be publicly sold, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, *Registrar*.

No. 132.

Her Majesty's Judge to Viscount Palmerston.—(Received May 2.)

My Lord,

St. Helena, March 4, 1850.

I HAVE the honour to forward to your Lordship abstracts of the particulars of the cases of two brigs, named the "*Rowena*" and "*Aventuera*," adjudicated in the Vice-Admiralty Court of this colony, on the 21st and 26th ultimo, respectively, for being engaged in the Slave Trade.

The "*Rowena*" was detained by Lieutenant Jolliffe, commanding Her Majesty's steam-sloop "*Pluto*," off the west coast of Africa, without either papers or colours, and completely equipped for the Slave Trade. She was destroyed by the captor, in consequence of being leaky and rotten, the wheel and figure-head only being sent to St. Helena. This brig was pronounced to have been a vessel not entitled to the protection of any flag, engaged in the Slave Trade, and the wheel and figure-head were condemned.

The "*Aventuera*" was taken by the Honourable Captain Hastings, of Her Majesty's steam-frigate "*Cyclops*," off the west coast of Africa, with 455 slaves on board. On the passage to St. Helena, an attempt was made by a large number of negroes, headed by the cook, to recapture the vessel. In the conflict, five of the negroes were knocked overboard, and the cook and five of the prize-crew wounded. This vessel had a Brazilian ensign on board, but no papers. Of the 455 slaves, 5 were drowned, 14 died on the passage, and 15 between the period of their arrival at St. Helena and the day of adjudication. The remaining 421 were, together with the vessel, as not being entitled to the protection of any flag, condemned to Her Majesty.

I have, &c.
(Signed) W. WILDE,
Judge of the Vice-Admiralty Court.

Inclosure 1 in No. 132.

Abstract of the case of the brig "Rowena."

BRIG "*Rowena*."

Nation unknown.

Name of master, unknown.

Without papers or colours.

Crew, 23 persons, all foreigners.

Detained on the 11th January, 1850, off the west coast of Africa, in latitude 7° 50' south, and longitude 13° 12' east, by William Kynaston Jolliffe, Esq., Lieutenant, commanding Her Majesty's steam-sloop "*Pluto*."

Had spare-plank fitted and laid down as a slave-deck; two boilers of an unusually large size; an extraordinary quantity of farinha, beans, jerked beef, and water, beyond what was requisite for the use of the crew of the vessel as a merchant-vessel, and other slave equipments.

Was surveyed by order of Lieutenant Jolliffe, and being found to be very leaky and rotten, was afterwards set on fire and totally destroyed.

The wheel and figure-head of the vessel were brought to St. Helena for adjudication.

Adjudicated on the 21st February, 1850.

Vessel pronounced to have been liable to forfeiture and condemnation at the time of seizure.

The wheel and figure-head condemned and ordered to be sold.

Burden, not calculated.

Measurement, by survey report.—Length, 94 feet; breadth, 24½ feet; depth, 15¾ feet.

(Signed) JNO. N. FIRMIN, Registrar.

Inclosure 2 in No. 132.

Judgment in the case of the "Rowena."

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Thursday, the twenty-first day of February, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against a certain brig or vessel, nation unknown, supposed to have been called the "*Rowena*," her tackle, apparel, and furniture, and the cargo laden therein, seized as liable to forfeiture by William Kynaston Jolliffe, Esq., Lieutenant commanding Her Majesty's steam-sloop "*Pluto*."

In pain of parties cited not appearing, Knipe returned monition duly executed, and referred to the affidavit of Henry Rogers, mate of and belonging to Her Majesty's steam-sloop "*Pluto*," heretofore exhibited and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavit read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said brig or vessel, "*Rowena*," to have been, at the time of seizure thereof, equipped for and engaged in the Slave Trade, and employed in the illegal transport of negroes or others, for the purpose of consigning them to slavery, contrary to the provisions of the Act 2 & 3 Vict. cap. 73, and as such or otherwise, the said brig or vessel, her tackle, apparel, and furniture, to be subject and liable to forfeiture to our Sovereign Lady the Queen, her heirs and successors, and condemned the figure-head and the wheel of and belonging to the said brig or vessel, and brought to St. Helena accordingly;

And further pronounced that the same should be publicly sold, as in and by law in such cases made and provided.

(Signed) JNO. N. FIRMIN, Registrar.

Inclosure 3 in No. 132.

*Abstract of the case of the brig "Aventuera."*BRIG "*Aventuera*."

Nation unknown.

Master, João Moreira de Camara.

Crew, 18 persons, all foreigners.

Without papers.

Had a Brazilian ensign.

Detained on the 27th January, 1850, off the west coast of Africa, in latitude 9° 59' south, and longitude 12° 39' east, by the Honourable George Fowler Hastings, Captain of Her Majesty's steam-frigate "*Cyclops*."

Had on board 260 male and 195 female negroes, and was completely equipped for the Slave Trade.

Arrived at St. Helena on the 11th February, 1850, under the charge of Lieutenant Hodgkinson of Her Majesty's steam-frigate "*Cyclops*," with 241 male and 195 female negroes.

On the passage to St. Helena an attempt was made by a large number of the negroes, armed with billets of wood, cooking utensils, and knives, and headed by the cook, to rush upon the prize crew, with the intention of recapturing the vessel; and in the affray five of the negroes were knocked overboard and drowned; the cook was severely wounded with a musket ball, and five of the prize-crew of Her Majesty's steam-frigate were wounded.

Fourteen male negroes died on the passage to St. Helena, in addition to the five who were drowned.

Adjudicated on the 26th February, 1850.

Vessel condemned, and ordered to be broken up and sold.

The negroes alive at the time of the adjudication (233 males and 188 females) condemned to Her Majesty.

Burthen, old British measurement, 250 tons; new British measurement, 195 tons.

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 4 in No. 132.

Judgment in the case of the "Aventuera."

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Tuesday, the twenty-sixth day of February, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against the brig or vessel, nation unknown, called the "*Aventuera*," whereof João Moreira de Camara was master, her tackle, apparel, and furniture, and also against two hundred and sixty male slaves, and one hundred and ninety-five female slaves, seized, as liable to forfeiture, by the Honourable George Fowler Hastings, captain of Her Majesty's steam-frigate "*Cyclops*."

In pain of parties cited not appearing, Knipe returned monition duly executed, and referred to the affidavit of Austin Bissett Hodgkinson, Lieutenant of and belonging to Her Majesty's steam-frigate "*Cyclops*," heretofore exhibited and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavit read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said brig or vessel "*Aventuera*" to have been, at the time of the seizure thereof, equipped for and engaged in the Slave Trade, and employed in the illegal transport of negroes or others, for the purpose of consigning them to slavery, contrary to the provisions of the Act 2 & 3 Vict. cap. 73, and as such or otherwise, the said brig or vessel "*Aventuera*," her tackle, apparel, and furniture, to be subject and liable to forfeiture to our Sovereign Lady the Queen, her heirs and successors, and condemned the same accordingly;

And further pronounced that the said brig or vessel (not having been taken into Her Majesty's service) should be broken up and be entirely demolished, and that the materials thereof should be publicly sold in separate parts, as in and by law in such case made and provided;

And further pronounced the two hundred and sixty male slaves, and one hundred and ninety-five female slaves, found on board of the said brig or vessel at the time of the seizure thereof, to have been, by virtue of the statute or statutes in such case made and provided, subject and liable to forfeiture, and condemned the two hundred and thirty-three male slaves, and one hundred and eighty-eight female slaves, part of the same, surviving at the time of the adjudication thereof, as forfeited to the sole use of Her Majesty, her heirs and successors, accordingly.

(Signed) JNO. N. FIRMIN, *Registrar*.

No. 133.

Her Majesty's Judge to Viscount Palmerston.—(Received June 22.)

My Lord,

St. Helena, March 28, 1850.]]

I HAVE the honour to forward to your Lordship abstracts of the particulars of the cases of five vessels respectively adjudicated in the Vice-Admiralty Court of this colony, on the 18th and 21st instant, for being engaged in the Slave Trade.

These cases consisted of a barque, called the "*Anne D. Richardson*," taken off the coast of Africa by Lieutenant Jolliffe, commanding Her Majesty's steam-sloop "Pluto;" a brigantine, the "*Independencia*," off the same coast, by Commander Tudor, of Her Majesty's steam-sloop "Firefly;" two barques, the "*Santa Cruz*" and "*Paulina*," off the south-east coast of America, by Commander Schomberg, of Her Majesty's steam-sloop "Cormorant;" and a brig, the "*Lucy Ann*," detained on the African coast by Commander Cumming, of Her Majesty's steam-sloop "Rattler."

All these vessels were fully equipped for the Slave Trade, and one of them, the "*Lucy Ann*," had on board 537 slaves. This vessel, and the "*Anne D. Richardson*," were doubtless American vessels. Each of them was commanded by an American master, their crews were composed partly of American seamen, and each of them carried the American flag; but no papers were found to entitle them to its protection. The "*Santa Cruz*" and "*Paulina*" were Brazilian vessels; and the "*Independencia*" had a Brazilian ensign on board, but no papers. This vessel, and the "*Santa Cruz*," had been destroyed by their captors as unseaworthy. They were pronounced to have been liable to forfeiture at the time of seizure, and certain portions sent here for adjudication condemned. The other three vessels were condemned.

A large quantity of dollars were found on board the "*Paulina*" (532½) at the time of seizure, which were retained by the captors, their amount being remitted in bills of exchange to St. Helena; and about 5000 more were subsequently discovered on the voyage, secreted in a cask of farinha.

Of the slaves found on board the "*Lucy Ann*," 13 died on the passage to St. Helena, and 9 more prior to the day of adjudication. The remaining 515 were condemned to Her Majesty.

I have, &c.

(Signed) W. WILDE,
Judge of the Vice-Admiralty Court.

Inclosure 1 in No. 133.

Abstract of the case of the barque "Anne D. Richardson."

BARQUE, supposed to be the "*Anne D. Richardson*."

Nation unknown.

Master, William H. Thomas.

Crew, 22 persons (13 foreigners, and 9 who stated themselves to be Americans).

Without papers.

Had an American ensign.

Detained on the 14th of February, 1850, off the west coast of Africa, in latitude 8° 07' south, and longitude 12° 57' east, by William Kynaston Jolliffe, Esquire, Lieutenant commanding Her Majesty's steam-sloop "Pluto."

Had spare plank fitted and laid down as a slave-deck; an extraordinary quantity of farinha, beans, jerked beef, and water, beyond what was probably requisite for the use of the crew of the vessel as a merchant-vessel; a large number of wooden spoons, and other slave equipments.

Arrived at St. Helena on the 2nd March, 1850, under the charge of Mr. Shewell, mate of Her Majesty's steam-sloop "Pluto."

Adjudicated on the 18th March, 1850.

Condemned and ordered to be broken up and sold.

Burthen, old British measurement, 228½ tons; new British measurement, 202 tons.

(Signed) JNO. N. FIRMIN, Registrar.

Inclosure 2 in No. 133.

Judgment in the case of the "Anne D. Richardson."

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Monday, the eighteenth day of March, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against a certain barque or vessel, nation unknown, called the "*Anne D. Richardson*," whereof William H. Thomas was master, her tackle, apparel and furniture, and the cargo laden on board, seized as liable to forfeiture by William Kynaston Jolliffe, Esquire, Lieutenant, commanding Her Majesty's steam-sloop "*Pluto*."

In pain of parties cited not appearing, Knipe returned monition duly executed, and referred to the affidavit of Percy Bateman Shewell, mate of and belonging to Her Majesty's steam-sloop "*Pluto*," heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavit read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said barque or vessel "*Anne D. Richardson*," (not being justly entitled to claim the protection of the flag of any state or nation) her tackle, apparel and furniture, and the cargo laden therein, to have been at the time of the seizure thereof equipped for and engaged in the Slave Trade, contrary to the provisions of the Act of the 3rd of Victoria, cap. 73, and as such or otherwise subject and liable to forfeiture, and condemned the said barque or vessel, "*Anne D. Richardson*," her tackle, apparel and furniture, and the cargo laden therein, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly;

And further pronounced that the said cargo should be sold, and that the said barque or vessel (not having been taken into Her Majesty's service) should be broken up and be entirely demolished and that the materials thereof should be publicly sold, in separate parts, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 3 in No. 133.

Abstract of the case of the brigantine "Independencia."

BRIGANTINE "*Independencia*," nation unknown.

Master, Joaquim Gomes Marinho.

Without papers. Had a Brazilian ensign.

Crew, 15 persons, all foreigners.

Detained on the 31st January, 1850, off the west coast of Africa, in latitude 6° 02' south, and longitude 11° 43' east, by John Tudor, Esquire, Commander of Her Majesty's steam-sloop "*Firefly*."

Had hatches with open gratings, spare plank laid down as a slave-deck, a boiler of an unusually large size, an extraordinary quantity of farinha, beans, rice, jerked beef, and water, beyond what was probably requisite for the use of the crew of the vessel as a merchant vessel, and other slave equipments.

Was surveyed by order of Commander Tudor, and found unseaworthy, and altogether unfit to proceed to any port for adjudication, and was afterwards set on fire and totally destroyed.

The wheel of the vessel was brought to St. Helena for adjudication.

Adjudicated on the 18th March, 1850.

Vessel pronounced to have been liable to forfeiture at the time of seizure.

The wheel condemned and ordered to be sold.

Burthen, not calculated.

Measurement, by survey report.—Length of upper deck, 90 feet; breadth of ditto, 23 feet 6 inches; depth of hold, 14 feet.

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 4 in No. 133.

Judgment in the case of the "Independencia."

In the Vice-Admiralty Court of Saint Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Monday, the eighteenth day of March, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against a certain brigantine or vessel, nation unknown, called the "*Independencia*," whereof Joaquim Gomes Marinho was master, her tackle, apparel and furniture, and the cargo laden therein, seized as liable to forfeiture by John Tudor, Esquire, Commander of Her Majesty's steam-sloop "*Firefly*."

In pain of parties cited not appearing, Knipe returned monition duly executed, and referred to the affidavit of George Wyndham Shepherd Hire, clerk's assistant of and belonging to Her Majesty's steam-sloop "*Firefly*," heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavit read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said brigantine or vessel "*Independencia*" (not being justly entitled to claim the protection of the flag of any state or nation), her

tackle, apparel and furniture, and the cargo laden therein, to have been at the time of the seizure thereof equipped for and engaged in the Slave Trade, contrary to the provisions of the Act of the 3rd of Victoria, cap. 73, and as such, or otherwise, subject and liable to forfeiture, and condemned the wheel of and belonging to the said brigantine or vessel, and brought to Saint Helena, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly;

And further pronounced that the same should be publicly sold, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, *Registrar.*

Inclosure 5 in No. 133.

Abstract of the case of the barque "Santa Cruz."

BRAZILIAN barque "*Santa Cruz.*"

Master, Antonio Germano Soares.

Crew, by crew-list, 17 persons; found on board, 16.

Detained on the 4th January, 1850, off the south-east coast of America, in latitude 23° 43' south, and longitude 45° 0' west, by Herbert Schomberg, Esquire, Commander of Her Majesty's steam-sloop "*Cormorant.*"

Had hatches with open gratings, spare plank fitted and laid down as a slave-deck, a boiler of an unusually large size, an extraordinary quantity of farinha, beans, jerked beef, and water, beyond what was requisite for the use of the crew of the vessel as a merchant-vessel, and other slave equipments.

Was surveyed by order of Commander Schomberg, and being found unfit to undertake the passage to St. Helena, was afterwards set on fire and totally destroyed.

The billet head of the vessel was brought to St. Helena for adjudication.

Adjudicated on the 21st March, 1850.

Vessel pronounced to have been liable to forfeiture at the time of seizure.

The billet-head condemned and ordered to be sold.

Burthen by register, 313 tons.

Measurement.—Length, 99 feet; mean breadth, 25 feet; depth, 16 feet.

Had on board the following papers, viz. :—

1. Register, dated Santos, 13th January, 1849, with an endorsement, dated Rio de Janeiro, 4th July, 1849.
2. Crew-list, dated Rio de Janeiro, 4th July, 1849, with an endorsement, dated San Sebastião, 29th December, 1849, (the vessel bound to Rio de Janeiro).
3. Passport for a voyage from Rio de Janeiro to the River Plate, dated Rio de Janeiro, 4th July, 1849.
4. Port-clearance, dated Rio de Janeiro, 4th July, 1849.
5. A certificate from the Administrator of Revenues at San Sebastião, dated 29th December, 1849, stating that the vessel had discharged her cargo, shipped for the River Plate, at the said port.
6. A certificate from the Administrator of Revenues at San Sebastião, dated 29th December, 1849, stating that the master had paid the duties on 20,000 billets of wood.
7. Manifest, dated San Sebastião, 29th December, 1849. Cargo, 20,000 billets of wood.

(Signed) JNO. N. FIRMIN, *Registrar.*

Inclosure 6 in No. 133.

Judgment in the case of the "Santa Cruz."

In the Vice-Admiralty Court of St Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Thursday, the twenty-first day of March, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against the Brazilian barque or vessel, called the "*Santa Cruz,*" whereof Antonio Germano Soares was master, her tackle, apparel and furniture, and the cargo laden therein, seized as liable to forfeiture by Herbert Schomberg, Esquire, Commander of Her Majesty's steam-sloop "*Cormorant.*"

In pain of parties cited not appearing, Knipe returned monition, duly executed, and referred to the affidavit of Edward Crafer Smyth, master's-assistant of and belonging to Her Majesty's steam-sloop "*Cormorant,*" Robert Upton, ordinary seaman of and belonging to Her Majesty's said sloop, and Peter Christian Gernet, native of Russia, heretofore exhibited and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavits read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said barque or vessel, "*Santa Cruz,*" her tackle, apparel, and furniture, and the cargo laden therein, to have been at the time of the seizure thereof, equipped for and engaged in the African Slave Trade, contrary to the provisions of the Act of the 3rd of Victoria, cap. 73, and as such or otherwise, subject and liable to forfeiture, and condemned the billet-head of and belonging to the said barque or vessel, and brought to St. Helena, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly.

And further pronounced that the same should be publicly sold, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, *Registrar.*

Inclosure 7 in No. 133.

Abstract of the case of the barque "Paulina."

BRAZILIAN barque "*Paulina*."

Master, Francisco da Rocha Pirez.

Crew, by crew-list, 19 persons; found on board, 29.

Detained on the 12th January, 1850, off the south east coast of America, in latitude 25° 30' south, and longitude 47° 40' west, by Herbert Schomberg, Esquire, Commander of Her Majesty's steam-sloop "*Cormorant*."

Had divisions or bulkheads between decks, more numerous than were necessary for a vessel engaged in lawful trade, a slave-deck laid, a boiler of an unusually large size, in addition to a large cooking apparatus, an extraordinary quantity of farinha, beans, jerked beef, and water, beyond what was probably requisite for the use of the crew of the vessel as a merchant-vessel, and other slave equipments.

Arrived at St. Helena on the 10th March, 1850, under the charge of Mr. Smyth, master's assistant of Her Majesty's steam-sloop "*Cormorant*."

Adjudicated on the 21st March, 1850.

Condemned, and ordered to be broken up and sold.

Burthen by register, 331 tons; old British measurement, 259 tons; new British measurement, 328 tons.

Had on board the following papers; viz. :—

1. Register, dated Rio de Janeiro, 29th December, 1849.
2. Crew-list, dated Rio de Janeiro, 28th December, 1849.
3. Passport, dated Rio de Janeiro, 31st December, 1849, for a voyage to the River Plate.
4. Manifest of cargo, dated Rio de Janeiro, 31st December, 1849; with five bills of lading attached.
- 5 & 6. Two letters, dated Rio de Janeiro, 31st December, 1849; severally inclosing a bill of lading, and addressed to individuals at Monte Video.
7. Post Office certificate that the vessel had received two mails on board, dated Rio de Janeiro, 31st December, 1849.
8. Bill of health, dated Rio de Janeiro, 31st December, 1849.
9. A letter, dated Rio de Janeiro, 31st December, 1849, to Manoel Gonçalves at Monte Video, inclosing cargo book.

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 8 in No. 133.

Judgment in the case of the "Paulina."

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Thursday, the twenty-first day of March, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against the Brazilian barque or vessel called the "*Paulina*," whereof Francisco da Rocha Pirez was master, her tackle, apparel, and furniture, and the goods, wares, merchandize, and effects found on board of the same, seized as liable to forfeiture, by Herbert Schomberg, Esquire, commander of Her Majesty's steam-sloop "*Cormorant*," and against all persons in general having or pretending to have any right, title, or interest therein.

In pain of parties cited not appearing, Knipe returned monition duly executed, and referred to the affidavits of Edward Crafer Smyth, master's assistant of and belonging to Her Majesty's steam-sloop "*Cormorant*," and Peter Christian Gernet, native of Russia, heretofore exhibited and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavits read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said barque or vessel "*Paulina*" to have been, at the time of the seizure thereof, equipped for and engaged in the African Slave Trade, contrary to the provisions of the Act of the 9th Victoria, cap. 122, and as such, or otherwise, subject and liable to forfeiture, and condemned the said barque or vessel, "*Paulina*," her tackle, apparel, and furniture, and the goods, wares, merchandize, and effects found on board, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly;

And further pronounced that the cargo should be sold, and that the said barque or vessel (not having been taken into Her Majesty's service) should be broken up and be entirely demolished, and that the materials thereof should be publicly sold in separate parts, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 9 in No. 133.

Abstract of the case of the brig "Lucy Ann."

BRIG "*Lucy Ann*," nation unknown.

Master, John Hamilton.

Crew, 41 persons (30 foreigners, and 11 stated themselves to be Americans).

Displayed an American ensign, which was afterwards pulled down and a Brazilian ensign hoisted instead.

CLASS A.

Had no papers.

Detained on the 20th February, 1850, off the west coast of Africa, in latitude 7° 26' south, and longitude 12° 26' east, by Arthur Cumming, Esquire, Commander of Her Majesty's steam-sloop "Rattler."

Had on board 421 male and 106 female negroes, and was fully equipped for the Slave Trade.

Arrived at St. Helena on the 6th March, 1850, under the charge of Lieutenant Godfrey, of Her Majesty's steam-sloop "Rattler," with 421 male and 103 female negroes.

Ten male and three female negroes died on the passage to St. Helena.

Adjudicated on the 21st March, 1850.

Vessel condemned, and ordered to be broken up and sold.

The negroes alive at the time of adjudication, 412 men and 103 women, condemned to Her Majesty.

Burthen, old British measurement, 237 tons; new British measurement, 255 tons.

(Signed) JNO. N. FIRMIN, Registrar.

Inclosure 10 in No. 133.

Judgment in the case of the "Lucy Ann."

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Thursday, the twenty-first day of March, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against a certain brig or vessel, nation unknown, called the "*Lucy Ann*," whereof John Hamilton was master, her tackle, apparel, and furniture, and also against four hundred and thirty-one male slaves, and one hundred and six female slaves, seized as liable to forfeiture, by Arthur Cumming, Esquire, Commander of Her Majesty's steam-sloop "Rattler."

In pain of parties cited not appearing, Knipe returned monition duly executed, and referred to the affidavit of Peter McKenzie Godfrey, First Lieutenant of and belonging to Her Majesty's steam-sloop "Rattler," heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavit read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said brig or vessel "*Lucy Ann*" (not being justly entitled to claim the protection of the flag of any state or nation), her tackle, apparel, and furniture, and the cargo laden therein, to have been, at the time of the seizure thereof, equipped for and engaged in the Slave Trade, and employed in the illegal transport of negroes or others for the purpose of consigning them to slavery, contrary to the provisions of the Act of the 3rd Victoria, cap. 73, and as such or otherwise subject and liable to forfeiture, and condemned the said brig or vessel "*Lucy Ann*," her tackle, apparel, and furniture, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly;

And further pronounced that the said brig or vessel (not having been taken into Her Majesty's service) should be broken up and be entirely demolished, and that the materials thereof should be publicly sold in separate parts, as in and by law in such case made and provided;

And further pronounced the four hundred and thirty-one male slaves and one hundred and six female slaves, found on board at the time of the seizure, to have been subject and liable to forfeiture, and condemned the four hundred and twelve male slaves and one hundred and three female slaves, part of the same surviving at the time of adjudication, to the sole use of Her Majesty, her heirs and successors.

(Signed) JNO. N. FIRMIN, Registrar.

No. 134.

Her Majesty's Judge to Viscount Palmerston.—(Received July 1.)

My Lord,

St. Helena, May 11, 1850.

I HAVE the honour to transmit to your Lordship abstracts of the particulars of the cases of two Brazilian brigs, named the "*Serpente*" and "*Positivo*," captured by Commander Wodehouse, of Her Majesty's steam-sloop "*Phoenix*," and respectively condemned in the Vice-Admiralty Court of this colony, on the 25th and 29th ultimo, for being engaged in the African Slave Trade.

The cases of these vessels are precisely similar: each of them sailed from Bahia, ostensibly bound to Para; each of them was detained in the month following its departure on the coast of Africa, with a slave equipment on board.

I have, &c.

(Signed) W. WILDE,
Judge of the Vice-Admiralty Court.

Inclosure 1 in No. 134.

Abstract of the case of the brig "Serpente."

BRAZILIAN brig "*Serpente*."

Master, Jozé Bernardino de Aranja.

Owner, Domingos Jozé Martins.

Crew, by crew-list, and found on board, 29 persons.

Detained on the 20th February, 1850, off Porto Novo, on the west coast of Africa, by George Wodehouse, Esquire, Commander of Her Majesty's steam-sloop "*Phoenix*."

Had hatches with open gratings, divisions or bulkheads in the hold more numerous than were necessary for a vessel engaged in lawful trade, spare plank fitted and laid down as a slave-deck, four boilers of an unusually large size, an extraordinary quantity of rice, farinha, beans, and jerked beef, beyond what was probably requisite for the use of the crew of the vessel as a merchant-vessel, and other slave equipments.

Arrived at St. Helena on the 8th April, 1850, under the charge of Lieutenant Watson, of Her Majesty's steam-sloop "*Phoenix*."

Adjudicated on the 25th April, 1850.

Condemned, and ordered to be broken up and sold.

Burthen, by register, 240 tons; old British measurement, 303½ tons; new British measurement, 280 tons.

Had on board the following papers; viz:—

1. Passport of the polacca "*Serpente*," for a voyage from Bahia to Para, dated Bahia, 5th January, 1850.
2. Crew-list, dated Bahia, 4th January, 1850.
3. Order to the Commandant of the fort to allow the vessel to proceed on her voyage, dated Bahia, 5th January, 1850.
4. Register, dated Bahia, 14th September, 1849.
5. Port-clearance, dated Bahia, 5th January, 1850.
6. A sealed letter, addressed to the Inspector of Customs at Para by the Administrator of Customs at Bahia.
7. A certificate from the Post Office at Bahia that the vessel has no mail on board, dated 7th January, 1850.
8. Certificate of clearance, dated Bahia, 5th January, 1850.

(Signed) JNO. N. FIRMIN, Registrar.

Inclosure 2 in No. 134.

Judgment in the case of the "Serpente."

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Thursday, the 25th day of April, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against the Brazilian brig or vessel called the "*Serpente*," whereof Jozé Bernardino de Aranja was master, her tackle, apparel, and furniture, and the cargo laden therein, seized by George Wodehouse, Esquire, commander of Her Majesty's steam-sloop "*Phoenix*."

In pain of parties cited not appearing, Gideon returned monition duly executed, and referred to the affidavits of George Willes Wilson, Second Lieutenant of and belonging to Her Majesty's steam-sloop "*Phoenix*," and Peter Christian Gernet, native of Russia, heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavits read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said brig or vessel, "*Serpente*," to have been, at the time of the seizure thereof, equipped for and engaged in the African Slave Trade, in contravention of a Convention between His late Majesty King George the Fourth and the Emperor of Brazil for the regulation and final abolition of the African Slave Trade, and contrary to the provisions of the Act of Parliament passed in the ninth year of Her Majesty Queen Victoria, to carry the said Convention into effect, and as such or otherwise, subject and liable to forfeiture, and condemned the said brig or vessel, "*Serpente*," her tackle, apparel, and furniture, and the cargo laden therein, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly;

And further pronounced that the said cargo should be sold, and that the said brig or vessel (not having been taken into Her Majesty's service) should be broken up and entirely demolished, and that the materials thereof should be publicly sold in separate parts, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, Registrar.

Inclosure 3 in No. 134.

Abstract of the case of the brig "Positivo."

BRAZILIAN brig "*Positivo*."

Master, Jozé Ferreira Sampaio.

Owner, Bernardo Jozé Brandão.

Crew, by crew-list, and found on board, 29 persons.

Detained on the 24th March, 1850, off the west coast of Africa, between Fernando Po and Whydah, by George Wodehouse, Esquire, Commander of Her Majesty's steam-sloop "*Phoenix*."

Had hatches with open gratings, spare plank fitted and laid down as a slave-deck, an extraordinary quantity of rice, farinha, beans, and jerked beef, beyond what was probably requisite for the use of the crew of the vessel as a merchant-vessel, and other slave equipments.

Arrived at St. Helena on the 12th April, 1850, under the charge of Lieutenant Bedingfield, of Her Majesty's steam-sloop "*Phoenix*."

Adjudicated on the 29th April, 1850.

Condemned, and ordered to be broken up and sold.

Burthen, by register, 260 tons; old British measurement, 285 tons; new British measurement, 300 tons.

Had on board the following papers, viz. :—

2. Crew-list, dated Bahia, 5th February, 1850.

2. A sealed letter to the inspector of customs at Para, from the administrator of customs at Bahia.

3. Passport of the brig "*Positivo*," dated Bahia, 6th February, 1850, for a voyage to Para.

4. Order to the commandant of the fort to allow the vessel to proceed on her voyage, dated 6th February, 1850.

5. Register dated Bahia, 5th February, 1850.

6. Port-clearance, dated Bahia, 6th February, 1850.

7. Certificate dated Bahia, 6th February, 1850, that the vessel had no mail on board.

8. Certificate of clearance, dated 6th February, 1850.

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 4 in No. 134.

Judgment in the case of the "Positivo."

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Monday the twenty-ninth day of April, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against the Brazilian brig or vessel called the "*Positivo*," whereof Jozé Ferreira Sampaio was master, her tackle, apparel, and furniture, and the cargo laden therein, seized by George Wodehouse, Esquire, Commander of Her Majesty's steam-sloop "*Phoenix*."

In pain of parties cited not appearing. Gideon returned monition duly executed, and referred to the affidavit of Norman Bernard Bedingfield, Lieutenant of and belonging to Her Majesty's steam-sloop "*Phoenix*," and Peter Christian Gernet, native of Russia, heretofore exhibited and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavits read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said brig or vessel, "*Positivo*," to have been, at the time of the seizure thereof, equipped for and engaged in the African Slave Trade, in contravention of a Convention between His late Majesty King George the Fourth and the Emperor of Brazil for the regulation and final abolition of the African Slave Trade, and contrary to the provision of the Act of Parliament passed in the ninth year of Her Majesty Queen Victoria, to carry the said Convention into effect, and as such or otherwise, subject and liable to forfeiture, and condemned the said brig or vessel, "*Positivo*," her tackle, apparel, and furniture, and the cargo laden therein, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly;

And further pronounced that the said cargo should be sold, and that the said brig or vessel (not having been taken into Her Majesty's service) should be broken up, and be entirely demolished, and that the materials thereof should be publicly sold in separate parts, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, *Registrar*.

No. 135.

Her Majesty's Judge to Viscount Palmerston.—(Received July 1.)

My Lord,

St. Helena, May 16, 1850.

I HAVE the honour to transmit to your Lordship abstracts of the particulars of the cases of two vessels adjudicated in the Vice-Admiralty Court of this colony on the 6th instant, for being engaged in the Slave Trade.

One of these vessels was a Brazilian brigantine, named the "*Phenix*," which appears to have left Rio de Janeiro in December 1849, bound to São Sebastião, but was taken in February last off the coast of Africa, equipped for the Slave Trade, by Commander Patey, of Her Majesty's sloop "*Flying-Fish*." The other was a brig, called the "*J. W. Huntington*," not entitled to the protection of any flag. This vessel was without papers; the crew consisted of Americans and Brazilians, and the colours of these two nations were found on board. She was furnished with a slave equipment, and taken on the coast of Africa by Lieutenant Jolliffe, commanding Her Majesty's steam-sloop "*Pluto*."

Both vessels, having been destroyed by their captors, were pronounced to have been liable to forfeiture at the time of seizure, and certain portions thereof respectively, which had been sent to St. Helena for adjudication, were condemned.

I have, &c.
(Signed) W. WILDE,
Judge of the Vice-Admiralty Court.

Inclosure 1 in No. 135.

Abstract of the case of the brigantine "Phenix."

BRAZILIAN brigantine "*Phenix*."

Master, José Manoel de Faria.

Owner, José Francisco Caldeira.

Crew found on board, 13 persons, including master.

Detained on the 27th February, 1850, off the west coast of Africa, in latitude 5° 03' south, and longitude 11° 10' east, by George Edwin Patey, Esquire, Commander of Her Majesty's sloop "*Flying-Fish*."

Had hatches with open gratings, spare plank fitted and laid down as a slave-deck, a boiler of an unusually large size, an extraordinary quantity of farinha, beans, jerked beef, and water, beyond what was probably requisite for the use of the crew of the vessel as a merchant-vessel, and other slave equipments.

Was surveyed, and afterwards set on fire and totally destroyed by order of Commander Patey, in consequence of her leaky state.

A gilt phenix off the stern and the billet-head of the vessel were removed, and sent to St. Helena for adjudication.

Adjudicated on the 6th May, 1850.

Vessel pronounced to have been liable to forfeiture at the time of seizure.

The phenix and billet-head condemned, and ordered to be sold.

Burthen by papers, not stated.

Measurement, by survey report.—Length, 67 feet; breadth, 20 feet; depth of hold, 10 feet.

Had on board the following papers, viz:—

1. Passport of the brigantine "*Phenix*," dated Rio de Janeiro, 30th November, 1848; last endorsement for a voyage from Rio de Janeiro to São Sebastião, dated 19th December, 1849.
2. Permit from the custom-house at Rio de Janeiro to embark sundry articles, dated 19th December, 1849.
3. A letter from the administrator of customs at Rio de Janeiro, dated 19th December, 1849, to the administrator of revenues at São Sebastião, inclosing manifest.
4. Manifest, dated Rio de Janeiro, same date, stating the vessel to be in ballast.

(Signed) JNO. N. FIRMIN, *Registrar.*

Inclosure 2 in No. 135.

Judgment in the case of the "Phenix."

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Monday the sixth day of May, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against the Brazilian brigantine or vessel called the "*Phenix*," whereof José Manoel de Faria was master, her tackle, apparel, and furniture, and the cargo laden therein, seized as liable to forfeiture, by George Edwin Patey, Esquire, Commander of Her Majesty's sloop "*Flying Fish*."

In pain of parties cited not appearing, Knipe returned monition duly executed, and referred to the affidavits of William Mayes, second master of and belonging to Her Majesty's sloop "*Flying Fish*," and Peter Christian Germet, native of Russia, heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavits read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said brigantine or vessel "*Phenix*" to have been, at the time of the seizure thereof, equipped for, and engaged in carrying on the

African Slave Trade, in contravention of a Convention between His late Majesty King George the Fourth and the Emperor of Brazil, for the regulation and final abolition of the African Slave Trade, and contrary to the provisions of the Act of Parliament passed in the ninth year of Her Majesty Queen Victoria, to carry the said Convention into effect, and as such or otherwise, subject and liable to forfeiture, and condemned a gilt phoenix and billet-head of and belonging to the said brigantine or vessel, and brought to St. Helena as forfeited to our Sovereign Lady the Queen, her heirs and successors accordingly;

And further pronounced that the same should be publicly sold, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, *Registrar.*

Inclosure 3 in No. 135.

Abstract of the case of the brig "J. W. Huntingdon."

BRIG "*J. W. Huntingdon*," nation unknown.
Master, Charles J. Wood (an American subject).
Without papers.

Had an American, and also a Brazilian, ensign, on board.

Crew found on board, 18 persons, exclusive of master (10 Americans and 8 Brazilians).

Detained on the 16th March, 1850, off the west coast of Africa, in latitude 6° 08' south, and longitude 12° 09' east, by William Kynaston Jolliffe, Esquire, Lieutenant commanding Her Majesty's steam-sloop "*Pluto*."

Had spare plank fitted and laid down as a slave deck; two boilers of an unusually large size; an extraordinary quantity of farinha, beans, jerked beef, and water, beyond what was probably requisite for the use of the crew of the vessel as a merchant-vessel, and other slave equipments.

Was set on fire and totally destroyed by order of Lieutenant Jolliffe, in consequence of her leaky state.

The figure-head and wheel of the vessel were removed, and brought to St. Helena for adjudication.

Adjudicated on the 6th May, 1850.

Vessel pronounced to have been liable to forfeiture at the time of seizure.

The figure-head and wheel condemned and ordered to be sold.

Burthen, not calculated.

Measurement.—Length, 85 feet; breadth, 24 feet; depth of hold, 15 feet.

(Signed) JNO. N. FIRMIN, *Registrar.*

Inclosure 4 in No. 135.

Judgment in the case of the "J. W. Huntingdon."

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Monday the sixth day of May, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against a certain brig or vessel, nation unknown, called the "*J. W. Huntingdon*," whereof Charles J. Wood was master, her tackle, apparel, and furniture, and the cargo laden therein, seized by William Kynaston Jolliffe, Esquire, Lieutenant commanding Her Majesty's steam-sloop "*Pluto*."

In pain of parties cited not appearing, Knipe returned monition duly executed, and referred to the affidavit of John Rowe Ryan, master's assistant of and belonging to Her Majesty's steam-sloop "*Pluto*," heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavit read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said brig or vessel, "*J. W. Huntingdon*" (not being justly entitled to claim the protection of the flag of any state or nation), to have been, at the time of the seizure thereof, equipped for and engaged in the Slave Trade, contrary to the provisions of the Act of 3rd Vict., cap. 73, and as such or otherwise, subject and liable to forfeiture, and condemned the figure-head and the wheel of and belonging to the said brig or vessel, and brought to St. Helena, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly;

And further pronounced that the same should be publicly sold, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, *Registrar.*

No. 136.

Her Majesty's Judge to Viscount Palmerston.—(Received July 6.)

My Lord,

St. Helena, April 10, 1850.

I HAVE the honour to transmit to your Lordship abstracts of the particulars of the cases of a Brazilian steam-brig, named the "*Paquete de Santos*," and a Brazilian felucca, called the "*Rozita*," condemned in the Vice-Admiralty

Court of this colony on the 28th ultimo, for being engaged in the African Slave Trade.

The "*Paquete de Santos*" was detained by Lieutenant Crofton, commanding Her Majesty's steam-sloop "Rifleman," off Santos, on the coast of Brazil, whence she appears to have sailed on the morning of detention, ostensibly bound to Rio de Janeiro, but with an equipment and cargo plainly indicative of an African destination.

After the seizure of this vessel by Lieutenant Crofton, the master and eleven of the crew were, at their own request, removed to the "Rifleman" for the purpose of being landed at Santos; two only, one of whom was the contramestre, being sent to St. Helena. This officer, in the first place, presented a protest, made by himself and the Brazilian Consul, against the condemnation of the vessel, which I refused to receive. He then put in a claim on behalf of himself and the master, and the owners of the vessel and cargo; but as he had no personal interest in the case, nor professed any authority from the master, or any other person who had; and as the master had, in my opinion, deserted his vessel (although his removal was alleged to have been on the ground of ill health), I thought this contramestre had no right to intervene, and accordingly rejected his claim.

Against this decision an appeal has been threatened, but as the time for its assertion has not yet elapsed, I am unable to say how far it will be prosecuted.

The name of this steamer was originally the "*Providencia*," which appears to have been changed to that of the "*Paquete de Santos*," when she was sold at Rio de Janeiro, in June 1849, to her present owner. Under the former designation I am told she has made several successful voyages to the coast of Africa for slaves.

The "*Rozita*" was taken on the west coast of Africa on the 18th January, by Commander Beauchamp, of Her Majesty's steam-sloop "Hecla," fully equipped for the Slave Trade, having sailed from Bahia on the 12th of the preceding month on a voyage to Barcelona. This vessel was unfortunately destroyed on the morning of the 7th instant, by the breaking of her chain in the violence of the surf, but as she was ordered to be broken up, and most of her materials have been saved, it is not apprehended that much loss will arise to the captors.

I avail myself of the same opportunity to inclose to your Lordship abstracts of the particulars of two other cases of vessels respectively adjudicated on the 30th ultimo and 1st instant. The one of a brig, called the "*Encarnacion*," detained by Commander Quin, of Her Majesty's sloop "Waterwitch," with the extraordinary number of 862 slaves on board. This vessel, which had a Brazilian ensign, but no papers, was condemned as a vessel not entitled to the protection of any flag. 31 of the slaves died on the passage to St. Helena, and 75 subsequently. The remaining 756 were condemned to Her Majesty.

The other case was of a schooner, which was discovered by the officer in charge of one of the boats of Her Majesty's steam-sloop "Hecla," close to a well known slave factory at Porto Novo, on the African coast, where every preparation was making for the embarkation of negroes then on the beach. The approach of the "Hecla's" boat put a stop to all these proceedings, and the schooner was run on shore by her crew.

The violence of the surf and the armed persons on shore prevented all access to the vessel for the purpose either of examination or measurement; but certain portions of the vessel were the following day removed from the wreck by the orders of Commander Beauchamp, and sent to St. Helena for adjudication. I was of opinion that the vessel was manifestly engaged in the Slave Trade, and decreed condemnation of the portions accordingly.

I have, &c.

(Signed) W. WILDE,
Judge of the Vice-Admiralty Court.

Inclosure 1 in No. 136.

Abstract of the case of the steam-brig "Paquete de Santos."

BRAZILIAN steam-brig "*Paquete de Santos*" (late "*Providencia*").

Master, Joaquim Peixoto Guimaraes.

Owner, Francisco Gonçalves Lages.

Crew, by crew-list, and found on board, 14 persons.

Detained on the 10th January, 1850, off the south-east coast of America, in latitude 23° 56' south, and longitude 45° 55' west, by Stephen Smith Lowther Crofton, Esquire, Lieutenant commanding Her Majesty's steam-sloop "*Rifleman*."

Had large open hatchways fitted for gratings; divisions or bulkheads in the hold more numerous than were necessary for a vessel engaged in lawful trade; a large quantity of plank temporarily nailed to the sides of the vessel, marked and numbered so as to correspond with the stringers on which the beams for laying the second and third, or slave decks, are placed, together with the marks for the beams and bolt-holes ready for fitting and securing the same in the upright stauncheons amidships; had a large space fitted abaft the funnel covered with copper, with ring bolts for securing large boilers; illuminators fitted in the upper deck for the purpose of giving light to the second or slave deck; a pipe for a condensing machine, fitted to the steam chest, and leading through the upper deck to the place fitted for the coppers; an extraordinary quantity of farinha, beans, rice, and jerked beef, beyond what was probably requisite for the use of the crew of the vessel as a merchant vessel; and other slave equipments.

Arrived at St. Helena on the 1st March, 1850, under the charge of Mr. Beckett, midshipman of Her Majesty's steam-sloop "*Rifleman*."

Had on board the following papers, viz. :—

1. Passport for a voyage from Rio de Janeiro to Santos, dated 22nd June, 1849, last endorsement for a voyage to Rio de Janeiro, dated Santos, 9th January, 1850.
2. A letter dated Santos, 9th January, 1850, to the Administrator of Customs at Rio de Janeiro, inclosing manifest and custom-house permits of the cargo.
3. Cargo book, dated 9th January, 1850.
4. Port-clearance, dated Santos, 9th January, 1850.
6. A certificate from the harbour master at Rio de Janeiro, dated 21st February, 1849, regarding the measurement, name, name of owner, and builder of the steamer "*Providencia*," with another certificate endorsed thereon, dated 21st June, 1849, that the said steamer was sold to Francisco Gonçalves Lages, and was named the "*Paquete de Santos*."
6. Register, dated Rio de Janeiro, 22nd June, 1849.
7. Crew-list, dated Santos, 8th January, 1850.
8. Certificate dated Santos, 16th July, 1849, that the vessel had discharged her cargo according to the manifest.
- 9 and 10. Port-clearances, dated 5th and 16th July, 1849.
11. Manifest, dated Santos, 9th January, 1850.
- 12 to 17. Permits to receive cargo, dated severally 7th, 8th, and 9th January, 1850.

Vessel adjudicated on the 28th March, 1850.

Condemned as forfeited to Her Majesty.

Decree of demolition and sale postponed, in consequence of notice of appeal.

Burthen, by papers, 150 tons; old British measurement, 318 tons; new British measurement, 301½ tons.

(Signed) JNO. N. FIRMIN, Registrar.

Inclosure 2 in No. 136.

Judgment in the case of the "Paquete de Santos."

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Thursday, the twenty-eighth day of March, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against the Brazilian steam-brig or vessel called the "*Paquete de Santos*" (late "*Providencia*"), whereof Joaquim Peixoto Guimaraes was master, her tackle, apparel, and furniture, and the cargo laden therein, seized, as liable to forfeiture, by Stephen Smith Lowther Crofton, Esquire, Lieutenant commanding Her Majesty's steam-sloop "*Rifleman*."

Knipe prayed the Judge to reject the claim of Manoel Antonio Rodrigues for the said steam-brig or vessel proceeded against in this cause, and to pronounce the same to be subject and liable to forfeiture to our Sovereign Lady the Queen, and to condemn the same accordingly.

Gideon prayed the Judge to admit the said claim, and to restore the said steam-brig or vessel, and to condemn Stephen Smith Lowther Crofton, the seizer, in costs.

The Judge having heard the proofs read, and proctors on both sides, rejected the said claim, and by interlocutory decree pronounced the said steam-brig or vessel, "*Paquete de Santos*," to have been, at the time of the seizure thereof, equipped for and engaged in carrying on the African Slave Trade, in contravention of a Convention between His late Majesty King George the Fourth and the Emperor of Brazil, for the regulation and final abolition of the African Slave Trade, and contrary to the provisions of the Act of Parliament passed in the ninth year of Her Majesty Queen Victoria to carry the said Convention into effect, and as such or otherwise, subject and liable to forfeiture, and condemned the said steam-brig or vessel, "*Paquete de Santos*," her tackle, apparel, and furniture, and the cargo laden therein, as forfeited to our Sovereign Lady the Queen, her heirs and successors accordingly.

(Signed) JNO. N. FIRMIN, Registrar.

Inclosure 3 in No. 136.

Abstract of the case of the felucca "Rozita."

BRAZILIAN felucca "*Rozita*."

Master, Jozé Pereira da Silva Maltez.

Owner, Policarpo Pereira da Sa.

Crew, by crew-list, 22 persons; found on board, 27 persons.

Detained on the 18th January, 1850, off the west coast of Africa, in latitude 6° 0' north, and longitude 2° 55' east, by Edward Halhed Beauchamp, Esquire, Commander of Her Majesty's steam-sloop "*Hecla*."

Had spare plank fitted and laid down as a slave-deck; two boilers of an unusually large size; an extraordinary quantity of farinha, beans, jerked beef, and water, beyond what was probably requisite for the use of the crew of the vessel as a merchant-vessel, and other slave equipments.

Arrived at St. Helena on the 12th March, 1850, under the charge of Mr. Griffiths, midshipman of Her Majesty's steam-sloop "*Hecla*."

Adjudicated on the 28th March, 1850.

Condemned, and ordered to be broken up and sold.

Burthen, by register, 111 tons; old British measurement, 130 tons; new British measurement, 110 tons.

Had on board the following papers, viz.—

1. Crew-list, dated Bahia, 10th December, 1849.
2. Passport, dated Bahia, 11 December, 1849, for a voyage to Barcelona.
3. An order to permit the vessel to pass the fort, dated Bahia, 12th December, 1849.
4. Bill of health, dated 12th December, 1849.
5. Register, dated Bahia, 20th March, 1849.
6. Post-office certificate, that the vessel has no mail on board, dated Bahia, 11th December, 1849.
7. Certificate of clearance, dated Bahia, 11th December, 1849.
8. Port-clearance, dated Bahia, 11th December, 1848.

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 4 in No. 136.

Judgment in the case of the "Rozita."

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Thursday, the twenty-eighth day of March, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against the Brazilian felucca or vessel called the "*Rozita*," whereof Jozé Pereira da Silva Maltez was master, her tackle, apparel, and furniture, and the cargo laden therein, taken and seized by Edward Halhed Beauchamp, Esquire, Commander of Her Majesty's steam-sloop "*Hecla*."

In pain of parties cited not appearing, Knipe returned monition duly executed, and referred to the affidavit of John Frederick Griffiths, midshipman of and belonging to Her Majesty's steam-sloop "*Hecla*," and Peter Christian Gernet, native of Russia, heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavit read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said felucca or vessel, "*Rozita*," to have been, at the time of seizure thereof, equipped for and engaged in carrying on the African Slave Trade, in contravention of a Convention between His late Majesty King George the Fourth and the Emperor of Brazil, for the regulation and final abolition of the African Slave Trade, and contrary to the provisions of the Act of Parliament passed in the ninth year of Her Majesty Queen Victoria, to carry the said Convention into effect, and as such or otherwise, subject and liable to forfeiture, and condemned the said felucca or vessel, "*Rozita*," her tackle, apparel, and furniture, and the cargo laden therein, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly;

And further pronounced that the said cargo should be sold, and that the said felucca or vessel (not having been taken into Her Majesty's service) should be broken up and be entirely demolished, and that the materials thereof should be publicly sold in separate parts, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 5 in No. 136.

Abstract of the case of the brig, supposed "Encarnacion."

BRIG, nation unknown, supposed to be called the "*Encarnacion*."

Without papers.

Had a Brazilian ensign.

Crew found on board, 34 persons (foreigners).

Detained on the 3rd March, 1850, off the west coast of Africa, by Richard Robert Quin, Esquire, commander of Her Majesty's sloop "*Waterwitch*."

CLASS A.

Had on board 469 male and 393 female negroes, and was completely equipped for the Slave Trade.

Arrived at St. Helena on the 14th of March, 1850, the charge of Mr. Hare, master's assistant of Her Majesty's sloop "Waterwitch," with 446 male, 385 female negroes.

23 male and 8 female negroes died on the passage to St. Helena.

Adjudicated on the 30th March, 1850.

Vessel condemned and ordered to be broken up and sold.

The negroes alive on the day of adjudication, 406 males and 350 females, condemned to Her Majesty.

Burthen, old British measurement, 296 tons; new British measurement, 313½ tons.

(Signed) JNO. N. FIRMIN, Registrar.

Inclosure 6 in No. 136.

Judgment in the case of the supposed "Encarnacion."

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Saturday the thirtieth day of March, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against a certain brig or vessel, nation unknown, called the "Encarnacion," her tackle, apparel and furniture, and also against four hundred and sixty-nine male slaves, and three hundred and ninety-three female slaves, seized as liable to forfeiture by Richard Robert Quin, Esquire, Commander of Her Majesty's sloop "Waterwitch."

In pain of parties cited not appearing, Gideon returned monition, duly executed, and referred to the affidavit of William Charles Hare, master's assistant of and belonging to Her Majesty's sloop "Waterwitch," heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavit read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said brig or vessel, "Encarnacion" (not being justly entitled to claim the protection of the flag of any state or nation), to have been at the time of the seizure thereof, equipped for and engaged in the Slave Trade, and employed in the illegal transport of negroes, or others, for the purpose of consigning them to slavery, contrary to the provisions of the Act of the 3rd of Victoria, cap. 73, and as such, or otherwise, subject and liable to forfeiture, and condemned the said brig or vessel, "Encarnacion," her tackle, apparel and furniture, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly;

And further pronounced, that the said brig or vessel (not having been taken into Her Majesty's service) should be broken up and be entirely demolished, and that the materials thereof should be publicly sold in separate parts, as in and by law in such case made and provided;

And also further pronounced the four hundred and sixty-nine male slaves, and three hundred and ninety-three female slaves, found on board of the said brig or vessel at the time of the seizure thereof, to have been, by virtue of the statute or statutes in such case made and provided, or otherwise, subject and liable to forfeiture, and condemned the four hundred and six male slaves, and three hundred and fifty female slaves, part of the same, surviving at the time of the adjudication thereof, as forfeited to the sole use of our Sovereign Lady the Queen, her heirs and successors, accordingly.

(Signed) JNO. N. FIRMIN, Registrar.

Inclosure 7 in No. 136.

Abstract of the case of a Schooner, name unknown.

SCHOONER, name and nation unknown.

Name of master, unknown.

Had a Brazilian ensign displayed at the peak.

Was observed on the 20th January, 1850, by a boat belonging to Her Majesty's steam-sloop "Hecla," Edward Halhed Beauchamp, Esquire, Commander, to approach close to a well-known and notorious slave factory, at Porto Novo, on the west coast of Africa, the property of Domingo José Martinez, when all sail was taken in, and a large white flag hoisted, with the letters "D. J. M." painted in the centre. Immediately the flag was hoisted, 30 or 40 canoes and 2 large boats were launched from a boat-house close to the factory, and every preparation was made for embarking negroes, a large number of whom were on the beach, apparently ready for embarkation.

On Her Majesty's sloop "Hecla's" boat approaching, with the English ensign and pendant displayed, a musket was fired from the said boat, when immediately all preparations on shore ceased, and the crew of the schooner run her on shore.

Several shots were fired at the boat from the slave factory on shore.

Every effort was made by Lieutenant Fisher, who was in charge of the boat to board and examine the schooner, but in consequence of the high surf which broke with great violence over the vessel, and the large number of armed persons upon the beach close to her, Lieutenant Fisher thought it advisable to return to Her Majesty's sloop "Hecla."

On the following day, the 21st January, the said schooner was seized by Commander Beauchamp, for being engaged in the African Slave Trade, but owing to the high surf, it was found impossible either to search or measure her.

A part of the pump-box and a belaying-pin were removed from the wreck and brought to St. Helena.

The vessel became entirely broken up and destroyed.

A large quantity of plank, similar to what is found laid down as a second or slave deck in vessels engaged in the Slave Trade, was floating about, with pieces of the wreck from the said schooner.

Adjudicated on the 1st April, 1850.

Vessel pronounced to have been liable to forfeiture for being engaged in the Slave Trade.

The pump-box and belaying-pin condemned and ordered to be sold.

Burthen: not known, said to have been about 150 tons.

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 8 in No. 136.

Judgment in the case of a Schooner, name unknown.

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Monday the first day of April, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against a certain schooner or vessel, name and nation unknown, her tackle, apparel, and furniture, and the cargo laden therein, seized by Edward Halhed Beauchamp, Esquire, Commander of Her Majesty's steam-sloop "Hecla."

In pain of parties cited not appearing, Knipe returned monition, duly executed, and referred to the affidavit of John Frederick Griffiths, midshipman of and belonging to Her Majesty's steam-sloop "Hecla," heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavit read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said schooner or vessel, name and nation unknown (not being justly entitled to claim the protection of the flag of any state or nation), to have been, at the time of the seizure thereof, equipped for and engaged in the Slave Trade, contrary to the provisions of the Act of the 3rd of Victoria, cap. 73, and as such or otherwise subject and liable to forfeiture, and condemned a part of a pump-box and a belaying-pin, of and belonging to the said schooner or vessel, and brought to St. Helena, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly;

And further pronounced that the same should be publicly sold, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, *Registrar*.

No. 137.

Her Majesty's Judge to Viscount Palmerston.—(Received July 6.)

My Lord,

St. Helena, April 22, 1850.

I HAVE the honour to transmit to your Lordship abstracts of the particulars of the cases of two vessels, named the "Minerva" and "Feliz Lembrança," detained by Commander Selwyn, of Her Majesty's sloop "Star," and adjudicated in the Vice-Admiralty Court of this colony on the 11th instant; and of two others, named the "Relampago" and "Navarre," detained by Commander Tudor, of Her Majesty's steam-sloop "Firefly," and adjudicated on the 15th instant, for being engaged in the Slave Trade.

The whole of these vessels were taken on the coast of Africa, completely equipped for the Slave Trade, and with Brazilian colours on board. The "Navarre" would appear to have been an American vessel, as, in addition to the Brazilian ensign, she carried American colours, had a crew composed in part of Americans, and "Navarre of Philadelphia" was painted on her stern. The other three were probably Brazilian; but as no papers were found on board any of them, they were adjudicated as vessels not entitled to the protection of any flag. The "Feliz Lembrança" and "Navarre" were condemned. The "Minerva" and "Relampago" having been destroyed, the former by her own crew, and the latter by the captor, from his inability to furnish a sufficient crew to navigate her to any port for adjudication, were severally pronounced to have been liable to forfeiture, and such portions of them as were sent for adjudication condemned.

I have, &c.

(Signed) W. WILDE,
Judge of the Vice-Admiralty Court.

Inclosure 1 in No. 137.

Abstract of the case of the schooner, supposed "Minerva."

SCHOONER, nation unknown, supposed to be the "*Minerva*."

Without papers.

Had a Brazilian ensign.

Detained on the 11th March, 1850, off the west coast of Africa, in latitude 11° 32' south, and longitude 13° 44' east, near a large slave factory at Quisinga, by Frederick Leopold Augustus Selwyn, Esquire, Commander of Her Majesty's sloop "*Star*."

After every effort was made to escape from Her Majesty's sloop, the vessel was run on shore, set on fire, and abandoned by her crew.

Had hatches with open gratings, spare plank fitted and laid down as a slave-deck, two boilers of an unusually large size, fitted to a large cooking apparatus, an extraordinary quantity of farinha, beans, jerked beef, and water, beyond what was probably requisite for the use of the crew of the vessel as a merchant vessel, and other slave equipments.

It having been found impossible to extinguish the fire on board the schooner, she was totally destroyed.

A boat's davit was removed and brought to St. Helena for adjudication.

Adjudicated on the 11th April, 1850.

The vessel pronounced to have been liable to forfeiture at the time of seizure.

The davit condemned and ordered to be sold.

Burthen, not calculated.

Measurement:—Length, 77 feet; beam, 23 feet; depth of hold, 11 feet.

(Signed) JNO. N. FIRMIN, Registrar.

Inclosure 2 in No. 137.

Judgment in the case of the supposed "Minerva."

In the Vice-Admiralty Court of St. Helena.

AT at Court holden at James Town, in the Island of St. Helena, on Thursday, the eleventh day of April, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against a certain schooner or vessel, nation unknown, supposed to be the "*Minerva*," her tackle, apparel, and furniture, and the cargo laden therein, seized by Frederick Leopold Augustus Selwyn, Esquire, commander of Her Majesty's sloop "*Star*."

In pain of parties cited not appearing, Knipe returned monition duly executed, and referred to the affidavit of George William Pakenham Edwardes, mate of and belonging to Her Majesty's sloop "*Star*," heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavit read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said schooner or vessel, supposed to have been the "*Minerva*" (not being justly entitled to claim the protection of the flag of any state or nation), to have been, at the time of the seizure thereof, equipped for and engaged in the Slave Trade, contrary to the provisions of the Act of the 3rd of Victoria, cap. 73, and as such, or otherwise, subject and liable to forfeiture, and condemned a boat's davit of and belonging to the said schooner, and brought to St. Helena, as forfeited to Our Sovereign Lady the Queen, her heirs and successors, accordingly;

And further pronounced, that the same should be publicly sold as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, Registrar.

Inclosure 3 in No. 137.

Abstract of the case of the brigantine "Feliz Lembrança."

BRIGANTINE, "*Feliz Lembrança*."

Nation unknown.

Without papers.

Had a Brazilian ensign.

Master, José de Souza Velho.

Crew, 16 persons (all foreigners).

Detained on the 14th March, 1850, off the west coast of Africa, in latitude 12° 00' south, and longitude 13° 30' east, by Frederick Leopold Augustus Selwyn, Esq., Commander of Her Majesty's sloop "*Star*."

Had hatches with open gratings, spare plank fitted and laid down as a slave-deck, 3 boilers of an unusually large size fitted to a large cooking apparatus; an extraordinary quantity of farinha, beans, jerked beef, and water, beyond what was probably requisite for the use of the crew of the vessel as a merchant-vessel; and other slave equipments.

Arrived at St. Helena on the 25th March, 1850, under the charge of Mr. Edwardes, mate of Her Majesty's sloop "*Star*."

Adjudicated on the 11th April, 1850.

Condemned, and ordered to be broken up and sold.

Burthen, old British measurement, 166 $\frac{3}{4}$ tons; new British measurement, 158 $\frac{1}{2}$ tons.

(Signed) JNO. N. FIRMIN, Registrar.

Inclosure 4 in No. 137.

Judgment in the case of the "Feliz Lembrança."

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Thursday, the eleventh day of April, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against a certain brigantine or vessel, nation unknown, called the "*Feliz Lembrança*," whereof José de Souza Velho was master, her tackle, apparel, and furniture, and the cargo laden therein, seized as liable to forfeiture, by Frederick Leopold Augustus Selwyn, Esquire, Commander of Her Majesty's sloop "Star."

In pain of parties cited not appearing, Knipe returned monition duly executed, and referred to the affidavit of George William Pakenham Edwardes, mate of and belonging to Her Majesty's sloop "Star," heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavit read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said brigantine or vessel, "*Feliz Lembrança*" (not being justly entitled to claim the protection of the flag of any state or nation), to have been, at the time of the seizure thereof, equipped for and engaged in the Slave Trade, contrary to the provisions of the Act of the 3rd of Victoria, cap. 73, and as such or otherwise subject and liable to forfeiture, and condemned the said brigantine or vessel, "*Feliz Lembrança*," her tackle, apparel, and furniture, and the cargo laden therein, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly;

And further pronounced that the said cargo should be sold; and that the said brigantine or vessel (not having been taken into Her Majesty's service) should be broken up and entirely demolished, and that the materials thereof should be publicly sold in separate parts, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 5 in No. 137.

Abstract of the case of the brigantine "Relampago."

BRIGANTINE "*Relampago*."

Nation unknown.

Without papers.

Had a Brazilian ensign.

Master, Laureano Perreira da Silva.

Crew found on board, 17 persons, including master (foreigners).

Detained on the 24th February, 1850, off the west coast of Africa, in latitude 6° 22' south, and longitude 11° 42' east, by John Tudor, Esquire, Commander of Her Majesty's steam-sloop "Firefly."

Had hatches with open gratings, spare plank fitted and laid down as a slave-deck, two boilers of an unusually large size, affixed to a large cooking apparatus; an extraordinary quantity of rice, farinha, beans, jerked beef, and water, beyond what was probably requisite for the use of the crew of the vessel as a merchant-vessel; and other slave equipments.

Was destroyed by Commander Tudor, in consequence of his not having a sufficient number of persons from the crew of Her Majesty's steam-sloop "Firefly," available to navigate the vessel to St. Helena for adjudication.

The figure-head was brought to St. Helena for adjudication.

Adjudicated on the 15th April, 1850.

Vessel pronounced to have been liable to forfeiture at the time of seizure.

The figure-head condemned and ordered to be sold.

Burthen.—Not calculated.

Measurement.—Length, 85 feet; beam, abreast of foremast, 21 feet; amidships, 23 feet; abreast of mainmast, 22 feet; depth of hold, 13 feet.

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 6 in No. 137.

Judgment in the case of the "Relampago."

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Monday the fifteenth day of April, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against a certain brigantine or vessel, nation unknown, called the "*Relampago*," whereof Laureano Perreira da Silva was master, her tackle, apparel, and furniture, and the cargo laden therein, seized by John Tudor, Esquire, Commander of Her Majesty's steam-sloop "Firefly."

In pain of parties cited not appearing, Knipe returned monition duly executed, and referred to

the affidavit of Joseph Gilley Datham, second master of and belonging to Her Majesty's steam-sloop "Firefly," heretofore exhibited and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavit read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the brigantine or vessel "*Relampago*" (not being justly entitled to claim the protection of the flag of any state or nation) to have been, at the time of the seizure thereof, equipped for and engaged in the Slave Trade, contrary to the provisions of the Act of the 3rd Victoria, cap. 73, and as such, or otherwise, subject and liable to forfeiture, and condemned the figure-head of and belonging to the said brigantine or vessel, and brought to St. Helena, as forfeited to our Sovereign Lady the Queen, her heirs and successors accordingly;

And further pronounced that the same should be publicly sold as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, Registrar.

Inclosure 7 in No. 137.

Abstract of the case of the barque "Navarre."

BARQUE "*Navarre*."

Nation unknown.

Without papers.

Had an American, and also a Brazilian, ensign.

The words "*Navarre of Philadelphia*" were painted on the stern.

Master, Aureliano Dias Costa Cabral.

Crew found on board, 18 persons, including master, composed of Americans, Brazilians, and Portuguese.

Detained on the 19th March, 1850, off Ambriz, on the west coast of Africa, by John Tudor, Esquire, Commander of Her Majesty's steam-sloop "Firefly."

Had spare plank fitted and laid down as a slave-deck; a case containing a large number of shackles and bolts; two boilers of an unusually large size, fitted to a large cooking apparatus; an extraordinary quantity of farinha, beans, jerked beef, and water, beyond what was probably requisite for the use of the crew of the vessel as a merchant-vessel; and other slave equipments.

Arrived at St. Helena on the 30th March, 1850, under the charge of Mr. Dathan, second master of Her Majesty's steam-sloop "Firefly."

Adjudicated on the 15th April, 1850.

Condemned, and ordered to be broken up and sold.

Burthen.—Old British measurement, 237 tons; new British measurement, 329½ tons.

(Signed) JNO. N. FIRMIN, Registrar.

Inclosure 8 in No. 137.

Judgment in the case of the "Navarre."

In the Vice-Admiralty-Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Monday the fifteenth day of April, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of Saint Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against a certain barque or vessel, nation unknown, called the "*Navarre*," whereof Aureliano Dias Costa Cabral was master, her tackle, apparel, and furniture, and the cargo laden therein, seized by John Tudor, Esquire, Commander of Her Majesty's steam-sloop "Firefly."

In pain of parties cited not appearing, Knipe returned monition duly executed, and referred to the affidavit of Joseph Gilley Datham, second master of and belonging to Her Majesty's steam-sloop "Firefly," heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavit read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said barque or vessel "*Navarre*," (not being justly entitled to claim the protection of the flag of any state or nation), to have been, at the time of the seizure thereof, equipped for and engaged in the Slave Trade, contrary to the provisions of the Act of the 3rd of Victoria, cap. 73, and as such, or otherwise, subject and liable to forfeiture, and condemned the said barque or vessel, "*Navarre*," her tackle, apparel and furniture, and the cargo laden therein, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly;

And further pronounced that the said cargo should be sold, and that the said barque or vessel (not having been taken into Her Majesty's service) should be broken up and entirely demolished, and that the materials thereof should be publicly sold in separate parts, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, Registrar.

No. 138.

Her Majesty's Judge to Viscount Palmerston.—(Received August 10.)

My Lord,

St. Helena, June 10, 1850.

I HAVE the honour to inclose to your Lordship abstracts of the particulars of the cases of four vessels, the "*Leão*," the "*Pensamento Feliz*," the "*Vingador*," and the "*Levin Lank*," condemned in the Vice-Admiralty Court of this colony, for being engaged in the Slave Trade.

The "*Leao*" was a Brazilian brig, detained by Commander Beauchamp, of Her Majesty's steam-sloop "*Hecla*," off the west coast of Africa, on the 19th April last, with a slave equipment on board. She appears to have sailed from Bahia in the middle of the previous month, ostensibly bound to Macahé.

The "*Pensamento Feliz*" was also a Brazilian vessel, detained under similar circumstances on the 24th April, by Commander Selwyn, of Her Majesty's sloop "*Star*." Not being seaworthy, she was destroyed by the captor; the cat-head, boat's davit, and colours only being sent to St. Helena. This vessel appears to have quitted Rio de Janeiro in May last for Laguna, and when taken was documented with papers dated at the latter place, in the end of February, for a voyage to Mangaratiba.

The "*Vingador*" was a brigantine equipped for the Slave Trade, detained by the same officer, Commander Selwyn, off the African coast, on the 2nd of May. This vessel had a Brazilian ensign on board, but no papers, and was condemned as a vessel not entitled to the protection of the flag of any state or nation.

The remaining vessel, called the "*Levin Lank*," was taken under circumstances which I think it right more particularly to detail to your Lordship. This vessel was originally an American schooner, which departed from Baltimore, in the United States of America, in November 1848, with regular papers and a crew of four men, for a voyage to Liberia and the islands and rivers on the coast of Africa, with liberty to act as a droger for large vessels during a term not exceeding a year. She is detained on the coast of Africa by Commander Miller, of Her Majesty's sloop "*Ranger*," in January 1850, for being engaged in the Slave Trade, having at that time a crew of sixteen persons, for the most part Portuguese, and all of whom, so far as regards the United States, appear to be foreigners. Among the papers with which the vessel was furnished when she took her departure from Baltimore, was a letter-of-attorney from the owner, J. Sullivan, appointing a person, named Thomas Snow, of England, his attorney, to sell the vessel; and among the papers found on board at the time of seizure, is a document, dated May 4th, 1849, at Benin River, by which Thomas Snow certifies that R. C. Henry, agent in the River Benin, had bought the "*Levin Lank*," and by which he (Snow), by virtue of the power-of-attorney, hands over the "*Levin Lank*," having received value as per agreement. This document is executed in the presence of two witnesses, one of whom is Joseph Tuzo, who was master of the vessel when seized by Commander Miller.

In corroboration of the fact of this transfer having taken place, a certificate was drawn up and signed by Tuzo, the master, at the time of the detention; that the vessel was the property of Messrs. Thomas Harrison and Co., of Liverpool, bought at Benin by their agent, in May 1849, and that he, an English subject, was appointed to command her by Henry, at Benin, the 24th October, 1849, but in the employ of Messrs. Thomas Harrison and Co.

Under these circumstances, the vessel, with the master and three of the crew, was placed in the charge of Mr. Tarraway, Master's Assistant of the "*Ranger*," for the purpose of being sent to St. Helena for adjudication. This officer, however, was compelled, from the boisterous state of the weather, the want of a chronometer, and scarcity of provisions, after having nearly reached his destination, to return to the "*Ranger*," when the master and two of the crew were, at their own earnest entreaties, removed from the vessel for the purpose of being landed on the coast of Africa, and the vessel again dispatched for St. Helena.

On the day appointed for the adjudication of this vessel, a letter was addressed to me from the Commercial Agent for the United States, objecting to

the jurisdiction of the court, and claiming that the vessel should be released, and restored to the rightful owner, or, if not, that I would stay the proceedings till the action of the United States should be known on the subject; but, as I was of opinion that the Commercial Agent for the United States had no *persona standi* in the case, and that the national character of the vessel was either changed by the alleged sale, or the right to its protection forfeited from the circumstance of her having false papers on board, and being manned by a crew composed of foreigners, and being, moreover, satisfied, from the affidavit of the prize officer, and the confession of the master, that she was engaged in the Slave Trade, I felt it my duty to decree condemnation as of a vessel not entitled to the protection of any flag.

I have, &c.
(Signed) W. WILDE,
Judge of the Vice-Admiralty Court.

Inclosure 1 in No. 138.

Abstract of the case of the brig "Leão."

BRAZILIAN brig "*Leão*."

Master, Francisco Antonio de Souza:

Owner, Antonio Monteiro de Carvalho.

Crew, by crew-list, 30 persons, including master.

Detained on the 19th April, 1850, off the west coast of Africa, in latitude 4° 40' north, and longitude 4° 25' east, by Edward Halhed Beauchamp, Esquire, Commander of Her Majesty's steam-sloop "*Hecla*."

Had hatches with open gratings, spare plank fitted and laid down as a slave-deck, a large number of shackles, bolts, and handcuffs; an extraordinary quantity of rice, farinha, beans, jerked beef, and water, beyond what was probably requisite for the use of the crew of the vessel as a merchant vessel, and other slave equipments.

Arrived at Saint Helena on the 9th May, 1850, under the charge of Mr. Simpson, second lieutenant of Her Majesty's steam sloop "*Hecla*."

Adjudicated on the 27th May, 1850.

Condemned, and ordered to be broken up and sold.

Burthen, by register, 259 tons; old British measurement, 274½ tons; new British measurement, 288 tons.

Had on board the following papers, viz. :—

1. Passport of the brig "*Leão*," dated Bahia, 16th March, 1850, for a voyage to Macahé.
2. Register, dated Bahia, 13th March, 1850.
3. Register, dated Bahia, dated 15th March, 1850.
4. Custom-House certificate of clearance, dated Bahia, 16th March, 1850.
5. Post-Office Certificate, dated Bahia, 16th March, 1850, that the vessel had no mail on board.
6. An Order, dated Bahia, 16th March, 1850, to allow the vessel to proceed on her voyage.
7. Port-clearance, dated Bahia, 16th March, 1850.
8. A letter from the Administrator of Customs at Bahia to the Administrator of Revenues at Macahé, dated 16th March, 1850.
9. Manifest, dated 16th March, 1850.

(Signed) JNO. N. FIRMIN, Registrar.

Inclosure 2 in No. 138.

Judgment in the case of the "Leão."

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of Saint Helena, on Monday the twenty-seventh day of May, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of Saint Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against the Brazilian brig or vessel called the "*Leão*," whereof Francisco Antonio de Souza was master, her tackle, apparel, and furniture, and the cargo laden therein, seized as liable to forfeiture by Edward Halhed Beauchamp, Esquire, Commander of Her Majesty's steam sloop "*Hecla*."

In pain of parties cited not appearing, Knipe returned monition duly executed, and referred to the affidavits of Cortland Herbert Simpson, Second Lieutenant of and belonging to Her Majesty's steam-sloop "*Hecla*," and Peter Christian Gernet native of Russia, heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavits read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said brig or vessel, "*Leão*," to have been, at the time of the seizure thereof, equipped for and engaged in the African Slave Trade,

in contravention of a Convention between His late Majesty King George the Fourth and the Emperor of Brazil, for the regulation and final abolition of the African Slave Trade, and contrary to the provisions of the Act of Parliament passed in the ninth year of Her Majesty Queen Victoria to carry the said Convention into effect, and as such or otherwise subject and liable to forfeiture, and condemned the said brig or vessel "*Leão*," her tackle, apparel, and furniture, and the cargo laden therein, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly;

And further pronounced that the said cargo should be sold, and that the said brig or vessel (not having been taken into Her Majesty's service) should be broken up and be entirely demolished, and the materials thereof should be publicly sold in separate parts, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 3 in No. 138.

Abstract of the case of the schooner "Pensamento Feliz."

BRAZILIAN schooner "*Pensamento Feliz*."

Master, Torquato José de Carvalho.

Owner, Manoel Luiz and Manoel Fernando

Crew, by crew-list, 12 persons, including master.

Crew found on board, 15 persons.

Detained on the 24th April, 1850, off the west of Africa, in latitude 10° 46' south, and longitude 13° 19' east, by Frederick Augustus Leopold Selwyn, Esquire, Commander of Her Majesty's sloop "*Star*."

Had hatches with open gratings; a larger quantity of water in casks than was necessary for the consumption of the crew of the vessel as a merchant-vessel; a boiler of an unusually large size; an extraordinary quantity of farinha, beans, and jerked beef, beyond what was probably requisite for the use of the crew of the vessel as a merchant-vessel; a platform made upon the water casks with billets of wood, covered with mats and matting, so as to form a substitute for a slave deck; and other slave equipments.

Was surveyed by order of Commander Selwyn, and being found altogether unseaworthy, and unfit to proceed to any port for adjudication, was set on fire and totally destroyed.

A cat-head, boat's davit, and Brazilian ensign, were removed from the vessel, and brought to Saint Helena for adjudication.

Adjudicated on the 30th May, 1850.

Vessel pronounced to have been liable to forfeiture at the time of seizure.

The cat-head, boat's davit, and Brazilian ensign, condemned and ordered to be sold.

Burthen, by papers, 41 tons.

Measurement, by survey report.—Length 53 feet, beam 15 feet, depth 7 feet.

Had on board the following papers, viz. :—

1. Passport of the brigantine "*Pensamento Feliz*," dated Rio de Janeiro, 31st August, 1840; last endorsement for a voyage from Rio de Janeiro to Laguna, dated 21st May, 1849.
2. A certificate dated Laguna, 23rd February, 1850, that the tax on the crew, of 6400 reis, was paid by the master.
3. Post-office certificate, dated Laguna, 21st February, that the vessel had no mail on board.
4. Crew-list, dated 23rd February, 1850, for a voyage from Laguna to Mangaratiba.
5. A letter dated 23rd February, 1850, from the Collector of Revenues at Laguna to the Administrator of Revenues at Mangaratiba, inclosing manifest.
6. Manifest, dated 23rd February, 1850.
7. Certificate, dated 23rd February, 1850, that the duties on the goods specified in the manifest were paid.

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 4 in No. 138.

Judgment in the case of the "Pensamento Feliz."

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Thursday, the thirtieth day of May, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against the Brazilian schooner or vessel called the "*Pensamento Feliz*," whereof Torquato José de Carvalho was master, her tackle, apparel, and the cargo laden therein, seized as liable to forfeiture, by Frederick Leopold Augustus Selwyn, Esquire, Commander of Her Majesty's sloop "*Star*."

In pain of parties cited not appearing, Knipe returned monition duly executed, and referred to the affidavits of Frederick Grear, midshipman of and belonging to Her Majesty's sloop "*Star*," and Peter Christian Gernet, native of Russia, heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavits read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said schooner or vessel, "*Pensamento Feliz*," to have been, at the time of the seizure thereof, equipped for and engaged in the African Slave Trade in contravention of a Convention between His late Majesty King George the Fourth

CLASS A.

and the Emperor of Brazil, for the regulation and final abolition of the African Slave Trade, and contrary to the provisions of the Act of Parliament passed in the ninth year of Her Majesty Queen Victoria, to carry the said Convention into effect, and as such or otherwise, subject and liable to forfeiture, and condemned the cat-head, boat's davit, and Brazilian ensign of and belonging to the said schooner or vessel "*Pensamento Feliz*," and brought to St. Helena, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly;

And further pronounced that the same should be publicly sold, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, Registrar.

Inclosure 5 in No. 138.

Abstract of the case of the brigantine "Vingador."

BRIGANTINE "*Vingador*," nation unknown.

Master, Francisco da Cunha Sampaio.

Without papers.

Had a Brazilian ensign.

Crew, found on board, 17 persons.

Detained on the 2nd May, 1850, off the west coast of Africa, in latitude 10° 43' south, and longitude 13° 33' east, by Frederick Augustus Leopold Selwyn, Esquire, Commander of Her Majesty's sloop "*Star*."

Had spare plank fitted and laid down as a slave-deck, a boiler of an unusually large size, in addition to a large cooking apparatus; an extraordinary quantity of farinha, beans, jerked beef, and water, beyond what was probably requisite for the use of the crew of the vessel as a merchant-vessel; and other slave equipments.

Arrived at St. Helena on the 14th May, 1850, under the charge of Mr. Gear, midshipman of Her Majesty's sloop "*Star*."

Adjudicated on the 30th May, 1850.

Condemned, and ordered to be broken up and sold.

Burthen, Old British measurement, 164 tons; new British measurement, 148 tons.

(Signed) JNO. N. FIRMIN, Registrar.

Inclosure 6 in No. 138.

Judgment in the case of the "Vingador."

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Thursday, the thirtieth day of May, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfull constituted and appointed;

Our Sovereign Lady the Queen against a certain brigantine or vessel, nation unknown, called the "*Vingador*," whereof Francisco da Cunha Sampaio was master, her tackle, apparel, and furniture, and the cargo laden therein, seized and liable to forfeiture, by Frederick Leopold Augustus Selwyn, Esquire, Commander of Her Majesty's sloop "*Star*."

In pain of parties cited not appearing, Knipe returned monition, duly executed, and referred to the affidavit of Frederick Gear, midshipman of, and belonging to, Her Majesty's sloop "*Star*," heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavit read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said brigantine or vessel, "*Vingador*" (not being justly entitled to claim the protection of the flag of any state or nation), to have been at the time of the seizure thereof equipped for, and engaged in, the Slave Trade, contrary to the provisions of an Act of Parliament passed in the third year of Her Majesty, cap. 73, and as such or otherwise, subject and liable to forfeiture, and condemned the said brigantine or vessel, "*Vingador*," her tackle, apparel, and furniture, and the cargo laden therein, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly;

And further pronounced that the said cargo should be sold, and that the said brigantine or vessel (not having been taken into Her Majesty's service) should be broken up and be entirely demolished, and the materials thereof publicly sold in separate parts, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, Registrar.

Inclosure 7 in No. 138.

Abstract of the case of the schooner "Levin Lank."

SCHOONER "*Levin Lank*."

Master, Joseph Tuzo.

Crew, found on board, 15 persons, all of whom were Portuguese, with the exception of one, who stated himself to be an Englishman.

Displayed an American ensign, and had also an English ensign on board.

Detained on the 20th January, 1850, off the west coast of Africa, in latitude 5° 35' north, and longitude 1° 07' east, by Thomas Miller, Esquire, Commander of Her Majesty's sloop "*Ranger*."

Had notches cut in the combings of the hatches, for the purpose of fitting grating or open

hatches ; had on board several pairs of handcuffs, a larger quantity of water in casks than was requisite for the consumption of the crew of the vessel as a merchant-vessel ; an extraordinary number of water-casks ; a cooking apparatus very much larger than was requisite for the use of the crew of the vessel as a merchant-vessel, and an extraordinary quantity of fire-wood, considerably more than was necessary for the use of the crew.

Arrived at St. Helena, on the 3rd May, 1850, under the charge of Mr. Tarraway, master's assistant of Her Majesty's sloop "Ranger."

Adjudicated on the 30th May, 1850.

Condemned as a vessel not being justly entitled to claim the protection of the flag of any state or nation, and ordered to be broken up and sold.

Burthen, by papers, $93\frac{2}{30}$ tons ; old British measurement, $161\frac{1}{2}$ tons ; new British measurement, $115\frac{3}{4}$ tons.

List of ship's papers :—

1. Dated Baltimore, 17th November, 1848 ; register of the schooner "*Levin Lank*," James Sullivan of Baltimore, sole owner ; Alexander T. Shankland, citizen of the United States, master.
2. Dated Baltimore, 20th November, 1848 ; articles of agreement between the master and seamen for a voyage from Baltimore to Sirione, Liberia, and from thence to islands and rivers on the coast aforesaid, for the purpose of lawful trade and barter, and to act as droger for larger vessels in Africa, for a term not exceeding one year, and finally to return to a port of discharge in the United States of America.
3. Dated 20th November, 1848 ; manifest of the cargo laden at the port of Baltimore, on board the "*Levin Lank*," Alexander Shanklin, master, bound for the port of Sinoe, Africa.
4. Dated Baltimore, Baltimore and Gabon, 11th February, 1849 ; list of the crew of the "*Levin Lank*," with endorsements on the back stating her arrival at Gabon on the 11th February, 1849, with a crew of 4 whites and 9 blacks, and that she sailed the same day for Accra.
5. No date. Certificate from the Portuguese authorities at St. Thomé e Principe, that tonnage dues were paid.
6. Dated 4th September, 1849. Certificate from Lieutenant Forbes, commanding Her Majesty's sloop "Bonetta," that he had that day visited the purchased (ex American) schooner "*Levin Lank*," Richard Euclid Tyrrel, master, and that she was, in his opinion, a legal trader.
7. Dated Baltimore, 18th November, 1848 ; letter of attorney from James Sullivan, sole owner of the "*Levin Lank*," to Thomas Snow, of England, to sell the vessel.
8. Dated Benin River, May 4th, 1849 ; certificate from Thomas Snow that Richard Charles Herry, agent in the River Benin, had bought the "*Levin Lank*," with all iron boilers, staves, planks, bedding, and other apparatus. He, Snow, by virtue of the power of attorney, thereby handing over the "*Levin Lank*" to Henry, having received value as per agreement. Signed and delivered in presence of Jos. Tuzo and Ed. Atkinson.
9. Dated Accra, 17th January, 1850 ; permit from the Commandant to Tom and Thomas, natives of Accra, to proceed to Benin on board the American schooner "*Levin Lank*," Jos. Tuzo, master, in capacities of cook and steward.
10. Dated Accra, 17th January, 1850 ; a similar permit to three natives to go as coopers. (The above papers were found on board.)

A copy annexed.

(Signed) JNO. N. FIRMIN, Registrar.

Inclosure 8 in No. 138.

Judgment in the case of the "Levin Lank."

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Thursday the thirtieth day of May, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed ;

Our Sovereign Lady the Queen against a certain schooner or vessel, nation unknown, called the "*Levin Lank*," whereof Joseph Tuzo was master, her tackle, apparel, and furniture, and the cargo laden therein, seized as liable to forfeiture by Thomas Miller, Esquire, Commander of Her Majesty's sloop "Ranger."

In pain of parties cited not appearing, Knipe returned monition duly executed, and referred to the affidavits of Richard Northey Tarraway, master's assistant of and belonging to Her Majesty's sloop "Ranger," and Peter Christian Gernet, native of Russia, heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavits read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said schooner or vessel, "*Levin Lank*" (not being justly entitled to claim the protection of the flag of any state or nation), to have been, at the time of the seizure thereof, equipped for and engaged in the Slave Trade, contrary to the provisions of an Act of Parliament passed in the third year of Her Majesty Queen Victoria, cap. 73, and as such, or otherwise, subject and liable to forfeiture, and condemned the said schooner or vessel, "*Levin Lank*," her tackle, apparel, and furniture, and the cargo laden therein, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly ;

And further pronounced that the said cargo should be sold, and that the said schooner or vessel (not having been taken into Her Majesty's service) should be broken up and be entirely demolished, and the materials thereof publicly sold in separate parts, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, Registrar.

Inclosure 9 in No. 138.

Certificate of the Master of the "Levin Lank."

THIS is to certify that the fore-and-aft schooner "*Levin Lank*," is the property of Messrs. Thomas Harrison and Co., of Liverpool, bought at Benin by their agents, Richard Charles Henry, in May 1849, from Thomas Snow; built at Baltimore in the year 1837. I, Joseph Tuzo, an English subject, was appointed to command her by Richard C. Henry, at Benin, on the 24th October, 1849, but in the employ of Messrs. Thomas Harrison and Co.

Given under my hand, on board the said fore-and-aft schooner "*Levin Lank*," this 20th January, 1850.

(Signed) JOSEPH TUZO.

Messrs. Harrison and Co. is an English firm at Liverpool.
JOS. TUZO.

Inclosure 10 in No. 138.

Mr. Carrol to Her Majesty's Judge.

Worshipful Sir,

James Town, St. Helena, May 23, 1850.

THE case of an American schooner called the "*Levin Lank*," of Baltimore, sent here for adjudication by Her Britannic Majesty's sloop "*Ranger*," for being engaged in the African Slave Trade, being now before the Court, and the papers necessary to establish her nationality having been lodged in the registry, I, as the commercial agent for the United States of America, consider it my duty respectfully to state that this Court has no jurisdiction over such American property, and therefore claim that the said vessel be released, and restored to the rightful owner, or if not, that your Worship will be pleased to stay proceedings in this case until the action of the United States' Government shall be known on the subject.

I have, &c.
(Signed) JNO. W. CARROL,
*Commercial Agent of the United States of America for the
Island of St. Helena.*

No. 139.

Her Majesty's Judge to Viscount Palmerston.—(Received August 28.)

My Lord,

St. Helena, June 23, 1850.

I HAVE the honour to transmit to your Lordship an abstract of the particulars of the case of a Brazilian schooner, named the "*3a Andorinha*," condemned in the Vice-Admiralty Court of this colony, on the 17th instant, for being engaged in the African Slave Trade.

This vessel appears to have sailed from Bahia, in March last, on a voyage to Pará, and was detained a month afterwards, on the west coast of Africa, fully equipped for the Slave Trade, by Commander Beauchamp, of Her Majesty's steam-sloop "*Hecla*."

I have, &c.
(Signed) W. WILDE,
Judge of the Vice-Admiralty Court.

Inclosure 1 in No. 139.

*Abstract of the case of the schooner "3a Andorinha."*BRAZILIAN schooner "*3a Andorinha*."

Master, Antonio Luiz de Carvalho.

Owner, Policarpo Pereira da Silva.

Crew, by crew-list, 23 persons: found on board, 25 persons.

Detained on the 8th April, 1850, off the west coast of Africa, in latitude 3° 45' north, and longitude 4° 50' east, by Edward Halhed Beauchamp, Esquire, Commander of Her Majesty's steam-sloop "*Hecla*."

Had grating or open hatches; spare plank fitted and laid down as a slave-deck; 2 boilers of an unusually large size, fitted to a large iron cooking apparatus; an extraordinary quantity of farinha, beans, jerked beef, and water, beyond what was probably requisite for the use of the crew of the vessel, as a merchant-vessel; and other slave equipments.

Arrived at St. Helena on the 30th May, 1850, under the charge of Mr. Chevallier, midshipman of Her Majesty's steam-sloop "Hecla."

Adjudicated on the 17th June, 1850.

Condemned, and ordered to be broken up and sold.

Burthen, by papers, 188 tons; old British measurement, 214½ tons; new British measurement, 223 tons.

Had on board the following papers, viz. :—

1. Crew list, for a voyage to Pará, dated Bahia, 7th March, 1850.
2. Port-clearance, dated Bahia, 9th March, 1850.
3. Manifest, dated Bahia, 9th March, 1850.
4. A passport given to Alexander Leite, a liberated African, dated Bahia, 9th March, 1850.
5. Order to the commander of the fort to allow the vessel to proceed on her voyage, dated Bahia, 9th March, 1850.
6. Register, dated Bahia, 13th October, 1849.
7. Passport, dated Bahia, 22nd November, 1849.
8. Letter from the Administrators of Customs at Bahia to the Inspector of Customs at Para, dated 9th March, 1850, inclosing manifest.

(Signed) JNO. N. FIRMIN, Registrar.

Inclosure 2 in No. 139.

Judgment in the case of the "3a Andorinha."

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Monday the seventeenth day of June, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against the Brazilian schooner or vessel called the "3a Andorinha," whereof Antonio Luiz de Carvalho was master, her tackle, apparel, and furniture, and the cargo laden therein, seized as liable to forfeiture, by Edward Halhed Beauchamp, Esquire, Commander of Her Majesty's steam-sloop "Hecla."

In pain of parties cited not appearing, Knipe returned monition duly executed, and referred to the affidavits of Temple Corrie Chevallier, midshipman of and belonging to Her Majesty's steam-sloop "Hecla," and Peter Christian Gernet, native of Russia, heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavits read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said schooner or vessel, "3a Andorinha," to have been at the time of the seizure thereof, equipped for and engaged in carrying on the African Slave Trade, in contravention of a Convention between His late Majesty King George the Fourth and the Emperor of Brazil, for the regulation and final abolition of the African Slave Trade, and contrary to the provisions of an Act of Parliament passed in the ninth year of the reign of Her Majesty Queen Victoria, to carry the said Convention into effect, and as such, or otherwise, subject and liable to forfeiture, and condemned the said schooner or vessel, "3a Andorinha," her tackle, apparel, and furniture, and the cargo laden therein, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly;

And further pronounced that the said cargo should be sold, and that the said schooner or vessel (not having been taken into Her Majesty's service) should be broken up and be entirely demolished, and that the materials thereof should be publicly sold in separate parts, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, Registrar.

No. 140.

Her Majesty's Judge to Viscount Palmerston.—(Received September 12.)

My Lord,

St. Helena, July 25, 1850.

I HAVE the honour to transmit to your Lordship abstracts of the particulars of the cases of four vessels, named respectively the "Bom Destino," "Sociedade," "Santo Antonio Vencedor," and "Dous Amigos," adjudicated in the Vice-Admiralty Court of this colony; the "Bom Destino" and "Sociedade" on the 15th, and the "Santo Antonio Vencedor" and "Dous Amigos" on the 18th instant, for being engaged in the Slave Trade.

The "Bom Destino," "Santo Antonio Vencedor," and "Dous Amigos," were Brazilian vessels, belonging to Bahia, detained by Commander Wodehouse, of Her Majesty's steam-sloop "Phoenix." The nation to which the "Sociedade" belonged, is unknown, although a Brazilian ensign was found on board. She was detained by the Honourable Captain Hastings, of Her Majesty's steam-frigate "Cyclops."

The "*Dous Amigos*" and "*Santo Antonio Vencedor*" had been destroyed by Commander Wodehouse, as unseaworthy.

All these vessels being found on the coast of Africa, with slave equipment on board, were pronounced to have been liable to forfeiture at the time of seizure, and the "*Sociedade*" and "*Bom Destino*," with such portions of the other two as were sent to St. Helena for adjudication, were condemned.

I have, &c.

(Signed) W. WILDE,
Judge of the Vice-Admiralty Court.

Inclosure 1 in No. 140.

Abstract of the case of the brig "Bom Destino."

BRAZILIAN brig "*Bom Destino*."

Master, Feliz Jorge Dunham, Jun.

Owner, José Mendez Barreto.

Crew, by crew-list, 24 persons.

Detained on the 2nd June, 1850, off Lagos, on the west coast of Africa, by George Wodehouse, Esquire, Commander of Her Majesty's steam-sloop "*Phoenix*."

Had spare plank fitted and laid down as a slave-deck, a boiler of an unusually large size, an extraordinary quantity of Indian corn, farinha, beans, jerked beef, and water, beyond what was probably requisite for the use of the crew of the vessel, as a merchant-vessel, and other slave equipments.

Arrived at St. Helena on the 30th June, 1850, under the charge of Mr. Hawkes, mate of Her Majesty's steam-sloop "*Phoenix*."

Adjudicated on the 15th July, 1850.

Condemned, and ordered to be broken up and sold.

Burthen, by papers, 197 tons; old British measurement, 234½ tons; new British measurement, 235 tons.

Had on board the following papers; viz. :—

1. A sealed letter to the Administrator of Customs at the Azores from the Portuguese Consulate at Bahia.
2. Bill of health, dated Bahia, 29th April, 1850.
3. Port-clearance, dated Bahia, 27th April 1850.
4. Bill of health, dated Bahia, 29th April, 1850.
5. Crew-list, dated 26th April, 1850.
6. Certificate of clearance, dated 27th April, 1850.
7. Manifest, dated 27th April, 1850.
8. Post Office certificate that the vessel had no mail on board, dated Bahia, 29th April, 1850.
9. Passport for a voyage to the Azores, dated Bahia, 12th September, 1849.
10. Register, dated Bahia, 11th September, 1849.
11. Order to the Commandant of the fort to allow the vessel to proceed on her voyage to the Azores, dated Bahia, 27th April, 1850.

(Signed) JNO. N. FIRMIN, *Registrar.*

Inclosure 2 in No. 140.

Judgment in the case of the "Bom Destino."

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Monday, the fifteenth day of July, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against the Brazilian brig or vessel called the "*Bom Destino*," whereof Feliz Jorge Dunham, Junior, was master, her tackle, apparel, and furniture, and the cargo laden therein, seized as liable to forfeiture, by George Wodehouse, Esquire, Commander of Her Majesty's steam-sloop "*Phoenix*."

In pain of parties cited not appearing, Gideon returned monition, duly executed, and referred to the affidavits of Henry Hawkes, mate of and belonging to Her Majesty's steam-sloop "*Phoenix*," and Peter Christian Gernet, native of Russia, heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavit read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said brig or vessel, "*Bom Destino*," to have been, at the time of the seizure thereof, equipped for and engaged in the African Slave Trade, in contravention of a Convention between his late Majesty King George the Fourth and the Emperor of Brazil, for the regulation and final abolition of the African Slave Trade, and contrary to the provisions of the Act of Parliament passed in the ninth year of the reign of Her present Majesty Queen Victoria, to carry the said Convention into effect; and as such or otherwise, subject and liable to forfeiture, and condemned the said brig or vessel, "*Bom Destino*," her tackle, apparel, and

furniture, and the cargo laden therein, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly ;

And further pronounced that the said cargo should be sold, and that the said brig or vessel (not having been taken into Her Majesty's service) should be broken up and be entirely demolished, and that the materials thereof should be publicly sold in separate parts, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, *Registrar.*

Inclosure 3 in No. 140.

Abstract of the case of the brig "Sociedade."

BRIG "*Sociedade*," nation unknown.

Name of master unknown.

Without papers.

Had a Brazilian ensign.

Crew found on board, 24 persons.

Detained on the 17th June, 1850, off Ambriz, on the west coast of Africa, by the Honourable George Fowler Hastings, Captain of Her Majesty's steam-frigate "*Cyclops*."

Had iron bars fitted as grating or open hatches, spare plank fitted and laid down as a slave-deck, a boiler of an unusually large size, fitted to a large cooking apparatus, an extraordinary quantity of rice, farinha, beans, jerked beef, and water, beyond what was probably requisite for the use of the crew of the vessel, as a merchant-vessel, and other slave equipments.

Arrived at St. Helena on the 27th June, 1850, under the charge of Mr. Slaughter, midshipman of Her Majesty's steam-frigate "*Cyclops*."

Adjudicated on the 15th July, 1850.

Condemned, and ordered to be broken up and sold.

Burthen, old British measurement, 164 tons ; new British measurement, 169½ tons.

(Signed) JNO. N. FIRMIN, *Registrar.*

Inclosure 4 in No. 140.

Judgment in the case of the "Sociedade."

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Monday, the fifteenth day of July, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed ;

Our Sovereign Lady the Queen against a certain brigantine or vessel, nation unknown, called the "*Sociedade*," her tackle, apparel, and furniture, and the cargo laden therein, seized as liable to forfeiture, by the Honourable George Fowler Hastings, Captain of Her Majesty's steam-frigate "*Cyclops*."

In pain of parties cited not appearing, Knipe returned monition, duly executed, and referred to the affidavit of Charles John Slaughter, midshipman of and belonging to Her Majesty's steam-frigate "*Cyclops*," heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavit read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said brig or vessel, "*Sociedade*" (not being justly entitled to claim the protection of the flag of any state or nation), to have been, at the time of the seizure thereof, equipped for and engaged in the Slave Trade, contrary to the provisions of the Act 3 Vict. cap. 73, and as such or otherwise, subject and liable to forfeiture, and condemned the said brigantine or vessel, "*Sociedade*," her tackle, apparel, and furniture, and the cargo laden therein, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly ;

And further pronounced that the said cargo should be sold, and that the said brigantine or vessel (not having been taken into Her Majesty's service) should be broken up and be entirely demolished, and that the materials thereof should be publicly sold in separate parts, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, *Registrar.*

Inclosure 5 in No. 140.

Abstract of the case of the schooner "Santo Antonio Vencedor."

BRAZILIAN schooner "*Santo Antonio Vencedor*."

Master, Joaquim Antonio Rebouças.

Owner, D. Augusto Joaquim Carvalho Lopez Vianna.

Crew, by crew-list, 10 persons, including master.

Detained on the 15th May, 1850, off Porto Novo, on the west coast of Africa, by George Wodehouse, Esquire, Commander of Her Majesty's steam-sloop "*Phoenix*."

Had spare plank fitted and laid down as a slave-deck, a boiler of an unusually large size, an extraordinary quantity of rice, farinha, beans, jerked beef, and water, beyond what was probably requisite for the crew of the vessel as a merchant-vessel, and other slave equipments.

Was surveyed, and being found to be unfit to perform the voyage to Sierra Leone or Saint Helena, was entirely destroyed by fire.

A portion of the jib-boom and the figure-head were removed, and brought to Saint Helena for adjudication.

Adjudicated on the 18th July, 1850.

Vessel pronounced to have been liable to forfeiture at the time of seizure.

The portion of the jib-boom and the figure-head condemned and ordered to be sold.

Burthen by register, 43 tons.

Measurement by survey report:—Length, 62 feet 6 inches; breadth, 18 feet 6 inches; depth, 9 feet 3 inches.

Had on board the following papers, viz. :—

1. Register, dated Bahia, 7th February, 1849.
2. Port-clearance, dated Bahia, 16th February, 1850.
3. Port-clearance, dated Bahia, 22nd February, 1850.
4. Certificate of clearance, dated Bahia, 22nd February, 1850.
5. Post Office certificate, dated Bahia, 23rd February, 1850, that the vessel had no mail on board.
6. Order to the Commandant of the Fort to allow the vessel to proceed on her voyage to Para, dated Bahia, 23rd February, 1850.
7. Crew-list, dated Bahia, 15th February, 1850, with indorsement, dated 23rd February, 1850.
8. Passport for a voyage from Bahia to Pernambuco, dated 9th February, 1849.

(Signed) JNO. N. FIRMIN, Registrar.

Inclosure 6 in No. 140.

Judgment in the case of the "Santo Antonio Vencedor."

In the Vice-Admiralty Court of Saint Helena.

AT a Court holden at James Town, in the Island of Saint Helena, on Thursday the eighteenth day of July, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of Saint Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against the Brazilian schooner or vessel called the "*Santo Antonio Vencedor*," whereof Joaquim Antonio Rebouças was master, her tackle, apparel and furniture, and the cargo laden therein, seized as liable to forfeiture, by George Wodehouse, Esquire, Commander of Her Majesty's steam-sloop "*Phoenix*."

In pain of parties cited not appearing, Gideon returned monition, duly executed, and referred to the affidavits of Henry Hawkes, mate of and belonging to Her Majesty's steam-sloop "*Phoenix*," and Peter Christian Gernet, native of Russia, heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavits read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said schooner or vessel, "*Santo Antonio Vencedor*," to have been at the time of the seizure thereof, equipped for and engaged in the African Slave Trade, in contravention of a Convention between His late Majesty King George the Fourth and the Emperor of Brazil, for the regulation and final abolition of the African Slave Trade, and contrary to the provisions of the Act of Parliament passed in the ninth year of the reign of Her Majesty Queen Victoria, to carry the said Convention into effect, and as such, or otherwise, subject and liable to forfeiture, and condemned a portion of the jib-boom and the figure-head of and belonging to the said schooner or vessel, and brought to Saint Helena, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly;

And further pronounced that the same should be publicly sold, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, Registrar.

Inclosur 7 in No. 140.

Abstract of the case of the brigantine "Dous Amigos."

BRAZILIAN brigantine "*Dous Amigos*."

Master, Manoel Ferreira d'Azevedo.

Owner, Domingos José Martins.

Crew, by crew-list, 20 persons, including master.

Detained on the 13th April, 1850, in latitude 5° 45' north, and longitude 3° 0' east, by George Wodehouse, Esquire, Commander of Her Majesty's steam-sloop "*Phoenix*."

Had spare plank fitted and laid down as a slave-deck, a boiler of an unusually large size, an extraordinary quantity of rice, farinha, beans, jerked beef, and water, beyond what was probably requisite for the use of the crew of the vessel as a merchant-vessel, and other slave equipments.

Was surveyed by order of Commander Wodehouse, and being found unfit to perform the voyage to Saint Helena, or any other Vice-Admiralty Court, was entirely destroyed by fire.

The boiler of the vessel was removed, and brought to Saint Helena for adjudication.

Adjudicated on the 18th July, 1850.

Vessel pronounced to have been liable to forfeiture at the time of seizure.

The boiler condemned, and ordered to be sold.

Burthen by papers, 129 tons.

Measurement by survey report.—Length, 110 feet; breadth, 24 feet 4 inches; depth of hold, 12 feet 6 inches.

Had on board the following papers, viz. :—

1. A sealed letter from the Administrator of Customs at Bahia to the Inspector of Customs at Para.
2. Crew-list, dated Bahia, 16th February, 1850.
3. Register, dated Bahia, 16th February, 1850.
4. Port-clearance, dated 16th February, 1850.
5. Passport for a voyage to Para, dated Bahia, 1850.
6. Post Office certificate that the vessel had no mail on board, dated Bahia, 8th March, 1850.
7. Port-clearance, dated Bahia, 7th March, 1850.
8. Harbour-Master's certificate of clearance, dated Bahia, 8th March, 1850.
9. Custom-house certificate of clearance, dated Bahia, 8th March, 1850.
10. Order to the Commandant of the Fort to allow the vessel to proceed on her voyage to Para, dated Bahia, 8th March, 1850.

(Signed) JNO. N. FIRMIN, *Registrar.*

Inclosure 8 in No. 140.

Judgment in the case of the "Dous Amigos."

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of Saint Helena, on Thursday the eighteenth day of July, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of Saint Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against the Brazilian brigantine or vessel called the "*Dous Amigos*," whereof Manoel Ferreira d'Azevedo was master, her tackle, apparel, and furniture, and the cargo laden therein, seized as liable to forfeiture by George Wodehouse, Esquire, Commander of Her Majesty's steam-sloop "*Phœnix*."

In pain of parties cited not appearing, Gideon returned monition duly executed, and referred to the affidavits of Henry Hawkes, mate of and belonging to Her Majesty's steam-sloop "*Phœnix*," Temple Corrie Chevallier, midshipman of and belonging to Her Majesty's steam-sloop "*Hecla*," and Peter Christian Gernet, native of Russia, heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavits read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said brigantine or vessel, "*Dous Amigos*," to have been at the time of the seizure thereof, equipped for and engaged in the African Slave Trade, in contravention of a Convention between His late Majesty King George the Fourth and the Emperor of Brazil, for the regulation and final abolition of the African Slave Trade, and contrary to the provisions of the Act of Parliament passed in the ninth year of the reign of Her Majesty Queen Victoria, to carry the said Convention into effect, and as such or otherwise subject and liable to forfeiture, and condemned the boiler of and belonging to the said brigantine or vessel, and brought to Saint Helena, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly;

And further pronounced that the same should be publicly sold as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, *Registrar,*

No. 141.

Her Majesty's Judge to Viscount Palmerston.—(Received September 20.)

My Lord,

St. Helena, July 1, 1850.

I HAVE the honour to forward to your Lordship an abstract of the particulars of the case of a barque, named the "*Louiza*," detained by Commander Patey, of Her Majesty's sloop "*Flying-Fish*," off the coast of Africa, on the 9th of March last, and condemned in the Vice-Admiralty Court of this colony, on the 24th ultimo, for being engaged in the Slave Trade.

This vessel was sailing under American colours, and had a mixed crew of Portuguese, Brazilians, and Americans, but the master refused to produce his papers, or give any information relative to the name or nationality of the vessel. Under these circumstances, Commander Patey dispatched her to Ambriz, with

CLASS A.

the view of detaining her, until he could communicate with the senior officer in command of the American squadron. On the passage to Ambriz, the master stated to the prize officer that there were no ship's papers on board, and that the vessel was engaged in the Slave Trade, and opened the hatches for his inspection. She was found to have a slave-deck laid, and the usual equipment belonging to slave-vessels. These facts being related to Commader Patey, he seized the vessel, and sent her to St. Helena for adjudication. She was condemned, as a vessel not entitled to the protection of the flag of any state or nation.

I have, &c.
(Signed) W. WILDE,
Judge of the Vice-Admiralty Court.

Inclosure 1 in No. 141.

Abstract of the case of the barque "Louiza."

BARQUE "Louiza," nation unknown.

Master, Joseph Sonder.

Without papers.

Displayed an American ensign ; and a Brazilian ensign was found on board.

Crew, 24 persons (15 Brazilians and Portuguese, and 9 Americans).

Detained on the 9th May, 1850, off Novo Redondo, on the west coast of Africa, by George Edwin Patey, Esq., Commander of Her Majesty's sloop "Flying-Fish."

Had spare plank fitted and laid down as a slave deck ; a boiler of an unusually large size, in addition to a large cooking apparatus ; an extraordinary quantity of farinha, beans, jerked beef, and water, beyond what was probably requisite for the use of the crew of the vessel as a merchant-vessel and other slave equipments.

Arrived at Saint Helena on the 3rd June, 1850, under the charge of Lieutenant Holme, of Her Majesty's sloop "Flying Fish."

Adjudicated on the 25th June, 1850.

Condemned, and ordered to be broken up and sold.

Burthen, old British measurement, 269 tons ; new British measurement, 277 tons.

(Signed) JNO. N. FIRMIN, Registrar.

Inclosure 2 in No. 141.

Judgment in the case of the "Louiza."

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of Saint Helena, on Monday the twenty-fourth day of June, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed ;

Our Sovereign Lady the Queen against a certain barque or vessel, nation unknown, called the "Louiza," whereof Joseph Sonder was master, her tackle, apparel, and furniture, and the cargo laden therein, seized as liable to forfeiture by George Edwin Patey, Esquire, Commander of Her Majesty's sloop "Flying-Fish."

In pain of parties cited not appearing, Knipe returned monition duly executed, and referred to the affidavit of Edward Ferdinand Holme, Second Lieutenant of and belonging to Her Majesty's sloop "Flying-Fish," heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavit read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said barque or vessel, "Louiza" (not being justly entitled to claim the protection of the flag of any state or nation), to have been at the time of the seizure thereof, equipped for and engaged in the Slave Trade, contrary to the provisions of the Act of the 3rd of Victoria, cap. 73, and as such, or otherwise, subject and liable to forfeiture, and condemned the said barque or vessel "Louiza," her tackle, apparel, and furniture, and the cargo laden therein, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly ;

And further pronounced that the said cargo should be sold, and that the said barque or vessel (not having been taken into Her Majesty's service) should be broken up and be entirely demolished, and that the materials there of should be publicly sold in separate parts, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, Registrar.

No. 142.

Her Majesty's Judge to Viscount Palmerston.—(Received September 21.)

My Lord,

St. Helena, August 3, 1850.

I HAVE the honour to transmit to your Lordship an abstract of the particulars of the case of a Brazilian schooner, named the "*Condor*," detained by Commander Forbes, of Her Majesty's sloop "*Philomel*," and condemned in the Vice-Admiralty Court of this colony, on the 25th ultimo, for being engaged in the African Slave Trade.

By the papers with which the "*Condor*" was furnished, she appears to have left Paranagua in May last, ostensibly bound to Batavia, but was found in the following month, on the coast of Africa, in every respect equipped for the Slave Trade.

I have, &c.

(Signed) W. WILDE,
Judge of the Vice-Admiralty Court.

Inclosure 1 in No. 142.

*Abstract of the case of the schooner "Condor."*BRAZILIAN schooner "*Condor*."

Master, Luiz Antonio Ferreira Coelho.

Owner, Antonio Fernandes Coelho.

Crew, by crew-list, 19 persons, including master : found on board, 30 persons.

Detained on the 24th June, 1850, off the west coast of Africa, in latitude 5° 02' south, and longitude 11° 53' east, by Thomas George Forbes, Esquire, Commander of Her Majesty's sloop "*Philomel*."

Had hatches with open gratings, spare plank fitted and laid down as a slave-deck; an unusually large boiler, in addition to a large cooking apparatus; an extraordinary quantity of farinha, beans, jerked beef, and water, beyond what was probably requisite for the use of the crew of the vessel as a merchant-vessel; and other slave equipments.

Arrived at Saint Helena on the 9th July, 1850, under the charge of Mr. Townsend, master's assistant of Her Majesty's sloop "*Philomel*."

Adjudicated on the 25th July, 1850.

Condemned, and ordered to be broken up and sold.

Burthen, by register, 236 tons; old British measurement, 213½ tons; new British measurement, 285 tons.

Had on board the following papers, viz.

1. Passport, dated Santos, 23rd November, 1849; last endorsement for a voyage to Batavia, dated at Paranagua, 16th May, 1850.
2. Bill of health, dated Paranagua, 15th May, 1850.
3. Register, dated Rio de Janeiro, 4th November, 1848, with endorsement, dated Santos, 23rd November, 1849.
4. Manifest, dated Paranagua, 16th May, 1850.
5. Port-clearance, dated Paranagua, 15th May, 1850.
6. Crew-list, dated Paranagua, 15th May, 1850, for a voyage from Paranagua to Batavia.

(Signed) JNO. N. FIRMIN, *Registrar.*

Inclosure 2 in No. 142.

Judgment in the case of the "Condor."

In the Vice-Admiralty Court of St. Helena.

AT A Court holden at James Town, in the Island of St. Helena, on Thursday the twenty-fifth day of July, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wild, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against the Brazilian schooner or vessel called the "*Condor*," whereof Luiz Antonio Ferreira Coelho was master, her tackle, apparel, and furniture, and the cargo laden therein, seized as liable to forfeiture by Thomas George Forbes, Esquire, Commander of Her Majesty's sloop "*Philomel*."

In pain of parties cited not appearing, Knipe returned monition duly executed, and referred to the affidavits of Frederick Townsend, master's assistant of, and belonging to, Her Majesty's sloop "*Philomel*," and Peter Christian Gernet, native of Russia, heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavits read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said schooner or vessel, "*Condor*," to have been, at the time of the seizure thereof, equipped for and engaged in the African Slave Trade, in contravention of a convention between His late Majesty King George the Fourth, and the Emperor of Brazil, for the Regulation and final abolition of the African Slave Trade, and contrary to the provision of the Act of Parliament, passed in the ninth year of Her present Majesty Queen Victoria, to carry the said convention into effect, and as such or otherwise subject or liable to forfeiture, and condemned the said schooner or vessel, "*Condor*," her tackle, apparel, and furniture, and the cargo laden therein, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly.

And further pronounced that the said cargo should be sold, and that the said schooner or vessel (not having been taken into Her Majesty's service), should be broken up and entirely demolished, and that the materials thereof should be publicly sold in separate parts, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, *Registrar*.

No. 143.

Her Majesty's Judge to Viscount Palmerston.—(Received September 24.)

My Lord,

St. Helena, July 11, 1850.

I HAVE the honour to forward to your Lordship abstracts of the particulars of the cases of two vessels condemned respectively in the Vice-Admiralty Court of this colony, on the 1st and 3rd instant, for being engaged in the Slave Trade.

One of these vessels was a Brazilian schooner, named the "*Nova Andorinha*," which appeared to have sailed from Bahia in April last, ostensibly bound to Rio Grande do Sul; but was detained on the 9th May, off the coast of Africa, with a complete slave equipment, by Commander Beauchamp, of Her Majesty's steam-sloop "*Hecla*."

The other was a schooner, sailing without either papers or colours, and manned by foreigners, detained by Commander Patey, of Her Majesty's sloop "*Flying-Fish*," with 182 slaves on board: the vessel being in an unseaworthy condition, was destroyed, and the slaves were brought to St. Helena, in the "*Flying-Fish*," of whom 174 survived to the day of adjudication.

I have, &c.

(Signed) W. WILDE,
Judge of the Vice-Admiralty Court.

Inclosure 1 in No. 143.

Abstract of the case of the schooner "Nova Andorinha."

BRAZILIAN schooner "*Nova Andorinha*."

Master, Innocencio José de Guimaraes Bastos.

Owner, Policarpo Pereira da Silva.

Crew, by crew-list, 20 persons, including master: found on board, 23 persons.

Detained on the 9th May, 1850, off the west coast of Africa, in latitude 4° 38' north, and longitude 4° 23' east, by Edward Halhed Beauchamp, Esquire, Commander of Her Majesty's steam sloop "*Hecla*."

Had grating, or open hatches, spare plank laid down as a slave-deck, a large number of shackles, bolts, and handcuffs, an extraordinary quantity of water, farinha, rice, beans, and jerked beef, beyond what was probably requisite for the use of the crew of the vessel as a merchant-vessel, and other slave equipments.

Arrived at Saint Helena on the 14th June, 1850, under the charge of Mr. Goss, master's assistant of Her Majesty's steam-sloop "*Hecla*."

Adjudicated on the 1st July, 1850.

Condemned, and ordered to be broken up and sold.

Burthen, by papers, 137 tons; old British measurement, 176½ tons; new British measurement, 156 tons.

Had on board the following papers, viz. :—

1. Passport for a voyage to Para, dated Bahia, 22nd December, 1849.
2. Crew-list for a voyage to Rio Grande do Sul, dated Bahia, 30th March, 1850.
3. A letter from the Administrator of Customs at Bahia, dated 3rd April, 1850, to the Inspector of Customs at Rio Grande do Sul, inclosing manifest.
4. Manifest, dated Bahia, 2nd April, 1850.
5. Register, dated Bahia, 22nd December, 1849.
6. Port-clearance, dated Bahia, 2nd April, 1850.

(Signed)

JNO. N. FIRMIN, *Registrar*.

Inclosure 2 in No. 143.

Judgment in the case of the "Nova Andorinha."

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Monday the first day of July, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against the Brazilian schooner or vessel called the "*Nova Andorinha*," whereof Innocencio Jozé de Guimaraes Bastos was master, her tackle, apparel, and furniture, and the cargo laden therein, seized as liable to forfeiture, by Her Majesty's steam-sloop "*Hecla*," Edward Halhed Beauchamp, Commander.

In pain of parties cited not appearing, Knipe returned monition duly executed, and referred to the affidavits of William Bond, ordinary seaman of, and belonging to, Her Majesty's steam-sloop "*Hecla*," Edwin Goss, master's assistant of, and belonging to, Her Majesty's said steam-sloop, and Peter Christian Gernet, native of Russia, heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavits read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said schooner or vessel, "*Nova Andorinha*," to have been, at the time of the seizure thereof, equipped for and engaged in the African Slave Trade, in contravention of a convention, between His late Majesty King George the Fourth, and the Emperor of Brazil, for the regulation and final abolition of the African Slave Trade, and contrary to the provisions of the Act of Parliament, passed in the ninth year of Her Majesty Queen Victoria, to carry the said convention into effect, and as such, or otherwise, subject and liable to forfeiture, and condemned the said schooner or vessel, "*Nova Andorinha*," her tackle, apparel, and furniture, and the cargo laden therein, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly;

And further pronounced that the said cargo should be sold, and that the said schooner or vessel (not having been taken into Her Majesty's service) should be broken up and be entirely demolished, and that the materials thereof should be publicly sold in separate parts, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 3 in No. 143.

Abstract of the case of a Schooner, name unknown.

SCHOONER, name, and nation unknown.

Master, Jozé de Souza.

Crew found on board, 9 persons (all foreigners).

Without papers or colours.

Detained on the 31st May, 1850, off the west coast of Africa, in latitude 11° 04' south, and longitude 13° 02' east, by George Edwin Patey, Esquire, Commander of Her Majesty's sloop "*Flying-Fish*."

Had on board 101 male and 81 female negroes, and was completely equipped for the Slave Trade.

Was surveyed by order of Commander Patey, and being found to be leaky, and unfit for a sea voyage, was set on fire, and totally destroyed.

The negroes were removed to Her Majesty's sloop "*Flying-Fish*," and brought to Saint Helena. Six male and 1 female negroes died on the passage.

Adjudicated on the 31st July, 1850.

Vessel pronounced to have been liable to forfeiture at the time of seizure.

The billet-head, tiller-head, and rudder-head, which were brought to St. Helena, condemned, and ordered to be sold.

The negroes alive at the time of adjudication (94 males and 80 females) condemned to Her Majesty.

Burthen, not calculated.

Measurement, by survey report, extreme length, 50 feet; extreme breadth, 14 feet; depth of hold, 7 feet.

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 4 in No. 143.

Judgment in the case of a Schooner, name unknown.

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Wednesday, the 3rd day of July, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen, against a certain schooner or vessel, name and nation unknown, whereof Jozé de Souza was master, her tackle, apparel, and furniture; and also against 101 male slaves and 81 female slaves, seized as liable to forfeiture by George Edwin Patey, Esquire, Commander of Her Majesty's sloop "*Flying-Fish*."

In pain of parties cited not appearing, Knipe returned monition duly executed, and referred to the affidavit of George Edwin Patey, Esquire, Commander of Her Majesty's sloop "Flying Fish," heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavit read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said schooner or vessel, name unknown, not being justly entitled to claim the protection of the flag of any state or nation, to have been, at the time of the seizure thereof, equipped for and engaged in the Slave Trade, and employed in the illegal transport of negroes or others for the purpose of consigning them to slavery, contrary to the provisions of the Act of the 3rd of Victoria, cap. 73, and as such, or otherwise, subject and liable to forfeiture, and condemned the billet-head, the tiller-head, and the rudder-head, of and belonging to the said schooner or vessel, and brought to St. Helena, as forfeited to our Sovereign Lady the Queen, her heirs and successors; and further pronounced that the same should be sold, as in and by law in such case made and provided.

And also further pronounced the 101 male and 81 female slaves found on board of the said schooner or vessel, at the time of the seizure thereof, to have been, by virtue of the said statute or statutes in such case made and provided, or otherwise, subject and liable to forfeiture and condemnation, and condemned the 94 male slaves and 80 female slaves, part of the same surviving at the time of the adjudication thereof, as forfeited to the sole use of our Sovereign Lady the Queen, her heirs and successors, accordingly.

(Signed) JNO. N. FIRMIN, *Registrar.*

No. 144.

The Secretary to the Admiralty to Lord Eddisbury.

My Lord,

Admiralty, September 24, 1850.

I AM commanded by my Lords Commissioners of the Admiralty to send to you herewith, for the information of Viscount Palmerston, a return of vessels adjudicated in the Vice-Admiralty Court at St. Helena, for having been engaged in the Slave Trade, during the half-year ending the 30th of June last.

I am, &c.
(Signed) W. A. B. HAMILTON.

Inclosure in No. 144.

RETURN of VESSELS captured on suspicion of being engaged in the Slave Trade, and adjudicated by the Vice-Admiralty Court of Saint Helena, from the 1st of January to the 30th of June, 1850, inclusive.

Name of Vessel.	Class.	Flag.	Name of Master.	Date of seizure.	Where captured.	Property seized.	Name of Seizer.	Date of Sentence.	Number of Slaves captured.	Number died before adjudication.	Total Number emancipated.	Tonnage.			Decretal part of Sentence, whether Forfeiture or Restitution.	Statute under which Sentence was passed, or Prosecution instituted.	Whether the property condemned has been sold or converted, and whether any part remains unsold, and in whose hands the proceeds remain.	Remarks.
												Foreign papers according to papers.	Old measurement.	New measurement.				
Casco	Brigantine	None	Bruce M'Kenney	1849 Nov. 28	Lat. Long. 7° 42' S. 12° 44' E.	Vessel and cargo	Lieutenant Jolliffe, commanding H. M. steam-sloop Pluto	1850 Jan. 3	439	13	426	Not stated	200½	180½	2 & 3 Vic. c. 73	Vessel broken up and demolished. Materials, stores, and cargo sold by public auction. Net proceeds paid into the Commissariat chest.	Measurement of vessel: Length, 64 ft.; breadth, 18 ft.; depth, 8 ft.	
Unknown	Schooner	None	Antonio José Tavares	Nov. 8	Off Quicombo, west coast of Africa	Ditto	Commander Robertson, H. M. sloop Cygnet	Jan. 24	None	None	None	None	Not calculated	Ditto	Ditto	Vessel destroyed by captor. Portions brought to St. Helena and condemned; sold by public auction. Proceeds not sufficient to pay expenses. Ditto	Measurement of vessel: Length, 64 ft.; breadth, 18 ft.; depth, 8 ft.	
Unknown	Barque	None	Not known	Nov. 14	10° 50' S. 13° 39' E.	Ditto	Commander Monypenny, H. M. sloop Sealark	Ditto	None	None	None	None	Ditto	Ditto	Ditto	Vessel broken up and demolished. Materials, stores, and cargo sold by public auction. Proceeds not sufficient to pay expenses. Ditto	Measurement: Length, 40 ft.; breadth, 28½ ft.; depth, 15 ft.	
Unknown	Schooner	None	Not known	Nov. 15	Off Red Point, west coast of Africa	Ditto	Commander Quin, H. M. sloop Waterwitch	Jan. 28	None	None	None	None	Ditto	Ditto	Ditto	Vessel broken up and demolished. Materials, stores, and cargo sold by public auction. Proceeds not sufficient to pay expenses. Ditto	Measurement: Length, 51 ft.; breadth, 16 ft.; depth, 8 ft.	
El Gofia	Felucca	None	Not known	Nov. 27	4° 24' S. 11° 22' E.	Ditto	Ditto	Ditto	None	None	None	None	Ditto	Ditto	Ditto	Vessel broken up and demolished. Materials, stores, and cargo sold by public auction. Proceeds not sufficient to pay expenses. Ditto	Measurement: Length, 83 ft.; breadth, 26 ft.; depth, 12 ft.	
Deos te Salve	Brigantine	Brazilian	Fermine José Xavier Soares	Dec. 26	11° 53' S. 12° 58' E.	Ditto	Ditto	Ditto	None	None	None	70	85½	87½	8 & 9 Vic. c. 122	Vessel broken up and demolished. Materials, stores, and cargo sold by public auction. Proceeds not sufficient to pay expenses. Ditto	Measurement: Length, 83 ft.; breadth, 26 ft.; depth, 12 ft.	
Pilot	Barque	None	Manceo José Ferreira	1850 Jan. 10	Off Ambriz, west coast of Africa	Ditto	The Honourable Captain Hastings, H. M. steam-frigate Cyclops	Feb. 11	None	None	None	No papers	223	313	2 & 3 Vic. c. 72	Vessel broken up and demolished. Materials, stores, and cargo sold by public auction. Net proceeds paid into the Commissariat chest.	Measurement: Length, 94 ft.; breadth, 24½ ft.; depth 15½ ft.	
Rovena	Brig	None	Not known	Jan. 11	7° 50' S. 13° 12' E.	Ditto	Lieutenant Jolliffe, commanding H. M. steam-sloop Pluto	Feb. 21	None	None	None	Ditto	Not calculated	itto	Ditto	Vessel destroyed by captor. Portions brought to St. Helena and condemned; sold by public auction. Proceeds not sufficient to pay expenses.	Measurement: Length, 94 ft.; breadth, 24½ ft.; depth 15½ ft.	

RETURN of VESSELS captured on suspicion of being engaged in the Slave Trade—(continued).

Name of Vessel.	Class.	Flag.	Name of Master.	Date of Seizure.	Where captured.	Property seized.	Name of Sloop.	Date of Sentence.	Number of Slaves captured.	Number died before adjudication.	Total Number emancipated.	Tonnage.		Decretal part of Sentence, whether Forfeiture or Restitution.	Statute under which was passed, or Prosecution instituted.	Whether the property condemned has been sold or converted, and whether any part remains unsold, and in whose hands the proceeds remain.	Remarks.
												Foreign papers according to papers.	English. Old measure. New measure.				
Aventuera.....	Brig	None	Joao Moreira da Camara	1850 Jan. 27	Lat. 9° 59' S. Long. 12° 39' E.	Vessel and cargo	The Honourable Captain Hastings, H.M. steam-frigate Cyclops	1850 Feb. 26	455	34	421	No papers	195	2 & 3 Vic. c. 73	Whether the property condemned has been sold or converted, and whether any part remains unsold, and in whose hands the proceeds remain.	Vessel broken up and demolished. Materials, stores, and cargo sold by public auction. Net proceeds paid into Commissariat chest.	Measurement: Length, 36 ft.; breadth, 21 ft.; depth, 12 ft.
Juliet.....	Ditto	None	José Maria da Carvalho	1849 Dec. 6	8° 0' S. 12° 55' E.	Ditto	Commander Tudor, H. M. steam-sloop Firefly	Mar. 7	None	None	Ditto	Not calculated	Ditto	Ditto	Vessel destroyed by capture. Portions brought to St. Helena and condemned; sold by public auction. Proceeds not sufficient to pay expenses. Ditto	Measurement: Length, 30 ft.; beam, 23½ ft.; depth, 14 ft.	
Independencia.....	Brigantine	None	Joaquim Gomes Mavinho	1850 Jan. 31	6° 02' S. 11° 49' E.	Ditto	Ditto	Mar. 18	None	None	Ditto	Ditto	Ditto	Ditto	Vessel broken up and demolished. Materials, stores, and cargo sold by public auction. Net proceeds paid into Commissariat chest.	Measurement: Length, 36 ft.; breadth, 21 ft.; depth, 12 ft.	
Ann D. Richardson	Barque	None	William H. Thomas	Feb. 14	8° 07' S. 12° 57' E.	Ditto	Lieutenant Jolliffe, commanding H. M. steam-sloop Pluto	Ditto	None	None	Ditto	228½	202	Ditto	Vessel broken up and demolished. Materials, stores, and cargo sold by public auction. Net proceeds paid into Commissariat chest.	Measurement: Length, 30 ft.; beam, 23½ ft.; depth, 14 ft.	
Santa Cruz	Ditto	Brazilian	Antonio Germano Soares	Jan. 4	23° 43' S. 45° 0' W.	Ditto	Commander Schonberg, H. M. sloop Cormorant	Mar. 21	None	None	313	Not calculated	Ditto	8 & 9 Vic. c. 122	Vessel destroyed by capture. Portions brought to St. Helena and condemned; sold by public auction. Proceeds not sufficient to pay expenses.	Measurement: Length, 99 ft.; breadth, 25 ft.; depth, 16 ft.	
Paulina	Ditto	Brazilian	Francisco Rocha Pirez	Jan. 12	23° 30' S. 47° 40' W.	Ditto	Commander Schonberg, H. M. sloop Cormorant	Mar. 21	None	None	331	259	328	8 & 9 Vic. c. 122	Vessel broken up and demolished. Materials, stores, and cargo, sold by public auction. Net proceeds and specie found on board paid into the Commissariat chest.	Measurement: Length, 99 ft.; breadth, 25 ft.; depth, 16 ft.	
Lucy Ann	Brig	None	John Hamilton ...	Feb. 28	7° 26' S. 12° 26' E.	Ditto	Commander Cumming, H. M. steam-sloop Rattler	Ditto	537	22	515	No papers	255	2 & 3 Vic. c. 73	Vessel broken up and demolished. Materials, stores, and cargo, sold by public auction. Net proceeds paid into the Commissariat chest.	Measurement: Length, 30 ft.; beam, 23½ ft.; depth, 14 ft.	
Faquete de Santos	Steam-brig	Brazilian	Joaquim Peixoto Guimaraes	Jan. 10	23° 56' S. 45° 55' W.	Ditto	Lieutenant Crofton, commanding H. M. steam-sloop Rifleman	Mar. 28	None	None	150	318	301½	8 & 9 Vic. c. 122	Ditto	Ditto	Measurement: Length, 30 ft.; beam, 23½ ft.; depth, 14 ft.

RETURN of Vessels captured on suspicion of being engaged in the Slave Trade—(continued.)

Name of Vessel.	Class.	Flag.	Name of Master.	Date of seizure.	Where captured.	Property seized.	Name of Seizer.	Date of Sentence.	Number of Slaves captured.	Number died before adjudication.	Total Number emancipated.	Tonnage.			Decretal part of Sentence, whether forfeiture or Rescission.	Statute under which Sentence was passed, or Prosecution instituted.	Whether the property condemned has been sold or converted, and whether any part remains unsold, and in whose hands the proceeds remain.	Remarks.
												Foreign according to papers.	Old measurement.	New measurement.				
Rozita	Felucca	Brazilian	Jozé Pereira da Silva Maltéz	1850 Jan. 18	Lat. 6° 0' N. Long. 2° 55' E.	Vessel and cargo	Commander Beauchamp, H. M. steam-sloop Hecla	1850 Mar. 28	111	120	110	Forfeiture.....	8 & 9 Vic. c. 122.	Vessel driven on shore at St. Helena by the heavy rollers and totally wrecked. Portions of the wreck and chronometer sold by public auction. Proceeds not sufficient to pay expenses.				
Encarnacion	Brig	None	Not known	Mar. 3	West coast of Africa	Ditto	Commander Quin, H. M. steam-sloop Waterwitch	Mar. 30	No papers	296	313½	Ditto	2 & 3 Vic. c. 73	Vessel broken up and demolished. Materials, stores, and cargo sold by public auction. Net proceeds paid into the Commissariat chest.				
Unknown	Schooner	None	Ditto	Jan. 20	At Porto Novo, West coast of Africa	Part of pump-box and belaying-pin of the vessel	Commander Beauchamp, H. M. steam-sloop Hecla	April 1	Ditto	None	Ditto	Ditto	Ditto	The part of the pump-box and belaying-pin sold by public auction. Proceeds not sufficient to pay expenses.	This vessel was run on shore and wrecked by her crew on the approach of the Hecla's boat. In consequence of the high surf it was found impossible to board the vessel so as to be enabled to search and measure her.			
Feliz Lembranca	Brigantine	None	Jozé de Souza Velho	Mar. 14	12° 0' S. 13° 30' E.	Vessel and cargo	Commander Selwyn, H. M. steam-sloop Star	April 11	Ditto	None	Ditto	166½	Ditto	Ditto	Vessel broken up and demolished. Materials, stores, and cargo sold by public auction. Proceeds not sufficient to pay expenses.	Measurement: Length, 77 feet; beam, 23 feet; depth, 11 feet.		
Minerva.....	Schooner	None	Not known	Mar. 11	11° 32' S. 18° 44' E.	Ditto	Ditto	Ditto	Ditto	None	Ditto	Not calculated	Ditto	Ditto	Vessel destroyed by capture. Portions brought to St. Helena and converted into public auction. Proceeds not sufficient to pay expenses.			
Relampago	Brigantine	None	Laureano Ferreira da Silva	Feb. 24	6° 22' S. 11° 42' E.	Ditto	Commander Tudor, H. M. steam-sloop Firefly	April 15	Ditto	None	Ditto	Ditto	Ditto	Ditto	Vessel broken up and demolished. Materials, stores, and cargo sold by public auction. Net proceeds paid into Commissariat chest.			
Navarre	Barque	None	Aureliano Dias da Costa Cabral	Mar. 19	Off Ambiz	Ditto	Ditto	Ditto	Ditto	None	Ditto	287	Ditto	Ditto	Vessel broken up and demolished. Materials, stores, and cargo sold by public auction. Net proceeds paid into Commissariat chest.	Measurement: Length, 88 feet; beam, 22 feet; depth, 13 feet.		
Serpente	Brig	Brazilian	José Bernardino d'Ararajo	Feb. 28	Off Porto Novo	Ditto	Commander Wodehouse, H. M. steam-sloop Phoenix	April 25	240	303½	280	Ditto	8 & 9 Vic. c. 122	Ditto				
Positivo.....	Ditto	Ditto	José Ferreira Sampaio	Mar. 24	Between Fernando Po and Whydah	Ditto	Ditto	April 29	260	285	300	Ditto	Ditto	Ditto				

RETURN of VESSELS captured on suspicion of being engaged in the Slave Trade—(continued).

Name of Vessel.	Class.	Flag.	Name of Master.	Date of seizure.	Where captured.	Property seized.	Name of Seizer.	Date of sentence.	Number of Slaves captured.	Number died before adjudication.	Emancipated.	Foreign papers according to papers.	Tonnage.		Decretal part of Sentence, whether Forfeiture or Restitution.	Statute under which Sentence was passed, or Prosecution instituted.	Whether the property condemned has been sold or converted, and whether any part remains unsold, and in whose hands the proceeds remain.	Remarks.
													Old measurement.	New measurement.				
Phenix	Brigantine	Brazilian	José Manoel da Faria	1850. Feb. 27	Lat. 10° 09' S. Long. 5° 09' E.	Vessel and cargo.	Commander H. M. steam-sloop Flying Fish	1850 May 6	None	None	None	Not stated	Not calculated	Not calculated	Forfeiture	8 & 9 Vic. c. 122	Vessel destroyed by captor. Portions brought to St. Helena and condemned; sold by public auction. Proceeds not sufficient to pay expenses.	Measurement: Length, 67 ft.; breadth, 20 ft.; depth, 10 ft.
J. W. Huntingdon	Brig	None	Charles J. Wood	Mar. 16	6° 08' S. 12° 09' E.	Ditto	Lieutenant Jolliffe, commanding H. M. steam-sloop Pluto	May 6	None	None	None	No papers	Not calculated	Not calculated	Ditto	2 & 3 Vic. c. 73	Vessel destroyed by captor. Portions brought to St. Helena and condemned; sold by public auction. Proceeds not sufficient to pay expenses.	Measurement of vessel: Length, 65 ft.; breadth, 24 ft.; depth, 15 ft.
Leao	Ditto	Brazilian	Francisco Antonio de Souza	Apr. 19	4° 40' N. 4° 25' E.	Ditto	Commander Beauchamp, H. M. steam-sloop Hecla	May 27	None	None	None	259	274½	288	Ditto	8 & 9 Vic. c. 122	Vessel broken up and demolished. Materials, stores, and cargo sold by public auction. Net proceeds paid into Commissariat chest.	
Levin Lank	Schooner	None	Joseph Tuzo	Jan. 20	5° 55' N. 1° 07' E.	Ditto	Commander Miller, H. M. sloop Ranger	May 30	None	None	None	93½	161½	119½	Ditto	2 & 3 Vic. c. 73	Vessel broken up and demolished. Materials, stores, and cargo sold by public auction. Proceeds not sufficient to pay expenses.	
Vingador	Brigantine	Ditto	Francisco da Cunha Sampaio	May 2	10° 43' S. 13° 33' E.	Ditto	Commander Schuyler, H. M. sloop Star	Ditto	None	None	None	No papers	164	143	Ditto	8 & 9 Vic. c. 122	Vessel destroyed by captor. Portions brought to St. Helena and condemned; sold by public auction. Proceeds not sufficient to pay expenses.	Measurement: Length, 53 ft.; beam, 15 ft.; depth, 7 feet.
Pensamento Feliz	Schooner	Brazilian	Troquato José de Carvalho	Apr. 24	10° 46' S. 13° 19' E.	Ditto	Ditto	Ditto	None	None	None	41	Not calculated	Not calculated	Ditto			
Sa Andorinha ..	Ditto	Ditto	Antonio Luiz de Carvalho	Apr. 8	4° 35' N. 4° 50' E.	Ditto	Commander Beauchamp, H. M. steam-sloop Hecla	June 17	None	None	None	168	214½	223	Ditto	Ditto	Vessel broken up and demolished. Materials, stores, and cargo sold by public auction. Proceeds remaining in the Registry.	Decree of demolition and sale not returned into the Registry.
Louiza	Barque	None	Jos. Sonder	May 19	Off Novo Redondo	Ditto	Commander Patey, H. M. sloop Flying Fish	June 24	None	None	None	No papers	269	277	Ditto	2 & 3 Vic. c. 73		

(Signed)

JNO. N. FIRMIN, Registrar.

No. 145.

Her Majesty's Judge to Viscount Palmerston.—(Received October 25.)

My Lord,

St. Helena, August 14, 1850.

I HAVE the honour to transmit to your Lordship, abstracts of the particulars of the cases of two vessels, named the "*Volusia*" and "*Constellation*," condemned in the Vice-Admiralty Court of this colony, on the 5th instant, and of a third, named the "*Vingador*," on the 8th instant, for being engaged in the Slave Trade.

The "*Volusia*" was a brigantine, seized by Commander Cumming, of Her Majesty's steam-sloop "*Rattler*," off the River Congo, on the 2nd day of July; she was sailing under American colours, and had "*Volusia of Baltimore*" painted on her stern; her crew consisted of 25 persons, 8 of whom appeared to be Americans, and the remainder Brazilians or Portuguese, and her equipment was such as is usual in vessels engaged in the transport of slaves. Five papers were found on board, four of which related to a vessel called the "*Margaret Hopping*," which had sailed apparently from New York, in December 1849, on a voyage to California, and only one, the crew-list, to the "*Volusia*;" under these circumstances, I did not think the vessel entitled to the protection of any flag, and decreed condemnation accordingly.

The "*Constellation*," a barque, and "*Vingador*," a brigantine, were seized by Commander Patey of Her Majesty's sloop "*Flying Fish*," on the west coast of Africa, under similar circumstances. Each of them had a Brazilian ensign on board, but was without papers: the crew of each was composed of Portuguese, or persons speaking the Portuguese language, and their equipment was such as is usually found on board vessels engaged in the Slave Trade.

I have, &c.

(Signed) W. WILDE,
Judge of the Vice-Admiralty Court.

Inclosure 1 in No. 145.

Abstract of the case of the brigantine "Volusia."

BRIGANTINE "*Volusia*," nation unknown.

Master, John W. Disney.

Displayed an American ensign.

Crew, 25 persons (17 foreigners and 8 Americans).

Detained on the 2nd July, 1850, off the River Congo, on the west coast of Africa, by Commander Cumming, of Her Majesty's steam-sloop "*Rattler*."

Had spare plank fitted and laid down as a slave-deck, two boilers of an unusually large size, in addition to a large cooking apparatus, a quantity of bricks and mortar such as are used for building furnaces or fireplaces, upon which boilers are fixed, in vessels engaged in the Slave Trade, an extraordinary quantity of farinha, beans, jerked beef, and water, beyond what was probably requisite for the use of the crew of the vessel as a merchant-vessel, and other slave equipments.

Arrived at St. Helena on the 19th July, 1850, under the charge of Lieutenant Dawkins, of Her Majesty's steam-sloop "*Rattler*."

Adjudicated on the 5th August, 1850.

Condemned, and ordered to be broken up and sold.

Burthen, old British measurement, 169½ tons; new British measurement, 131 tons.

Had on board the following papers, viz.:

1. Article of agreement, made the 19th December, 1849, between Elisha Ruckman, owner of the schooner "*Margaret Hopping*," of New York, and the officers and crew of said vessel, for a voyage to San Francisco, California.
2. Certificate from the United States' Consulate at Rio de Janeiro, dated 1st March 1850, that he had delivered up the register of the schooner "*Margaret Hopping*," of New York, to Peter Smith, master, cleared for California.
3. Crew-list of the American schooner "*Margaret Hopping*," consisting of 8 men; master, Peter Smith, and chief mate, John W. Disney, for a voyage to California, dated Rio de Janeiro, 1st March, 1850.
4. Port-clearance of the American schooner "*Margaret Hopping*," dated Rio de Janeiro, 1st March, 1850.
6. Crew-list of the brig "*Volusia*," John W. Disney, master, dated Rio de Janeiro, 4th May, 1850, countersigned by the Acting Consul of the United States of America.—(This paper was in a mutilated state.)

(Signed) JNO. N. FIRMIN, *Registrar.*

Inclosure 2 in No. 145.

Judgment in the case of the "Volusia."

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Monday the fifth day of August, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against a certain brigantine or vessel, nation unknown, called the "*Volusia*," her tackle, apparel, and furniture, and the cargo laden therein, seized as liable to forfeiture, by Arthur Cumming, Esquire, commander of Her Majesty's steam-sloop "*Rattler*."

In pain of parties cited not appearing, Knipe returned monition duly executed, and referred to the affidavit of Richard Dawkins, Second Lieutenant of, and belonging to, Her Majesty's steam-sloop "*Rattler*," heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavit read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said brigantine or vessel, "*Volusia*" (not being justly entitled to claim the protection of the flag of any state or nation), to have been at the time of the seizure thereof, equipped for, and engaged in the Slave Trade, contrary to the provisions of the Act of the 3rd of Victoria, cap. 73, and as such, or otherwise, subject and liable to forfeiture, and condemned the said brigantine or vessel, "*Volusia*," her tackle, apparel, and furniture, and the cargo laden therein, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly;

And further pronounced that the said cargo should be sold, and that the said brigantine or vessel (not having been taken into Her Majesty's service) should be broken up and be entirely demolished, and that the materials thereof should be publicly sold in separate parts, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 3 in No. 145.

*Abstract of the case of the barque "Constellation."*BARQUE "*Constellation*."

Nation unknown.

Name of master, unknown.

Without papers.

Had a Brazilian ensign on board.

Crew, 15 persons (foreigners).

Detained on the 3rd July, 1850, off the west coast of Africa, in latitude 11° 40' south, and longitude 15° 25' east, by George Edwin Patey, Esquire, Commander of Her Majesty's sloop "*Flying-Fish*."

Had hatches with open gratings, spare planks fitted and laid down as a slave-deck, two boilers of an unusually large size, an extraordinary quantity of farinha, rice, beans, jerked beef, and water, beyond what was probably requisite for the use of the crew of the vessel as a merchant-vessel, and other slave equipments.

Arrived at St. Helena on the 21st July, 1850, under the charge of Mr. Hopkins, mate of Her Majesty's sloop "*Flying-Fish*."

Adjudicated on the 5th August, 1850.

Condemned, and ordered to be broken up and sold.

Burthen, old British measurement, 191 $\frac{3}{4}$ tons; new British measurement, 188 $\frac{1}{2}$ tons.

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 4 in No. 145.

Judgment in the case of the "Constellation."

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Monday the 5th day of August, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against a certain barque or vessel, nation unknown, called the "*Constellation*," her tackle, apparel, and furniture, and the cargo laden therein, seized as liable to forfeiture, by George Edwin Patey, Esquire, Commander of Her Majesty's sloop "*Flying-Fish*."

In pain of parties cited not appearing, Knipe returned monition duly executed, and referred to the affidavit of Edward Barnard Hopkins, mate of and belonging to Her Majesty's sloop "*Flying Fish*," heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavit read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said barque or vessel, "*Constellation*" (not being justly entitled to claim the protection of the flag of any state or nation), to have been, at the time of the seizure thereof, equipped for and engaged in the Slave Trade, contrary to the provisions of the Act of the 3rd of Victoria, cap. 73, and as such, or otherwise, subject and liable to forfeiture,

and condemned the said barque or vessel, "*Constellacion*," her tackle, apparel, and furniture, and the cargo laden therein, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly;

And further pronounced that the said cargo should be sold; and that the said barque or vessel (not having been taken into Her Majesty's service) should be broken up and be entirely demolished; and that the materials thereof should be publicly sold in separate parts, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 5 in No. 145.

Abstract of the case of the brigantine "Vingador."

BRIGANTINE "*Vingador*," nation unknown.

Name of master, unknown.

Without papers.

Had a Brazilian ensign.

Crew, found on board, 14 persons (foreigners).

Detained on the 10th July, 1850, off the west coast of Africa, in latitude 11° 30' south, and longitude 13° 30' east, by George Edwin Patey, Esquire, Commander of Her Majesty's sloop "*Flying-Fish*," Her Majesty's brigantine "*Spy*" being in company at the time of seizure.

Had hatches with open gratings, spare plank fitted and laid down as a slave-deck, a boiler of an unusually large size, an extraordinary quantity of farinha, beans, jerked beef, and water, beyond what was probably requisite for the crew of the vessel as a merchant-vessel, and other slave equipments.

Arrived at Saint Helena on the 23rd July, 1850, under the charge of Mr. Norie, midshipman of Her Majesty's brigantine "*Spy*."

Adjudicated on the 8th August, 1850.

Condemned, and ordered to be broken up and sold.

Burthen, old British measurement, 132 tons; new British measurement, 102½ tons.

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 6 in No. 145.

Judgment in the case of the "Vingador."

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Thursday, the eighth day of August, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against a certain brigantine or vessel, nation unknown, called the "*Vingador*," her tackle, apparel, and furniture, and the cargo laden therein, seized as liable to forfeiture, by George Edwin Patey, Esquire, Commander of Her Majesty's sloop "*Flying-Fish*," Her Majesty's brigantine "*Spy*," George Western, Esquire, Lieutenant in command, being in company.

In pain of parties cited not appearing, Knipe returned monition duly executed, and referred to the affidavit of Alexander Dickson Norie, midshipman of and belonging to Her Majesty's brigantine "*Spy*," heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavit read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said brigantine or vessel, "*Vingador*" (not being justly entitled to the protection of the flag of any state or nation), to have been at the time of the seizure thereof, equipped for and engaged in the Slave Trade, contrary to the provisions of the Act of the 3rd of Victoria, cap. 73, and as such or otherwise subject and liable to forfeiture, and condemned the said brigantine or vessel, "*Vingador*," her tackle, apparel, and furniture, and the cargo laden therein, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly;

And further pronounced that the said cargo should be sold, and that the said brigantine or vessel (not having been taken into Her Majesty's service) should be broken up, and be entirely demolished, and that the materials thereof should be publicly sold in separate parts, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, *Registrar*.

No. 146.

Her Majesty's Judge to Viscount Palmerston.—(Received October 25.)

My Lord,

St. Helena, August 22, 1850.

I HAVE the honour to transmit to your Lordship an abstract of the particulars of the case of a Brazilian brigantine, named the "*Esmeralda*," detained

by Commander Cumming, of Her Majesty's steam-sloop "Rattler," and condemned in the Vice-Admiralty Court of this colony on the 12th instant, for being engaged in the African Slave Trade.

This vessel appears to have left Santos in February last, bound for the Cape of Good Hope, and to have put into Mangaratiba from stress of weather, whence she sailed on or about the 1st of June, for her former destination, but was found on the 7th July, off the west coast of Africa, completely equipped for the transport of slaves.

I have, &c.
(Signed) W. WILDE,
Judge of the Vice-Admiralty Court.

Inclosure 1 in No. 146.

Abstract of the case of the brigantine "Esmeralda."

BRAZILIAN brigantine "Esmeralda."

Master, André Antonio da Fonseca.

Owner, Joaquim Luiz d'Avila.

Crew, by crew-list, 22 persons, including master; found on board, 34 persons.

Detained on the 7th July, 1850, off the west coast of Africa, in latitude 5° 28' south, and longitude 10° 31' east, by Arthur Cumming, Esquire, Commander of Her Majesty's steam-sloop "Rattler."

Had holes bored in the combings of the hatchways, fitted with iron bars, to form open or grating hatches, spare plank fitted and laid down as a slave-deck, two boilers of an unusually large size, an extraordinary quantity of farinha, beans, salted meat, and water, beyond what was probably requisite for the use of the crew of the vessel as a merchant vessel, and other slave equipments.

Arrived at St. Helena on the 25th July, 1850, under the charge of Mr. Nelson, midshipman of Her Majesty's steam-sloop "Rattler."

Adjudicated on the 12th August, 1850.

Condemned, and ordered to be broken up and sold.

Burthen, by register, 245 tons; old British measurement, 289 tons; new British measurement, 235½ tons.

Had on board the following papers, viz.:

1. Passport of the Brazilian brigantine "Esmeralda," for a voyage from Santos to the Cape of Good Hope, dated Santos, 1st February, 1850.
2. Protest, dated Mangaratiba, 19th April, 1850, made by the master and crew of the "Esmeralda," upon being obliged to put into that port in consequence of bad weather.
3. Manifest, dated Mangaratiba, 31st May, 1850.
4. Crew-list, dated Santos, 1st February, 1850, with another on the back, dated Mangaratiba, 31st May, 1850.
5. Register, dated Rio de Janeiro, 27th January, 1849.
6. Certificate of examination of the master and crew before the Notary Public, at Mangaratiba, dated 23rd April, 1850, relative to the bad weather which obliged them to put into that port.

(Signed) JNO. N. FIRMIN, *Registrar.*

Inclosure 2 in No. 146.

Judgment in the case of the "Esmeralda."

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Monday the twelfth day of August, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against the Brazilian brigantine or vessel called the "Esmeralda," whereof André Antonio da Fonseca was master, her tackle, apparel, and furniture, and the cargo laden therein, seized as liable to forfeiture, by Arthur Cumming, Esquire, Commander of Her Majesty's steam-sloop "Rattler."

In pain of parties cited not appearing, Knipe returned monition duly executed, and referred to the affidavit of Charles Gudgeon Nelson, midshipman of, and belonging to Her Majesty's steam-sloop "Rattler," and Peter Christian Gernet, native of Russia, heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavits read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said brigantine or vessel, "Esmeralda," to have been at the time of the seizure thereof, equipped for, and engaged in the African Slave Trade, in contravention of a Convention between His late Majesty King George the Fourth and the Emperor of Brazil, for the regulation and final abolition of the African Slave Trade; and contrary to the provisions of the Act of Parliament passed in the ninth year of the

reign of Her present Majesty Queen Victoria, to carry the said Convention into effect, and as such, or otherwise, subject and liable to forfeiture, and condemned the said brigantine or vessel, "*Esmeralda*," her tackle, apparel, and furniture, and the cargo laden therein, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly;

And further pronounced that the said cargo should be sold, and that the said brigantine or vessel (not having been taken into Her Majesty's service), should be broken up and be entirely demolished, and that the materials thereof should be publicly sold in separate parts as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, *Registrar*.

No. 147.

Her Majesty's Judge to Viscount Palmerston.—(Received October 30.)

My Lord,

St. Helena, August 29, 1850.

I HAVE the honour to transmit to your Lordship abstracts of the particulars of the cases of a Brazilian ship named the "*Campeadora*," and two brigs, not entitled to the protection of the flag of any state or nation, adjudicated in the Vice-Admiralty Court of this colony on the 19th instant, for being engaged in the Slave Trade; they were seized at anchor in the Paranagua River, on the south-east coast of America, by Commander Schomberg, of Her Majesty's steam-sloop "*Cormorant*," on the 29th of June last. All of them were equipped for the transport of slaves, and among the papers found on board the "*Campeadora*," was a letter, sufficiently significant, not only of the employment of the vessel, but of the estimated value at which slaves could be purchased at the place to which the vessel was destined; it is a letter from one Antonio Manoel Perreira at Rio de Janeiro, addressed to Francisco Jozé da Assenção, requesting him to obtain in exchange for a second-hand apparel, two negro boys of from ten to twelve years of age.

On the return of Commander Schomberg from this expedition with the "*Campeadora*" in tow, the "*Cormorant*" was fired at from the forts on the shore, by which one man was killed and two were wounded.

The brigs were destroyed by the orders of Commander Schomberg, the "*Campeadora*" only being sent to St. Helena. This vessel was condemned, and the other two were pronounced to have been liable to forfeiture at the time of seizure.

I have, &c.

(Signed) W. WILDE,
Judge of the Vice-Admiralty Court.

Inclosure 1 in No. 147.

Abstract of the case of the ship "Campeadora."

BRAZILIAN ship "*Campeadora*."

Master, Manoel Antonio Guimaraes.

Crew, found on board, 35 persons (all foreigners).

Had a Brazilian ensign on board.

The words "*Lucy Ann of Greenport*" were painted on her bows.

Detained on the 29th June, 1850, whilst at anchor off the Island of Cotinga, in the Paranagua River, off the south-east coast of America, by Herbert Schomberg, Esquire, Commander of Her Majesty's steam-sloop "*Cormorant*."

Had spare plank fitted and laid down as a slave-deck, a number of shackles and bolts, a cooking apparatus considerably larger than was necessary for the use of the crew of the vessel as a merchant vessel, an extraordinary quantity of fire-wood in billets, and a large quantity of water, more than was requisite for the use of the crew of the vessel as a merchant-vessel, and other slave equipments.

Arrived at St. Helena on the 31st July, 1850, under the charge of Mr. Carnegie, mate of Her Majesty's steam-sloop "*Cormorant*."

Adjudicated on the 19th August, 1850.

Condemned, and ordered to be broken up and sold.

Burthen, by papers, not shewn; by old British measurement 259 tons; by new British measurement 365½ tons.

Had on board the following papers:—

1. A letter from Antonio Manoel Pereira, dated Rio de Janeiro, 6th June, 1850, to Francisco Jozé da Assenção, sending him a second-hand apparel to dispose of

- at his port of destination, and requesting him to bring him for the proceeds, 2 negro boys, from 10 to 12 years of age.
2. A private letter, dated Bahia, 22nd April, 1850.
 3. A Custom-house permit, dated Rio de Janeiro, 16th May, 1850, to embark 1,500 billets of wood, on board the national ship "*Campeadora*."
 4. A certificate that Raimundo Antonio Henrique, is serving as a soldier in the National Guards at Rio de Janeiro.
 5. Custom-house permit, dated at Rio de Janeiro, 11th February, 1850, to embark rope and twine, on board the "*Campeadora*."
 6. Custom-house permit, dated at Rio de Janeiro, 27th May, 1850, to embark sails on board the "*Campeadora*."

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 2 in No. 147.

Judgment in the case of the "Campeadora."

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Monday the nineteenth day of August, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against the Brazilian ship or vessel called the "*Campeadora*," whereof Manoel Antonio Guimaraes was master, her tackle, apparel, and furniture, and the cargo laden therein, seized as liable to forfeiture, by Herbert Schomberg, Esquire, Commander of Her Majesty's steam-sloop "*Cormorant*."

In pain of parties cited not appearing, Knipe returned monition duly executed, and referred to the affidavits of John Carnegie, mate of and belonging to, Her Majesty's steam-sloop "*Cormorant*," and Peter Christian Gernet, native of Russia, heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavits read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said ship or vessel, "*Campeadora*," to have been, at the time of the seizure thereof, equipped for and engaged in the African Slave Trade, in contravention of a Convention between His late Majesty King George the Fourth and the Emperor of Brazil, for the regulation and final abolition of the African Slave Trade, and contrary to the provisions of the Act of Parliament, passed in the ninth year of the reign of Her Majesty Queen Victoria, to carry the said Convention into effect, and as such, or otherwise, subject and liable to forfeiture, and condemned the said ship or vessel, "*Campeadora*," her tackle, apparel, and furniture, and the cargo laden therein, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly;

And further pronounced that the said cargo should be sold, and that the said ship or vessel (not having been taken into Her Majesty's service) should be broken up and be entirely demolished, and that the materials thereof should be publicly sold in separate parts, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 3 in No. 147.

Abstract of the case of the brig "Leonidas."

BRIG "*Leonidas*," nation unknown.

Master, Giovanni Baptista Rossi.

Crew found on board, foreigners, number not known.

Without papers.

Had a Brazilian ensign on board.

Detained on the 29th June, 1850, whilst at anchor off the Island of Cotinga, in the Paranaqua River, on the south-east coast of America, by Herbert Schomberg, Esquire, Commander of Her Majesty's steam-sloop "*Cormorant*."

Had hatches with open gratings, spare plank fitted and laid down as a slave-deck, a larger quantity of water than was necessary for the use of the crew of the vessel as a merchant-vessel, an extraordinary number of water-casks, and other slave equipments.

Was surveyed by order of Commander Schomberg, and being found unfit to make the voyage to St. Helena, was set on fire and totally destroyed.

The billet-head of the vessel was removed, and brought to St. Helena for adjudication.

Adjudicated on the 19th August, 1850.

Vessel pronounced to have been liable to forfeiture at the time of seizure.

The billet-head condemned and ordered to be sold.

Burthen not calculated.

Measurement.—Length, 112 feet 9 inches, mean breadth, 24 feet 4 inches, depth of hold, 16 feet 11 inches.

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 4 in No. 147.

Judgment in the case of the "Leonidas."

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Monday the nineteenth day of August, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against a certain brig or vessel (nation unknown) called the "*Leonidas*," whereof Giovanni Baptista Rossi was master, her tackle, apparel, and furniture, and the cargo laden therein, seized as liable to forfeiture by Herbert Schomberg, Esquire, Commander of Her Majesty's steam-sloop "*Cormorant*."

In pain of parties cited not appearing, Knipe returned monition duly executed, and referred to the affidavit of John Carnegie, mate of and belonging to Her Majesty's steam-sloop "*Cormorant*," heretofore exhibited, and remaining in the Registry of this Court.

The Judge at his petition, having heard the said affidavit read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said brig or vessel, "*Leonidas*" (not being justly entitled to claim the protection of the flag of any state or nation), to have been, at the time of the seizure thereof, equipped for and engaged in the Slave Trade, contrary to the provisions of the Act of the 3rd of Victoria, cap. 73, and as such, or otherwise, subject and liable to forfeiture, and condemned the billet-head of and belonging to the said brig or vessel, and brought to St. Helena, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly;

And further pronounced that the same should be publicly sold as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 5 in No. 147.

Abstract of the case of the brig "Serea."

BRIG "*Serea*," nation unknown.

Name of master, unknown.

Without papers or colours.

Detained on the 29th June, 1850, whilst at anchor off the Island of Cotinga, in the Paranagua River, by Herbert Schomberg, Esquire, Commander of Her Majesty's steam-sloop "*Cormorant*."

Had hatches with open gratings, spare plank fitted and laid down as a slave-deck, a larger quantity of water than was necessary for the use of the crew of the vessel as a merchant-vessel, extraordinary large sized water-casks, greater in number than was requisite for the use of the vessel as a merchant-vessel, and other slave equipments.

Was surveyed by order of Commander Schomberg, and being found unfit to make the voyage to St. Helena, was set on fire and totally destroyed.

The billet-head of the vessel was removed, and brought to St. Helena for adjudication.

Adjudicated on the 19th August, 1850.

Vessel pronounced to have been liable to forfeiture at the time of seizure.

The billet-head condemned and ordered to be sold.

Burthen, not calculated.

Measurement.—Length, 112 feet 4 inches; breadth, 24 feet; depth, 14 feet 5 inches.

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 6 in No. 147.

Judgment in the case of the "Serea."

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Monday the nineteenth day of August, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against a certain brig or vessel (nation unknown) called the "*Serea*," her tackle, apparel, and furniture, and the cargo laden therein, seized as liable to forfeiture, by Herbert Schomberg, Esquire, Commander of Her Majesty's steam-sloop "*Cormorant*."

In pain of parties cited not appearing, Knipe returned monition duly executed, and referred to the affidavit of Edward Crafer Smyth, master's assistant of and belonging to Her Majesty's steam-sloop "*Cormorant*," heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavit read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said brig or vessel, "*Serea*" (not being justly entitled to claim the protection of the flag of any state or nation), to have been at the time of the seizure thereof, equipped for, and engaged in the Slave Trade, contrary to the provisions of the Act of the 3rd of Victoria, cap. 73, and as such, or otherwise, subject and liable to forfeiture, and condemned the billet-head of and belonging to the said brig or vessel, and brought to St. Helena, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly;

And further pronounced that the same should be publicly sold as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, *Registrar*.

No. 148.

Her Majesty's Judge to Viscount Palmerston.—(Received November 4.)

My Lord,

St. Helena, September 5, 1850.

I HAVE the honour to transmit to your Lordship abstracts of the particulars of the cases of two vessels, named the "*Rival*" and "*Esperança*," respectively adjudicated in the Vice-Admiralty Court of this colony, on the 22nd and 28th ultimo, for being engaged in the Slave Trade.

The "*Rival*" was detained on the coast of Brazil by Commander Schömberg, of the "*Cormorant*," and by that officer destroyed, the requirements of the service not affording him an opportunity of getting her off a bar on which she had grounded. The boarding of this vessel had not been effected without resistance, musket-shots were fired from the shore, and the boat in which was the boarding officer, Lieutenant Luckraft, was sunk by iron ballast thrown from the vessel. Her equipment was complete for the transport of slaves. Her crew consisted of thirty persons, and her colours were Brazilian. The only papers found on board were a list of the crew and five letters, the last of which is from one Elizario da Silva to Joaquim Netto, ordering him to proceed on his voyage, "he already knows where to." Being without register, passport, clearance, manifest, or other official document, she was treated as a vessel not entitled to the protection of any flag, pronounced to have been engaged in the Slave Trade, and some trifling articles, sent for adjudication, condemned.

The "*Esperança*" was detained on the coast of Africa by Captain Buckle, of Her Majesty's steam-frigate "*Centaur*," with 687 slaves on board. This vessel was sailing under Brazilian colours, but had no papers. Her crew consisted of thirty persons, speaking the Portuguese language. Of the 687 unfortunate beings found on board this brig, 135 died in the short period of eleven days, on their passage to St. Helena, and 71 more previously to adjudication. The remaining 481 were condemned to Her Majesty.

I have, &c.

(Signed) W. WILDE,
Judge of the Vice-Admiralty Court.

Inclosure 1 in No. 148.

*Abstract of the case of the brigantine "Rival."*BRIGANTINE "*Rival*," nation unknown.

Master, Joaquim Netto.

Had a Brazilian ensign on board.

Crew, 30 persons (foreigners).

Detained on the 26th June, 1850, whilst at anchor off Cape Frio, on the south-east coast of America, by Herbert Schomberg, Esquire, Commander of Her Majesty's steam-sloop "*Cormorant*."

Had hatches with open gratings; spare plank fitted and laid down as a slave-deck; a boiler of an unusually large size, in addition to a large cooking apparatus; a large number of wooden spoons; an extraordinary quantity of farinha, beans, jerked beef, and water, beyond what was probably requisite for the use of the crew of the vessel as a merchant-vessel; and other slave equipments.

Was set on fire and destroyed by Commander Schomberg; the said brigantine being aground on a bar at the time of seizure.

A boat's davit, 3 tins, and 6 wooden spoons, were removed and brought to St. Helena, for adjudication.

Adjudicated on the 22nd August, 1850.

Vessel pronounced to have been liable to forfeiture at the time of seizure.

The boat's davit, tins, and wooden spoons, condemned, and ordered to be sold.

Burthen, not calculated.

Measurement.—Length 108 feet; breadth 25 feet; depth 16 feet 6 inches.

The following papers were found on board, viz. :—

1. List of persons, 17 in number, entered on board the schooner "*Rival*."
2. A letter to the boatswain, dated 12th June, 1850, to receive on board a person in the capacity of cabin boy.
3. A private letter to Joaquim Netto, sending him refreshments, &c.
4. A letter from Luiz N. Tomasini, dated Rio de Janeiro, 4th June, 1850, to Joaquim Netto, at Cape Frio, relative to sailors, rope, &c., for the schooner.
5. A letter from Luiz N. Tomasini, dated Rio de Janeiro, 25th May, 1850, sending sailors, &c.

6. A letter from Joze Elizario da Silva to Joaquim Netto, dated Cape Frio, 30th May, 1850, ordering him to proceed on his voyage without delay, he already knows where to.

The crew of this vessel endeavoured to prevent her being boarded, by throwing several pigs of iron ballast into the boat of Her Majesty's steam-sloop "Cormorant," by which the boat was sunk; and musket shots also were, at the same time, fired at the boat from the shore.

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 2 in No. 148.

Judgment in the case of the "Rival."

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Thursday the twenty-second day of August, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against a certain brigantine or vessel (nation unknown), called the "*Rival*," whereof Joaquim Netto was master, her tackle, apparel, and furniture, and the cargo laden therein, seized as liable to forfeiture, by Herbert Schomberg, Esquire, Commander of Her Majesty's steam-sloop "Cormorant."

In pain of parties cited not appearing, Knipe returned monition duly executed, and referred to the affidavits of John Carnegie, mate of, and belonging to, Her Majesty's steam-sloop "Cormorant," Thomas Saunders, able seaman of, and belonging to, Her Majesty's said steam-sloop, and Peter Christian Gernet, native of Russia, heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said petition read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said brigantine or vessel, "*Rival*" (not being justly entitled to claim the protection of the flag of any state or nation), to have been at the time of the seizure thereof, equipped for, and engaged in the Slave Trade, contrary to the provisions of the Act of the 3rd of Victoria, cap. 73, and as such, or otherwise, subject and liable to forfeiture, and condemned the boat's davit, three tins, and six wooden spoons of, and belonging to, the said brigantine or vessel, and brought to St. Helena, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly;

And further pronounced that the same should be publicly sold, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 3 in No. 148.

Abstract of the case of the brig "Esperança."

BRIG "*Esperança*;" nation unknown.

Master, Joaquim Marques.

Without papers.

Had a Brazilian ensign hoisted.

Crew, found on board, 30 persons.

Detained on the 2nd August, 1850, off the west coast of Africa, in latitude 4° 50' south, and longitude 13° 0' east, by Claude Henry Mason Buckle, Esq., Captain of Her Majesty's steam-frigate "Centaur."

Had on board 582 male and 105 female slaves, and was completely equipped for the Slave Trade.

Arrived at St. Helena on the 13th August, 1850, with 461 surviving male and 99 female negroes, under the charge of Lieutenant Pike, of Her Majesty's steam-frigate "Centaur."

Adjudicated on the 28th August, 1850.

Vessel condemned, and ordered to be broken up and sold.

The negroes alive at the time of adjudication (389 males and 92 females) condemned to Her Majesty.

Burthen, old British measurement, 205½ tons; new British measurement, 204½.

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 4 in No. 148.

Judgment in the case of the Esperança."

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Wednesday, the twenty-eighth day of August, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against a certain brig or vessel (nation unknown) called the "*Esperança*," whereof Joaquim Marques was master, her tackle, apparel, and furniture, and also

against five hundred and eighty-two male slaves, and one hundred and five female slaves, seized as liable to forfeiture, by Claude Henry Mason Buckle, Esquire, Captain of Her Majesty's steam-frigate "Centaur."

In pain of parties cited not appearing, Knipe returned monition duly executed, and referred to the affidavit of John William Pike, additional Lieutenant of and belonging to Her Majesty's steam-frigate "Centaur," heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavit read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said brig or vessel, "*Esperança*" (not being justly entitled to claim the protection of the flag of any state or nation), to have been at the time of the seizure thereof, equipped for and engaged in the Slave Trade, and employed in the illegal transport of negroes or others, for the purpose of consigning them to slavery, contrary to the provisions of the Act of the 3rd of Victoria, cap. 73, and as such or otherwise, subject and liable to forfeiture, and condemned the said brig or vessel, "*Esperança*," her tackle, apparel, and furniture, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly;

And further pronounced that the said brig or vessel (not having been taken into Her Majesty's service) should be broken up and be entirely demolished, and that the materials thereof should be publicly sold in separate parts, as in and by law in such case made and provided;

And also further pronounced the five hundred and eighty-two male slaves, and one hundred and five female slaves found on board of the said brig or vessel at the time of the seizure thereof, to have been by virtue of the statute or statutes in such case made and provided, or otherwise, subject and liable to forfeiture, and condemned the three hundred and eighty-nine male slaves, and ninety-two female slaves, part of the same, surviving at the time of adjudication, to the sole use of our Sovereign Lady the Queen, her heirs and successors, accordingly.

(Signed) JNO. N. FIRMIN, Registrar.

No. 149.

Her Majesty's Judge to Viscount Palmerston.—(Received November 16.)

My Lord,

St. Helena, September 12, 1850.

I HAVE the honour to transmit to your Lordship abstracts of the particulars of the cases of three schooners, respectively named the "*Conceição*," the "*Julia*," and the "*Malteza*," taken off the coast of Brazil by Lieutenant Bailey, of Her Majesty's steam-sloop "*Sharpshooter*," and adjudicated in the Vice-Admiralty Court of this colony; the "*Conceição*" and "*Julia*" on the 29th ultimo, and the "*Malteza*" on the 2nd instant, for being engaged in the Slave Trade.

The "*Malteza*" had been destroyed by the captor as unseaworthy. This vessel and the "*Conceição*" were Brazilian vessels belonging to Rio de Janeiro, equipped for the transport of slaves. The nation to which the "*Julia*" belonged is unknown, the master having quitted the vessel with the papers previously to her being boarded. This schooner, in addition to the usual equipment of vessels engaged in the Slave Trade, was armed with two large iron guns and twenty rifles, and large quantities of grape, cannister, and round-shot. The two whole vessels, with some portions of the one that had been destroyed, were respectively condemned to Her Majesty.

I have, &c.,

(Signed) W. WILDE,
Judge of the Vice-Admiralty Court.

Inclosure 1 in No. 149.

Abstract of the case of the schooner "Conceição."

BRAZILIAN schooner "*Conceição*."

Master, José Pinto Netto.

Owners, D. Maria Candido de Oliveira Barroso and Domingos Gomes Barroso.

Crew, by crew-list, 7 persons; found on board 8 persons.

Detained on the 20th June, 1850, off Cape Frio, on the south-east coast of America, by John Crawshaw Bailey, Esquire, Lieutenant commanding Her Majesty's steam-sloop "*Sharpshooter*."

Had large open hatches, an extraordinary number of water-casks, so arranged and placed with billets of wood as to form a platform, answering the purpose of a slave-desk, a large number of iron bars and shackles, an extraordinary large cooking apparatus, a larger quantity of water and jerked beef than was necessary for the use of the crew of the vessel as a merchant-vessel, and other slave equipments.

Arrived at St. Helena on the 13th August, 1850, under the charge of Mr. Tuson, midshipman of Her Majesty's steam-sloop "*Sharpshooter*."

Adjudicated on the 29th August, 1850.

Condemned, and ordered to be broken up and sold.

Burthen, by register, 106 tons; old British measurement, 81½ tons; new British measurement, 93½.

Had on board the following papers, viz.:—

1. A letter from the Administrator of Customs at Rio de Janeiro to the Administrator of Customs at Campos, inclosing manifest, dated 15th June, 1850.
2. Crew-list, dated Rio de Janeiro, 8th June, 1850.
3. Port-clearance, dated Rio de Janeiro, 14th June, 1850
4. Register, dated Rio de Janeiro, 17th August, 1837.
5. Custom-House certificate that the vessel had manifested and discharged her cargo from Campos, dated Rio de Janeiro, 12th June, 1850.
6. Passport for a voyage to Campos, dated Rio de Janeiro, 14th December, 1849; last endorsement dated 15th June, 1850, for a voyage to the same place.
7. Manifest, dated Rio de Janeiro, 15th June, 1850.

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 2 in No. 149.

Judgment in the case of the "Conceição."

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Thursday the twenty-ninth day of August, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against the Brazilian schooner or vessel called the "*Conceição*," whereof José Pinto Netto was master, her tackle, apparel, and furniture, and the cargo laden therein, seized as liable to forfeiture, by John Crawshaw Bailey, Esquire, Lieutenant commanding Her Majesty's steam-sloop "*Sharpshooter*."

In pain of parties cited not appearing, Knipe returned monition duly executed, and referred to the affidavits of James Tuson, midshipman of and belonging to Her Majesty's steam-sloop "*Sharpshooter*," and Peter Christian Gernet, native of Russia, heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavits read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said schooner or vessel, "*Conceição*," to have been at the time of seizure thereof, equipped for, and engaged in the African Slave Trade, in contravention of a Convention between His late Majesty King George the Fourth and the Emperor of Brazil, for the regulation and final abolition of the African Slave Trade, and contrary to the provisions of the Act of Parliament, passed in the ninth year of the reign of Her Majesty Queen Victoria, to carry the said Convention into effect, and as such or otherwise, subject and liable to forfeiture, and condemned the said schooner or vessel, "*Conceição*," her tackle, apparel, and furniture, and the cargo laden therein, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly;

And further pronounced that the said cargo should be sold, and that the said schooner or vessel (not having been taken into Her Majesty's service) should be broken up and be entirely demolished, and that the materials thereof should be publicly sold in separate parts, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 3 in No. 149.

Abstract of the case of the schooner "Julia."

SCHOONER "*Julia*," nation unknown.

Name of master, unknown.

Without papers or colours.

Crew, found on board, 8 persons (foreigners).

Detained on the 11th July, 1850, off the south-east coast of America, in latitude 21° 12' south, and longitude 40° 28' west, by John Crawshaw Bailey, Esquire, Lieutenant commanding Her Majesty's steam-sloop "*Sharpshooter*."

Previously to detention a boat was seen to leave the vessel, which the crew stated the master to have gone in, taking with him the ship's papers and colours.

Had hatches with open gratings, an extraordinary number of water-casks, so arranged and covered with sand as to form a platform for a second or slave-deck, a larger quantity of water, and a greater number of mess-tins than were requisite for the use of the crew of the vessel as a merchant vessel.

Was armed with 2 large iron guns mounted, and 20 rifles, and had a large quantity of grape and canister ammunition, ball cartridges, gunpowder, and round shot.

Arrived at St. Helena on the 13th August, 1850, under the charge of Mr. Campbell, midshipman of Her Majesty's steam-sloop "*Sharpshooter*."

Adjudicated on the 29th August, 1850.

Condemned, and ordered to be broken up and sold.

Burthen, old British measurement, 156½ tons; new British measurement, 138 tons.

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 4 in No. 149.

Judgment in the case of the "Julia."

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Thursday the twenty-ninth day of August in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against a certain schooner or vessel (nation unknown) called the "*Julia*," her tackle, apparel, and furniture, and the cargo laden therein, seized as liable to forfeiture, by John Crawshaw Bailey, Esquire, Lieutenant commanding Her Majesty's steam-sloop "*Sharpshooter*."

In pain of parties cited not appearing, Knipe returned monition duly executed, and referred to the affidavit of John Campbell, midshipman of and belonging to Her Majesty's steam-sloop "*Sharpshooter*," heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavit read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said schooner or vessel, "*Julia*" (not being justly entitled to claim the protection of the flag of any state or nation) to have been, at the time of the seizure thereof, equipped for, and engaged in the Slave Trade, contrary to the provisions of the Act of the 3rd of Victoria, cap. 73, and as such, or otherwise, subject and liable to forfeiture, and condemned the said schooner or vessel, "*Julia*," her tackle, apparel, and furniture, and the cargo laden therein, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly;

And further pronounced that the said cargo should be sold, and that the said schooner or vessel (not having been taken into Her Majesty's service) should be broken up and be entirely demolished, and that the materials thereof should be publicly sold in separate parts, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 5 in No. 149.

Abstract of the case of the schooner "Malteza."

BRAZILIAN schooner "*Malteza*."

Master, Antonio Joaquim d'Azevedo.

Owner, Maria Francisca de Monte Belle.

Crew, found on board, 9 persons.

Detained on the 18th June, 1850, off the south-east coast of America, in latitude 23° 03' south, and longitude 42° 50' west, by John Crawshaw Bailey, Esquire, Lieutenant commanding Her Majesty's steam-sloop "*Sharpshooter*."

Had a large hatch, with open gratings, carlines fitted to the sides, about 4 feet from the upper deck, for laying a second or slave-deck, 2 boilers of an unusually large size, fixed to a large cooking apparatus, an extraordinary quantity of water in casks, farinha, beans, salted fish, and jerked beef, beyond what was probably requisite for the use of the crew of the vessel as a merchant-vessel, and other slave equipments.

Was surveyed by order of Lieutenant Bailey, and being found in a defective and decayed state, was set on fire and totally destroyed.

The lid of a boiler, a Brazilian ensign, a Portuguese ensign, part of the galley, and the figure-head of the vessel, were removed, and brought to St. Helena for adjudication.

Adjudicated on the 2nd September, 1850.

Vessel pronounced to have been liable to forfeiture at the time of seizure.

The lid of the boiler and other articles brought to St. Helena, condemned and ordered to be sold.

Burthen, by register, 83 tons.

Admeasurement.—Length, 80 feet; depth, 10 feet; breadth, 20 feet.

Had on board the following papers, viz. :—

1. Passport for a voyage to Cape Frio, dated Rio de Janeiro, 15th June, 1850.
2. Port-clearance, dated 15th June, 1850.
3. Custom-house permit, dated 15th June, 1850, to embark casks and flour.
4. Register, dated Rio de Janeiro, 16th March, 1838.
5. Letter from the Administrator of Customs at Rio de Janeiro, dated 15th June, 1850, to the Administrator of Customs at Cape Frio, enclosing manifest.
6. Manifest, dated 15th June, 1850.
7. A private letter inclosing an account current.
8. The account current.

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 6 in No. 149.

Judgment in the case of the "Malteza."

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Monday the second day of September, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against the Brazilian schooner or vessel called the "*Malteza*," whereof Antonio Joaquim d'Azevedo was master, her tackle, apparel, and furniture, and the cargo laden therein, seized as liable to forfeiture by John Crawshaw Bailey, Esquire, Lieutenant commanding Her Majesty's steam-sloop "*Sharpshooter*."

In pain of parties cited not appearing, Knipe returned monition duly executed, and referred to the affidavits of William White, captain of the maintop of and belonging to Her Majesty's steam-sloop "*Sharpshooter*," James Tuson, midshipman of and belonging to Her Majesty's said sloop, and Peter Christian Gernet, native of Russia, heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavits read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said schooner or vessel, "*Malteza*," to have been at the time of the seizure thereof, equipped for, and engaged in the African Slave Trade, in contravention of a Convention between His late Majesty King George the Fourth and the Emperor of Brazil, for the regulation and final abolition of the African Slave Trade, and contrary to the provisions of the Act of Parliament, passed in the ninth year of the reign of Her Majesty Queen Victoria, to carry the said Convention into effect, and as such, or otherwise, subject and liable to forfeiture, and condemned the figure-head, lid of a boiler, a Brazilian ensign, a Portuguese ensign, and part of the galley of and belonging to the said schooner or vessel, and brought to St. Helena, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly;

And further pronounced that the same should be publicly sold, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, Registrar.

No. 150.

Her Majesty's Judge to Viscount Palmerston.—(Received November 18.)

My Lord,

St. Helena, September 23, 1850.

I HAVE the honour to transmit to your Lordship abstracts of the particulars of the cases of two vessels, named the "*Astro*" and "*Anna*," adjudicated in the Vice-Admiralty Court of this colony, the former on the 5th, and the latter on the 9th instant, for being engaged in the Slave Trade.

In my despatch to your Lordship of the 28th ultimo, I had the honour to inclose the particulars of the cases of three vessels detained in the Paranagua River, on the coast of Brazil, by Commander Schomberg, of Her Majesty's steam-sloop "*Cormorant*." The "*Astro*" was seen at the same time landing goods at some storehouses which are used for the purpose of the equipment of vessels engaged in the Slave Trade, but the boats of the "*Cormorant*" were so much occupied by the examination and detention of the three vessels seized on that occasion, that Commander Schomberg was obliged to postpone the examination of the "*Astro*" till the following morning, when, on proceeding at daylight to visit the vessel, he found that she had been sunk during the night, the masts only being visible above water. Under these circumstances he measured the distance between the masts for the purpose of ascertaining her dimensions, removed one of the cross-trees and a fid, which he sent to St. Helena for adjudication, and destroyed the vessel. I thought that the transactions of the previous day, coupled with the sinking of the vessel, and the circumstance of the other three being all of them equipped for the Slave Trade, left no doubt of the illegal employment of the "*Astro*;" and as I considered the seizure of the other vessels and the seizure of the "*Astro*" to be one operation, interrupted only by night, I decreed condemnation of the cross-tree and fid.

The "*Anna*" was a Brazilian brig belonging to Victoria, in the Province of Espirito Santo, seized on the 14th August, after a seventeen-hours' chase, on the coast of Africa, by Commander Quin, of Her Majesty's sloop "*Waterwitch*," with the usual equipment of vessels engaged in the transport of slaves, and a crew of twenty-one persons on board. During the chase several heavy articles were observed to be thrown from the brig, and large guns were fired at the boats of the "*Waterwitch*," which had been sent in pursuit while the wind was light. This vessel was condemned, and ordered to be broken up and sold in separate parts.

I have, &c.

(Signed) W. WILDE,
Judge of the Vice-Admiralty Court.

Inclosure 1 in No. 150.

Abstract of the case of the brigantine "Astro."

BRIGANTINE "*Astro*," nation unknown.

Name of master, unknown.

Was seen, with three other vessels, on the 29th June 1850, by Commander Schomberg, of Her Majesty's steam-sloop "*Cormorant*," off the Island of Cotinga, in the Paranagua River, at anchor, close to and communicating with large store-houses for fitting out vessels for the Slave Trade.

The other 3 vessels were seized by Commander Schomberg on that day, and found to be equipped for, and have since been condemned as vessels engaged in, the Slave Trade.

The examination of this vessel was postponed till the following morning, when she was found to have been sunk during the night; the masts only being visible above water. Commander Schomberg removed a cross-tree and fid, and destroyed the vessel.

The masters of the other vessels informed Commander Schomberg, that the said brigantine was named the "*Astro*," and that she was fully equipped for the Slave Trade.

Adjudicated on the 5th September, 1850.

The vessel pronounced to have been engaged in the Slave Trade, and liable to forfeiture, on the 29th June, 1850.

The cross-tree and fid seized on the 30th June, condemned, and ordered to be sold.

Burthen, not known.

Measurement, ascertained as nearly as possible, by taking the distance between the masts, length, 105 feet; breadth, 25 feet; depth, about 16 feet.

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 2 in No. 150.

Judgment in the case of the "Astro."

In the Vice-Admiralty Court of Saint Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Thursday the fifth day of September, in the year of our Lord one thousand eight and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed.

Our Sovereign Lady the Queen against a certain brigantine or vessel, nation unknown, called the "*Astro*," and against a cross-tree and fid, of, and belonging thereto, seized as liable to forfeiture by Herbert Schomberg, Esquire, Commander of Her Majesty's steam-sloop "*Cormorant*."

In pain of parties cited not appearing, Knipe returned monition, duly executed, and referred to the affidavit of John Carnegie, mate of, and belonging to, Her Majesty's steam-sloop "*Cormorant*," heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavit read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said brigantine or vessel, "*Astro*" (not being justly entitled to claim the protection of the flag of any state or nation), to have been, on the twenty-ninth day of June last past, equipped for, and engaged in, the Slave Trade, contrary to the provisions of the 3rd of Victoria, cap. 73, and as such, or otherwise, subject and liable to forfeiture, and condemned the cross-tree and fid, of, and belonging to, the said brigantine or vessel, seized on the 30th day of the said month of June, and brought to St. Helena, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly;

And further pronounced that the same should be publicly sold, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 3 in No. 150.

Abstract of the case of the brig "Anna."

BRAZILIAN brig "*Anna*."

Master, Marcellino Jozé de Santa Anna.

Owner, Francisco Gonsalves Lages.

Crew, by crew-list, 19 persons, including master; found on board, 21 persons.

Detained on the 14th August, 1850, off the west coast of Africa, in latitude 11° 57' south, and longitude 11° 41' east, by Richard Robert Quin, Esquire, Commander of Her Majesty's sloop "*Waterwitch*."

Had hatches with open gratings, divisions or bulkheads in the hold more numerous than necessary for a vessel engaged in lawful trade, spare plank fitted and laid down as a slave-deck, 2 boilers of an unusually large size, an extraordinary quantity of rice, farinha, beans, and jerked beef, beyond what was probably requisite for the use of the crew of the vessel as a merchant vessel, and other slave equipments.

Arrived at St. Helena on the 24th August, 1850, under the charge of Lieutenant Grylls, of Her Majesty's sloop "*Waterwitch*."

Adjudicated on the 9th September, 1850.

Condemned, and ordered to be broken up and sold.

Burthen, by papers, 285 tons; old British measurement, 274½ tons; new British measurement, 249½ tons.

Had on board the following papers, viz.:

1. Manifest of cargo for a voyage to Africa by way of the Azores, dated Victoria, 28th June, 1850.
2. Receipt for Hospital Dues, dated Victoria, 28th June, 1850.
3. Certificate of clearance, dated Victoria, 28th June, 1850.
4. Register, dated Victoria, 27th June, 1850.
5. Crew-list, dated Victoria, 28th June, 1850.
6. An order from the President of the Province of Espirito Santo to permit the vessel to proceed on her voyage to Africa, dated Victoria, 28th June, 1850.
7. Passport, dated Victoria, 28th June, 1850, for a voyage to Africa.

During the chase of Her Majesty's sloop "Waterwitch" after this vessel, large guns were fired from her at the boats of the "Waterwitch" which were sent in pursuit.

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 4 in No. 150.

Judgment in the case of the "Anna."

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Monday the ninth day of September, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against the Brazilian brig or vessel called the "*Anna*," whereof Marcellino José de Santa Anna was master, her tackle, apparel, and furniture, and the cargo laden therein, seized as liable to forfeiture by Richard Robert Quin, Esquire, Commander of Her Majesty's sloop "Waterwitch."

In pain of parties cited not appearing, Gideon returned monition duly executed, and referred to the affidavit of Charles Gerveys Grylls, a Lieutenant of, and belonging to Her Majesty's sloop "Waterwitch," and Peter Christian Gernet, native of Russia, heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavits read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said brig or vessel, "*Anna*," to have been, at the time of the seizure thereof, equipped for, and engaged in the African Slave Trade, in contravention of a Convention between His late Majesty King George the Fourth and the Emperor of Brazil, for the regulation and final abolition of the African Slave Trade, and contrary to the provisions of the Act of Parliament passed in the ninth year of the reign of Her Majesty Queen Victoria to carry the said Convention into effect, and as such, or otherwise, subject and liable to forfeiture, and condemned the said brig or vessel, "*Anna*," her tackle, apparel, and furniture, and the cargo laden therein, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly;

And further pronounced that the said cargo should be sold, and that the said brig or vessel (not having been taken into Her Majesty's service) should be broken up and be entirely demolished, and that the materials thereof should be publicly sold in separate parts, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, *Registrar*.

No. 151.

Her Majesty's Judge to Viscount Palmerston.—(Received November 18.)

My Lord,

St. Helena, September 26, 1850.

I HAVE the honour to transmit to your Lordship, an abstract of the particulars of the case of a brigantine, named the "*Polka*," taken in the River Macahé, by Lieutenant Bailey, in command of Her Majesty's steam-sloop "Sharpshooter," and condemned in the Vice-Admiralty Court of this colony, on the 16th instant, for being engaged in the Slave Trade.

I have, &c.

(Signed) W. WILDE,
Judge of the Vice-Admiralty Court.

Inclosure 1 in No. 151.

Abstract of the case of the brigantine "Polka."

BRIGANTINE "*Polka*;" nation unknown.

Name of master, unknown.

Without papers.

Had a Brazilian ensign on board.

Crew, 10 persons (foreigners).

Detained on the 23rd June, 1850, whilst at anchor in the River of Macahé, on the south-east coast of America, by John Crawshaw Bailey, Esquire, lieutenant commanding Her Majesty's steam-sloop "*Sharpshooter*."

Had large hatchways with notches cut in the combings for the purpose of fitting gratings or open hatches, spare plank fitted and laid down as a slave-deck; and a large number of tubs and mess-kids, a considerably larger cooking apparatus, and a larger quantity of matting than were requisite for the use of the crew of the vessel as a merchant-vessel.

Arrived at St. Helena on the 28th August, 1850, under the charge of Mr. Milne, master's assistant of Her Majesty's steam-sloop "*Sharpshooter*."

Adjudicated on the 16th September, 1850.

Condemned, and ordered to be broken up and sold.

Burthen, old British measurement, 132 tons; new British measurement, 91 tons.

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 2 in No. 151.

Judgment in the case of the "Polka."

In the Vice-Admiralty Court of St. Helena.

AT A Court holden at James Town, in the Island of St. Helena, on Monday the sixteenth day of September, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court at St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against a certain brigantine or vessel, nation unknown, called the "*Polka*," her tackle, apparel, and furniture, and the cargo laden therein, seized as liable to forfeiture, by John Crawshaw Bailey, Esquire, Lieutenant commanding Her Majesty's steam-sloop "*Sharpshooter*."

In pain of parties cited not appearing, Knipe returned monition duly executed, and referred to the affidavit of Thomas Elms Milnes, master's assistant of and belonging to Her Majesty's steam-sloop "*Sharpshooter*," heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavit read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said brigantine or vessel, "*Polka*" (not being justly entitled to claim the protection of the flag of any state or nation), to have been at the time of the seizure thereof equipped for, and engaged in the Slave Trade, contrary to the provisions of the Act of the 3rd of Victoria, cap. 73, and as such or otherwise, subject and liable to forfeiture, and condemned the said brigantine or vessel "*Polka*," her tackle, apparel, and furniture, and the cargo laden therein, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly;

And further pronounced that the said cargo should be sold, and that the said brigantine or vessel (not having been taken into Her Majesty's service) should be broken up and entirely demolished, and that the materials thereof should be publicly sold in separate parts, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, *Registrar*.

No. 152.

Her Majesty's Judge to Viscount Palmerston.—(Received December 3.)

My Lord,

St. Helena, October 14, 1850.

I HAVE the honour to transmit to your Lordship, abstracts of the particulars of the cases of two vessels seized by Commander Falcon, of Her Majesty's sloop "*Wolverene*," on the west coast of Africa, for being engaged in the Slave Trade, and adjudicated in the Vice-Admiralty Court of this colony on the 7th instant.

The one was a Brazilian schooner, named the "*Flor de Camamu*," belonging to Bahia, and ostensibly bound to Maranhão, but being found on the coast of Africa, with a slave-deck laid, and all the usual equipment of vessels employed in the transport of slaves, was condemned to Her Majesty.

The other was a felucca-rigged vessel, manned by a crew speaking the Portuguese language, but neither the name nor nation to which she belonged is known. A Brazilian ensign was found on board, but no papers. This vessel had been destroyed by Commander Falcon, in consequence of being found by a

survey of his officers, to be unseaworthy; a part of the stem and a shackle and bolt only being sent for adjudication.

Having hatches with open gratings, a large number of shackles and bolts, and being otherwise equipped for the transport of slaves, she was pronounced to have been engaged in that unlawful employment, and the part of the stem, and shackle, and bolt, condemned.

I have, &c.
(Signed) W. WILDE,
Judge of the Vice-Admiralty Court.

Inclosure 1 in No. 152.

Abstract of the case of the schooner "Flor de Camamu."

BRAZILIAN schooner "*Flor de Camamu*."

Master, Henrique Vieira da Silva.

Owner, João Baptista Correia.

Crew by crew-list, 9 persons, including master, found on board, 18 persons.

Detained on the 15th August, 1850, off the west coast of Africa, in latitude 5° 48' north, and longitude 2° 34' east, by Maxwell Falcon, Esquire, Commander of Her Majesty's sloop "*Wolverene*."

Had notches cut in the combings of the hatchways, for the purpose of fitting grating or open hatches; 2 scuttles with iron gratings on the upper-deck; spare plank fitted and laid down as a slave-deck; two boilers of an unusually large size; an extraordinary quantity of farinha, beans, jerked beef, and water, beyond what was probably requisite for the use of the crew of the vessel as a merchant-vessel, and other slave equipments.

Arrived at St. Helena, on the 19th September, 1850, under the charge of Lieutenant Christian, of Her Majesty's sloop "*Wolverene*."

Adjudicated on the 7th October, 1850.

Condemned, and ordered to be broken up and sold.

Burthen, by papers, 145 tons; old British measurement, 141 $\frac{3}{4}$ tons; new British measurement, 118 tons.

Had on board the following papers, viz.;

1. Passport, dated Bahia, 9th March, 1849.
2. Register, dated Bahia, 5th March, 1849.
3. An order, dated Bahia, 1st July, 1850, to allow the vessel to proceed on her voyage to Maranhão.
4. A Letter, dated 1st July, 1850, from the Administrator of Customs at Bahia, to the Inspector of Customs at Maranhão, enclosing manifest.
5. Manifest, dated Bahia, 1st July, 1850.
6. Post-office certificate, dated Bahia, 3rd July, 1850, that the vessel had no mail on board.
7. Crew-list, dated Bahia, 17th June, 1850.
8. Port-clearance, dated Bahia, 4th July, 1850.

(Signed)

JNO. N. FIRMIN, *Registrar.*

Inclosure 2 in No. 152.

Judgment in the case of the "Flor de Camamu."

In the Vice-Admiralty Court of Saint Helena.

AT a Court holden at James Town, in the Island of Saint Helena, on Monday the seventh day of October, in the year of our Lord one thousand eight-hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of Saint Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against the Brazilian schooner or vessel called the "*Flor de Camamu*," whereof Henrique Vieira da Silva was master, her tackle, apparel, and furniture, and the cargo laden therein, seized as liable to forfeiture by Maxwell Falcon, Esquire, Commander of Her Majesty's sloop "*Wolverene*."

In pain of parties cited not appearing, Knipe returned monition duly executed, and referred to the affidavits of Henry Christian, Second Lieutenant of and belonging to Her Majesty's sloop "*Wolverene*," and Peter Christian Gernet, native of Russia, heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavits read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said schooner or vessel, "*Flor de Camamu*," to have been at the time of the seizure thereof, equipped for and engaged in the African Slave Trade, in contravention of a Convention between His late Majesty King George the Fourth, and the Emperor of Brazil, for the regulation and final abolition of the African Slave Trade, and contrary to the provisions of the Act of Parliament, passed in the ninth year of the reign of Her Majesty Queen Victoria, to carry the said Convention into effect; and as such or otherwise, subject

and liable to forfeiture, and condemned the said schooner or vessel, "*Flor de Camamu*," her tackle, apparel, and furniture, and the cargo laden therein, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly;

And further pronounced that the said cargo should be sold, and that the said schooner or vessel (not having been taken into Her Majesty's service), should be broken up and be entirely demolished, and that the materials thereof should be publicly sold, in separate parts, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 3 in No. 152.

Abstract of the case of a Felucca, name unknown.

FELUCCA; name and nation unknown.

Master, Alexior Garcia.

Crew, 9 persons (foreigners).

Had a Brazilian ensign on board.

Without papers.

Detained on the 8th July, 1850, off the west coast of Africa, in latitude 5° 42' north, and longitude 4° 10' east, by Maxwell Falcon, Esquire, Commander of Her Majesty's sloop "*Wolverene*."

Had hatches with open gratings, a large number of shackles and bolts, a large cooking apparatus with a large boiler affixed thereto, an extraordinary quantity of farinha, beans, jerked beef, and water, beyond what was probably requisite for the use of the crew of the vessel as a merchant-vessel, and other slave equipments.

Was surveyed by order of Commander Falcon, and being altogether unseaworthy and unfit to proceed to any port for adjudication, was set on fire and totally destroyed.

A part of the stem of the vessel, and one of the iron shackles and bolts, were removed and brought to St. Helena for adjudication.

Adjudicated on the 7th October, 1850.

Vessel pronounced to have been liable to forfeiture at the time of seizure.

The part of the stem, and the iron shackle and bolt, condemned, and ordered to be sold.

Burthen, not calculated.

Measurement.—Length, 52 feet, breadth, 14 feet, depth of hold, 10 feet.

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 4 in No. 152.

Judgment in the case of a Felucca, name unknown.

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Monday the seventh day of October, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against a certain felucca or vessel, name and nation unknown, and part of the stem and an iron bolt and shackle of and belonging thereunto, seized as liable to forfeiture by Maxwell Falcon, Esquire, Commander of Her Majesty's sloop "*Wolverene*."

In pain of parties cited not appearing, Knipe returned monition duly executed, and referred to the affidavit of Henry Christian, Second Lieutenant of and belonging to Her Majesty's sloop "*Wolverene*," heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavit read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said felucca or vessel, name unknown (not being justly entitled to claim the protection of the flag of any state or nation), to have been at the time of the seizure thereof equipped for, and engaged in the Slave Trade, contrary to the provisions of the Act of the third of Victoria, cap. 73, and as such, or otherwise, subject and liable to forfeiture, and condemned part of the stem and an iron bolt and shackle, of and belonging to the said felucca or vessel, and brought to St. Helena, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly;

And further pronounced that the same should be publicly sold, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, *Registrar*.

No. 153.

Her Majesty's Judge to Viscount Palmerston.—(Received December 3.)

My Lord,

St. Helena, October 21, 1850.

I HAVE the honour to transmit to your Lordship, abstracts of the particulars of the cases of two vessels condemned in the Vice-Admiralty Court of this colony on the 10th instant, for being engaged in the Slave Trade.

The one was an unknown brig seized in Lagos Roads, by Commander Foote, of Her Majesty's sloop "Prometheus." This vessel was equipped for the transport of slaves, and according to information obtained from two of the crew, had 400 on board when the "Prometheus" appeared in sight, who were landed previously to the arrival of the boats of that vessel alongside. Her crew consisted of thirty-six persons, speaking the Portuguese language. Her colours were Brazilian, but no papers were found.

The other was a schooner supposed to be the "*Feiticeira*," discovered by Lieutenant Dalton (when in command of Her Majesty's steam-vessel "Harpy," a tender to Her Majesty's ship "Southampton") in the Guarapari River, on the coast of Brazil. The crew of this schooner were observed to quit the vessel, on the approach of Lieutenant Dalton, who found her equipment for the transport of slaves almost completed, as she had hatches with open gratings, divisions in the hold, a slave-deck laid, and an extraordinary quantity of water-casks, with the colours of four different nations on board. These circumstances being reported by Lieutenant Dalton to Captain Corry of the "Southampton," that officer seized the vessel as being engaged in the Slave Trade, and sent her to St. Helena for adjudication.

I have, &c.
(Signed) W. WILDE,
Judge of the Vice-Admiralty Court.

Inclosure 1 in No. 153.

Abstract of the case of a Brig, name unknown.

BRIG, name and nation unknown.

Master, unknown.

Hoisted Brazilian colours.

Without papers.

Crew, found on board, 37 persons, all foreigners.

Detained on the 22nd August, 1850, near Lagos, on the west coast of Africa, by Henry Richard Foote, Esquire, Commander of Her Majesty's steam-sloop "Prometheus."

Had an extraordinary quantity of water and water-casks, more than sufficient for the use of the crew of the vessel as a merchant-vessel, a large quantity of farinha, maize, and other articles of provision, mats, boilers, and cooking places, larger than required for the use of a merchant-vessel engaged in lawful traffic, and other slave equipments.

Arrived at St. Helena on the 22nd September, 1850, under the charge of Mr. Kemp, master's assistant of the "Prometheus."

Adjudicated on the 10th October, 1850.

Condemned and ordered to be broken up and sold.

Burthen, old British measurement, 247 tons; new British measurement, 228 tons.

On the passage to St. Helena 2 of the crew informed the prize officer that when Her Majesty's steam-sloop "Prometheus" was first seen from the brig, there were 400 slaves on board, who were landed before the "Prometheus" boats arrived alongside.

(Signed) JNO. N. FIRMIN, *Registrar.*

Inclasure 2 in No. 153.

Judgment in the case of a Brig, name unknown.

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Thursday the tenth day of October, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against a certain brig or vessel, name and nation unknown, her tackle, apparel, and furniture, and the cargo laden therein, seized as liable to forfeiture by Henry Richard Foote, Esquire, Commander of Her Majesty's steam-sloop "Prometheus."

In pain of parties cited not appearing, Baker returned monition duly executed, and referred to the affidavits of Elijah John Kemp, master's assistant of, and belonging to, Her Majesty's steam-sloop "Prometheus," and Henry Cave, able seamen of, and belonging to, Her Majesty's said sloop, heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavits read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said brig or vessel, name unknown, (not being justly entitled to claim the protection of the flag of any state-or nation), to have been, at the time of the seizure thereof, equipped for, and engaged in, the Slave Trade, contrary to the

provisions of the Act of the 3rd of Victoria, cap. 73, and as such, or otherwise, subject and liable to forfeiture, and condemned the said brig or vessel, her tackle, apparel, and furniture, and the cargo laden therein, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly;

And further pronounced that the said cargo should be sold, and that the said brig or vessel (not having been taken into Her Majesty's service) should be broken up and be entirely demolished, and that the materials thereof should be publicly sold in separate parts, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, *Registrar.*

Inclosure 3 in No. 153.

Abstract of the case of a schooner, supposed "Feiticeira."

SCHOONER, supposed to be the "*Feiticeira*."

Nation unknown.

Name of master, unknown.

Had on board a Brazilian ensign and pendant, a Portuguese ensign, a Spanish ensign, and an American ensign.

Detained at anchor close in under land in the River Guarapari, on the south-east coast of America, by Nicholas Cory, Esquire, Captain of Her Majesty's ship "Southampton."

Was abandoned by her crew on the approach of the boats of Her Majesty's ship.

Had hatch with open gratings, divisions or bulkhead in the hold more numerous than necessary for a vessel engaged in lawful traffic: spare plank fitted and laid down as a slave-deck; a larger quantity of water in casks than was requisite for the use of the crew of the vessel, as a merchant vessel; an extraordinary large cooking apparatus; and other slave equipments.

Arrived at Saint Helena, on the 23rd of September, 1850, under the charge of Mr. Davies, midshipman of Her Majesty's ship "Southampton."

Adjudicated on the 10th October, 1850.

Condemned, and ordered to be broken up and sold.

Burthen, old British measurement, 103 $\frac{3}{4}$ tons; new British measurement, 88 $\frac{1}{2}$ tons.

The following were the only papers found on board.

- 1 and 2. Two letters to the boatswain of the schooner "*Feiticeira*," dated Victoria, July, 1850, requesting the respective bearers to be embarked as sailors.
3. Passport given to Ignacio Jozé, a sailor, by the Portuguese Consul at Pernambuco, dated 29th April, 1850.

(Signed) JNO. N. FIRMIN, *Registrar.*

Inclosure 4 in No. 153.

Judgment in the case of the supposed "Feiticeira."

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Thursday the tenth day of October, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against a certain schooner or vessel, nation unknown, supposed to be called the "*Feiticeira*," her tackle, apparel, and furniture, and the cargo laden therein, seized as liable to forfeiture by Nicholas Cory, Esquire, Captain of Her Majesty's ship "Southampton."

In pain of parties cited not appearing, Knipe returned monition duly executed, and referred to the affidavits of Henry Davies, midshipman of, and belonging to, Her Majesty's steam-vessel "Harpy," Peter Christian Gernet, native of Russia, and George Stanbury, first class petty officer, of, and belonging to, Her Majesty's ship "Southampton," heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavits read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said schooner or vessel, supposed to be called the "*Feiticeira*" (not being justly entitled to claim the protection of the flag of any state or nation), to have been at the time of the seizure thereof, equipped for, and engaged in, the Slave Trade, contrary to the provisions of the Act of the 3rd of Victoria, cap. 73, and as such or otherwise, subject and liable to forfeiture, and condemned the said schooner or vessel, her tackle, apparel, and furniture, and the cargo laden therein, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly;

And further pronounced that the said cargo should be sold, and that the said schooner or vessel (not having been taken into Her Majesty's service), should be broken up and be entirely demolished, and that the materials thereof should be publicly sold in separate parts, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, *Registrar.*

No. 154.

Her Majesty's Judge to Viscount Palmerston.—(Received February 17, 1851.)

My Lord,

St. Helena, December 26, 1850.

I HAVE the honour to forward to your Lordship an abstract of the particulars of the case of a brigantine of only 135 tons burthen, taken off the coast of Africa, with the large number of 609 slaves on board, by Captain the Honourable George Fowler Hastings, of Her Majesty's steam-frigate "Cyclops," and condemned in the Vice-Admiralty Court of this colony on the 17th instant.

The name of the vessel is unknown. She was manned by a crew consisting entirely of foreigners, and was sailing under Brazilian colours, but having no papers on board, was treated as a vessel not entitled to the protection of any flag; 237 of the negroes were removed to the "Cyclops," and, with the exception of 1 who died on the passage, brought in that frigate to St. Helena. The remainder, with the loss of 2 only, were brought in the brigantine; 9 others died prior to adjudication. The survivors, 597 in number, were condemned to Her Majesty.

I have, &c.

(Signed) W. WILDE,
Judge of the Vice-Admiralty Court.

Inclosure 1 in No. 154.

Abstract of the case of a Brigantine, name unknown.

BRIGANTINE, name and nation unknown.

Displayed a Brazilian ensign.

Without papers.

Crew, 16 persons (all foreigners).

Detained on the 20th November, 1850, off the west coast of Africa, in latitude 8° 12' south, and longitude 12° 47' east, by the Honourable George Fowler Hastings, Captain of Her Majesty's steam-frigate "Cyclops."

Had on board 514 male and 95 female negroes, and was completely equipped for the Slave Trade.

237 male negroes were removed to Her Majesty's steam-frigate, of whom 236 arrived in her at St. Helena on the 30th November, 1850, and one died.

The brigantine arrived at St. Helena on the 2nd December, 1850, under the charge of Lieutenant Hodgkinson, of Her Majesty's steam-frigate "Cyclops," with the remaining 275 male and 95 female negroes, two males having died on the passage.

Adjudicated on the 17th December, 1850.

Vessel condemned, not being justly entitled to claim the protection of the flag of any state or nation, and ordered to be broken up and sold.

The negroes alive on the day of adjudication (503 males and 94 females), condemned to Her Majesty.

Burthen, old British measurement, 107½ tons; new British measurement, 135 tons.

(Signed) JNO. N. FIRMIN, *Registrar.*

Inclosure 2 in No. 154.

Judgment in the case of a Brigantine, name unknown.

In the Vice-Admiralty Court of Saint Helena.

AT A Court holden at James Town, in the Island of Saint Helena, on Tuesday the seventeenth day of December, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice Admiralty Court of Saint Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against a certain brigantine or vessel, name and nation unknown, her tackle, apparel, and furniture, and also against five hundred and fourteen male slaves, and ninety-five female slaves, seized, as liable to forfeiture, by the Honourable George Fowler Hastings, Captain of Her Majesty's steam-frigate "Cyclops."

In pain of parties cited not appearing, Knipe returned monition duly executed, and referred to the affidavits of the Honourable George Fowler Hastings, Captain of Her Majesty's steam-frigate "Cyclops," and Austin Bissell Hodgkinson, Second Lieutenant of and belonging to Her Majesty's said steam-frigate, heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavits read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said brigantine or vessel, name unknown (not being justly entitled to claim the protection of the flag of any state or nation), to have been at the time of the seizure thereof, equipped for, and engaged in the Slave Trade, and employed in the illegal transport of negroes or others, for the purpose of consigning them to slavery, contrary to the provisions of the Act of the 3rd Victoria, cap. 73, and as such, or otherwise, subject and liable to forfeiture, and condemned the said brigantine or vessel, her tackle, apparel, and furniture, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly :

And further pronounced that the said brigantine or vessel (not having been taken into Her Majesty's service), should be broken up and be entirely demolished, and that the materials thereof should be publicly sold in separate parts, as in and by law in such case made and provided ;

And also further pronounced the five hundred and fourteen male slaves, and ninety-five female slaves, found on board of the said brigantine or vessel, at the time of the seizure thereof, to have been by virtue of the statute or statutes in such case made and provided, or otherwise, subject and liable to forfeiture, and condemned the five hundred and three male slaves, and ninety-four female slaves, part of the same, surviving at the time of adjudication, to the sole use of our Sovereign Lady the Queen, her heirs and successors, accordingly.

(Signed)

JNO. N. FIRMIN, *Registrar.*

No. 155.

The Secretary to the Admiralty to Lord Stanley of Alderley.

My Lord,

Admiralty, March 19, 1851.

I AM commanded by my Lords Commissioners of the Admiralty to send you herewith, for the information of Viscount Palmerston, the copy of a return of vessels captured on suspicion of being engaged in the Slave Trade, and adjudicated by the Vice-Admiralty Court of St. Helena, during the half-year ending the 31st December, 1850.

I have, &c.

(Signed)

J. PARKER.

Inclosure in No. 155.
RETURN of VESSELS captured on suspicion of being engaged in the Slave Trade, and adjudicated by the Vice-Admiralty Court of St. Helena, from the 1st of July to the 31st December, 1850, inclusive.

Name of Vessel.	Class.	Flag.	Name of Master.	Date of Seizure.	Where captured.	Property seized.	Seizor.	Date of Sentence.	Number of Slaves.				Tonnage.		Decretal part of Sentence, whether Forfeiture or Restitution.	Statute under which Sentence was passed, or Provisions instituted.	Whether Property condemned has been sold or converted, and whether any part remains unsold, and in whose hands the proceeds remain.	Remarks.
									Captured.	Died before Adjudication.	Total number taken on board.	Foreign, as appearing to Papers.	Old Measurement.	English. New Measurement.				
Nova Andorinha	Schooner	Brazilian	Imocencio José de Guimaraes	1850 May 9	Lat. Long. 4° 33' N. 4° 23' E.	Vessel and cargo	Commander Beauchamp, H. M. steam-sloop Hecla	1850 July 1	None	None	None	137	176½	156	Forfeiture	8 & 9 Vic. c. 122.	Vessel broken up and demolished; materials and stores sold by public auction; net proceeds paid into the Commissariat chest.	
Unknown	Ditto	None	José de Souza	May 31	11° 04' S. 13° 02' E.	Ditto	Commander Patey, H. M. sloop Flying Fish	July 8	182	8	147	No papers	Not calculated	169½	Ditto	2 & 3 Vic. c. 73.	Vessel destroyed by captor; portions brought to St. Helena and condemned; sold by public auction; proceeds not sufficient to pay expenses.	Measurement.—Length, 50 feet; breadth, 14 feet; depth, 7 feet.
Sociedade	Brig	None	Unknown	June 17	Off Ambriz, west coast of Africa	Ditto	The Honourable Captain Hastings, H. M. steam-frigate Cyclops	July 15	None	None	None	Ditto	164	169½	Ditto	Ditto	Vessel broken up and demolished; materials and stores sold by public auction; net proceeds paid into Commissariat chest.	
Bom Destino	Ditto	Brazilian	Feliz Jorge Duran, Jun.	June 2	Off Lagos, west coast of Africa	Ditto	Commander Wrenchhouse, H. M. steam-sloop Phoenix	Ditto	None	None	None	137	234½	235	Ditto	8 & 9 Vic. c. 122.	Vessel destroyed by captor; portions brought to St. Helena and condemned by public auction; proceeds not sufficient to pay expenses.	
Dois Amigos	Brigantine	Ditto	Manoel Ferreira d'Alcovega	April 18	5° 48' N. 3° 0' E.	Ditto	Ditto	July 18	None	None	None	129	Not calculated		Ditto	Ditto	Vessel destroyed by captor; portions brought to St. Helena and condemned by public auction; proceeds not sufficient to pay expenses.	Measurement.—Length, 110 feet; breadth, 2½ ft. 4 in.; depth, 13 ft. 6 in.
Santo Antonio Vencedor	Schooner	Ditto	Joaquim Antonio Rebouças	May 15	Off Porto Novo, west coast of Africa	Ditto	Ditto	Ditto	None	None	None	43	Ditto	Ditto	Ditto	Ditto	Vessel broken up and demolished; materials and stores sold by public auction; net proceeds paid into the Commissariat chest.	
Condor	Ditto	Ditto	Luiz Antonio Ferreira Coelho	June 24	5° 02' S. 11° 53' E.	Ditto	Commander Forbes, H. M. sloop Philomel	July 25	None	None	None	236	235	213½	Ditto	Ditto	Vessel broken up and demolished; materials and stores sold by public auction; net proceeds paid into the Commissariat chest.	Measurement.—Length, 62 ft. 6 in.; breadth, 18 ft. 6 in.; depth, 9 ft. 3 in.
Volusia	Brigantine	None	John W. Disney	July 2	Off the River Congo, west coast of Africa	Ditto	Commander Cumming, H. M. steam-sloop Ratler	Aug. 5	None	None	None	147½	169½	131	Ditto	2 & 3 Vic. c. 73.	Ditto	
Constellation	Barque	None	Not known	July 3	11° 40' S. 15° 25' E.	Ditto	Commander Patey, H. M. sloop Flying Fish	Ditto	None	None	None	No papers	191½	188½	Ditto	Ditto	Ditto	

RETURN OF VESSELS captured on suspicion of being engaged in the Slave Trade—(continued).

Name of Vessel.	Class.	Flag.	Name of Master.	Date of Seizure.	Where captured.	Property seized.	Seizor.	Date of Sentence.	Number of Slaves.			Tonnage.		Decretal part of Sentence, whether Forfeiture or Restitution.	Statute under which Sentence was passed.	Whether Property condemned has been sold or converted, and whether any part remains unsold, and in whose hands the proceeds remain.	Remarks.	
									Captured.	Died before Adjudication.	Total number Unhanded.	Foreign Papers according to Statute.	Old Measurement.					New Measurement.
Vindicator	Brigantine	None	Not known	July 10	Lat. 11° 30' S. 13° 30' E.	Vessel and cargo	Commander Paley, H. M. sloop Flying Fish	Aug. 8	None	None	None	No papers	132	109½	Forfeiture	2 & 3 Vic. c. 73	Vessel broken up and demolished; materials and stores sold by public auction; proceeds not sufficient to pay expenses.	
Esmeralda	Ditto	Brazilian	André Antonio da Fonseca	July 7	5° 38' S. 10° 31' E.	Ditto	Commander Cumming, H. M. steam-sloop Ratler	Aug. 12	None	None	None	245	289	283½	Ditto	8 & 9 Vic. c. 122.	Vessel broken up and demolished; materials and stores sold by public auction; net proceeds paid into the Commissariat chest.	
Campeadora	Ship	Brazilian	Manoel Antonio Gutmaras	June 29	In the Paranaguá River, south-east coast of America	Ditto	Commander Schomburg, H. M. steam-sloop Cormorant	Aug. 19	None	None	None	Not stated	250	306½	Ditto	8 & 9 Vic. c. 122.	Vessel broken up and demolished; materials and stores sold by public auction; net proceeds paid into Commissariat chest.	
Bereia	Brig	None	Not known	Ditto	Ditto	Ditto	Ditto	Ditto	None	None	None	No papers	Not calculated	Ditto	2 & 3 Vic. c. 73.	Vessel destroyed by captor; portions brought to St. Helena and destroyed; proceeds not sufficient to pay expenses.	Measurement.—Length, 113 ft. 4 in.; breadth, 24 ft.; depth, 14 ft. 5 in.	
Leonidas	Ditto	None	Giovanni Bapista Rossi	Ditto	Ditto	Ditto	Ditto	Ditto	None	None	None	Ditto	Ditto	Ditto	Ditto	Ditto	Ditto	Measurement.—Length, 112 ft.; breadth, 24 ft. ½ in.; depth, 16 ft. 11 in.
Rival	Brigantine	None	Joaquim Netto	June 28	Off Cape Frio, south-east coast of America	Ditto	Ditto	Aug. 29	None	None	None	Not stated	Ditto	Ditto	Ditto	Ditto	Ditto	Measurement.—Length, 108 ft.; breadth, 25 ft.; depth, 16 ft. 6 in.
Esperança	Brig	None	Joaquim Marques	Aug. 2	4° 40' S. 13° 0' E.	Ditto	Captain Buckle, H. M. steam-sloop Centaur	Aug. 28	687	206	431	No papers	205½	204½	Ditto	Ditto	Ditto	Measurement.—Length, 108 ft.; breadth, 25 ft.; depth, 16 ft. 6 in.
Julia	Schooner	None	Not known	July 11	21° 12' S. 40° 28' W.	Ditto	Lieutenant Bailey, commanding H. M. steam-sloop Sharp-shooter	Aug. 23	None	None	None	Ditto	156½	138	Ditto	Ditto	Ditto	Measurement.—Length, 80 ft.; breadth, 20 ft.; depth, 10 ft.
Conceição	Ditto	Brazilian	José Pinto Netto	June 20	Off Cape Frio	Ditto	Ditto	Ditto	None	None	None	106	81½	98½	Ditto	8 & 9 Vic. c. 122.	Vessel destroyed by captor; portions brought to St. Helena and condemned; sold by public auction; proceeds not sufficient to pay expenses.	
Mateza	Ditto	Ditto	Antonio Joaquim d'Azavedo	June 18	28° 08' S. 48° 50' W.	Ditto	Ditto	Sep. 2	None	None	None	83	Not calculated	Ditto	Ditto	Ditto	Ditto	Measurement.—Length, 80 ft.; breadth, 20 ft.; depth, 10 ft.

RETURN of VESSELS captured on suspicion of being engaged in Slave Trade—(continued).

Name of Vessel.	Class.	Flag.	Name of Master.	Date of Seizure.	Where captured.	Property seized.	Seizor.	Date of Sentence.	Number of Slaves.			Tonnage.		Decretal part of Sentence, whether Forfeiture or Restitution.	Statute under which Sentence was passed, or Prosecution instituted.	Whether the Property condemned has been sold or converted, and whether any part remains unsold, and in whose hands the proceeds remain.	Remarks.	
									Captured.	Died before Adjudication.	Emancipated.	Foreign according to Papers.	Old Measurement.					English. New Measurement.
Astro	Brigantine	None	Not known	1860 June 30	Lat. Long. In the Paramaguá River	A cross-tree and fid	Commander Schomburg, H. M. steam-sloop Cormorant	1860 Sep. 6	None	None	None	Not known	Known	Forfeiture	2 & 3 Vic. c. 78.	Whether the Property condemned has been sold or converted, and whether any part remains unsold, and in whose hands the proceeds remain.	Measurement ascertained as nearly as possible by taking the distance between the masts—Length, 105 ft.; breadth, 26 ft.; depth about 16 ft.	
Anna	Brig	Brazilian	Marcellino José de Santa Anna	Aug. 14	11° 57' S. 11° 41' E.	Vessel and cargo	Commander Quin, H. M. sloop Waterwitch	Sep. 9	None	None	None	285	274½	249½	Ditto	8 & 9 Vic. c. 122.	Vessel sunk previous to capture; the cross-tree and fid seized and condemned; sold by public auction; proceeds not sufficient to pay expenses.	
Polka	Brigantine	None	Unknown	June 23	In the River Macahé, south-east coast of America	Vessel and cargo	Lieutenant Bailey, commanding H. M. steam-sloop Sharpshooter	Sept. 16	None	None	None	No papers	192	91	Ditto	2 & 3 Vic. c. 78.	Vessel broken up and demolished; materials and stores sold by public auction; net proceeds paid into Commissariat Chest.	
Fior de Camamu	Schooner	Brazilian	Henrique Vieira da Silva	Aug. 15	5° 48' N. 8° 34' E.	Ditto	Commander Falcon, H. M. sloop Wolverine	Oct. 7	None	None	None	145	141½	118	Ditto	8 & 9 Vic. c. 122.	Vessel broken up and demolished; materials and stores sold by public auction; proceeds not sufficient to pay expenses.	
Unknown	Felucca	None	Alexior Garcia	July 8	5° 43' N. 4° 10' E.	Ditto	Ditto	Ditto	None	None	None	No papers	Not calculated	Ditto	2 & 3 Vic. c. 78.	Vessel destroyed by captor; portions brought to St. Helena, and condemned; sold by public auction; proceeds not sufficient to pay expenses.	Measurement.—Length, 62 feet; breadth, 14 feet; depth, 10 feet.	
Unknown	Brig	None	Unknown	Aug. 22	Near Lagos, west coast of Africa	Ditto	Commander Rooke, H. M. steam-sloop Prometheus	Oct. 10	None	None	None	Ditto	247	238	Ditto	Ditto	Vessel broken up and demolished; materials and stores sold by public auction; net proceeds paid into Commissariat Chest.	
Feliceira	Schooner	None	Ditto	Aug. 12	River Guarapari, south-east coast of America	Ditto	Captain Cory, H. M. sloop Southampton	Ditto	None	None	None	Not stated	103½	88½	Ditto	Ditto	Vessel broken up and demolished; materials and stores sold by public auction; proceeds not sufficient to pay expenses.	
Unknown	Brigantine	None	Ditto	Nov. 20	8° 12' S. 13° 47' E.	Ditto	Honourable Captain Hastings, H. M. steam-frigate Cyclops	Dec. 17	609	12	597	No papers	107½	135	Ditto	Ditto	Vessel broken up and demolished; materials and stores sold by public auction; proceeds remaining in the Registry.	

(Signed) JNO. N. FIRMIN, Registrar.

Her Majesty's Judge to Viscount Palmerston.—(Received March 22.)

My Lord,

St. Helena, January 16, 1851.

I HAVE the honour to forward to your Lordship abstracts of the particulars of the cases of three vessels, named the "*Bom Fim*," "*Juliana*," and "*America*," condemned in the Vice-Admiralty Court of this colony, on the 6th instant," for being engaged in the African Slave Trade.

The "*Bom Fim*" was seized by Captain Adams, of Her Majesty's steam-frigate "*Gladiator*," off the west coast of Africa, on the 25th May last, equipped for the transport of slaves, and sent to St. Helena for adjudication. Some weeks afterwards she was again found by Captain Adams at Fernando Po, in distressed condition, from the effects of a malignant fever which had broken out and carried off Mr. Jones, the prize-officer, and two of the crew, and left the rest in a debilitated state, and from the circumstance of the vessel being leaky and unseaworthy. Captain Adams, therefore, caused her to be destroyed, and sent the figure-head only to St. Helena.

The "*Juliana*" was seized by the same officer, on the west coast of Africa, with a slave equipment on board, on the 24th June, and was also destroyed for being unseaworthy. Both these vessels appear to have sailed from Bahia under Brazilian colours and papers, the "*Bom Fim*" for Rio do Sul, the "*Juliana*" for the Azores.

The "*America*" was seized by Lieutenant Tomlinson, commanding Her Majesty's schooner "*Spider*," on the 30th September, at anchor off the Brazilian coast. The equipment of this vessel would appear to have been not entirely completed, as though carlines were fixed on both sides from stem to stem for the formation of the second or slave-deck, yet the plank was only laid from the after-hatch to the stern-post. Among the papers found on board is a register showing her to belong to Rio de Janeiro, and a passport, dated the 28th August last, for a voyage from that port to Campos.

I have, &c.

(Signed) W. WILDE,
Judge of the Vice-Admiralty Court.

Inclosure 1 in No. 156.

Abstract of the case of the schooner "Bom Fim."

BRAZILIAN schooner "*Bom Fim*."

Master, Augusto Cesar Navarro.

Owner, Joaquim Pereira Marinho.

Crew, by crew-list, 19 persons; found on board, 20 persons.

Detained on the 25th May, 1850, off the west coast of Africa, in latitude 5° 43' north, and longitude 1° 09' east, by John Adams, Esquire, Captain of Her Majesty's steam-frigate "*Gladiator*."

Had hatches with open gratings; spare plank fitted and laid down as a slave-deck; two boilers of an unusually large size; an extraordinary quantity of rice, farinha, beans, and jerked beef, beyond what was probably requisite for the use of the crew of the vessel as a merchant-vessel, and other slave equipments.

Sailed for St. Helena under the charge of Mr. Jones, master's assistant of Her Majesty's steam-frigate "*Gladiator*"; but on the 3rd August, 1850, was found by Captain Adams at anchor at Fernando Po, the prize-officer and 2 of the prize-crew having died a few days after leaving the "*Gladiator*."

The vessel being in a leaky and unseaworthy condition, from having been on shore, was surveyed by order of Captain Adams, and afterwards broken up and entirely destroyed.

The figure-head was removed, and brought to St. Helena for adjudication.

Adjudicated on the 6th January, 1851.

Vessel pronounced to have been liable to forfeiture at the time of seizure.

The figure-head condemned and ordered to be sold.

Burthen, by papers, not stated.

Measurement, by survey report.—length, 103 feet 4 inches; breadth, 30 feet; depth, 16 feet, 9 inches

Had on board the following papers, viz. :—

1. Passport for a voyage to Rio Grande do Sul, dated Bahia, 23rd April, 1850.
2. Letter from the Administrator of Customs at Bahia, to the Inspector of Customs at Rio Grande do Sul, dated Bahia, 23rd April 1850, inclosing manifest.
3. Manifest of cargo, dated Bahia, 23rd April 1850.

4. Crew-list, dated Bahia, 22nd April, 1850.
5. An order to the commandant of the fort to allow the vessel to proceed on her voyage, dated Bahia, 23rd April, 1850.
6. Letter of instructions to the master, dated Bahia, 24th April, 1850.

(Signed) JNO. N. FIRMIN, *Registrar.*

Inclosure 2 in No. 156.

Judgment in the case of the "Bom Fim."

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Monday the sixth day of January, in the year of our Lord, one thousand eight hundred and fifty-one, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against the figure-head of the Brazilian schooner or vessel, called the "*Bom Fim*," whereof Augusto Cesar Navarro was master, seized as liable to forfeiture, by John Adams, Esquire, Captain of Her Majesty's steam-frigate "*Gladiator*."

In pain of parties cited not appearing, Knipe returned monition duly executed, and referred to the affidavits of John Hayne, carpenter's mate, of and belonging to Her Majesty's steam-frigate "*Gladiator*," and Peter Christian Gernet, native of Russia, heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavit read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said schooner or vessel, "*Bom Fim*," to have been, at the time of the seizure thereof, equipped for and engaged in the African Slave Trade, in contravention of a Convention between His late Majesty King George the Fourth and the Emperor of Brazil, for the regulation and final abolition of the African Slave Trade, and contrary to the provisions of the Act of Parliament passed in the ninth year of the reign of Her Majesty Queen Victoria, to carry the said Convention into effect, and as such, or otherwise, subject and liable to forfeiture, and condemned the figure-head of and belonging to the said schooner or vessel, and brought to Saint Helena, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly;

And further pronounced that the same should be publicly sold, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, *Registrar.*

Inclosure 3 in No. 156.

Abstract of the case of the schooner "Juliana."

BRAZILIAN schooner "*Juliana*."

Master and owner, José Manoel Cardozo.

Crew, by crew-list, 21 persons, including master.

Detained on the 24th June, 1850, off the west coast of Africa, in latitude 6° 08' north, and longitude 2° 08' east, by John Adams, Esquire, Captain of Her Majesty's steam-frigate "*Gladiator*."

Had hatches with open gratings, spare plank fitted and laid down as a slave-deck, two boilers of an unusually large size, an extraordinary quantity of farinha, beans, jerked beef, and water, beyond what was probably requisite for the use of the crew of the vessel as a merchant-vessel, and other slave equipments.

The vessel being in a leaky state, was surveyed by order of Captain Adams, and afterwards set on fire and totally destroyed.

The figure-head was removed and brought to St. Helena for adjudication.

Adjudicated on the 6th January, 1850.

Vessel pronounced to have been liable to forfeiture at the time of seizure.

The figure-head condemned and ordered to be sold.

Burthen, by papers: not stated.

Measurement, by survey report.—Length, 84ft. 6in.; breadth, 24ft. 5in.; depth, 11ft. 8in.

Had on board the following papers, viz:

1. Crew-list, dated Bahia, 10th May, 1850.
2. Post office certificate, dated Bahia, 11th May, 1850.
3. An order to allow the vessel to proceed on her voyage to Azores, dated Bahia, 11th May, 1850.
4. Passport for a voyage to the Azores, dated Bahia, 11th May, 1850.
5. Bill of Health, dated Bahia, 11th May, 1850.
6. Ditto dated Bahia, 11th May, 1850.
- 7 & 8. Two private letters.

(Signed) JNO. N. FIRMIN, *Registrar.*

Inclosure 4 in No. 156.

Judgment in the case of the "Juliana."

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Monday, the sixth day of January, in the year of our Lord one thousand eight hundred and fifty-one, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of Saint Helena lawfully constituted and appointed;

Our Sovereign Lady the Queen against the figure-head of the Brazilian schooner or vessel called the "*Juliana*," whereof José Manoel Cardozo was master, seized as liable to forfeiture, by John Adams, Esquire, Captain of Her Majesty's steam-frigate "*Gladiator*."

In pain of parties cited not appearing, Knipe returned monition duly executed, and referred to the affidavits of John Hayne, carpenter's mate of and belonging to Her Majesty's steam-frigate "*Gladiator*," and Peter Christian Gernet, native of Russia, heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavits read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said schooner or vessel, "*Juliana*," to have been at the time of the seizure thereof, equipped for and engaged in the African Slave Trade, in contravention of a Convention between His late Majesty King George the Fourth and the Emperor of Brazil, for the regulation and final abolition of the African Slave Trade, and contrary to the provisions of the Act of Parliament passed in the ninth year of the reign of Her Majesty Queen Victoria, to carry the said Convention into effect, and as such, or otherwise, subject and liable to forfeiture, and condemned the figure head of and belonging to the said schooner or vessel and brought to Saint Helena, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly;

And further pronounced that the same should be publicly sold, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 5 in No. 156.

Abstract of the case of the brigantine "America."

BRAZILIAN brigantine "*America*."

Master, Francisco Nunes da Silva.

Owners, Joaquim Manhaes Barreto and Marcos Lopes Kopké.

Crew, by crew-list, 10 persons, including master.

Detained on the 19th September, 1850, off the south-east coast of America, in latitude 22° 44' south, and longitude 41° 54' west, by James Ward Tomlinson, Esq., Lieutenant commanding Her Majesty schooner "*Spider*."

Had spare plank fitted and laid down as a slave-deck from the after-hatch to the stern-post; carlines fitted on each side for the purpose of completing the slave-deck from the after-hatch forward; a greater quantity of mess-tins, water, and jerked beef, than was requisite for the use of the crew of the vessel as a merchant-vessel; and other slave equipments.

Arrived at St. Helena on the 19th December, 1850, under the charge of Mr. Davis, master's assistant of Her Majesty's schooner "*Spider*."

Adjudicated on the 6th January, 1850.

Condemned, and ordered to be broken up and sold.

Burthen, by register, 146 tons; old British measurement, 182 tons; new British measurement, 128 tons.

Had on board the following papers, viz. :—

1. Passport for a voyage from Rio de Janeiro to Campos, dated Rio de Janeiro, 28th August, 1850.
2. Crew-list, dated Rio de Janeiro, 26th August, 1850.
3. Custom-house certificate of entry and discharge, dated Rio de Janeiro, 28th August, 1850.
4. Certificate of registry, dated at Rio de Janeiro, 7th November, 1844.
5. Port-clearance, dated at Rio de Janeiro, 28th August, 1850.
6. Post Office certificate, dated Rio de Janeiro, 28th August, 1850.
- 7 and 10. Two notes to deliver tobacco, dated Rio de Janeiro, 28th August, 1850.
- 8 and 9. A list of sundry articles, and an account of stores.
11. An account of freight, no date.
12. An account of soap and biscuit, dated 23rd August, 1850.
- 13 and 14. Two custom-house permits, dated Rio de Janeiro, 27th and 28th August, 1850.

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 6 in No. 156.

Judgment in the case of the "America."

In the Vice-Admiralty Court of Saint Helena.

AT a Court holden at James Town, in the Island of Saint Helena, on Monday the sixth day of January, in the year of our Lord one thousand eight hundred and fifty-one, before the Worshipful

William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of Saint Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against the Brazilian brigantine or vessel, called the "*America*," whereof Francisco Nunes da Silva was master, her tackle, apparel, and furniture, and the cargo laden therein, seized, as liable to forfeiture, by James Ward Tomlinson, Esquire, Lieutenant commanding Her Majesty's schooner "*Spider*."

In pain of parties cited not appearing, Knipe returned monition duly executed, and referred to the affidavits of Jeremiah O'Dwyer Davis, master's assistant of, and belonging to Her Majesty's schooner "*Spider*," and Peter Christian Gernet, native of Russia, heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavits read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said brigantine or vessel, "*America*," to have been, at the time of the seizure thereof, equipped for, and engaged in the African Slave Trade, in contravention of a Convention between His late Majesty King George the Fourth and the Emperor of Brazil, for the regulation and final abolition of the African Slave Trade, and contrary to the provisions of the Act of Parliament passed in the 9th year of the reign of Her Majesty Queen Victoria, to carry the said Convention into effect, and as such, or otherwise, subject and liable to forfeiture, and condemned the said brigantine or vessel, "*America*," her tackle, apparel, and furniture, and the cargo laden therein, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly;

And further pronounced that the said cargo should be sold, and that the said brigantine or vessel (not having been taken into Her Majesty's service) should be broken up and be entirely demolished, and that the materials thereof should be publicly sold in separate parts, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, *Registrar*.

No. 157.

Her Majesty's Judge to Viscount Palmerston.—(Received March 22.)

My Lord,

St. Helena, January 20, 1851.

I HAVE the honour to transmit to your Lordship abstracts of the particulars of the cases of two vessels, named the "*Amelia*" and "*Felicidade*," captured off the coast of Brazil, by Lieutenant Bailey, commanding Her Majesty's steam-sloop "*Sharpshooter*," and adjudicated in the Vice-Admiralty Court of this colony, on the 9th and 13th instant respectively, for being engaged in the Slave Trade.

The "*Amelia*" was a cutter, stated to be bound from Benguela, in Africa, to St. Ann's, in Brazil, and had on board 74 slaves, who were subsequently (with the exception of one who died) delivered to the officer in charge of Her Majesty's receiving-ship "*Crescent*," at Rio de Janeiro. The "*Felicidade*" was thoroughly equipped for the Slave Trade, and was stated to have landed on the day previous to the seizure about 600 slaves.

The condition of these vessels being leaky and unseaworthy, they were destroyed by Lieutenant Bailey, and portions only sent to St. Helena for adjudication. As neither of them had any papers whatever on board, they were treated as vessels not entitled to the protection of any flag, pronounced to have been liable to forfeiture at the time of seizure, and their respective portions condemned.

I have, &c.

(Signed) W. WILDE,
Judge of the Vice-Admiralty Court.

Inclosure 1 in No. 157.

Abstract of the case of the cutter "Amelia."

CUTTER "*Amelia*," nation unknown.

Master, José Oliveira.

Without papers or colours.

Crew, 7 persons (all foreigners).

Detained on the 12th September, 1850, off the south-east coast of America, in latitude 21° 10' S., and longitude 40° 36' west, by John Crawshaw Bailey, Esq., Lieutenant commanding Her Majesty's steam-sloop "*Sharpshooter*."

Stated to be bound from Benguela, on the west coast of Africa, to St. Ann's, on the south-east coast of America.

Had on board 67 male and 7 female negroes, and was in every respect equipped for the Slave Trade.

The negroes were removed and conveyed in Her Majesty's steam-sloop "Sharpshooter," to Rio de Janeiro, and were delivered (with the exception of one male, who died) into the charge of Master Commanding Bradley, of Her Majesty's receiving-ship "Crescent," at that port.

The vessel being in a leaky and unseaworthy state, was sunk and totally destroyed by order of Lieutenant Bailey, the tiller being removed and sent to St. Helena for adjudication.

Adjudicated on the 8th January, 1851.

Vessel and slaves pronounced to have been liable to forfeiture at the time of seizure, the vessel not being entitled to the protection of the flag of any state or nation.

The tiller condemned and ordered to be sold.

Measurement.—Length 55 feet, breadth 14 feet, depth 10 feet.

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 2 in No. 157.

Judgment in the case of the "Amelia."

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of Saint Helena, on Thursday, the ninth day of January, in the year of our Lord one thousand eight hundred and fifty-one, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of Saint Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen, against a certain cutter or vessel (nation unknown) called the "Amelia," whereof José Oliveira was master, her tackle, apparel, and furniture, and also against sixty-seven male slaves and seven female slaves, seized as liable to forfeiture by John Crawshaw Bailey, Esq. Lieutenant commanding Her Majesty's steam-sloop "Sharpshooter."

In pain of parties cited not appearing, Gideon for Knipe returned monition duly executed, and referred to the affidavit of Northesk Robert Carr Wilson, midshipman of and belonging to Her Majesty's steam-sloop "Sharpshooter," heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavit read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said cutter or vessel, "Amelia," not being justly entitled to claim the protection of the flag of any state or nation, to have been, at the time of the seizure thereof, equipped for and engaged in the Slave Trade, and employed in the illegal transport of negroes or others, for the purpose of consigning them to slavery, contrary to the provisions of the Act of the 3rd of Victoria, cap. 73, and as such or otherwise subject and liable to forfeiture; and condemned the tiller-head of and belonging to the said cutter or vessel, and brought to Saint Helena, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly;

And further pronounced that the same should be publicly sold, as in and by law in such case made and provided, and also further pronounced the sixty-seven male slaves, and seven female slaves found on board of the said cutter or vessel at the time of the seizure thereof, to have been, by virtue of the statute or statutes in such case made and provided, or otherwise, subject and liable to forfeiture.

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 3 in No. 157.

Abstract of the case of the brig "Felicidade."

BRIG "Felicidade," nation unknown.

Master, Manoel Pinto.

Without papers.

Had a Brazilian ensign on board.

Crew, 7 persons (all foreigners).

Detained on the 2nd October, 1850, off the south-east coast of America, in latitude 13° 38' south, and longitude 38° 37' west, by John Crawshaw Bailey, Esq., Lieutenant commanding Her Majesty's steam-sloop "Sharpshooter."

Had hatches with open gratings; spare plank fitted and laid down as a slave-deck; a larger quantity of water, and an extraordinary quantity of farinha, beans, and jerked beef, beyond what was requisite for the use of the crew of the vessel, as a merchant-vessel; two boilers of an unusually large size; and other slave equipments; and was in a very filthy state, having (as was stated by one of the crew of the said brig) landed about 600 slaves the day before.

Was set on fire and totally destroyed, by order of Lieutenant Bailey, the vessel being in a leaky and unseaworthy state, and unfit to proceed to any port for adjudication.

The Brazilian ensign and gaff of the vessel were removed, and brought to St. Helena for adjudication.

Adjudicated on the 13th January, 1850.

Vessel pronounced to have been liable to forfeiture at the time of seizure, as a vessel not entitled to the protection of the flag of any state or nation.

The Brazilian ensign and gaff condemned, and ordered to be sold.

Burthen, not calculated.

Measurement; length, 119 feet; breadth, 29 feet; depth, 15 feet.

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 4 in No. 157.

Judgment in the case of the "Felicidade."

In the Vice-Admiralty Court of Saint Helena.

AT a Court holden at James Town, in the Island of Saint Helena, on Monday the thirteenth day of January, in the year of our Lord one thousand eight hundred and fifty-one, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of Saint Helena, lawfully constituted and appointed ;

Our Sovereign Lady the Queen against a Brazilian ensign and gaff of and belonging to a certain brig or vessel (nation unknown) called the "*Felicidade*," whereof Manoel Pinto was master, seized, as liable to forfeiture, by John Crawshaw Bailey, Esquire, Lieutenant commanding Her Majesty's steam-sloop "*Sharpshooter*."

In pain of parties cited not appearing, Gideon for Knipe returned monition duly executed, and referred to two affidavits of Northesk Robert Carr Wilson, midshipman of and belonging to Her Majesty's steam-sloop "*Sharpshooter*," heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavits read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said brig or vessel, "*Felicidade*," (not being justly entitled to claim the protection of the flag of any state or nation) to have been, at the time of the seizure thereof, equipped for, and engaged in the Slave Trade, contrary to the provisions of the Act of the 3rd of Victoria, cap. 73, and as such, or otherwise, subject and liable to forfeiture, and condemned the Brazilian ensign and gaff of and belonging to, the said brig or vessel, and brought to Saint Helena, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly ;

And further pronounced that the same should be publicly sold, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, *Registrar*.

CAPE OF GOOD HOPE.

[See Cape of Good Hope Commissioners' despatches of April 23 and June 26, reporting the condemnation of the "*Deliberação*," and "*Philantropo*," Nos. 45 and 46.

No other case was adjudicated at the Cape during the year 1850, so far as has been reported to the Foreign Office.]

JAMAICA.

No. 158.

Her Majesty's Judge to Viscount Palmerston.—(Received August 5.)

My Lord,

Jamaica, June 24, 1850.

I HAVE the honour to forward to your Lordship an abstract of the particulars of the Brazilian brig "*Clementina*," condemned for being engaged in the Slave Trade.

She had 284 slaves on board at the time of her detention, 244 of whom arrived at Port Royal in this island.

I have also the honour to transmit a copy of the judgment of the court.

I have, &c.

(Signed) J. ROWE,
Judge of the Vice-Admiralty Court.

Inclosure 1 in No. 158.

Abstract of the case of the brig "Clementina."

BRAZILIAN brig "*Clementina*."

Master, João Gonçalves Bandeira.

Owner, Joaquim Pedro de Azevedo.

Crew, 13 persons, exclusive of the master.

Detained on the 22nd April, 1850, in latitude 23° 27' north, longitude 87° 48' west, by Archibald Douglas Jolly, Esquire, Commander of Her Majesty's ship "*Bermuda*."

Fully equipped for the Slave Trade.

Had on board at the time of seizure 284 male and female slaves, of whom 244 were delivered to the Collector of Customs at the port of Kingston, Jamaica, on the 23rd of May, 1850; 40 died after detention and before delivery, and 9 between the date of delivery to the Collector of Customs and date of adjudication.

Arrived at Port Royal, Jamaica, on the 20th May, 1850, under the charge of William Hayden, master's assistant of the "*Bermuda*,"—the "*Bermuda*" being in company.

Adjudicated on the 17th June, 1850.

Vessel condemned, and ordered to be broken up and sold.

The negroes alive at the time of adjudication; 235 in number, condemned to Her Majesty.

Burthen by register, 176 tons; old British measurement, 175 tons; new British measurement, 146 $\frac{31}{80}$ tons.

Had on board the following papers:—

1. Royal passport, dated at Rio de Janeiro, 5th December, 1849, "as a coasting vessel,"—the then present voyage "for Campos."
2. Certificate from the Post Office, dated Rio de Janeiro, 5th December, 1849, stating that "the national brig '*Clementina*,' which goes on a voyage to Campos, has no mail from the Post Office."
3. Manifest and discharge from the Administrator of Customs of Cabo Frio, dated 8th January, 1850.
4. Certificate of Registry, dated Rio de Janeiro, 5th December, 1849, which states the vessel to have been "built in foreign countries, of foreign wood, the name of the builder not known."
5. Manifest, dated Cabo Frio, 8th January, 1850, of the cargo, for Assu, in Pernambuco, among which were—13 large casks or leaguers; 29 pipes, 13 half pipes, and 100 barrels of water; 40 bags of dry beans; 80 bags of flour-rice; dried and salt meat and salted fish.

6. Certificate of payment of certain dues to the hospital and for anchorage, dated at Rio de Janeiro, 5th December, 1849, which states that "the national brig 'Clementina,' before called 'Porto Brio,' of Azurar, of 176 tons; master, João Gonçalves Bandeira; owner, Joaquim Pedro de Azevedo; came from Oporto, being Portuguese, Brio of Azurar, on 12th July of said year."
 7. Letter, dated Cabo Frio, 8th January, 1850, from the Administrator there to the Administrator at Assu, in Pernambuco, inclosing "manifest and despatch."
 8. Duplicate of No. 5.
 9. Manifest of cargo, by Joaquim Pedro de Azevedo, dated Cabo Frio, 7th January, 1850.
 10. Envelope to 7 and 8.
 11. Passport to Pedro Garcia, a carpenter, dated at Cabo Frio, 17th January, 1850. "Good for the space of two months."
 - 12 to 23 inclusive. Passports similar to No. 11, for other parties.
 24. Passport, dated at Rio de Janeiro, 5th December, 1849, for "Campos."
 - 25 and 26. Passports, dated at Rio de Janeiro, 22nd December, 1849, for Cabo Frio.
- (Signed) JOHN DUFF, *Deputy Registrar.*

Inclosure 2 in No. 158.

Judgment in the case of the "Clementina."

In the Vice-Admiralty Court of Jamaica.

AT a Court holden at Saint Jago de la Vega, in the Island of Jamaica, on Monday, the seventeenth day of June, in the year of our Lord one thousand eight hundred and fifty, before the Worshipful Sir Joshua Rowe, Knight, Companion of the Bath, Judge and Commissary of the Vice-Admiralty Court of Jamaica, lawfully constituted and appointed;

Our Sovereign Lady the Queen against the Brazilian brig or vessel called the "*Clementina*," whereof João Gonçalves Bandeira lately was master, her tackle, apparel, and furniture; and also against two hundred and eighty-four male and female slaves, taken and seized by Archibald Douglas Jolly, Esquire, Commander of Her Majesty's ship "*Bermuda*."

In pain of parties cited not appearing, O'Reilly, Attorney-General, referred to the monition heretofore brought in duly executed, and also to the affidavits of Archibald Douglas Jolly, Esquire, Commander of Her Majesty's ship "*Bermuda*," Edward Alexander Carey, acting second master of and belonging to Her Majesty's said ship, and William Hayden, master's assistant of and belonging to Her Majesty's said ship, heretofore exhibited, and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavits read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said brig or vessel, "*Clementina*," her tackle, apparel, and furniture, to have been at the time of the seizure thereof equipped for and engaged in the Slave Trade, and employed in the illegal transport of negroes or others, for the purpose of consigning them to slavery, contrary to the provisions of the statute or statutes in such case made and provided, and as such or otherwise subject and liable to forfeiture and condemnation to our Sovereign Lady the Queen, her heirs and successors, and condemned the same accordingly;

And further pronounced that the said brig or vessel (not having been taken into Her Majesty's service) should be broken up and be entirely demolished, and that the materials thereof should be publicly sold in separate parts, as in and by law in such case made and provided;

And also further pronounced the two hundred and eighty four slaves found on board the said brig or vessel at the time of the seizure thereof, to have been by virtue of the statute or statutes in such case made and provided, or otherwise, subject and liable to forfeiture and condemnation, to the sole use of our Sovereign Lady the Queen, her heirs and successors, and condemned the two hundred and forty-four slaves, part of the same brought in the said brig or vessel to Jamaica, or the survivors of them, accordingly.

(Signed) JOHN DUFF, *Deputy Registrar.*

Note.—No cases besides those mentioned in the above reports and returns, were reported to Her Majesty's Government between the 31st of March, 1850, and the 1st of April, 1851.

REPORTS FROM NAVAL OFFICERS.

No. 159.

Rear-Admiral Reynolds to the Secretary to the Admiralty.—(Received April 9.)

Sir,

“Southampton,” Monte Video, January 8, 1850.

I TRANSMIT for the information of the Lords Commissioners of the Admiralty a letter from Lieutenant Crofton to Commander Schomberg, Senior Officer at Rio de Janeiro, giving an account of the capture and destruction of a barque, calling herself the “*Astrea*,” engaged in the Slave Trade.

Commander Schomberg ordered a survey upon the vessel; and it appearing from the report upon her condition, that her frame (the principal part of which was of fir) was rotten, and that she had been on shore in the River Congo (as stated by her crew) and lost part of her forefoot and several sheets of copper, and was consequently unseaworthy, he ordered the “*Rifeman*” to destroy her. I also beg to forward Commander Schomberg’s letter to the Brazilian Commodore at Rio, delivering to him the crew of the “*Astrea*” as Brazilian subjects engaged in the Slave Trade, to be dealt with according to law; from this document it appears that the vessel was originally the “*Chester*,” of New York, and had lately landed a cargo of slaves at Cape St. Thomé.

I have, &c.
(Signed) B. REYNOLDS.

Inclosure 1 in No. 159.

Lieutenant Crofton to Commander Schomberg.

Sir,

At Sea, December 13, 1849.

I HAVE the honour to report to you, for the information of the Commander-in-chief, that on the 12th instant, the “*Cormorant*” being in chase at the same time, I boarded and captured the Brazilian barque “*Astrea*,” having on board a full cargo of leaguers, the one-half filled with fresh water, the rest with salt water, for ballast; part of the slave-deck laid; and from the extremely offensive smell, she had just landed her slave cargo; the filth of the slaves was on everything, and the fittings in main hold for slave-deck in place; she had neither log nor legal documents of any description; and the only papers that I could discover, were a transfer of the vessel from American to Brazilian property, unstamped, unsealed, and without any official attestation from the authorities of either nation; also a paper intended for a manifest, both of which written on ordinary paper, and the ink of the latter not dry when put into my hands, and dated only the day previously; she was evidently very unseaworthy.

I beg further to state that, last night, agreeably to your orders, I destroyed the barque, by firing and scuttling her; this morning she had totally disappeared.

I have, &c.
(Signed) J. S. S. CROFTON.

Inclosure 2 in No. 159.

Commander Schomberg to Commodore Ignacio.

Sir,

“Cormorant,” Rio de Janeiro, December 13, 1849.

I HAVE the honour to give up to you, on the part of Her Britannic Majesty’s Government, to be dealt with according to the laws of their country, two prisoners calling themselves Brazilians, whom I took out of a vessel wearing Brazilian colours, calling herself the “*Astrea*,” which, in company with Her Britannic Majesty’s steam-vessel “*Rifeman*,” I captured off the Alcatrasses on the 12th instant, and destroyed, she being in reality the “*Chester*” of New York, having no papers, and being perfectly fitted for carrying slaves, a cargo of whom she had lately landed at Cape St. Thomé.

I have, &c.
(Signed) H. SCHOMBERG.

No. 160.

Commander Schomberg to the Secretary to the Admiralty.—(Received April 10.)

Sir,

“Cormorant,” Rio de Janeiro, February 15, 1850.

I HAVE the honour to forward to you, for the information of my Lords Commissioners of the Admiralty, a duplicate of letters forwarded by me to Rear-Admiral Reynolds, C.B., the Commander-in-chief of Her Majesty's ships and vessels on the south-east coast of America, at present at Monte Video, dated February 14, 1850, containing important information, which I have been enabled to obtain, respecting the Traffic in Slaves on the coast of Brazil.

I have, &c.

(Signed) HERBERT SCHOMBERG.

Inclosure 1 in No. 160.

Commander Schomberg to Rear-Admiral Reynolds.

Sir,

“Cormorant,” Rio de Janeiro, February 14, 1850.

HAVING made some trifling corrections from the information of Her Majesty's Chargé d'Affaires at Rio, in the lists I sent on the 8th instant, of vessels employed in the Slave Trade at present in Rio harbour, and those which have sailed from the coast in the last ten months, with the names of the owners, I have the honour to transmit the corrected copies, as well as an additional one of vessels that have landed cargoes of slaves during the last twelve months, which I have obtained from Her Majesty's Chargé d'Affaires, duplicates of which I shall transmit to my Lords Commissioners of the Admiralty, according to my instructions, considering it of importance that such information be forwarded to them at the earliest opportunity.

I have, &c.

(Signed) HERBERT SCHOMBERG, *Commander.*

Slave-Vessels in the Port of Rio de Janeiro, February 14, 1850.

Vessel.	Name.	Name of Owner.
Brazilian brig	Audaz	Bastos
Ditto	Imperador do Brazil	Jozé Bernardino
Brazilian barque	Esperança	Ditto
Ditto schooner	Rosa	Don Francisco
Portuguese brig	Pedre Grande	Not ascertained
Ditto	Galianna	Ditto
Brazilian barque	Joaquima Guimaraes, formerly American Herald	Manoel Pinto de Fonseca
Ditto	Isabel Fernandez, formerly American Quincey	Ditto
American ship	Lucianna	Ramos
Brazilian polacca	Andorinha	Danna. Resident in Spain.
Sardinian schooner	Anonymo	A Genoese Barber, resident at Rio
American barque	Camilla	Jozé Bernardino
Brazilian barque	Maria	Not ascertained
Ditto brig	Sagars, formerly American Caracas	Manoel Pinto
Portuguese barque	General Rego	Unknown
Sardinian brigantine	Independencia	Owner in Spain

Slave-Vessels sailed for Coast of Africa from Rio in ten months, from April 1849, to January 1850.

Vessel.	Name.	Date of Sailing.	Name of Owner.
Brazilian ship	Rowena	August 6, 1849	Manoel Pinto de Fonseca
French brig	Emilie	August 8, 1849	Not ascertained
American brig	Snow	September 4, 1849	Manoel Pinto de Fonseca
Portuguese brig	Leonidas	July 29, 1849	Not ascertained
Brazilian brig	Paquete do Sul	July 27, 1849	Ditto
American ship	Hannibal	August 10, 1849	Ditto
Sardinian polacca	Thereza	July 26, 1849	Ditto
Brazilian barque	Idelmunda	June 3, 1849	Ramos
Ditto	Maria Christina	May 1, 1849	Manoel Pinto
Ditto felucca	Januaria Christina	May 9, 1849	Don Francisco
Ditto schooner	Velho do Dia	April 21, 1849	Manoel Pinto
Ditto ship	Deliberação	December 17, 1849	Amaral Bastos
Ditto brig	Philantropo	December 15, 1849	Manoel Pino
American barque	Anne D. Richardson	December 12, 1849	Ditto
Brazilian palhabote	Tres Amigos	December 11, 1849	Bastos
American brig	Encarnação	December 7, 1849	Manoel Pinto
Ditto schooner	Rival	November 5, 1849	Ditto
Brazilian schooner	Rival	January 12, 1850	Betelho
Ditto	Rival	January 2, 1850	Ramos
Brazilian brig	Sereia	January 2, 1850	Ramos
Ditto brigantine	Marianna	December 10, 1849	Not ascertained
Ditto patacho	Vingador	November 20, 1849	Pachico
Ditto	Dez de Outubro	November 14, 1849	Not ascertained
Ditto brigantine	Esmeralda	January 30, 1850	Don Francisco
American brig	J. R. Wothington	December 8, 1849	Not known
Portuguese brig	Encanto	November 7, 1849,	Ditto
Brazilian brig	Imperial Pedro	December 10, 1849	Jozé Bernardino
Ditto brigantine	Condor	November 11, 1849	Manoel Pinto
Ditto	Polka	November 11, 1849	Betelho

Inclosure 2 in No. 160.

Commander Schomberg to Rear-Admiral Reynolds.

Sir,

"Cormorant," Rio de Janeiro, February 14, 1850.

I HAVE the honour to forward to you the following information, derived from authentic sources, of vessels from which slaves have been landed on the coast of Brazil, between Vittoria, in the Province of Espirito Santo, and Paranagua in the Province of St. Paul, during the last twelve months.

I have, &c.

(Signed) HERBERT SCHOMBERG, *Commander.*

List of Vessels from which Slaves have been landed on the Coast of Brazil, from January 1849, to January 1850.

Name of Vessel.	Date of Arrival.	Number of Slaves landed.
Adalia	January 26, 1849	300
Santa Cruz	February 3, 1849	800
Orithna	January 17, 1849	450
Pilot (Brazilian schooner)	Not ascertained	400
Maria Christina	Ditto	930
Galgo	Ditto	450
Desengano	Ditto	650
Nova Esperanza	Ditto	300
Estrella (felucca)	February 12, 1849	310
Zephege	February, 1849	500
Bom Fim (schooner)	February, 1849	480
Rival (schooner)	February 2, 1849	800
Sylphide	February 2, 1849	900
França (now Deliberação)	April, 1849	800
Albertina (American brig)	April, 1849	650
Idelmunda	April, 1849	800
Sereia	May, 1849	850
Paulina	April 19, 1849	900
Castro Primiero	March 13, 1849	300
Rival (schooner)	June 24, 1849	600
Merchant barque, name unknown, landed cargo at Rio dos Ostras	June, 1849	740
Vingador	November, 1849	500
Sereia	October, 1849	800
A brig, name unknown, landed at Rio dos Ostras	October, 1849	740
Audaz	October, 1849	800
Tolerante (late Flora)	June 24, 1849	550
Antipathico	October 20, 1849	851
Caracas (American brig)	October, 1849	700
Whig (ditto)	December, 1849	800

Name of Vessel.	Date of Arrival.	Number of Slaves landed.
Imogene (run on shore by Hydra)	October, 1849	350
Condor	October, 1849	600
Santa Cruz	December 2, 1849	682
Astrea (American Chester)	October, 1849	600
Rival	December, 1849	722
Santa Cruz	December, 1849	510
Encarnação	December, 1849	535
Banque	December, 1849	400
Lucifer	January, 1850	390
Idelmunda	January, 1850	731
Astro (American brig)	January, 1850	500
Marianna	January, 1850	539
		Total - 25,210

At 50*l.* per negro. Value, 1,260,500*l.*

No. 161.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received April 10.)

Sir,

“Centaur,” off the Gallinas, February 4, 1850.

MY letter to you of the 28th ultimo, will have informed the Lords Commissioners of the Admiralty that I was returning to this anchorage with the hope of making some permanent and satisfactory arrangement with the native chiefs, which would enable me to raise the blockade, and give them the full advantage of legal commerce.

I have now to request that you will be pleased to inform their Lordships that I arrived here the following day, having been preceded by the “Alert,” and found that Commander Dunlop had succeeded in bringing together, as shown in the extract of his letter to me, and its inclosures, which I herewith transmit, all the principal chiefs of Gallinas and Solyman, who had sworn most solemnly, according to the custom of their country, to maintain friendly relations with each other, and abolish the Slave Trade in their territories; and that those chiefs had also agreed to come and meet the chiefs of Manna River, Sugury, and Cape Mount, at a palaver on board the “Centaur,” on my arrival, with the same objects.

Saturday, the 2nd instant, being fixed on for this meeting, the following chiefs assembled in my cabin at noon, for palaver, viz.—

Prince Manna,	} Chiefs of Gallinas.
John Shapha Rogers,	
James Weston Rogers,	
James Rogers,	
Lucini Rogers,	
Sandfish, King of Sugury.	} Chiefs of Solyman.
Shapha Palma,	
Dwaro Mambo,	
Shamsee,	
George Robin, King of Manna River.	
Tom Cole, Chief of Manna Rock.	
Prince Cain, Chief of Cape Mount.	

CLASS A.

It opened by the Gallinas and Solyman chiefs, through Prince Manna, declaring their desire now to conform to all my wishes, and to seek the protection (friendship) of the Queen of England. After some reference to their former bad faith, I asked why they had not given up the full number of slaves which they had declared in their first communication with Commander Dunlop were left in the country by the foreign slave-dealers, as they had promised to do,—Manna replied, “It is very true, but it is not we, the chiefs alone, who took goods from the Spaniards; the minor chiefs and people take goods and keep book, they had slaves on account, each man his book, and we have not been able to compel them to bring them in. Many have escaped, many, it is possible, sold again; but we are still seeking, and hope to have 100 collected at Mina to-morrow evening, and the other 200 in a few days,—we have *sworn*; we do not wish to *deceive*,—we wish now to make a new Treaty with Queen of England.”

This explanation was given apparently with sincerity, and assented to by all the other chiefs present, and anxious that they should not be induced by any pressure, in any way to make fresh slaves for the purpose of adhering to the original number (which I had myself always considered a large estimate), I consented to accept it as satisfactory; and allowed them to execute a new Treaty, according to the form supplied, explaining to them, at the same time, that it was similar in its purport to Captain Denman’s Treaty, and which they would have been still bound to conform to, had I not done so.

The Treaty having been executed, Prince Manna put the question: “Now we have done all the English wished,—we have driven out Spaniard, and we have sworn to give up Slave Trade, and we will do so,—what are *you* going to do for us? We want means to begin to trade with goods,—we wish to put ourselves under the protection of the English Queen and flag.” I replied that, convinced of their good faith, I should take off the blockade, and open trade for them, and write to the Governor of Sierra Leone, to encourage ~~our~~ merchants to trade with them, but no good man would trade with them, ~~until~~ assured of their having given up the Slave Trade; that I would leave an agent with them, who would make known their wishes, and inform me of what they were doing; they must now turn their people to cultivate the land, make palm-oil, and country cloths, and our ships would continue on the coast if they wanted assistance.

I disclaimed any wish on the part of the Queen, my mistress, to obtain the sovereignty of their territory, and I said that her desire was to hear that they had put an end to their wars for furnishing the slave-dealers, and that I hoped all the chiefs now assembled would enter into an agreement to that effect, and pledge themselves to assist each other.

It would be beyond the limits of a despatch to report the arguments used, but there being chiefs present who had been rivals for years, it was surprising how little discussion took place before the Agreement, a copy of which I have now the honour to inclose, was signed and executed; all the chiefs shaking hands, and swearing friendship, and to support each other; and thanking me, through King Sandfish, the *oldest* chief of this part of the coast, for having brought them together.

The palaver ended, we showed them the effect of some rockets and shells, and after a little festivity, and drinking Her Majesty’s health, they returned on shore in the evening.

I have authorized Commander Dunlop, of the “Alert,” to divide the sum of 25*l.* between three minor chiefs of Manna and Sugury, whose services for the last five months have been very valuable to him in his negotiation with the chiefs of Gallinas, and I have directed a small present of tobacco and powder to be made to each chief that signed the Treaty and Agreement, of which I have left copies with each of the principal chiefs; and, in reply to the petition of the Gallinas chiefs for a similar present as had been given to other neighbouring chiefs on signing Treaties, I said, that if I learnt they were adhering faithfully to the new Treaty at the expiration of a year, I would ask for a present to be given to them by my Government in the same manner; and I took the opportunity before the whole party assembled, of addressing to the chiefs of Cape Mount and Sugury, in accordance with the wishes of Her Majesty’s Government, expressed in your letter to me of the 31st October last, the high sense Her Majesty’s Government entertained of the good faith which they had displayed

in fulfilling their engagements, and which example I hoped would now be followed by the chiefs of Gallinas and Solyman.

The "Alert" will take this despatch to England; I cannot close it, entertaining, as I do, a sanguine hope that with proper precaution for a time (which will certainly be required), the Slave Trade may be considered as put an end to between Sierra Leone and Cape Palmas, without expressing again to their Lordships that much of this is to be attributed to the untiring zeal and perseverance which Commander Dunlop has shown during the time he has been senior officer of this division.

I have, &c.
(Signed) ARTHUR FANSHAWE.

Inclosure 1 in No. 161.

Commander Dunlop to Commodore Fanshawe.

(Extract.)

"Alert," January 30, 1850.

ON the 21st ultimo I landed, to communicate with the chiefs, and I informed them that when they had delivered 300 slaves, in addition to those already given up to me, you would consent to make the new Treaties with them, and to take off the blockade, exacting no more slaves.

Finding that there was much jealousy and want of confidence in each other amongst the chiefs of Gallinas, proceeding from the two eldest of these chiefs, viz., Lucini and John Shapha Rogers, not having cordially concurred with the others in expelling the slave-dealers, and that there was a great probability of this leading to a war amongst them, I considered it would be of the greatest importance if I could restore good feeling and harmony, so that they might unite cordially with each other; to effect this object, it appeared to me there was but one mode which would be at all effectual, viz., if possible to induce them to take a solemn oath according to the custom of their country, binding them to maintain friendship with each other, and to unite in the suppression of the Slave Trade.

I have reason to believe that these oaths are seldom broken by the natives, as they consider that doing so would bring upon them some great misfortune, and they are taken with much solemnity and awe.

Lucini Rogers being very ill, and quite unable to attend the meetings of the chiefs, he delegated his authority to his eldest son and successor, a copy of which document I have the honour to inclose.

Having previously paved the way by separate communication with each of the chiefs, at a general meeting in which the chiefs of Solyman joined those of Gallinas, they took a solemn oath to maintain the most friendly relations with each other, and for ever to abolish the Slave Trade in their territories.

I have the honour to inclose the oath as it was taken word for word in their own language, with all the ceremonies of their country, which they afterwards signed by their own desire, that (as they expressed it) the Queen of England might hear of their intention never again to permit slave-dealers to reside in their country, or to carry on that trade themselves.

I have had the honour in my previous letters to inform you that I succeeded in making a cordial peace between the Manna, Sugury, and Cape Mount people, and those of Solyman, who for many years had been at war, and now the former people are assisting the latter in repelling the attacks of the people of Zaro.

As the Solyman people were supplied with arms and powder by the slave-dealers, and otherwise assisted by them, they were the successful party in the war. Before taking any other step towards reconciling those people with each other, I insisted that the Solyman chiefs should agree to give up to me all the prisoners of war whom they had not already sold to the slave-dealers, or put to death (which latter fate they confessed to me they inflicted on all those whose age or bodily infirmity rendered them unsaleable).

As these prisoners were delivered to me, I sent them to their country, and according to my direction, in my absence, they were sent direct to the chief to whom they belonged by the Chief of Solyman.

I have the honour to inclose an account of the number of prisoners thus released, and restored to liberty and their country, signed by their respective chiefs, and witnessed by the Chiefs of Gallinas and Chief of Solyman, in whose power they were.

The number of slaves and prisoners delivered to me up to the present time is :—

Delivered by the Chiefs of Gallinas	..	..	..	518
„ Solyman	..	..	..	200
Total	..	..	..	718

Inclosure 2 in No. 161.

Certificate.

THIS is to certify that the number of people undermentioned, belonging to Cape Mount, Sugury, and Manna, who were taken prisoners and made slaves of by Shapha Pamah and the chiefs and people of Solyman and Juring, were liberated and restored to their respective countries between the 1st day of October, 1849, and 30th January, 1850, by Commander Hugh Dunlop, of Her

Majesty's sloop "Alert," senior officer of the British ships of war on the Northern Division of the west coast of Africa, to whom we, the undersigned chiefs, tender our warmest thanks.

35 People of Cape Mount.
 45 " Sugury.
 120 " Manna.

Total 200 Liberated.

Done at Mina, Gallinas River, this 23rd day of January, 1850.

(Signed) GEORGE X CANE, *Chief of Cape Mount.*
his mark.

KING X SANDFISH, *Chief of Sugury.*
his mark.

KING GEORGE X ROBIN, *Chief of Manna.*
his mark.

Witness :

Chiefs of Gallinas { his PRINCE X MANNA,
mark.
his JOHN SHAPHA X ROGERS.
mark.
 Chief of Solyman SHAPHA X PAMAH.
his mark.
 Chief of Gallinas JAMES WESTERN X ROGERS.
his mark.

Inclosure 3 in No. 161.

Oath taken by the Chiefs of Gallinas and Solyman.

WE, the Undersigned, chiefs of Gallinas and Solyman, considering that our mutual security and the good of our country require that we should be united in the closest friendship, did this day meet together at Mina, in Gallinas River, and in presence of Commander Hugh Dunlop, the senior officer of Her Britannic Majesty's ships on the Northern Division of the west coast of Africa, King Robin, chief of Manna River, Mr. Charles Hall, acting paymaster and purser of Her Majesty's sloop "Alert," and Mr. William Parker, interpreter to the said senior officer, and other witnesses, solemnly swear (according to the forms and customs of our country) that we, the chiefs of Gallinas and Solyman, should unite together in the closest friendship, and that no quarrel, war, or strife should arise amongst us in consequence of our having banished the slave-dealers from our country, but on the contrary, that we should assist each other against any enemy who may attack or injure any of us, and that we should never again allow slave-dealers to reside in our country, or ourselves in any way engage in the Slave Trade, or permit that trade to be carried on, directly or indirectly, in our respective territories, and we consider this solemn oath and engagement to be binding to our heirs and successors.

We hereby set our signatures to this document, that Her Majesty the Queen of England may thus be informed of our sincere intention for ever to abandon the Slave Trade and to banish it from our territory.

Done at Mina, this 28th day of January, 1850.

(Signed) his PRINCE X MANNA,
mark.

his JAMES X ROGERS,
mark.

his JOHN SHAPHA X ROGERS,
mark.

his JAMES WESTERN X ROGERS,
mark.

For his father, his LUCINI X ROGERS,
mark.

his JAN X CUBAH,
mark.

his SHAPHA X PAMAH,
mark.

Chiefs of Gallinas.

Chief of Solyman.

Witnesses :

(Signed) HUGH DUNLOP, *Commander and Senior Officer.*
 C. E. P. HALL, *Paymaster and Purser, Her Majesty's ship "Alert."*
 WM. A. PARKER, *Pilot and Interpreter.*

his KING GEORGE X ROBIN, *Chief of Manna River.*
river.

his JAMES X FREEMEN, *Chief of Sugury.*
mark.

Inclosure 4 in No. 161.

Treaty with the Chiefs of Gallinas, Solyman, Manna, Sugury, and Cape Mount.

BETWEEN Hugh Dunlop, Esquire, Commander of Her Britannic Majesty's ship "Alert," and Senior Officer of the Northern Division of Her Majesty's ships and vessels on the West Coast of Africa, on behalf of Her Most Gracious Majesty the Queen of Great Britain and Ireland, and the Chiefs of Gallinas, Solyman, Manna, Sugury, and Cape Mount.

WHEREAS at the desire and through the mediation of the said Hugh Dunlop, Esquire, Commander of Her Britannic Majesty's sloop "Alert," &c., the said chiefs of Gallinas, Solyman, Manna, Sugury, and Cape Mount, have consented to put an end to all war and strife between each other, and to conclude a Treaty of Peace and Friendship upon the terms and conditions hereinafter mentioned :—

ARTICLE I.

All war is at end, and there shall be peace and friendship between the said chiefs of Gallinas, Solyman, Manna, Sugury, and Cape Mount, and between each and every of them.

ARTICLE II.

All those people taken during the war who are now prisoners in the territories of any of the said chiefs shall be immediately released and sent to the chief to whose country they belong, and from the time of signing this Treaty they shall be considered as friends and allies, and treated with the same kindness in every way as the natives of the country in which they have been prisoners, until they can be sent back to their own country.

ARTICLE III.

The chiefs parties hereto agree to remain at peace with each other, and to refer any dispute that may arise between them to a general meeting of all the chiefs or their successors, when the cause of the difference will be talked over in solemn palaver, and justice done to the injured party, according to the laws and customs of the country. Should any chief refuse to submit to the decision of the whole body of chiefs met to consider the cause of difference or dispute in question, it shall be referred to the Senior British Naval Officer on this station, or to the Governor of Sierra Leone, who shall arbitrate in the matter, and his or their decision shall be final and binding on all parties.

The Governor of Sierra Leone and the Senior Naval Officer will at all times, if applied to by the chiefs, gladly use their mediation and kind offices to promote harmony and good-will between the chiefs and people of the different territories with each other, and with the chiefs and people of the surrounding countries.

ARTICLE IV.

The persons and property of the subjects of the Queen of England shall be inviolate, and they shall be permitted to carry on trade freely in every part of the territories of the chiefs parties hereto, and they may have houses and factories therein, and the said chiefs pledge themselves to show no favour to the ships and traders of other countries which they do not show to the subjects of Her Majesty the Queen of England.

ARTICLE V.

No Purrah or country law of any kind is to be enforced against the subjects of the Queen of England, but if they wrong or injure the people of the chiefs parties hereto, application shall be made to the Governor of Sierra Leone and Senior Naval Officer, who will not allow the guilty to go unpunished, but will do all in their power to compel the subjects of the Queen of England to make reparation for the wrongs they may have committed.

ARTICLE VI.

The Ministers of the Christian religion shall be permitted to reside and exercise their calling within the territories of the chiefs parties hereto, who hereby guarantee to them full protection.

In faith whereof we have hereunto set our hands and seals, on board Her Majesty's steam-ship "Centaur," off Gallinas, this 2nd day of February, 1850.

HUGH DUNLOP,
*Commander of Her Majesty's sloop
"Alert," and Senior Officer of
the Northern Division.*

his
PRINCE ✕ MANNA,
mark.

his
JOHN SHAPHA ✕ ROGERS,
mark.

his
JAMES WESTON ✕ ROGERS,
mark.

his
LUCINI ✕ ROGERS,
mark.

his
JAMES ✕ ROGERS,
mark.

his
SHANISEE ✕,
mark.
Chiefs of Gallinas.

his
SHAPHA ✕ PAMAH,
mark.
Chief of Solyman.

his
SANDFISH ✕,
mark.
King of Sugury.

his
GEO. ✕ ROBIN,
mark.
King of Manna River.

his
TOM ✕ COLE,
mark.
Chief of Manna Rock.

his
PRINCE ✕ CAIN,
mark.
Chief of Cape Mount.

his
DWARO ✕ MAMBO,
mark.
Chief of Solyman.

Signed and sealed in our presence this second day of February, 1850.

(Signed)

C. A. W. BUCKLE, *Captain, Her Majesty's ship "Centaur."*

WM. A. PARKER, *Interpreter.*

THOS. L. GORDON, *Interpreter to Prince Manna.*

By virtue of the power deputed to me, I hereby declare the approval of Her Majesty the Queen, my mistress, to the above engagement.

(Signed)

ARTHUR FANSHAWE,
Commodore and Commander-in-chief.

No. 162.

Rear-Admiral Reynolds to the Secretary to the Admiralty.—(Received April 11.)

Sir,

"Southampton," Monte Video, January 8, 1850.

IN a report of proceedings from Commander Schomberg, of Her Majesty's steam-sloop "Cormorant," dated 23rd ultimo, is an account of his cruising for the suppression of the Slave Trade (in obedience to orders I had given him), which I think may prove interesting to their Lordships, and from which therefore I beg to transmit an extract.

The activity of the Slave Trade along this extensive coast would be almost incredible, were not the sources of information so highly respectable. Her Majesty's Chargé d'Affaires at Rio, in a letter to Commander Schomberg, dated 15th ultimo, mentions eight vessels fitted for the Slave Trade, being about to proceed to the Mozambique during the last month, and three others expected from the coast of Africa; whilst the Vice-Consul at Santos writes to tell me of several vessels from the Coast being daily expected, and of others fitting out at Santos.

Commander Schomberg is very zealous; but when there are so many coasting steamers acting against us wherever we go, the chance of making captures with our present reduced squadron is very uncertain.

I have, &c.

(Signed)

B. REYNOLDS, *Rear-Admiral.*

Inclosure in No. 162.

Commander Schomberg to Rear-Admiral Reynolds.

(Extract.)

"Cormorant," Rio de Janeiro, December 23, 1849.

ON the morning of the 9th instant, I boarded the "Carioca," Brazilian steamer, off the Alcatrasses, which vessel was apparently screening herself under those islands. Her papers showed her to be bound to the town of St. Sebastian, on the main, but she was considerably out of her proper course to that place, and she had tow-ropes on her paddle-boxes, and the master of her made a lame excuse for being where he was, in consequence of having hurt his leg in the night.

This vessel exciting my suspicions, I watched her through the St. Sebastian Channel.

The evening of the same day I observed, on anchoring for the night under Mount Friego, another steamer which I chased off the ground. This vessel, I find, was the "Bertioga," carrying intelligence of me to Santos.

On the evening of the 10th, I observed a steamer under the Island of Vittoria, who on perceiving me turned round, and evidently seemed to try to dodge me round the island. I chased him for an hour and a quarter, and after firing two shots with distant charges, brought to this same "Carioca." He had not the cargo of coffee in for which he had said he was going to St. Sebastian, but was empty, and had a few passengers on board, apparently slave-dealers.

This man, I hear, has reported me at Rio for boarding him twice.

On the morning of the 12th, at daylight, I observed two steamers, apparently from Rio, steaming and sailing along shore, and on their making me out, behind Vittoria, they shortened sail, which created suspicion, and seeing them to be the well-known "Serpente" and the "Bertioga," I steamed easily astern of them right through the inner channel of St. Sebastian.

When in a little bay of the island, where there is a gun mounted, and a flag-staff, too high up for me to have seen before, when looking up this channel from the entrance, I observed a fine barque with her top-sail yards at the mast-head, no doubt ready for the "Serpente" to tow her out, had I not appeared. I boarded her, but could not search of course where she was; she proved to be the "Santa Cruz," mentioned in my first paragraph; her hatches were covered up, and her cargo of slaves had apparently been landed some days; she had no papers, but the master said he had arrived from Monte Video ten days ago.

I have been thus particular in reporting the occurrences with the Rio steamers, to show you, Sir, in case of complaint of me hereafter to the Brazilian Government, that it has not been without ample cause that I have watched their movements, as well as slave-vessels; indeed I have no doubt I shall by-and-bye catch some of them under weigh with slaves on board, or towing slave-vessels, and I shall be glad to make an example of one of such obstacles as they prove to my duty.

No. 163.

Rear-Admiral Reynolds to the Secretary to the Admiralty.—(Received April 11.)

(Extract.)

"Southampton," *Monte Video*, January 21, 1850.

I BEG to inclose, for the information of the Lords Commissioners of the Admiralty, an extract from the report of proceedings of Her Majesty's steam-sloop "Cormorant," detailing the particulars of her capture of the slave barque "Santa Cruz," and the subsequent destruction of that vessel.

Inclosure 1 in No. 163.

Commander Schomberg to Rear-Admiral Reynolds.

(Extract.)

"Cormorant," *Rio de Janeiro*, January 7, 1850.

THE barque proved to be the "Santa Cruz," under Brazilian colours, which I before reported as having landed her cargo of slaves in this neighbourhood, and she displayed the following liabilities to seizure, viz. :—

1. Most abominable stench.
2. No log.
3. Great part of slave-deck laid forward and aft, and the remainder of it stowed in the hold, marked and ready for laying; height of slave-deck, 3 feet 10 inches.
4. Grating hatches disguised with plank.
5. Large galley on deck, and fittings for another, which was not on board.
6. Wooden spoons for feeding slaves.
7. Large tub for mixing slave food in.
8. Large necessary tub for slaves.
9. Binnacle fitted to darken, used in slave-vessels.

I therefore took possession of her. I landed all the crew of the "Santa Cruz" (except the master and two others), none of whom appeared to have been in the vessel during her last slave trip, and sent Lieutenant de Kantzow, with a party of men, to prosecute the search, and take charge of her for the night. In the morning he reported to me that the three détenus had left the vessel in a canoe; thus showing that they acknowledged the inutility of defending her against adjudication.

This vessel had no log, her engagement to proceed from Rio de Janeiro to Rio de la Plata, touching at Paranaguá, according to her clearance, dated last July, had not been fulfilled, the master stating that he had put into St. Sebastian three months since, in consequence of discovering a leak; not one of the original crew, shown by his papers, were then on board; he said that they had all run away.

When I before sent an officer on board her, at anchor in the Straits of St. Sebastian, under Brazilian protection, the same master said he had arrived ten days before from Monte Video.

The whole of the communication I obtained on board this vessel comprised a tissue of confused falsehoods.

On the morning of Saturday, the 5th instant, having received from the surveying officers their report of the vessel's condition (a copy of which I inclose herewith), and not feeling myself justified in resorting to the expense and inconvenience to Her Majesty's service of making a vessel in such a state seaworthy, I directed the officers to ascertain her measurement, and having towed her out to sea, I caused her to be destroyed, by burning and sinking her.

Inclosure 2 in No. 163.

Report of Survey of the "Santa Cruz."

IN pursuance of an order from Herbert Schomberg, Esquire, Commander of Her Majesty's steam-sloop "Cormorant," we whose names are hereunto subscribed have been on board the captured slave-barque "Santa Cruz," and having held a strict and careful survey on her condition and state as to sea-worthiness, do make the following report of our proceedings :—

Under starboard buttock close to light load-line one plank has started, and the butt fastenings are entirely defective, so much so that a caulking iron was pierced through to the lining, two streaks below the bends on port-side; but fastenings in several places gone and cemented over, one of the butt ends on port-quarter started and filled up with cement. She is sheathed with fir outside, the wooden ends of which are started on starboard bow, and the fastenings defective on both quarters, the copper entirely worn off her bottom, and sheathing under apparently very bad.

The decks are very defective in the waist in wake of water ways and the stanchions, her main ceiling very defective, and lined over in the midship part of the vessel.

The fastenings of stern frame entirely worn out and gone, and the stern-posts by the wing transoms considerably started, the main piece of rudder sprung, the head knees started, and lacing piece defective.

The fore-mast and mizen-mast quite rotten, the pumps very defective, the port one of no use whatever.

She is now making half-inch water per hour, laying at anchor, and the master states that when at sea she makes as much as seven inches.

She is too light to go to sea without ballast, putting which into her would in our opinion make her leak at least a foot an hour, from her being so defective above her light load line, and especially about her stern post.

We therefore consider her quite unfit to undertake the passage to St. Helena.

And we declare that we have performed this survey with such care and accuracy, that we are willing if required to make declaration to the impartiality and correctness of our proceedings.

Given under our hands, on board Her Majesty's ship "Cormorant," this 4th day of January, 1850.

(Signed) C. M. LUCKRAFT, *Senior Lieutenant,* } *Her Majesty's*
 T. W. SULIVAN, *Master,* } *steam-sloop*
 SAMUEL BARTLETT, *Carpenter,* } *"Cormorant."*

Approved. (Signed) HERBERT SCHOMBERG, *Commander.*

Inclosure 3 in No. 163.

Report of Destruction of the "Santa Cruz."

IN pursuance of an Order from Herbert Schomberg, Esquire, Commander of Her Majesty's steam-sloop "Cormorant," we whose names are hereunto subscribed have been on board the captured slave-barque "Santa Cruz," and having measured her for tonnage, we find her to be as follows:—

Length along deck	99 feet.
Mean breadth of three measures	25 "
Depth down pump-well	16 "
Length of rise on deck	27 "
Depth of rise on deck	2 "
Breadth of rise on deck	24 "

And having done so we then set her on fire; and we have performed this service with the strictest care and equity.

Given under our hands, on board Her Majesty's steam-sloop "Cormorant" at sea, Busias Islands north-west about 20 miles, the 5th January, 1850.

(Signed) C. M. LUCKRAFT, *Senior Lieutenant,* } *Her Majesty's*
 T. W. SULIVAN, *Master,* } *ship*
 SAM. BARTLETT, *Carpenter,* } *"Cormorant."*

Approved. (Signed) HERBERT SCHOMBERG, *Commander.*

No. 164.

Rear-Admiral Reynolds to the Secretary to the Admiralty.—(Received April 11.)

Sir,

"Southampton," Monte Video, January 22, 1850.

I HAVE much pleasure in transmitting, for the information of my Lords Commissioners of the Admiralty, Commander Schomberg's statement of the capture, by the "Cormorant," of the Brazilian slave-barque "Paulina," and I also beg to inclose his account of an American who was engaged by the slaver to assume American nationality (as the nominal captain) in the event of her being boarded by a British cruiser.

On the arrival of the "Cormorant" at this anchorage, the particulars of this man's case were submitted to Commodore Storer, of the United States' ship "Brandywine," who, having consulted with the American Consul, that functionary declined having anything to do with the culprit, as he was not able to prove him to be an American, and Commander Schomberg consequently landed the impostor at Monte Video at his own request.

I have, &c.

(Signed) B. REYNOLDS, *Rear-Admiral.*

Inclosure 1 in No. 164.

Commander Schomberg to Rear-Admiral Reynolds.

(Extract.)

"Cormorant," Monte Video, January 19, 1850.

ON the evening of the 12th at dusk I observed a barque under sail with her head to the southward, off Paranagua. I immediately chased her and at 10 o'clock boarded her. The master, an American, was furious, would show no colour, log, or any papers, except an old American register, dated 13th June, 1848, for a vessel called the "Chester," and protested most violently in the name of the American nation, against my lifting one of the after hatches, which I did, considering myself justified by his failing to prove his nationality.

Although he called the few men on deck his whole crew, whom he represented to be Americans, lifting the hatch abaft, a number of men were exposed to view. He still resisted all persuasion to hoist his colours, or show a manifest. I therefore detained him and sent Lieutenant de Kantzow on board with an armed party to take possession; when the boat returned, Lieutenant de Kantzow sent me word that upwards of sixteen Brazilians had made their appearance from below, begging that the hatches might be taken off. I then took him in tow to an anchorage in shore, and on

Sunday morning the 13th instant, at 5 A.M. sent Mr. Luckraft, the Senior Lieutenant, on board to relieve the Second Lieutenant, who on his return reported her to be most completely fitted for her outward-bound voyage to the Mozambique, having her slave-deck laid, slave-coppers below concealed, leaguers, &c. He also brought on board her Brazilian papers, stating her to be the "*Paulina*," of 331 tons, from Rio to Paranagua and Monte Video. I took on board twenty-six of the crew, leaving the master and two others on board in charge of the Senior Lieutenant.

On rejoining my prize the next morning the 14th instant, I put on board her Mr. E. C. Smyth, an intelligent and experienced master's assistant, eight seamen, and two gunners Royal Marine Artillery, and dispatched her with sailing orders to the Island of St. Helena for adjudication, leaving on board the master and two of the crew.

I then proceeded to St. Catherine's Bay, as the most convenient place on the Brazilian coast, to land the remaining Brazilian portion of the "*Paulina*," twenty-five in number, which I effected at noon on the 15th instant, retaining the American who called himself the master for your disposal, reporting his case to you in a separate letter.

I beg to add that a search on board the "*Paulina*" produced 532½ silver dollars, which I sent over in her to the court, and a subsequent examination of the effects of the prisoners gave 17 half-doublons and 223 silver dollars, which I intend remitting to Messrs. Halford and Co., Norfolk-street, Strand, our prize agents. I have since learnt that a much larger amount, viz. 7,500 gold dollars, is remaining on board, concealed in the casks of farinha, stowed below forward.

Inclosure 2 in No. 164.

Commander Schomberg to Rear-Admiral Reynolds.

Sir,

"*Cormorant*," *Monte Video*, January 19, 1850.

I HAVE the honour to inform you that I have thought it incumbent on me, under the following circumstances, to detain on board Her Majesty's steam-sloop "*Cormorant*," under my command, the American subject John Murray, whom I captured in the "*Paulina*" barque, fitted for slaves, in order that you may dispose of him as you may think fit, considering that his conduct to my boarding officers and myself, and the false assumption of American protection for his nefarious practices, in which he seems an experienced hand, claim the exaction of some account of himself before the authorities of his own country.

The following is a statement of his case :—

About 9.30 P.M. on the 12th instant, within fifteen or twenty miles east of Paranaguá, I sent Lieutenant de Kantzow (in proper uniform) in a cutter, having an English ensign flying, to board a barque under sail which I had observed and given chase to about sunset, but had lost and then regained sight of. Lieutenant de Kantzow returned to the "*Cormorant*" to inform me that she was a suspicious vessel, the master of her stating she was an American barque, and producing an old register of the "*Chester*," but refusing to show any other papers or to muster his crew. I instantly went on board, taking with me Mr. de Kantzow and Mr. T. W. Sullivan, the master.

On passing under her stern and holding up a lanthorn, "*Chester*, of New York," was apparently just fresh painted on it. On getting on her deck the person named in the margin presented himself as the master, and on my demand to see his papers refused to show any other but an old register of a vessel called the "*Chester*," dated July, 1848. He said by the laws of his country he had no right to show his nationality, saying the few men then on deck composed his crew, which he refused to muster.

I desired him to hoist his ensign, which at first he pretended to be determined to do, but when I continued to insist on it he refused, asking where was ours, and how was he to know what uniform we wore. I then ordered up the English ensign from the stern of the boat where it was flying (it being dark) to show him, and ordered the men out of my boat to lift the after hatch, which they did, exposing to view some dry casks stowed to imitate an American cargo, and the same time bunks with men lying down in them. He then became furious, striking his breast and calling down the vengeance of the United States on me, declared he would have nothing more to do with the vessel; she might go on shore; ordered the men not to touch a rope—that we were answerable—each act accompanied with violent gestures and blasphemous oaths.

Thinking from his earnestness that it was possible she might be an American vessel, commanded by an eccentric, obstinate man, I returned on board; and after determining to take the vessel to St. Catherine's, where there is an American Consul, I sent on board the Senior Lieutenant, Mr. Luckraft, to endeavour to obtain a sight of his papers, and get him to hoist his ensign. All being without effect I sent an armed party on board under the Second Lieutenant to take possession of her, proceeding ahead in the "*Cormorant*" to take her in tow, and on my boat's return I was informed that she was the "*Paulina*," a Brazilian vessel, and that numbers of Brazilians had come up from below, the whole crew amounting to twenty-nine persons; her slave-deck and fittings complete, and a set of Brazilian papers, as per margin*, obtained of course by false representations.

I then towed her in shore to an anchorage as a prize, and found in the morning, that the name on the stern had been dexterously painted out during the night.

This man on confessing his failure of establishing American nationality for the vessel, said we were the first English vessel that had succeeded against him, he having taken in the officers of the "*Bonetta*," "*Firefly*," "*Contest*," and others.

It seems he did not leave Rio Janeiro in her (whence she sailed on the 4th equipped for the Mozambique), but was put on board her outside that harbour by a tug steamer to act as second mate, but more particularly to exercise his hitherto successful plan of adopting American nationality as a screen when required.

Thinking the fraudulent usurper of false national protection in this flagrant instance ought not again to be let loose to repeat his villainy, I have taken the step with which I thus make you acquainted, requesting your further instructions thereon.

I have, &c.

(Signed) HERBERT SCHOMBERG, *Commander*.

* Passport, Register, Manifest, List of Crew, Clearance.

No. 165.

Rear-Admiral Reynolds to the Secretary to the Admiralty.—(Received April 11.)

Sir,

“Southampton,” Monte Video, January 22, 1850.

WHEN requesting you to lay before the Lords Commissioners of the Admiralty the accompanying report from Commander Schomberg, upon the subject of the Slave Trade, as carried on upon a portion of the coast of Brazil, I beg you will inform their Lordships that I am induced to transmit such copious reports and extracts upon this subject, in order that their Lordships may clearly see the nature of the obstacles which the cruisers for the suppression of that traffic have to contend against.

I have, &c.
(Signed) B. REYNOLDS.

Inclosure in No. 165.

Commander Schomberg to Rear-Admiral Reynolds.

(Extract.)

“Cormorant,” off St. Catherine’s, January 15, 1850.

WITH reference to the intelligence respecting the Traffic in Slaves on the coast of Brazil, the experience of my late inspection of the neighbourhood of the Island of St. Sebastian enables me to state to you the open and glaring manner in which it seems to be carried on in that island.

By the appearance of the buildings on the west side of it, and the number of canoes on the beach, it would appear that it is inhabited by people who make the removal of slaves along the coast their trade, active steamers and coasters being constantly on these straits between St. Sebastian Island and the main.

In many of the little sandy bays on the coast are buildings like barracoons, and boats hauled up, and in Sombrico, besides the slave receptacles at the head of the bay near the two islands, there is in a beautiful land-locked creek, where I anchored in seven fathoms, a slave establishment, which on examination proved to contain spare coppers, open hatches, leaguers, &c., ready for vessels, chains in the rocks for mooring close to, and on the hill above a rope walk. We found no inhabitants there during our stay.

I was informed from an authentic source on the 6th instant, that the brig “Lucifer,” one of the vessels I reported to you as expected to arrive in the neighbourhood of St. Sebastian, had on the previous Wednesday (the 2nd instant) after a tedious voyage from the Mozambique, fetched the part of the coast of Brazils near Rio Grande, where, being apprized by the “Serpente” steamer of our position near St. Sebastian, she at once pushed on shore, and landed the surviving 200 of her slaves in a sickly state, and thence proceeded to Cape Frio.

When in the middle of coaling and taking in provisions for the “Southampton,” on the 8th instant, I learnt that the “Serpente” steamer had just embarked near the entrance of Rio Harbour, under the very eyes of the Brazilian authorities, 750 slaves taken out of the barque “Del Mundo,” alias “Anonyma” (also reported to you by me as expected), on or near, as I can learn, the very spot I had been awaiting her till within two days of her arrival, when I left in consequence of your orders received by the “Harpy.” She was 61 days out, is 398 tons burden, high and short, has quarter boats, and bore American colours in disguise when chased.

On discharging her cargo she went to the Island of Abrigo and anchored, I am told, but not being there when I went to look for her on my way to Monte Video, I supposed she had slipped into Cavança or some creek in the neighbourhood.

It seems these two vessels left Quillimane together; the barque taking the round outside the Island of Madagascar accounts for her later arrival, and the result of the time of the arrival on this coast of the “Santa Cruz,” “Lucifer,” and “Del Mundo,” shows the correctness of the information respecting them which was given to Her Majesty’s Chargé d’Affaires, and proves the importance of the preference I gave to St. Sebastian as a cruising-ground, had not the activity of the “Serpente,” and unavoidable circumstances prevented the interception of their cargoes.

With respect to “sealed manifests,” as in the case of the “Hannibal,” boarded by me, reported in my letter of proceedings, I understand several of the Brazilian vessels have only sealed up manifests directed to authorities at the port to which they profess to be bound; it is therefore impossible to deal satisfactorily with such vessels, although they are all very suspicious, and I believe most of those under Sardinian colours change owners and become slavers.

Of the crew of the “Paulina,” captured by me, I learn that the Brazilian who is gone to St. Helena as the master, is the paper master only, or first mate in reality, and that a respectable-looking Italian, named Vincente Madeline, a native of Ancona, but resident with his family at Rio, is the actual captain, and he seemed an experienced hand. He remarked that the Brazilian Ministers had slaves themselves, and that the English houses at Rio, particularizing Maxwell’s, by their imports chiefly supported the Slave Trade.

The owner of the “Paulina” was also on board, named H. Ramos; he told me, on inquiry, that he was brother to the owner of the “Serpente;” there are also two other brothers resident on the coast of Africa. When at Rio I understood that the “Serpente” Ramos had just purchased an American whaler for the Slave Trade.

I understood from Mr. Hudson, that the large ship expected off St. Sebastian, between this date and the 25th instant, is the last vessel expected from the Mozambique at present, but that several may be expected to the northward at the end of January and in February.

No. 166.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received April 11.)

Sir,

“Centaur,” off Gallinas, February 4, 1850.

WITH reference to my letter to you of this day's date, detailing the particulars of a palaver held on board this ship, on the 2nd instant, with the chiefs of Gallinas and Solyman, I have the honour to request you will be pleased to acquaint my Lords Commissioners of the Admiralty, that, having satisfied myself that those chiefs had now as completely fulfilled the engagements of the Treaty concluded by them with Captain Denman as was in their power, viz., having expelled all the foreign slave-dealers from their territories, destroyed all their buildings and boats, and given up 562 slaves to be liberated, who had been kept for exportation by the slave-dealers, and executed a new Treaty with me, on the part of Her Majesty; I have this day declared the blockade of their coast to be raised, of which I shall give immediate notice to Her Majesty's Governors at Sierra Leone and Gambia, and to all the foreign authorities within the limit of my command, and of which I trust their Lordships and Her Majesty's Government will approve.

I have, &c.

(Signed) ARTHUR FANSHAWE, *Commodore.*

No. 167.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received April 11.)

(Extract.)

“Centaur,” off Gallinas, February 4, 1850.

WITH reference to my letter to you of this day's date, announcing, for the information of the Lords Commissioners of the Admiralty, that I had declared the blockade of the Gallinas to be raised, I have to request you will be pleased to acquaint their Lordships that I have directed Commander Marsh, of Her Majesty's sloop “*Heroine*,” the senior officer of the Northern Division, to continue Mr. Parker, the pilot and interpreter, with ten kroomen (armed) on shore, at Mina, a town within the Gallinas Bar (where he had been placed by Commander Dunlop), for the purpose of giving every information as to the progress of legal trade at that place, or of any attempts to reopen the Slave Trade in the vicinity, as well as generally of the disposition of the chiefs to act in amity in the suppression of it.

Should Her Majesty's Government entertain the suggestion on the subject which I ventured to make in my despatch of the 18th November last, and with respect to my despatches generally on the subject of the suppression of the Slave Trade at this place, I would beg leave respectfully, through their Lordships, to call the attention of Her Majesty's Government to the necessity I conceive there will now be for great precaution, on the part of Government of Sierra Leone, to prevent any of those persons who have been expelled from Gallinas from landing there, either with the purpose of opening communication with their old friends, or finding a way from thence again to the Gallinas; in short, that coming there again, having been *avowed slave-dealers*, they should be immediately placed under a surveillance.

My belief also, is, that at Free Town some of those slave-dealers have had their agents long established, who furnish them with information, purchase the furniture, &c., of captured slave-vessels for them, and generally transact their business; and that it would be very desirable if any measure could be proclaimed and enforced, which should meet such persons.

No. 168.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received April 11.)

Sir,

“Centaur,” off Gallinas, February 4, 1850.

WITH reference to my letter of this date, I have the honour to inclose an original copy of the Treaty, executed on the 2nd instant, with the chiefs of Gallinas and Solyman, for the abolition of the Traffic in Slaves.

I have, &c.

(Signed) ARTHUR FANSHAWE.

Inclosure in No. 168.

Engagement with the Chiefs of Gallinas and Solyman.

ARTHUR FANSHAWE, Esquire, Companion of the Most Honourable Military Order of the Bath, Commodore of the First Class, and Commander-in-chief of Her Majesty's ships and vessels on the west coast of Africa, on the part of Her Majesty the Queen of England, and the Chiefs of Gallinas and Solyman, and of the neighbourhood, on the part of themselves and of their country, have agreed upon the following Articles and Conditions:—

ARTICLE I.

The export of slaves to foreign countries is for ever abolished in the territories of the Chiefs of Gallinas and Solyman, and the Chiefs of Gallinas and Solyman engage to make and to proclaim a law prohibiting any of their subjects, or any person within their jurisdiction, from selling or assisting in the sale of any slave for transportation to a foreign country; and the Chiefs of Gallinas and Solyman promise to inflict a severe punishment on any person who shall break this Law.

ARTICLE II.

No European, or other person whatever, shall be permitted to reside within the territory of the Chiefs of Gallinas and Solyman, for the purpose of carrying on in any way the Traffic in Slaves; and no houses, or stores, or buildings of any kind whatever, shall be erected for the purpose of Slave Trade, within the territory of the Chiefs of Gallinas and Solyman; and if any such houses, stores, or buildings, shall at any future time be erected, and the Chiefs of Gallinas and Solyman shall fail or be unable to destroy them, they may be destroyed by any British officers employed for the suppression of Slave Trade.

ARTICLE III.

If at any time it shall appear that Slave Trade has been carried on through or from the territory of the Chiefs of Gallinas and Solyman, the Slave Trade may be put down by Great Britain by force upon that territory, and British officers may seize the boats of Gallinas and Solyman found anywhere carrying on the Slave Trade: and the Chiefs of Gallinas and Solyman will be subject to a severe act of displeasure on the part of the Queen of England.

ARTICLE IV.

The subjects of the Queen of England may always trade freely with the people of Gallinas and Solyman, in every article they may wish to buy and sell in all the places, and ports, and rivers, within the territories of the Chiefs of Gallinas and Solyman, and throughout the whole of their dominions; and the Chiefs of Gallinas and Solyman pledge themselves to show no favour, and give no privilege to the ships and traders of other countries, which they do not show to those of England.

ARTICLE V.

Power is hereby expressly reserved to the Republic of France to become a Party to this Treaty if the Republic of France should think fit, agreeably to the provisions of Article V of the Convention between Her Majesty and the late King of the French, signed at London, on the 29th May, 1845.

In faith of which we have hereunto set our hands and seals, off Gallinas, the 2nd day of February, 1850, on board Her Majesty's steam-ship "Centaur."

ARTHUR FANSHAWE,
Commodore and Commander-in-chief.

his
SHAPHA ✕ PAMAH,
mark.

his
DWARO ✕ MAMBO,
mark.

his
SHANISEE ✕,
mark.

Chiefs of Solyman.

his
PRINCE ✕ MANNA,
mark.

his
JNO. SHAPHA ✕ ROGERS,
mark.

his
JAS. WESTON ✕ ROGERS,
mark.

his
LUCINI ✕ ROGERS,
mark.

his
JAMES ✕ ROGERS,
mark.

Chiefs of Gallinas.

Signed and sealed in our presence, this second day of February, 1850.

C. M. W. BUCKLE,
*Captain of Her Majesty's ship
"Centaur."*

his
SANDFISH ✕,
mark.
King of Sugury.

HUGH DUNLOP,
*Captain of Her Majesty's ship
"Alert."*

his
TOM ✕ COLE,
mark.
Chief of Manna Rock.

WM. L. INCH,
*Secretary to the Commander-
in-chief.*

his
GEO. ✕ ROBIN,
mark.
King of Manna River.

WM. A. PARKER,
Interpreter.

By virtue of the power deputed to me, I hereby declare the approval of Her Majesty the Queen my mistress to the above engagement.

(Signed) ARTHUR FANSHAWE,
Commodore and Commander-in-chief.

No. 169.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received April 11.)

Sir,

“*Centaur*,” off Gallinas, February 4, 1850.

1. WITH reference to the 10th paragraph of my despatch to you, of the 18th of November last, and my instructions to Commander Dunlop, should any further application be made to him by the chiefs of the coast for assistance against the Zaro people, an inland tribe; I have the honour to inclose, for the information of the Lords Commissioners of the Admiralty, a copy of a letter which I have received from Commander Marsh, of Her Majesty's sloop “*Heroine*,” detailing his proceedings in consequence, during the Arbitrator's absence, and previous to my arrival.

2. I believe Commander Marsh's judicious demonstration had a salutary effect in checking the approach of the Zaro men.

3. The different chiefs of the coast having now put an end to their feuds, and pledged themselves to support each other, I have little doubt, if they will act in concert, that they will be able to repel any further aggression of these Zaro people; indeed I have already learnt that King Robin, of Manna River, has obtained some success over them, and I have informed the chiefs that any assistance we render them will be confined to what can be done by the boats with their guns in the rivers, in the healthy season, and that they must not expect any co-operation on shore, in the interior; and my instructions to Commander Marsh are thus limited; as I am convinced that such is the disposition of these natives, that if they once were allowed to look for our assistance beyond a certain point, they would never make any effort for themselves.

I have, &c.

(Signed) ARTHUR FANSHAWE.

Inclosure in No. 169.

Commander Marsh to Commodore Fanshawe.

Sir,

“*Heroine*,” Gallinas, January 10, 1850.

I HAVE the honour to report to you that the “*Alert*” sailed for Sierra Leone on the 2ⁿ instant, leaving me directions to render such assistance, on written requisition from the Chiefs, as might be necessary, to prevent the Zaro people from occupying the towns of Juringe and Gindimar, belonging to the Chiefs of Solyman and Gallinas.

The “*Wolverine*” arrived here on the 4th instant, and placed herself under my orders, in obedience to directions from Commander Dunlop.

I have now, Sir, to represent, that on the 5th and 6th instant I received two letters from Mr. Parker, pilot and interpreter, who is residing at Mina, left behind from Her Majesty's sloop “*Alert*,” requesting that assistance would be given to relieve the town of Juringe, which the Zaro people had invested; also one from the Chiefs of Gallinas and Solyman to the same purport.

On the morning of the 8th instant, I landed with my kroomen, and those of the “*Wolverine*,” in our pinnace and gig, taking with me my gig's crew to work the pinnace's gun, being told by Mr. Parker, who came on board the day previous, they would suffice for the service; but on our interview with Prince Manna, and other Chiefs of Gallinas at Mina, was informed by them that the town of Juringe was in possession of the Zaro people; I therefore considered it would be advisable to increase the party; I then sent for the pinnace's crew and marines of “*Heroine*,” which were brought by Commander Falcon in the “*Wolverine*” boats to the beach, and landed by me in canoes on the evening of the 8th instant.

Aided by Mr. Parker, and the six kroomen of the “*Alert*,” we proceeded to Juringe at daylight on the morning of the 9th, in company with the Chiefs of Gallinas and Solyman, and their followers in canoes.

On arriving at this place at 1 P.M., I found that the Zaro people had, upon hearing of our approach, deserted it in the morning, at the same time carrying off the people and goods, and removing the gates of the stockade.

On assembling the Chiefs there, I learned that the Zaro people had taken and were in possession of another town belonging to Shapha Pamah, Chief of this district, about three miles above Juringe, the possession of which would materially injure our allies. A slave that had belonged to the Spaniards at Gallinas ran in, having escaped from the Zaro people there, and giving himself up to us, said they intended to proceed to Gindimar to attack it as soon as they could cross the river.

I, therefore, on this statement and requisition, proceeded to the town called Siman, to relieve it; on our arrival before the stockade we were fired on; I immediately made an attack with the boat's gun, followed up with our small arms, when they deserted and fired the stockade and town, retreating into the bush, leaving a small gun behind, which they had used against us, of which I took possession, brought down to Mina, and gave to Mr. Parker, for King Robin of Manna River. The natives also brought in four muskets and some swords, which I allowed them to keep.

They also deserted another stockade, called Saroun, close to, lately built and belonging to

them, which was [also set fire to, and a third was fired by the native chiefs who accompanied us.

Immediately this service was performed, I refreshed my crew at a village on the opposite side of the river belong to Prince Manna, who pressed me much to remain until the morning, but feeling that I had performed the service for which I landed, and being anxious that my party should be exposed as short a time as possible to the effects of the river, I left at sunset, and reached Mina at 11 P.M. the same night, and returned on board the "Heroine" this morning.

I have much pleasure in stating that the service has been performed without any loss or casualty to our party.

I have not been able to ascertain the loss beyond five killed on the other side, but should imagine it severe, as they sought shelter in the bush close by the beach, and into which I was under the painful necessity of firing many rounds of grape and canister to dislodge them.

We had much hard pulling in the boats, and were frequently obliged to hoist the pinnace over the shoals both in going up and coming down; but I have much pleasure in stating that the men worked well, and performed the whole duty with great cheerfulness.

I beg to recommend to your notice Lieutenant H. W. Corneck, and Mr. E. S. Meara, midshipman, who were in the pinnace; as well as Mr. Richard K. H. Radcliffe, passed clerk, who took charge of a party of Kroomen in "Alert's" jolly boat; and D. Henry Edmonds, M.D., who was with me in the gig. I was greatly assisted by Mr. Parker, pilot and interpreter, whose knowledge of the river and natives was of great service.

Not knowing what might occur during my absence, I felt it necessary to leave the Senior Lieutenant in charge of the "Heroine," which accounts for his absence in this expedition, which he was only too anxious to join, as well as others on board.

I have, &c.
(Signed) J. B. MARSH, *Commander.*

No. 170.

Commodore Wyvill to the Secretary to the Admiralty.—(Received April 16.)

Sir, "Castor," Cape of Good Hope, January 26, 1850.

I REQUEST you will inform my Lords Commissioners of the Admiralty that I received a report (the copy of which I have the honour to inclose) from Lieutenant Crowder, commanding Her Majesty's steam-vessel "Dee," employed in the Mozambique Channel for the suppression of the Slave Trade, stating that, on the 18th November last, the day after the "Dee" reached her station on the east coast of Africa, he made disposition to explore the River Angozha, to ascertain if the Slave Trade was carried on in that vicinity, previously to placing a watch over the mouth of the river against the entry of vessels engaged in that traffic; and having proceeded near to the Arab settlement with a view to examine a vessel lying on the banks, the inhabitants opened a heavy fire on the boats under his immediate command, from a three gun battery, and three or four hundred muskets, which he felt it his duty to resent, and therefore attacked the place. In two hours they silenced the battery, and drove the enemy back with severe loss; the only casualties, of which he incloses a list, being—wounded, himself slightly, one private of marines dangerously, three men slightly.

Lieutenant Crowder speaks very highly of the zeal and gallantry displayed by the officers and men employed upon the occasion, which I cannot but commend to the notice of their Lordships. He had communicated with the Portuguese Governor of Mozambique, who appears to appreciate his treatment of this piratical place.

The crew of the "Dee" were very healthy on the 26th December, and her boats active in cruising for the suppression of the Slave Trade.

I beg to add that I consider Lieutenant Crowder's conduct will have a very salutary effect upon the inhabitants at Angozha, and much dishearten the slave-dealers on the coast.

I have, &c.
(Signed) C. WYVILL.

Inclosure 1 in No. 170.

Lieutenant Crowder to Commodore Wyvill.

Sir,

"Dee," off Quillimane, December 22, 1849.

I HAVE the honour to report the arrival of Her Majesty's steam-vessel under my command at St. Augustine's Bay on the 30th October, and having completed water and procured live bullocks, I sailed for Mafomale, on the coast of Africa, and arrived off the mouth of the River Angozha on the 15th of November.

Being desirous of examining the river, and to gain information as to the Slave Trade, and being well aware of the hostile disposition of the Arabs located there, I proceeded with the undermentioned force, duly armed, at 4 A.M. on the 16th of November, viz. :—

Two pinnaces of Her Majesty's ship "Castor," with their guns.

Two paddle-box boats, with two 18-pounders; the cutter and gig of the "Dee."

The whole force amounting to 11 officers and 78 seamen and marines. At 2.50 P.M. on the next day, on leading the boats up the river, I observed a large two-masted vessel high and dry on the beach to the right of a village, and the inhabitants to be throwing up a breastwork of sand, &c. Fully prepared for treachery I approached to within one hundred and fifty yards to get a nearer view of the vessel, when a heavy fire was opened upon the boats under my command from a three-gun battery and numerous musketry. I immediately ordered the boats to return the fire: this occurred at 4.30 in the afternoon. At 5.10 having dismounted two of the enemies' guns, silenced their fire, destroyed a stockade and levelled the breastworks, I desired Mr. John Dyer, master's assistant, in the second paddle-box boat, to pull in and burn the vessel, whilst the remaining boats covered his advance. The water, however, was too shallow to admit his reaching her; and the tide beginning to ebb I withdrew the whole force into deep water, from whence I battered the vessel to pieces with shot and shell from the boats' guns. By 6 P.M. the firing from the shore having ceased, I retired and returned to Her Majesty's steam-vessel "Dee."

I have the greatest pleasure in submitting to your notice the names of the officers employed on this service.

Lieutenant Thos. M. Campbell,	} Pinnaces of "Castor."
Mr. Christopher Albert, <i>Second Master</i> ,	
John Patterson, <i>Midshipman</i> ,	
Geo. L. Sullivan, <i>Midshipman</i> ,	} Boats of the "Dee."
Mr. Wm. McMahon, <i>Assistant Surgeon</i> ,	
J. O. Jones, <i>Acting Quartermaster</i> ,	
John Dyer, <i>Master's Assistant</i> ,	
Donald McGregor, <i>Assistant Engineer</i> ,	
Jas. S. Watts, <i>Master</i> ,	
Benj. C. White, <i>Passed Clerk</i> ,	

I cannot make any distinction in the cool and able conduct of the above officers and men under my command.

I beg to subjoin a return of the wounded.

Myself .. .. .	..	..	Slightly.
Wm. Cooper, Private, Royal Marine,	..	"Castor"	Dangerously.
Jos. Lobb, Able-Bodied,	..	"Dee"	Severely.
Michael Kunnah, .. .. .	..	"Dee"	Slightly.
Chas. Waller, Boy, 1st Class, ..	..	"Dee"	Slightly.

Total—One officer, one marine, and three seamen wounded.

The loss on the side of the enemy must have been very great from the nearness of the attack and the admirable precision of the firing from the boats' guns, the average number of shot and shell fired from each boat's gun being 65 rounds. The boats have suffered more or less from the grape and musketry of the enemy.

On the 20th of November, having provisioned the two pinnaces, with their proper officers for three weeks, and landed on the Island of Mafomale two deck tanks, each containing two tons of water for general service, I despatched them to cruize and guard the mouth of the River Angozha and immediate vicinity, under the command of Lieutenant Campbell.

On the 21st I sailed for the Island of Mozambique, which I reached on the 23rd. I reported the foregoing circumstances to his Excellency the Governor of the place, who has expressed (in a letter which I beg to inclose) his concurrence with my proceedings, and recommended a blockade to stop the coast trade, which on my return to Mafomale I made arrangements to do.

The boats requiring some repairs I found it necessary to remain at anchor at Mafomale, to make good their defects, when, on the 8th instant, Her Majesty's sloop "Pantaloon" arrived and communicated.

The Slave Trade is said to be carried on between Quillimane and the Massangzain, to the northward of which there is a small negro village called Shenangana, not shown in the chart; it lies in latitude 19° 45' south. At Luabo there is a coast settlement, which furnishes an agent, whose business it is to procure slaves from the interior. The Quillimane River, the current reports give a larger run of slaves than elsewhere, but the information on this subject is very uncertain.

On the 11th of December, having stationed a pinnacle to guard the River Angozha, another to cruize off the Prenira Islands, I sailed along shore to Quillimane, which I reached on the 15th instant. On the 19th I accompanied Commander Parker, of the "Pantaloon," and visited his Excellency the Governor. Here I learnt that wood could not be procured but at an enormous price, whilst at Mozambique the price is thirteen Spanish dollars for 12,000 pieces, which quantity weighs about nine tons, and is equal to three tons of coals for generating steam, making this material cheaper than at Simon's Bay. I therefore entered into arrangements at that place for a supply, whenever I might have occasion to require it.

I have, &c.
 (Signed) W. G. CROWDER,
Lieutenant Commanding.

Inclosure 2 in No. 170.

The Governor-General of Mozambique to Lieutenant Crowder.

Sir,

Mozambique, November 26, 1849.

IN reply to your letter of the 23rd instant, wherein your views so entirely correspond with my own as to the blocking the Angozha River, and all other measures tending to forward the wishes of our respective Governments in their endeavour to put an end to the inhuman Slave Traffic, I beg to return you my most sincere thanks for your very kind offered co-operation, and to assure you that

nothing shall be omitted by me to concur and unite in taking every step that may be thought convenient for the effectual suppression of that abominable traffic.

I am sorry, whilst you were exploring the Angozha River, you should have met with such hostile disposition in the inhabitants of the villages to fire at your boats: and I trust that the immediate return and ensuing attack on those savages by the force under your command, and the resulting damage suffered by them will, I hope, make them sensible of the respect they owe to civilized nations, and how much more regular conduct will add to their interest and tranquillity.

I have, &c.

(Signed) DOMINGO S. DO REALLE.

Governor-General.

No. 171.

Commodore Wyvill to the Secretary to the Admiralty.—(Received April 16.)

Sir,

“Castor,” Cape of Good Hope, January 26, 1850.

I BEG to forward, for the information of the Lords Commissioners of the Admiralty, the inclosed copy of a letter from Commander Parker, of Her Majesty's sloop “Pantaloön,” senior officer on the east coast of Africa, detailing his proceedings since he has been detached from my pendant.

From this report their Lordships will perceive that the Slave Trade is still carried on to a considerable extent, particularly in the vicinity of Quillimane, as proved by the capture of the “Revoama” (a very fine Brazilian ship of 350 tons) by the “Pantaloön,” on the second day of that brig's arrival off that port; also the subsequent appearance of two suspicious vessels.

The prize, in charge of Lieutenant Montgomerie, reached Simon's Bay on the 13th instant, but from the inefficiency of the ground-tackling, and a strong south-east wind, she went on shore. She was, however, condemned by the Vice-Admiralty Court.

Commander Parker's disposition of the small force under his orders is very satisfactory, and he is exceedingly active in the suppression of the Slave Trade. Their Lordships will also be pleased to hear that the crews were in good health.

I have, &c.

(Signed) C. WYVILL.

Inclosure 1 in No. 171.

Commander Hyde Parker to Commodore Wyvill.

(Extract.)

“Pantaloön,” off Quillimane, December 26, 1849.

HER Majesty's brig was off Luabo on the afternoon of the 14th November; on the 15th she chased a vessel which proved to be the Portuguese man-of-war brig “Tejo,” from Inhambane bound to Mozambique; on the 16th anchored off Quillimane, and found at anchor outside the bar a Portuguese coasting brig and an American ship, the “Hannibal,” whose subsequent conduct appears most suspicious. The details concerning her are contained in Inclosure No. 2. She sailed on the 17th, and the same day I sent the pinnace to Quillimane, under charge of Lieutenant Montgomerie, to communicate with the Governor, procure rice, and watch the entrance of the river, in case I should have left the anchorage. Having weighed before daylight on the 18th, I observed and chased a vessel, and having brought her to at 3 P.M., found her to be the Brazilian ship “Revoama,” fully equipped for the Slave Trade. The boarding officer's report is in Inclosure No. 3. I received her crew on board, and sent to her a prize crew and a gig, in charge of a master (Mr. Greet), with directions to anchor off Quillimane and await my arrival.

I proceeded to Luabo, where I found nothing. Returning towards Quillimane, on the 23rd, at 2 P.M. observed a vessel on the weather-bow, which I chased and brought to at midnight. She proved to be a large Portuguese ship from Mozambique, bound to Loanda and Lisbon. The boarding officer's report is contained in Inclosure No. 4. An extraordinary strong south-west current of from forty to eighty miles was experienced from the 21st to the 25th, which day Her Majesty's brig again anchored off Quillimane, and in the evening observing a vessel off Olinda, ran down to her, and finding her to be the prize, returned in company to Quillimane; on the 27th, the pinnace returned from the river, where she found nothing suspicious. Lieutenant Montgomerie's report of his proceedings is in Inclosure No. 5. The master of the Portuguese brig “Lion” having lost all his anchors, I lent him a keedge and the stream-chain to enable him to get out of the river.

Not having been able to obtain any information respecting Her Majesty's steam-vessel “Dee,” I determined to leave the prize, to watch the entrance of the Quillimane River. While I went to Angozha, having procured some water from her, I proceeded on the 29th alongshore to the northward, and on the 8th December arrived off Mafomale Island, where I found Her Majesty's ship “Dee” and the pinnace of the “Castor.” From Lieutenant Crowder's account of his attack on the Arab stockade, and the wishes expressed by the Governor-General, I saw nothing farther to be done at Angoza, except blockade the river; and therefore started on my return on the 9th, leaving the “Dee” to follow the “Pantaloön,” when her boats were repaired, placing one at Mafomale and the other at Casuarina.

On the 12th I repassed, and spoke the prize off Quillimane, and hearing that nothing had been seen there, proceeded alongshore to Luabo, where I anchored for the night. The next day, coasted alongshore to Massangzain Bay, stood to the southward off Sofala, and returned to Quillimane on the 17th, having again experienced a south-west current of from forty to seventy miles a-day. I found Her Majesty's steam-vessel "Dee" off Quillimane, and have completed both her and the "Pantaloen," with dates from the prize, and sent shakos and empty casks on board.

The River Quillimane has not been a day unwatched since the arrival of Her Majesty's brig on the 16th November, but the ship and brig seen by Lieutenant Montgomerie have not been again met with.

From what I can hear, I should consider that the greatest part of the Slave Trade is carried on in the Province of Quillimane, although the present Governor, Colonelde Razende, is averse to it, but he has no power to stop it. The Natal Kaffirs are said to have advanced as far as the southern bank of the Luabo River, and even to Senna, where several Portuguese officers and men have been killed. They attacked Inhambane, the Governor of which place, Captain Chaves, was killed by them in a sortie; their hostility would certainly contribute to check the exportation of slaves in these parts for the present. At Delagoa Bay the Governor stated that there have been no slaves exported for some time; also the Angozha pirates are said to have expelled the Portuguese slave agent.

The authorities at Quillimane affirm that much slave-trading is carried on to the northward of Mozambique, but it is doubtful whether any reliance can be placed on such statements. I have sent a midshipman in the prize to the Cape Hospital, otherwise the health of the ship's company is very good.

I have, &c.
(Signed) HYDE PARKER, *Commander.*

Inclosure 2 in No. 171.

Commander Hyde Parker to Commodore Wyvill.

Sir,

"Pantaloen," off Quillimane, December 22, 1849.

I HAVE the honour to forward you the following statement respecting the American ship "*Hannibal*," boarded by Her Majesty's brig off Quillimane, and strongly suspected of being engaged in the Slave Trade.

On arriving off Quillimane on the 16th November, I found her at anchor, and sent Lieutenant Montgomerie, whose statement is inclosed, to board her.

She being under American colours, and her papers appearing correct, he made no search, and she sailed the next day, the 17th.

After the capture of the Brazilian ship "*Revoama*," I dispatched her, in charge of Mr. Greet, master, to await my arrival off Quillimane, while I proceeded to Luabo.

On Friday, the 23rd, the prize having lost her mizen topmast, anchored off Olinda River, and Mr. Greet states that he saw a ship-rigged vessel, which he thinks to be the "*Hannibal*," standing to the northward.

On Saturday, the 24th, the "*Hannibal*" ran down from the northward, and came close to the prize, which had hoisted Brazilian colours, having two mast-head-men aloft, and a man in her quarter boat, waving and hailing to her to get under weigh.

The "*Hannibal*" left Quillimane on the 17th, rather light, and was now very deep. She had a crew of only ten men at that time, but was now completely crowded with men. Mr. Greet considers that she had between 30 and 40 on deck, and had no colours hoisted.

As soon as Mr. Greet showed himself in uniform every man got out of sight as soon as possible, and she hauled close on a wind standing to the S.S.W.

Although Mr. Greet did not see any negroes, there appears very little doubt that she had a full cargo on board.

The boatswain of the prize ship also states that he knows her perfectly well, and that she had come for a cargo of slaves.

I have, &c.
(Signed) HYDE PARKER, *Commander.*

Report of Lieutenant Montgomerie.

"Pantaloen," November 16, 1849.

The "*Hannibal*," of Sag Harbour (Betson, master) said she had lost her masts off Cape Frio, and went into Rio de Janeiro in distress, where her cargo was sold, and the vessel bought by an American (Smith, of Rio); she had a few muskets and bale goods for Quillimane, the rest of her cargo being general, for Batavia.

The crew were partly Americans, and Brazilians or Portuguese, ten in all.

Her papers, to the best of my knowledge, were correct.

The master told me that a vessel left Quillimane about two months ago, with a cargo of slaves on board.

I have, &c.
(Signed) JNO. E. MONTGOMERIE,
Lieutenant and Boarding Officer.

Inclosure 3 in No. 171.

Commander Hyde Parker to Commodore Wyvill.

Sir,

"Pantaloön," off Quillimane, December 22, 1849.

I HAVE the honour to inform you, that having weighed from off Quillimane early on the morning of Sunday, the 18th November, I observed at daylight a vessel in the offing, which made every effort to escape, but at 3 P.M., having got within gun-shot, and fired twice wide of her, she hove-to and hoisted Brazilian colours; I sent Mr. Greet, master, to board her, and found her fully equipped for the Slave Trade; slave-deck laid, fore and aft, and a regular cargo of water, farinha, rice, &c. Her name is the "*Revoama*," ship-rigged, 352 tons; she is from Rio, and had some days previously made the land about Luabo, and sent a boat in, but had been chased off by the Portuguese man-of-war brig "*Tejo*."

I have, &c.
(Signed) HYDE PARKER, *Commander.*

Report of Mr. Greet.

Sir,

"Pantaloön," November 18, 1849.

HAVING boarded the Brazilian ship "*Revoama*," according to your orders, and finding her in every respect equipped for the Slave Trade, I hereby beg to state in what condition I found her hold. Her deck was complete for carrying slaves, upon which was stowed a great quantity of rice and farinha, as well as firewood. Underneath her slave-deck were large casks containing water, also another large quantity of rice, farinha, and firewood; and under those circumstances I deemed myself justified in taking possession of the said ship.

I have, &c.
(Signed) W. GREET, *Acting Master.*

Inclosure 4 in No. 171.

Lieutenant Montgomerie to Commander Hyde Parker.

Sir,

"Pantaloön," off Quillimane, November 27, 1849.

I HAVE the honour to inform you of my proceedings during my absence from the "*Pantaloön*," in charge of the "*Pantaloön's*" pinnace, from the 17th of this month to the date hereof.

On the 17th, according to your orders, I went up the river to the town of Quillimane, and communicated with the Governor, informing him of the "*Pantaloön's*" arrival on the coast for the purpose of suppressing the Slave Trade, also of your being anxious to co-operate with him in the suppression of the same.

There were six vessels laying off Quillimane, viz., the "*Vondoza*," a Portuguese man-of-war schooner, a Portuguese merchant-brig, and four coasting vessels.

18th. I returned to the mouth of the river, where I remained till my provisions were finished, when I went to Quillimane to procure some.

During my stay at the mouth of the river, no vessel entered or left the river; on the afternoon of the 23rd a ship stood in towards the river, and anchored about 8 miles from the flag-staff.

Towards evening a boat came in the river from the ship outside; I sent the pinnace to board her, and inquire the name of the vessel, also if they had seen the "*Pantaloön*" or the pinnace approaching the boat; the latter put into a creek near Cape Hippopotamus, where every one left the boat, with the exception of one man, who, upon being interrogated, replied that he did not understand English, which was the only information that could be obtained from him. The following morning the ship sailed, as also a brig which must have anchored during the night, or very early in the morning.

On the 26th, I returned from Quillimane, and left the river this afternoon with the last quarter of the flood.

I have, &c.
(Signed) J. E. MONTGOMERIE, *Lieutenant.*

No. 172.

Commander Crofton to the Secretary to the Admiralty.—(Received April 22.)

Sir,

*"Rifleman," at Sea, off Perrequé, Coast of Brazils,
January 15, 1850.*

I HAVE the honour to inform you, for the information of the Lords Commissioners of the Admiralty, that on the morning of the 10th instant, being then at anchor off Perrequé, a steamer was reported steaming out from the land; I weighed and steamed in chase, and at 9:30 A.M. brought her to. She proved to be the notorious and well-known slave-steamer "*Providencia*," alias "*Paquete de Santos*."

I boarded her and commenced a vigorous search, and found as follows:—

A new blue ensign and pendant (English), the squadron colour of this

and the African station, also a French national ensign and pendant, evidently intended to be used to deceive the cruisers of the two nations.

Open hatchways fitted for gratings, and of a much larger size, and of a greater number than is necessary for a vessel engaged in lawful trade. Her main hatchway is enlarged over the main-beams and combings, scarpd so that no cargo could be struck down, but evidently intended for the ventilation of the slave-deck.

A large quantity of plank temporarily nailed into the vessel's side, and numbered so as to correspond with the stringers on which the deck or beams are placed, and marks for the beams and boltholes ready for fitting and securing them in the upright stanchions amidships.

A greater number of bulkheads and divisions than are necessary for a vessel employed in lawful trade.

A large quantity of farinha, beans, rice, and pickled meat.

Large wooden mess-tubs, seventeen in number, and large tins, such as are used to feed slaves.

Before the funnel there is a large space covered with copper and fitted with ring-bolts for slave-coppers.

Illuminators fitted in the upper deck for giving light to the slave-deck.

A pipe for a condenser fitted to steam-chest, and leading through upper deck to coppers.

Forty large padlocks, quite new, were secreted in the lockers abaft, and three lengths of canvas-hose for filling leaguers.

She had on board also a spare mainyard, spare topmast, and spare jib-boom, which shows her to be equipped for an Atlantic voyage, and had a crew of fourteen white men.

Under the foregoing circumstances I seized the vessel, and leaving her in charge of Mr. Beckett, midshipman, and a party of hands, I made the best of my way to Santos to land her crew, and to procure from Mr. Whitaker, the Vice-Consul, copies of his official correspondence with our Minister at Rio de Janeiro, relative to the notoriety of this vessel, in order that I might send them to the Court of Adjudication, together with the other documents to substantiate the vessel's well-known character.

I reached Santos that night at 9 P.M., and having procured the required papers from the Vice-Consul, proceeded the next day to meet the prize off the Alcatrass Islands; having victualled and prepared her for her voyage, I parted company, giving Mr. Beckett orders to proceed with her to St. Helena.

I beg to remark that the engineer of her stated, in my presence, that since he had been in her she had made four successful trips to the coast of Africa, each time bringing from 1000 to 1500 Blacks to Brazil.

It is satisfactory to me to have to make this report of the capture of this notorious slaver, the importance of which has been so often impressed on me, particularly after the long and anxious watch kept on her by this vessel for nearly five months.

I have, &c.

(Signed) S. S. L. CROFTON.

No. 173.

Commodore Wyvill to the Secretary to the Admiralty.—(Received April 30.)

Sir,

"Castor," Simon's Bay, February 21, 1850.

I REQUEST you will submit, for the information of the Lords Commissioners of the Admiralty, the inclosed copy of a letter from the Political Agent and Consul at Zanzibar, relative to the Slave Trade carried on in the vicinity of Ibu; and I beg you will state to their Lordships that, on my reaching Quillimane, it is my intention to direct the "Dee" to proceed to that island for the suppression of the same.

I have, &c.

(Signed) C. WYVILL.

Inclosure in No. 173.

Consul Hamerton to Rear-Admiral Reynolds.

Sir,

Zanzibar, January 14, 1850.

I HAVE the honour to inform your Excellency that I have received information that the Slave Trade is being most actively carried on at Ibu and at Fingat, and that slaves are being taken by boats belonging to Banyans (British subjects) in considerable numbers from the ports in the dominions of his Highness the Imaum of Muskat, southward of Henwa.

I have every reason to believe this is the case from the reports in circulation here, and from the great quantity of gold coin the Banyans have lately brought here from the southward.

The season for exporting slaves from the Imaum's dominions northward, commences in the end of March next, but the people here are aware that a sharp look-out will this season be kept up by the Indian naval vessels of war; and I am inclined to think that there will not be many attempts made to take slaves northward from this.

I have nothing of note further to report to your Excellency; all here at present quiet, with the exception of the excitement caused by the expected arrival of a French war-steamer at this place; she is said to be destined to visit all the ports north of this in the Imaum's dominions.

I have, &c.

(Signed) ATKINS HAMERTON, *Major, &c.*

No. 174.

Rear-Admiral Reynolds to the Secretary to the Admiralty.—(Received May 24.)

Sir,

"Southampton," *Monte Video*, February 15, 1850.

I HAVE much pleasure in transmitting, for their Lordships' information, a report from Lieutenant Crofton of having captured, in the "Rifleman," the slave-steamer "*Providencia*," alias "*Paquete de Santos*."

In a letter from Mr. George Jackson and Mr. Edmund Gabriel, Commissioners of the Slave Court at Loanda, dated 8th February, 1848, addressed to Viscount Palmerston, and reported in the Appendix to the second Report from the Select Committee on the Slave Trade, this slaver is mentioned as having embarked a cargo of slaves at Ambriz; and in the concluding paragraph of their despatch these gentlemen say, "It would seem that this is not the first successful trip the '*Providencia*' has made, so that it is impossible to estimate the returns which she may have yielded, but we understand that she takes her slaves at 17*l.* per head for every one received on board, including all casualties; so that, confining the calculation to the 1084 slaves alone, which we know to have been shipped at Ambriz, it gives a sum of between 18,000*l.* and 19,000*l.*"

Coupling this extract with their Lordships' letter to me, dated 10th April, 1849, relative to this same notorious slaver, I consider her capture a very heavy discouragement to the slave-dealers in Brazil, and indeed Mr. Hudson assures me that it has created a great sensation.

I have, &c.

(Signed) W. REYNOLDS.

Inclosure in No. 174.

Lieutenant Crofton to Rear-Admiral Reynolds.

(Extract.)

"Rifleman," January 15, 1850.

AGREEABLY to your general memorandum No. 9, I beg further to state for your information, that the "*Serpente*," a new and very fast steamer, is collecting her own and the cargoes of other slavers, at Paranaguá. At the same time we have authentic information of the expected arrival of three full slavers from the African coast, and for which I am now on the look-out; and I respectfully submit to your Excellency the impossibility of one vessel guarding more than two adjacent points at once.

The principal ports which slavers arrive at and fit out, are the following; viz.: Campos, Macahé; Rio dos Astros, to the northward of Cape Frio; Marambaya, Ilha Grande, St. Sebastião, Mangaratiba, Perrequé, Santos, and Paranaguá, to the south of Rio de Janeiro; extending over a line of coast of 500 miles.

I was yesterday informed, by a Brazilian officer in the Customs, that vessels with slave cargoes and known to be going to the coast, do daily procure port-clearances and manifests from the Brazilian authorities.

No. 175.

Rear-Admiral Reynolds to the Secretary to the Admiralty.—(Received May 25.)

Sir, "Southampton," *Monte Video*, February 15, 1850.

I BEG you will be pleased to lay before the Lords Commissioners of the Admiralty the letters which I have received from Her Majesty's Chargé d'Affaires at Rio de Janeiro, covering applications from the Brazilian Minister for Foreign Affairs for information relative to the capture and destruction of the slaver "*Santa Cruz*" by Her Majesty's steam-sloop "*Cormorant*," and also of the capture of the steam-slaver "*Providencia*" by Her Majesty's steam-vessel "*Rifleman*," with my replies thereto. This application of the Brazilian Minister is somewhat novel in its character, but I had no hesitation in complying with it, as I considered that the plain matter of fact would correct those absurd reports which the excitement consequent upon these captures has given rise to.

I have, &c.
(Signed) B. REYNOLDS.

Inclosure 1 in No. 175.

Mr. Hudson to Rear-Admiral Reynolds.

Sir, *Rio de Janeiro*, January 11, 1850.

I HAVE the honour to transmit herewith to you the copy of a note which has been addressed to me by the Brazilian Minister for Foreign Affairs, stating that he had seen, in the newspapers published in this capital, an account of the British steamer "*Cormorant*" having captured and burnt the Brazilian barque "*Santa Cruz*," and requesting me to supply him with whatever information I might possess upon the subject.

I also transmit to you a copy of the answer which I have returned to the Brazilian Minister for Foreign Affairs.

I have, &c.
(Signed) JAMES HUDSON.

Inclosure 2 in No. 175.

Senhor Paulino de Souza to Mr. Hudson.

(Translation.)

*Ministry of Foreign Affairs,
Rio de Janeiro*, January 10, 1850.

IT being stated in the journals of this capital, that on the 8th instant the English steamer "*Cormorant*" captured the Brazilian barque "*Santa Cruz*," which left San Sebastian on the 2nd of this month for this port, and that after the English had landed the crew, they burnt the vessel, with all her cargo and papers, in sight of the land; it is my duty to request that Mr. Hudson, &c., will furnish me with all the explanations on this subject which may have come to his knowledge.

I profit, &c.
(Signed) PAULINO JOSE SOARES DE SOUZA.

Inclosure 3 in No. 175.

Mr. Hudson to Senhor Paulino de Souza.

Excellent Sir,

Rio de Janeiro, January 11, 1850.

I HAVE had the honour to receive your Excellency's note of yesterday's date, stating that the newspapers published in this capital have declared that the British steamer of war "*Cormorant*" had captured the Brazilian barque "*Santa Cruz*," and had burnt her, together with her cargo and papers, and requesting me to furnish your Excellency with whatever information may be in my possession with regard to this event.

In reply I have the honour to state to your Excellency, that I shall lose no time in referring your Excellency's communication to the Admiral commanding-in-chief Her Majesty's Naval Forces on this station.

I have, &c.
(Signed) JAMES HUDSON.

Inclosure 4 in No. 175.

Mr. Hudson to Rear-Admiral Reynolds.

Sir,

Rio de Janeiro, January 19, 1850.

I HAVE the honour to transmit herewith to you the copy of a note which has been addressed to me by the Brazilian Minister for Foreign Affairs, requesting information respecting the capture of the Brazilian steamer "*Paquete de Santos*," by Her Majesty's steam-ship "*Rifleman*," and a copy of the answer which I have returned to that communication.

I have, &c.
(Signed) JAMES HUDSON.

Inclosure 5 in No. 175.

Senhor Paulino de Souza to Mr. Hudson.

*Ministry of Foreign Affairs,
Rio de Janeiro, January 18, 1850.*

THE Undersigned, Minister and Secretary of State for Foreign Affairs, &c., has the honour to address Mr. James Hudson, &c., in order to communicate to him, that by an official communication from the President of the Province of St. Paul's, it appears that the steam-vessel "*Paquete de Santos*" left the port of Santos on the 10th instant, and that she was burnt in the vicinity of Perrequé by the English steamer "*Rifleman*."

By the newspapers of this city it appears that a rigorous search having been made on board that vessel at the mouth of the above port, there was not the slightest appearance of her being destined for an illicit voyage; that the cargo which she carried was for this port, and was composed exclusively of goods which constitute the commerce of the coasting trade between the two ports; that she was bringing passengers to this city, and that she had not provisions and coals on board for more than three days; and that the captain was so seriously ill that he could not have made a voyage over the high seas, as was admitted even by the surgeon of the "*Rifleman*." The same newspapers add that, notwithstanding all this, the commander of the "*Rifleman*" declared that he captured the "*Paquete de Santos*," because he had positive orders to that effect; and that, in fact, after landing at night the passengers and part of the crew, including the captain, he went away with his prize, which it is supposed he sent to St. Helena, after having provided her with provisions.

The Undersigned, wishing to verify the fact with the attendant circumstances, hopes Mr. Hudson will inform him of what has reached his knowledge through the channels of communication at his command, whether it is correct, in what manner it occurred, from what motives, and by what authority the officers of Her Britannic Majesty acted in this manner.

The Undersigned, &c.

(Signed) PAULINO JOSE SOARES DE SOUZA.

Inclosure 6 in No. 175.

Mr. Hudson to Senhor Paulino de Souza.

Excellent Sir,

Rio de Janeiro, January 20, 1850.

I HAVE had the honour to receive your Excellency's note of the 18th instant, informing me that the President of the Province of St. Paul's has reported officially to your Excellency, that a steam-vessel named "*Paquete de Santos*" left Santos for Rio de Janeiro on the 10th instant, and is said to have been burnt near Parequé by the British steamer "*Rifleman*," and that the newspapers in this capital have published that the "*Paquete de Santos*" was sent to St. Helena for adjudication, on suspicion of being employed in Slave Trade; and your Excellency concludes by expressing the hope that I will furnish your Excellency with whatever information may have reached me upon this subject.

In reply, I have the honour to acquaint your Excellency, that I am not in possession of any official information with regard either to the reported capture, the burning, or the transmission to St. Helena of the steam-vessel "*Paquete de Santos*," but that I will lose no time in transmitting a copy of your Excellency's communication upon this subject to the Admiral commanding the forces of the Queen on this station.

I avail, &c.
(Signed) JAMES HUDSON.

Inclosure 7 in No. 175.

Rear-Admiral Reynolds to Mr. Hudson.

Sir,

"Southampton," Monte Video, February 14, 1850.

IN reply to your letter of the 11th ultimo, transmitting a note from the Brazilian Minister for Foreign Affairs, requesting to be supplied with whatever information you might possess relative to the capture and destruction of the Brazilian slave-barque "*Santa Cruz*" by Her Britannic Majesty's

steam-sloop "Cormorant," and your reply to his Excellency, stating that you would refer the matter to me; I have the honour to state that Commander Schomberg reports that he captured the "Santa Cruz" because she was a slaver; and that he destroyed her, because, upon a careful survey, she was found to be totally unseaworthy, and unsafe to proceed to St. Helena for adjudication.

I have, &c.
(Signed) B. REYNOLDS.

Inclosure 8 in No. 175.

Rear-Admiral Reynolds to Mr. Hudson.

Sir,

"Southampton," *Monte Video*, February 15, 1850.

I HAVE the honour to acknowledge the receipt of your despatch dated the 30th ultimo covering an application from the Brazilian Minister for Foreign Affairs for information respecting the capture of the Brazilian slave steam-vessel "*Paquete de Santos*" by Her Britannic Majesty's steam-vessel "Rifleman," and in reply I beg to acquaint you that the slave-steamer in question was boarded by the "Rifleman" at 9:30 A.M. on the 10th ultimo, and being found fitted for the nefarious Traffic in Slaves, Lieutenant Crofton reports to me that he seized her as lawful prize, and sent her (in ordinary course) to St. Helena for adjudication.

I have, &c.
(Signed) B. REYNOLDS.

No. 176.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received June 8.)

(Extract.)

February 12, 1850.

I HAVE to request that you will be pleased to acquaint the Lords Commissioners of the Admiralty, that I took the opportunity of my recent visit to Monrovia to have the chart of the Republic of Liberia, which is reserved as a record in my office, corrected by the President's permission from the archives of the State, so as to show the recent acquisitions of territory; and I have now the honour to transmit, for the information of their Lordships and Her Majesty's Government, a copy of the chart so corrected and certified by the President.

I also obtained from his Excellency, and transmit a copy of an Act passed by the Liberian Legislature in their session at the close of 1849, for the regulation of commerce, navigation, and revenue.

The Article relating to Slave Trade is much more stringent than before, especially as regards intercourse between Liberian subjects and slave-traders.

I informed the President of the Treaties I had concluded on the part of Her Majesty with the Chiefs of Gallinas and Solyman, which had enabled me to remove the blockade of these rivers, but he did not express himself as to his intention of treating with those chiefs, for the cession of their country.

Inclosure in No. 176.

Act of the Liberian Legislature.

ARTICLE II.—OF THE SLAVE TRADE.

Section 1.—NO citizen of, or other person coming into, or resident in this Republic, shall, for himself or another, either as master, factor or owner, build, fit, equip, or otherwise prepare any vessel to sail from any port thereof for the purpose of carrying on the Traffic in slaves. Every vessel so fitted or sailing, her tackle, furniture, or apparel shall be forfeited to this Republic, and may be seized, and prosecuted, and condemned in any Court having competent jurisdiction; and every person so building, fitting out, equipping, loading, or otherwise preparing or sending away any vessel, knowing or intending that she shall be employed in such trade, or any way aiding or abetting therein, shall be deemed guilty of piracy and shall suffer such pains and penalties as by law may be attached to the crime of piracy.

Section 2.—If any citizen or other person resident within the jurisdiction of this Republic, shall knowingly take on board, receive, or transport from one place to another, any African held as a slave for exportation, or intended to be enslaved, he, on conviction thereof, shall suffer the pains and penalties incurred under the last paragraph of the preceding section; and every vessel in which such slave or person intended to be enslaved shall have been so taken on board, received or transported, with her tackle, furniture, and apparel, and the goods and effects that shall be found on board shall be forfeited—one moiety to the Republic, and the other to the prosecutor; and such vessel shall

be liable to seizure by any officer of the customs, navy, or revenue service of the Republic, and prosecuted and condemned in any court having competent jurisdiction.

Section 3.—Any citizen of this Republic or other person residing therein who shall be found serving on board any Liberian vessel employed in the Slave Trade shall be liable and may be indicted therefor, and on conviction shall be liable to a fine not exceeding one thousand dollars, and to imprisonment not exceeding five years.

Section 4.—If any citizen of this Republic shall voluntarily serve on board any foreign vessel employed in the Slave Trade, he shall on conviction thereof be liable to and suffer the like forfeiture and penalty as he would have incurred had such vessel been owned or employed in whole or in part by any citizen or other person residing within this Republic.

Section 5.—All vessels sailing under the flag of this Republic are hereby prohibited from any and every species of intercourse with slaves at sea and otherwise, and are strictly forbidden to trade with them in any kind of goods, wares, or merchandize, or to hold any negotiation or intercourse with them under the penalty of indictment and fine of five hundred dollars for each offence.

Section 6.—No citizen of Liberia or other person resident within the jurisdiction of the same shall be permitted to act as agent, or enter into the employ or service of any person or persons engaged in the Slave Trade, or any person in the remotest degree connected with them, under the penalty of indictment and being twelve months bound to hard labour in irons, or fined in the sum of not less than five hundred dollars.

Section 7.—Any citizen of Liberia being found in the neighbourhood of any slave establishment, shall be deemed guilty of an infraction of Section 6 of this Article, and shall forfeit or suffer the pains and penalties last above named. But should any citizen so implicated show that he or she was by accident or distress of weather thrown into that situation, the President being satisfied of such fact, may admit the plea in pardon or extenuation of the guilt of the accused party.

Section 8.—The President of the Republic may, whenever he shall deem it expedient, cause any armed vessel or vessels of this Republic to cruize on any part of the Liberian coast, or elsewhere, where he may judge attempts may be made to carry on the Slave Trade by any citizens of this Republic, and instruct the commander of such armed vessel to seize, take, and bring into any port of this Republic all foreign vessels found on the Liberian coast, and all Liberian vessels wheresoever found which may on reasonable ground be suspected of being engaged in the Slave Trade, or otherwise contravening the provisions of this act, or any of the acts of the legislature of this Republic, to be proceeded against according to law.

Section 9.—If any commissioned vessel of this Republic seize and take any vessel employed in the Slave Trade, it shall be the duty of the commander of such commissioned vessel to apprehend and take into custody, every person found on board such vessel so seized and taken, being of the officers or crew thereof, and them convey as soon as conveniently may be, to the civil authority of this Republic, in some one of the districts thereof, to be proceeded against in due course of law.

Section 10.—And the proceeds of all vessels, their tackle, apparel, and furniture, and the goods and effects on board of them which shall be so seized, prosecuted and condemned, shall be divided equally between the Republic and the officers and men who shall seize, take, and bring the same into port for condemnation.

i

The document from which the above is an extract is headed, "An Act regulating Navigation, Commerce, and Revenue." Approved, December 20, 18 49, and published by authority.

No. 177.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received June 8.)

(Extract.)

"Centaur," off Whydah, February 23, 1850.

THE "Caïman" French steam ship of war anchored here yesterday, on her way from Quittah to Fernando Po and the Gaboon, and has sailed again to-day. Her captain joined in the mark of respect paying to the memory of Her Majesty the Queen-Dowager. I have given him information respecting the French schooner "*Panthere*," which had sailed from this place, it is said, with the intention of changing colours, and shipping slaves at Lagos.

With regard to the Slave Trade on this part of the coast, my information is, that it is likely to be actively prosecuted during the next three months; the King of Dahomey's "slave-hunts" are reported to have been very successful, and large numbers of slaves to have been purchased by the foreign slave-dealers, and collected in the barracoons.

No. 178.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received June 8.)

(Extract.)

"Centaur," off Whydah, February 23, 1850.

I HAVE to request you will be pleased to acquaint the Lords Commissioners of the Admiralty, that, in pursuance of my directions, the rivers in the

Bights of Biafra, Benin, Bonny, Old Calabar, Cameroons, Brass, and the River Benin, were visited by Commander Cumming, in Her Majesty's steam-sloop "Rattler," during the months of November and December, and that I have received from him a very satisfactory report of the general state of British commerce and interests in those rivers, and that all treaties with Her Majesty and the chiefs appear to have been faithfully observed.

A new King of Waree was to be elected in two months, with whom, it is probable, we may be able to make a treaty, on the arrival of Mr. Consul Beecroft.

King Pepple, in the Bonny, manifested the most friendly disposition, as did Archibong Duke and Eyo, in the Old Calabar.

I inclose a copy of a list of the articles these chiefs wish to have for their next instalment of presents, certified by Commander Cumming, and two certificates respecting King Pepple. The last present to Old Calabar came by the "Rattler," in April 1849.

With regard to Bimbia, Commander Cumming remarks, "Since the Treaty for the suppression of the exportation of slaves was signed, the King received about eighteen months ago (I was informed) the second present which has been made him, and his hopes and necessities, I think, equally require another;—that he has faithfully acted up to the Treaty, is the testimony of all."

In the Brass, in consequence of the temporary detention of an English agent, Mr. Jackson, on one occasion, Commander Cumming had addressed an admonitory letter to the King and chiefs of the river, which, with the "Rattler's" visit, I hope will prevent any recurrence of violence, and beyond that of some trifling theft by natives, it was the only matter of complaint he received.

Commander Cumming has performed this service in a manner which has been perfectly satisfactory to me, and his report shows much assiduity, temper, and investigation.

Inclosure 1 in No. 178.

List of the things required for the next Instalment to Bonny and Calabar Chiefs.

For King Pepple Bonny.

1000 dollars' worth of muskets, long Danes, flint-lock,
1000 dollars' worth of powder.

TOBINS, H.B.

Old Calabar, King Eyo, and Archibong Duke.

Half-muskets, long Danes.
Half-brass rods.
Handsome-looking curved sword, for each chief.

(Signed) ARTHUR CUMMING, *Commander.*

Inclosure 2 in No. 178.

Engagement entered into by King Pepple.

I, KING PEPPLE, hereby engage to use all my influence and power to abolish human sacrifice to Jusse, in consideration of the promise Commander Cumming, of Her Britannic Majesty's steam-sloop "Rattler," has given to me, to endeavour to send missionaries or teachers to aid me in the matter, and I promise to receive such missionaries or teachers with kindness, and pledge myself to assist and protect them during my reign.

Given under my hand, on board the "Rattler," this 2nd December, 1849.

(Signed) KING PEPPLE.
ROBT. AYLIE, *ship "Lady Worsley."*
CHAS. CAINE, *ship "Georgina."*
ARTHUR CUMMING, *Commander.*

Inclosure 3 in No. 178.

Engagement entered into by King Pepple.

I, KING PEPPLE, do hereby certify that from this day henceforth, during my lifetime, in case of any supercargo of any vessel trading in the said river, will not exact half Comey, which has been CLASS A.

previously paid on the death of a supercargo, but will consider the first Comey paid to be sufficient for all my demands.

Given under my hand, in the Bonny, this 2nd day of December, 1849.

(Signed)

KING PEPPLÉ.

ARTHUR CUMMING, *Commander.*

ROBERT AYLIE, *ship "Lady Worsley."*

CHARLES CAINE, *ship "Georgiana."*

No. 179.

Commander Quin to the Secretary to the Admiralty.—(Received June 8, 1850.)

Sir, "Waterwitch," *St. Philip de Benguela, December 31, 1849.*

HEREWITH I have the honour to transmit to you, for the information of my Lords Commissioners of the Admiralty, the duplicate of a letter I have sent to Commodore A. Fanshawe, C.B., detailing an account of the capture and destruction of a slave felucca under Brazilian colours, and no papers, on the 27th November, 1849, in latitude 4° 24' S., longitude 11° 22' E., by Her Majesty's sloop under my command.

I have the honour to inform you that, on the 26th November, as we were on our way up the coast looking for the pinnace, and not having found her off Loango, I anchored at about 5.30 P.M. between Killao River and Kilongo Point. Almost as soon as we had furled sails, a sail was reported under land to the northward; I immediately weighed in chase as she was made out to be a felucca. In about an hour, it getting dark, and a tornado gathering to the eastward, I thought it advisable to anchor, as I made sure the felucca would also anchor close in shore, thinking we should run off the coast in the tornado; we accordingly came-to in shore in about seven fathoms, too close for good anchorage, but I wished to prevent the slaver from passing in shore of us during the night, and kept the boats ready to intercept her if she should attempt it. The next morning, it being nearly a calm, the felucca was observed at anchor about five miles to the northward of us; the boats, two whalers and a gig, were immediately dispatched after her, and in a few minutes after we observed her weigh, make sail, and sweep out to seaward; shortly after, another boat was seen to windward of her, which proved to be the pinnace coming down. On seeing this, the felucca bore up and attempted, though with hardly any wind, to run to leeward, which frustrated her manœuvre, and at half-past 9 we observed the boats go alongside and her yard lowered, when the boats and felucca joined.

She was reported to be the "*Golfin*," a very large and fine felucca, with no papers, but Brazilian colours, fully equipped for the Slave Trade; she had been armed with swivels and small arms, but which had been thrown overboard, as well as the sweeps, just before the boats got alongside; and they said they would have resisted had the boats come up singly. She had been chased by many of the cruisers, and had escaped with her cargo several times clear. I destroyed her, as she seemed to me to be making water, and I observed her pumps had been torn up by the slaver's crew out of spite; and if they could have been repaired, I could not have sent her away without a crew of at least fifteen or twenty men (which we could not well have spared, having a prize-crew away already), for her mainsail and yard were almost the largest I ever saw, and even all our boat's crews could hardly sway it up. Twenty-four men were on board at the time of capture, and several of the rest had been left on shore with the captain the night before, near Kilongo, where she saw us first; her slaves were alongside ready for shipping. I landed the prize-crew at Loango, as there was no possibility of communicating with the shore where we anchored, on account of the surf.

I have, &c.

(Signed)

R. M. QUIN.

No. 180.

Rear-Admiral Reynolds to the Secretary to the Admiralty.—(Received June 8.)

Sir,

“Southampton,” *Monte Video*, March 13, 1850.

I BEG to report, for the information of the Lords Commissioners of the Admiralty, that I arrived at this anchorage from Buenos Ayres, on the 6th instant, and shall sail on Saturday next, the 16th instant, for Rio de Janeiro, where I trust (judging from the earnest representation of Her Majesty's Chargé d'Affaires there) my presence may impart confidence to the anti-Slave Trade party, and remove in a great measure the irritation consequent upon the late active cruising of the “Cormorant” and “Rifleman.”

I have, &c.
(Signed) B. REYNOLDS.

No. 181.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received June 8.)

Sir,

“Centaur,” at Sea, lat. 5° 24', long. 4° 23' E.,
February 27, 1850.

I HAVE to request you will be pleased to lay before the Lords Commissioners of the Admiralty the inclosed copy of a letter which I have received from Commander Beauchamp, of Her Majesty's steam-vessel “Hecla,” reporting the capture of a felucca by that vessel; and the information he received from the master of her, respecting the felucca which fought the “Alert's” boats in May 1849.

I have, &c.
(Signed) ARTHUR FANSHAWE.

Inclosure in No. 181.

Commander Beauchamp to Commodore Fanshawe.

Sir,

“Hecla,” off *Badagry*, January 18, 1850.

I BEG to report to you that this morning at daylight, while at anchor off *Badagry*, a vessel was reported to seaward from the mast-head. I immediately got the steam up and proceeded in chase, and at 10 A.M. came up with and captured the Brazilian felucca “*Rozita*” (by register, 111 tons), fully equipped for the Slave Trade, and with a crew of twenty-seven men.

The information I obtained from the padrone and crew is as follows:—that at *Bahia* there are not more than seven or eight vessels engaged in the Bight Slave Trade; that the only ports along the coast where slaves are embarked are at *Little Popoe*, *Great Popoe*, *Ahgwai*, *Porto Novo*, and *Lagos*; that no vessels ever go to the eastward of *Lagos* for slaves, in the Bight of *Benin*; but that occasionally vessels go to the *Nun* and *Brass Rivers*, east of *Cape Formosa*, where slaves can be procured.

It appears by the charts on board this vessel, as well as by the capitano's statements, that he sighted *Cape Three Points*, and then stood off, calling in again at *Ahgwai*, then ran down to *Lagos*, where slaves were awaiting his arrival. He states that there are no more feluccas belonging to *Bahia* engaged in the Slave Trade, and that the one which fought the “Alert's” boats he believes to be a pirate belonging to *Havana*. It appears also by his statement, that he has been chased in a former voyage by the “*Phoenix*” and a man-of-war brig, supposed by him to be the “*Kingfisher*”; that the “*Rozita*” has made five successful trips,—two to *Havana* and three to *Bahia*, the last trip with 412 slaves embarked at *Lagos*. The Capitano was captured by the “*Penelope*” on the 3rd January, 1849, with 322 slaves shipped at the *River Brass*; he has made three successful trips in this felucca since that time.

I have, &c.
(Signed) BEAUCHAMP, *Commander*.

No. 182.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received June 8.)

Sir,

“Centaur,” off *Point Padrone*, March 19, 1850.

I HAVE the honour to inclose, for the information of the Lords Commissioners of the Admiralty, copies of a correspondence which has taken place between the Honourable Captain *Hastings*, of Her Majesty's steam-ship

“Cyclops,” as senior officer of the Southern Division, in pursuance of instructions which I had left with him on the subject, and his Excellency the Governor-General of Angola, relative to the existence of slave-barracoons on the coast at different places, and also of the continued, I may say increased, exportation of slaves from that province, in such a manner, I regret to add, as can leave no doubt of its being connived at by the Portuguese authorities, especially at Benguela and Quicombo.

I shall endeavour, on my next visit to Loanda, to press this matter again most earnestly on his Excellency's attention.

I have, &c.
(Signed) ARTHUR FANSHAWE.

Inclosure 1 in No. 182.

Captain the Hon. G. F. Hastings to Commodore Fanshawe.

Sir,

“Cyclops,” *Loanda, March 7, 1850.*

I BEG to transmit you copies of a correspondence I felt it my duty, after an inspection of the South Division of this station, to hold with his Excellency the Governor-General of the Province of Angola.

In submitting these letters for your information, I feel grieved to express, and I do so without intending any disrespect to his Excellency Governor Pinto, that the nefarious Traffic in Slaves is carried on and arranged by parties living under the Portuguese protection; and further, that the shipments of Africans destined for the slave-markets, have been principally made, or attempted to be made, from the Province of Angola, since I have been in command of this division of the station.

I have, &c.
(Signed) G. F. HASTINGS, *Captain.*

Inclosure 2 in No. 182.

Captain the Hon. G. F. Hastings to the Governor-General of Angola.

Sir,

“Cyclops,” *St. Paul de Loanda, March 4, 1850.*

HAVING received confidential instructions from the Commander-in-chief of Her Britannic Majesty's ships and vessels employed on the west coast of Africa, that should I at any time, whilst in command of the Southern Division of the squadron under his orders, ascertain myself, or receive authentic information from any of the cruisers, of the existence of barracoons or establishments for slave purposes, on the coast of the station, within the Portuguese territory, I am, acting upon instructions he holds from Her Britannic Majesty's Government, to take an early opportunity of communicating the same to your Excellency and to the officer commanding the Portuguese Naval Forces on this station.

It therefore becomes my duty to inform your Excellency, that in my recent visit to the southern limits of this province, I have ascertained the existence of barracoons at Bahia Farta (six miles to the southward and westward of Benguela) and at Point Salinas, which barracoons I am of opinion are capable of containing from 800 to 1000 slaves each.

I have also been informed by the Commander of Her Britannic Majesty's sloop “Waterwitch,” that on an officer of the said vessel landing at Quicombo, on the 23rd ultimo, from 500 to 600 slaves were shown to him in barracoons or sheds, ready for shipment. Since August last, 12 vessels have been captured by the British cruisers, three of them having embarked their slaves from the Portuguese territory, and the other nine having been captured between Ambriz and Benguela. I am sorry to state to your Excellency, as my opinion after seven months' experience on the coast, south of the Equator, that the inhuman Traffic in Slaves is principally carried on in the Portuguese Province of Angola.

I make these communications in the confident hope that your Excellency will cause the immediate destruction of the barracoons or sheds above mentioned, as well as take such measures as may appear to you necessary to prevent the embarkation or shipment of Africans within your Government.

I have, &c.
(Signed) GEO. F. HASTINGS, *Captain.*

Inclosure 3 in No. 182.

Captain the Hon. G. F. Hastings to the Governor-General of Angola.

Sir,

“Cyclops,” *St. Paul de Loanda, March 4, 1850.*

WITH reference to the correspondence in January last, which I had the honour to hold with your Excellency, respecting the alleged illegal trading of Francisco Antonio Flores, a Brazilian merchant, resident in the city of Loanda, in your answer you mentioned “that you were able to assure me with pride, that up to the date of your letter, it was not known to you that there had departed from any of the places, where there are Portuguese authorities resident, along the extent of this vast

coast, one single African, destined for the inhuman traffic (Slavery); and that your orders in this respect have been rigid, and completely executed."

I, in consequence of the foregoing statement, feel compelled to bring under your Excellency's notice, that on the night of the 27th January last, I captured in Her Britannic Majesty's steam-ship under my command, between Cape St. Bras and Old Benguela Head, the alleged Brazilian brig "*Ventura*," without papers, having on board 481 slaves, many of whom spoke the Portuguese language, and asserted that they were household slaves of residents at Quicombo, and I believe forced on board the vessel by their owners, in consequence of the scarcity of slaves at that time. The "*Ventura*," it appears, embarked the whole of her cargo at noonday, on the 26th January, only seven miles from Quicombo; a port having, I am given to understand, a Portuguese commandant resident, and where I have observed the Portuguese flag constantly flying. Africans had also been embarked in a brig called the "*Mary*," only seven days previous to the capture of the "*Ventura*," from Novo Redondo; and shipments have taken place, to my knowledge, within the last few months, from five to seven miles north and south of Benguela town.

I have also been informed by the Commander of Her Britannic Majesty's sloop "*Waterwitch*," that on meeting with the Portuguese brig of war "*Corimba*," at sea, on the 28th ultimo, her commander informed the English officer that a brig wearing American colours, called the "*Louisa*," was remaining at anchor at Benguela, and there were strong suspicions that the vessel was fitted for the Slave Trade. If this report be correct, it is a somewhat similar case to the supposed American brig, called the "*Imogene*," who remained for some days at Benguela, in September or October last, without any examination or search by the authorities at that place, which brig, a few days afterwards, embarked at Bahia Farta, 800 Africans, but was chased on shore, on the coast of Brazil, and destroyed by a British cruiser.

As it is my intention to bring these particulars under the notice of the British Commander-in-chief, I have thought it due to your Excellency to acquaint you therewith.

I have, &c.

(Signed) GEO. F. HASTINGS, *Captain*.

Inclosure 4 in No. 182.

The Governor-General of Angola to Captain the Hon. G. F. Hastings.

(Translation.)

Loanda, March 6, 1850.

IT behoves me to acknowledge the receipt of your two letters dated 4th instant, of the contents of which I remain fully informed, in order to take all the measures that may be in my power. I avail myself, however, of this occasion to inform you that only a very short time ago, a minute and rigorous examination of the whole coast of this province, south of Loanda, was made by the Portuguese brig "*Corimba*," many barracoons being burned and destroyed; and that afterwards, the said coast was visited by Captain Manoel Thomas da Silva Cordeiro, commandant of the Portuguese naval station; and as this commandant is absent from this port, as likewise the other vessels belonging to the naval station, I am obliged to wait for the arrival of some one of them, in order to proceed with a new examination of the coast, for the purpose of burning all the barracoons which shall be found prepared for the reception of slaves intended for transportation beyond the sea, which infamous traffic I will continue to persecute by all the measures dependant upon me.

God preserve, &c.

(Signed) ADRIAO ACCACIO DA SILVEIRA PINTO,
Governor-General.

No. 183.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received June 8.)

Sir,

"Centaur," Point Padrone, March 19, 1850.

I HAVE to request you will be pleased to lay before the Lords Commissioners of the Admiralty the inclosed copy of a letter from the Honourable Captain Hastings, of Her Majesty's steam-ship "*Cyclops*," and of its inclosure from Lieutenant Hodgkinson, of that ship, reporting the circumstances of the slaves on board the "*Ventura*," prize to that ship, when in charge of the latter officer on her passage to St. Helena, having, at the instigation of the Brazilian cook, risen on the prize crew, and endeavoured to recover the vessel, but that happily the attempt was unsuccessful; and that you will acquaint their Lordships that it is my intention, in consequence, to issue such a general order to the ships under my orders, as may induce additional precaution and watchfulness in prize officers.

I have called upon Lieutenant Hodgkinson to inform me if the case was reported to the judicial authorities of St. Helena, and any step taken for the man's detention, to answer for the offence.

I have, &c.

(Signed) ARTHUR FANSHAWE.

Inclosure 1 in No. 183.

Captain the Hon. G. F. Hastings to Commodore Fanshawe.

Sir,

"Cyclops," *Loanda, March 5, 1850.*

I HAVE the honour to transmit to you the annexed letter from Lieutenant A. B. Hodgkinson, of Her Majesty's ship under my command, reporting to me an occurrence which happened in the Brazilian brig "*Ventura*," having on board 480 slaves, on the 2nd February, 1850, the capture of which I detailed in my letter of 28th January last; which vessel I had placed him in charge of, to conduct from the Coast to the Island of St. Helena, for adjudication.

I have, &c.
(Signed) G. F. HASTINGS, *Captain.*

Inclosure 2 in No. 183.

Lieutenant Hodgkinson to Captain the Hon. G. F. Hastings.

*Prize "Ventura," at sea, 7° 16' lat. south, 9° 4' long. east,
February 2, 1850.*

Sir,

I HAVE the honour to report to you that at 1:30 P.M. this day, while all was quiet on deck, and the men dining, the slaves (headed by Palma, the Brazilian cook for them) having armed themselves with the cooking utensils and billets of fire-wood which were laid out ready for lighting the fire, made an attempt to carry the ship; and had it not been for the quickness with which the men made their way aft to the place where the arms and ammunition were deposited, it would no doubt have been successful.

Mr. Simpson, acting mate, immediately gave the alarm, and we were thus enabled to assist the men in getting to the place where their muskets had been already loaded by George Fussel, gunner, Royal Marine Artillery.

On two slaves being shot, one by Mr. Simpson, and the other by George Fussel, and the cook severely wounded by Robert Kitto, captain of after-guard, the slaves were panic-struck, and ran below or attempted to jump overboard.

I at once ceased firing, and ordered the prize-crew to remain quiet; and in a few minutes the upper deck was completely cleared.

The casualties amongst the slaves were two shot, three drowned, and two wounded; six were with great difficulty rescued by us from drowning.

After the deck was cleared, I observed five of our men were wounded, viz., Robert Kitto, captain of after-guard; George Poyser, ordinary; James Benham, gunner, Royal Marine Artillery; Sam Lewis and Bottle of Beer, kroomen; the two first being stabbed by the cook as soon as they got up from their dinner, the remainder being wounded by the slaves.

From the confessions of various slaves who spoke the Portuguese language (which was interpreted by the officers' cook of the prize, who spoke English) and whom I caused to be examined, I ascertained that the slave-cook Palma (who by long experience in the Slave Trade had acquired a competent knowledge of the negro tongue) had led them to believe that they would be taken to a distant part of the world, and there ill-treated; and also that it was doubtful if the water would last the voyage. But their great incentive, as far as I could glean, was an ardent desire to return to their own country, and that they had intended at night to carry out their intentions by bursting or forcing up the slave-hatch; but they found that design impossible, as there was always a sentry under arms over it.

I must state here also, as regards the other prisoners on board, viz., the captain, pilot, and the cook for the officers, that they were not in the least concerned in the rising of the slaves, but on the contrary, rendered me every assistance in their power, which confirms my belief that the slaves were acting purely from a desire of returning to their native land, and not with a view of recapturing the vessel for Brazilians.

On my arrival at St. Helena, I was informed by Dr. Rawlins and his assistant, that Africans from the neighbourhood of the Coanza River had been there upon two or three previous occasions, and always found a most turbulent and unruly set.

In conclusion, I beg leave to state that Mr. W. Simpson, acting mate, and all the men under my command, rendered me the most efficient aid and support in putting down the rising of the slaves, and behaved themselves in every respect to my entire satisfaction.

I have, &c.
(Signed) H. B. HODGKINSON,
Lieutenant, Her Majesty's ship "Cyclops."

P.S.—The precautions taken for guarding the slaves during the day and night, were as follows: In the day-time, only half the slaves were allowed on deck at one time, relieving each other at stated periods. After 6 o'clock, the slave-hatch was locked by me, and the key remained in my possession until 6 in the morning, in which time it was re-opened, and the slaves watched. The prize-crew were divided into three watches, and at night one of the watch was over the hatch, with a cutlass and a pistol.

(Signed) H. B. HODGKINSON, *Lieutenant.*

No. 184.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received June 8.)

Sir,

“Centaur,” off Point Padrone, March 19, 1850.

I HAVE the honour to inclose, for the consideration of the Lords Commissioners of the Admiralty, copies of a letter I have received from the Honourable Captain Hastings, of Her Majesty's steam-ship “Cyclops,” and its inclosed report to him from Lieutenant Hodgkinson of that ship, showing that the “Galianna,” a Portuguese vessel, which was detained by the “Cyclops,” on suspicion of being engaged in the Slave Trade in the Bight of Benin, in March 1849, but liberated by the Mixed Commission Court at Loanda, had subsequently carried off a cargo of slaves from Whydah, or the vicinity of the port to which she had been originally bound.

In confirmation of this statement, I would beg to add that I ascertained at Loanda that the “Galianna,” some time after her liberation, cleared from that port for Whydah, and the “Kingfisher,” Commander Harvey, was on the look out for, and watched her; and on my meeting him in the Bights last month, he reported to me that she was gone off without slaves, as he had boarded and examined her, when she was leaving the coast to return to Rio Janeiro, with many passengers, and I have little doubt that the master having thus put the “Kingfisher” off her guard, and ascertained her position, has returned to the coast at night, and shipped the slaves prepared for her.

I have, &c.

(Signed) ARTHUR FANSHAWE.

Inclosure 1 in No. 184.

Captain the Hon. G. F. Hastings to Commodore Fanshawe.

Sir,

“Cyclops,” Loanda, March 6, 1850.

THE inclosed copy of a letter I received from Lieutenant A. B. Hodgkinson, Third Lieutenant of Her Majesty's steam-ship under my command, relating to a statement made by one of the prisoners on board the prize brig “Ventura” to him, on passage from the coast to the Island of St. Helena, concerning the illegal trading of the Portuguese brig “Galianna,” which vessel was detained by me in the month of March 1849, whilst stationed in the Bight of Benin, on suspicion of being engaged in the Slave Trade, but was liberated by the Mixed Commission Court at this port.

As an expense at present of upwards of 130*l.* has been incurred by myself, the officers, and company of this ship, in bringing this vessel for adjudication before the Mixed Commission Court, and as the British Commissioner was of opinion that the “Galianna” was a lawful prize to the “Cyclops,” may I request that you will be pleased to submit this additional evidence for the consideration of my Lords Commissioners of the Admiralty.

I have, &c.

(Signed) G. F. HASTINGS, *Captain.*

Inclosure 2 in No. 184.

Lieutenant Hodgkinson to Captain the Hon. G. F. Hastings.

Sir,

“Cyclops,” Loanda, March 5, 1850.

I CONSIDER it my duty to inform you, that whilst on passage from the south coast to the Island of St. Helena, in the Brazilian brig “Ventura,” having on board 480 slaves, one of the prisoners on board that vessel informed me without any solicitation, that he served in the capacity of cook to the slaves on board the Portuguese brig “Galianna,” which vessel you may remember was detained by Her Majesty's steam-ship under your command, in the month of March last, on suspicion of being engaged in the Slave Trade, but was liberated on her trial before the Mixed Commission Court at Loanda.

The prisoner stated that he shipped on board the “Galianna” at Whydah; that many passengers for Rio Janeiro also shipped on board of her at the same time; that she was seen by a British cruiser some distance from the land, on her alleged voyage to Rio Janeiro; but the day after, the master made back for the land, and was enabled to embark 1000 slaves, whom he, the prisoner, acted as cook for; that the same slaves were landed a little to the northward of Rio Janeiro, and that afterwards the “Galianna” entered the harbour of Rio, under Portuguese colours, in the month of November, 1849, to land the passengers embarked at Whydah.

The master of the “Ventura” also informed me that he was present when the slaves were landed from the “Galianna.”

I have, &c.

(Signed) A. B. HODGKINSON, *Lieutenant.*

No. 185.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received June 8.)

Sir,

“Centaur,” off Point Padrone, March 20, 1850.

I HAVE to request you will lay before the Lords Commissioners of the Admiralty the accompanying copies of letters which I have received from the Captains and Commanders of Her Majesty's ships “Cyclops,” “Rattler,” and “Pluto,” detailing the circumstances under which they had detained the vessels “Pilot,” “Rowena,” “Lucy Ann,” “Anne D. Richardson,” “J. W. Huntingdon,” which had fraudulently assumed the flag of the United States of America, and were actually engaged in the Slave Trade on this coast, and were Brazilian property.

Their Lordships and Her Majesty's Government are so fully aware, from the representations of the former Commanders-in-chief on this station, as well as from the evidence given before the Committees of the Houses of Parliament, how long the flag of the Union had been abused, with respect to the Slave Trade, and given immunity to those who had no right to carry it,—that they will not be surprised that the attention of Her Majesty's officers in command of cruisers on this station in succession, should have been especially attracted to the fact, and a desire evinced to gain such information as would enable them to frustrate the knavery carried on; keeping, at the same time, strictly within the limits prescribed to them by their instructions founded on the respective treaties with other Governments.

Some very suspicious cases had come under my own knowledge and observation, especially the “Quincy” (reported in my general letter of proceedings of 16th July, 1849), now appearing as the “Pilot,” and weighed with me greatly in seeking the interview which I had in January, at Porto Praya, with the American Commodore, and which satisfied me that, however tenacious about the right of visit, his Government, as well as himself, was desirous that their flag should not be so abused.

The flagrant case of the “Casco,” whose capture subsequently by the “Pluto” was reported by me to their Lordships in my letter of January 27th, had caused fresh grounds for suspicion and investigation, and enabled the detaining officers in these cases to detect the forgeries, which the masters were unable to deny, at once disavowing any claim to American protection.

It has given me much satisfaction to learn from Captain Hastings, that the capture (and condemnation already of some) of these vessels has caused a great sensation on the Coast and at Loanda, and I have reason to think may lead to the breaking up of more than one slave establishment in the Congo, and the exposures will relieve the Commanders of the cruisers from much of the difficulty of their position, as to the search of vessels under the flag of the United States, and may therefore be very important.

I trust their Lordships will approve of the caution and vigilance which has been observed by Captain Hastings, Commander Cumming, and Lieutenant Jolliffe.

I transmit also, with the afore-mentioned letters, another from Captain Hastings, with a report from Lieutenant Dew, who navigated the “Pilot” to St. Helena, of the information he obtained from two of the detained crew, which throws much light on the nature of the transactions in question, in the Brazils.

I have, &c.

(Signed) ARTHUR FANSHAWE.

Inclosure 1 in No. 185.

Captain the Hon. G. F. Hastings to Commodore Fanshawe.

Sir,

“Cyclops,” Loanda, January 11, 1850.

WHILST at anchor in Ambriz Roads on the 10th instant, awaiting the arrival of Her Majesty's steam-vessel “Pluto,” two sail were observed in the offing, which, on the weather clearing, were made out to be the “Pluto” and a barque under American colours.

Lieutenant Jolliffe boarded the barque, and considered the papers produced by her master very unsatisfactory, but as the vessel was bound to Ambriz, he thought it right to bring the matter under my notice. On the barque anchoring, I visited her, and demanded to see her papers; the master produced the register, in which it was stated she was bound to California, and he asserted that she had been sold in the harbour of Rio de Janeiro, having put in there in distress, to a Mr. French Smith, a resident at that place, but an American citizen, being a native of Philadelphia; the master produced no document mentioning the transfer and sale of the vessel, sea-letter, nor, indeed, any authority for wearing the colours under which she was at the time. I informed him that I doubted his nationality, more particularly as, out of the crew on deck, there was only one other American person, the rest being foreigners, and in consequence should search the vessel; on opening the hatches, she was found to be fully fitted for the Slave Trade, with fourteen Brazilians on the slave-deck, in addition to the foreigners already mentioned and two Brazilians on deck as passengers.

I then acquainted the master with my intention to detain the vessel, and that I would deliberate respecting her disposal, and returned on board the "Cyclops." Some two hours afterwards, one of the Brazilian passengers, who now affirmed himself to be the real captain of the vessel, came on board, and acquainted me that, feeling it useless to evade capture, he had destroyed the false American colours and papers, and substituted the Brazilian flag; I therefore was at liberty to seize his vessel; and in consequence took possession of the Brazilian barque "Pilot" of 300 tons, fully equipped for the Slave Trade, and sent her to St. Helena in charge of Lieutenant Dew.

I find the barque "Pilot," at that time an American, was disposed of, as before stated, some months since, to Mr. F. Smith, of Rio de Janeiro, who, I now hear, is the same individual who was mentioned in the sea-letter produced by the brigantine "Casco" (the capture and case attending it was reported in one of my letters to you of the 2nd ultimo), which vessel came over to the coast of Africa under nearly the same circumstances as the barque. If Mr. Smith is enabled to purchase American vessels, procure protection from the United States' Consul, he (Mr. Smith) being, as I am informed, in the pay of the slave merchants at Rio de Janeiro, and thus procure for Brazilian property, the fraudulent use of the American flag, with impunity, the performance of our duty in suppressing the Slave Trade will be increased in difficulties, it being in many cases scarcely possible to discern between the true and false American.

The person, Mr. I. Myles, who represented himself, on my boarding the "Pilot," as the American master has since informed me, that he held the same position on board the alleged American barque "Quincy" (which you, Sir, may remember being on the South Coast in June and July last); that she was, at the time when boarded by the "Centaur" and cruizers, bona-fide Brazilian property, had all requisite fittings for slaves, and in charge of a Brazilian master, who appeared as a passenger; that the "Quincy" shipped 650 slaves the same night that she was boarded by some of the boats of our cruizers, and that before this shipment took place, they had, at Ambriz, embarked their full cargo of slaves, but the smoke of a steamer appearing in the offing (which was afterwards proved to be the "Centaur") the whole of the slaves were re-landed in less than one hour, having employed upwards of 35 boats for this service, and that on being boarded by the "Centaur's" boat, the American master and papers were again produced.

I bring these cases under your notice, and would respectfully solicit your directions for my guidance, on again falling in with Brazilian vessels, the owners of which have apparently purchased the right to display the American flag, and produce American papers for their protection.

I have, &c.

(Signed) GEO. F. HASTINGS, *Captain.*

Inclosure 2 in No. 185.

Captain the Hon. G. F. Hastings to Commodore Fanshawe.

Sir,

"Cyclops," *Loanda, January 15, 1850.*

MY letter of the 11th instant, dated at this port, acquainted you with the capture of the Brazilian barque "Pilot," on the 10th instant, at Ambriz, who attempted for some time to claim the protection of the American flag, by presenting to the boarding officer false American papers.

It affords me great pleasure to acquaint you that I have received a communication from Lieutenant Jolliffe, commanding Her Majesty's steam-vessel "Pluto," informing me that on the next day, the 11th instant, he fell in with a brig off Ambriz, who showed American colours; that on boarding her, the papers, purporting to be American, were presented, stating the vessel to be the "Rowena," of Baltimore, but on looking over them attentively Lieutenant Jolliffe found that the dates and names had been erased in the register, and felt confident that the United States' Consul's signature had been forged; he therefore acquainted the master of the brig that he should detain the vessel, on which the master immediately destroyed the papers, and hauled down the American flag.

On opening the vessel's hatches, a tier of casks was found in the square of the hatch, but underneath them she was discovered to be perfectly fitted for the Slave Trade.

The master stated he had made two successful trips before with the same papers; that the vessels "Casco," "Pilot," "Snow," and "Lucy Ann," belong to the same parties in the Brazils as the "Rowena," that he, the master, received 30*l.* a-month for his services; and that more vessels similarly fitted, in every way, as the before-named ones may be expected on the coast. The "Casco," "Pilot," and "Rowena," have been captured, as reported to you, but I regret to say I hear the "Snow" escaped, although boarded in her coming to the coast, by the cruizers. The "Lucy Ann's" papers were in every respect correct, although I am confident she is Brazilian property, and fully equipped for the Slave Trade, and only waiting an opportunity to ship her cargo.

I have, &c.

(Signed) GEO. F. HASTINGS, *Captain.*

Inclosure 3 in No. 185.

Captain the Hon. G. F. Hastings to Commodore Fanshawe.

Sir,

"Cyclops," Loanda, March 5, 1850.

I HAVE the honour to forward you a letter from Lieutenant Roderick Dew, Supernumerary Lieutenant belonging to Her Majesty's steam-ship under my command, who took charge of and conducted the prize-vessel "*Pilot*" to St. Helena for adjudication, the capture of which is detailed in my letter of the 11th January last.

The information Lieutenant Dew has made known to me is, I think, most valuable, as it may enable the authorities in Brazil to punish the parties engaged in the purchase or manufacture of the false American documents, by which so many vessels have escaped from our cruisers with impunity, and from what I have been enabled to hear since of this vessel "*Pilot*," I do not think that Lieutenant Dew's information about her being the "*Catherine*" is quite correct, but that her last trip from this coast was made under the name of the "*Quincy*."

I have, &c.
(Signed) GEO. F. HASTINGS, *Captain.*

Inclosure 4 in No. 185.

Lieutenant Dew to Captain the Hon. G. F. Hastings.

Sir,

St. Helena, January 30, 1850.

I ARRIVED at this island in the prize barque "*Pilot*," of Boston, seized by you in the roads of Ambriz, under the peculiar circumstance of being a Brazilian slaver with an American ensign and forged papers. I am about to state the substance of various conversations I had with two American seamen taken prisoners in the barque, as I deemed it my duty to glean every possible information regarding the Slave Trade, and more especially regarding the shameful prostitution of the American flag, in that nefarious traffic.

I have every reason to credit the following statement regarding the Slave Trade and the equipment of vessels under the American flag for that trade, as I found the account given by one man in the main point corroborated that given by the other, and I do not imagine they could have had any object in deception.

In the first place they represent that they were in a measure kidnapped. The owner of the lodging-house where they were staying in Rio offered to get them a ship bound to the United States, but that at time loading at Vittoria, a harbour to the northward of Cape Frio. They agreed to ship; and on being paid in advance proceeded on board a small steamer, which conveyed them outside the harbour of Rio, when they were transhipped into a small schooner, in company with a number of Brazilians, and in a few days arrived at Vittoria. On joining the "*Pilot*" they discovered her true character, but were not allowed to go on shore, and promised a good reward (150 dollars) on their arrival in Africa, with the option of returning in the vessel or having their passage found in another. They stated that they had never seen an American consul, so of course the register, which stated that the crew were shipped in his presence, was a forgery.

The port Vittoria is, I think, marked on the chart "*Espirito Santo*." It is solely frequented by slavers, there being a factory and small yard for rigging, &c.

The owner of the "*Pilot*" is the celebrated Don Juan Minetta, a one-armed man, and esteemed the richest in the Brazils; the "*Providencia*" and "*Serpente*" steamers belong to him, and it is his boast that not a week passes that a full slaver does not land her slaves on the coast. He owns seven or eight vessels under the American flag, which he has bought at Rio, and whose papers are all forgeries; to wit—" *Pilot of Boston*" is stated to have been sold in Rio in March 1848; according to certificate signed by Mr. Gorham Parks, Consul for the United States at Rio, which the sequel will prove must have been a forgery. The true "*Pilot of Boston*" was wrecked many years ago, but her spars and tonnage corresponded to this vessel, whose original name, I am led to understand, was "*Red Rover*." She has been many years in the Slave Trade, under the United States' flag, having made some nine clear voyages, the last under the late master, Mr. Myers, who landed at Ambriz, with his flag and papers, on a thousand slaves having been shipped. Her name was then "*Catherine*," and differently painted. A Captain Smith, an American, is the consignee of these vessels, bearing his country's flag; it is his duty to obtain masters, crew, flag, and papers, and he gets his per centage on all slaves landed from vessels that have worn the United States' flag.

During the month "*Pilot*" was fitting out at Vittoria, two other vessels were likewise fitting there for the Slave Trade under the United States' flag, viz., "*Casco*" and "*Snow*," the former since captured by the "*Pluto*," with 450 slaves, and three vessels entered the harbour under the Brazilian flag, having landed their slaves outside the forts.

"*Pilot*" made the African coast near Benguela, where she was boarded by a boat which had been on the look-out for her and an American brig for forty days. By her chart, she anchored in Bahia Longa on December 11th, but there were no slaves ready for her, as 800 had been shipped a few days previously in a two-topsail schooner. "*Pilot*" was then ordered to sea for ten days, and on making the land near Point Dande was again boarded, and ordered to sea for ten days, in consequence of "*Firefly*," "*Star*," and "*Pluto*" being then at Ambriz, and on anchoring at the latter place on the 10th January was captured by "*Cyclops*."

"*Pilot*" was to have shipped 1200 slaves which had been prepared at Ambriz for the "*Providencia*" slave steamer, but that vessel was unable to leave Santos, being strictly blockaded by Her Majesty's ship "*Hydra*."

I have, &c.
(Signed) R. DEW, *Lieutenant.*

Inclosure 5 in No. 185.

Lieutenant Cumming to Commodore Fanshawe.

Sir,

"Rattler," at Sea, February 23, 1850.

I HAVE the honour of informing you that on the 20th instant Her Majesty's ship "Rattler" captured a brig called the "Lucy Ann" of Boston, with 547 slaves on board.

The facts connected with this capture are instructive, and will tend to show the difficulty which besets an officer in the discharge of an onerous duty on this coast; and I therefore beg to submit the following:—

On the evening of the 18th I personally boarded this vessel for the first time off Ambrizette, and examined her papers to ascertain her nationality. They appeared to me in order sufficient to justify her sailing under the flag of the United States. They had previously been examined by several officers without a defect having been discovered.

The visit, Sir, was performed with the respect due to the honourable flag she had assumed, and in strict compliance with the instructions, the brig not having been hove-to on my going on board or leaving her.

Her manœuvres, however, having excited my suspicion, at nightfall I placed Her Majesty's sloop in a position to see her should she sail with slaves, and on the morning of the 20th the same brig hove in sight, standing to the westward, having a moderate breeze, and under all sail. As she continued her course, and no effort to escape being made, I was enabled to board her at 9h. 30m. A.M., and was shown the papers I had previously examined, without observing any alteration.

She was at this time under the United States' flag, her decks were perfectly clean, the hatchways carefully, I may add almost hermetically closed, and a large boom boat over all.

When about to leave, a low indistinct murmur, wrung from the accumulating sufferings of her human cargo, became audible, and steam, forced from the pressure below, visible. I mutely directed the ostensible captain's attention to this, who instantly declared the papers to be false, that he was not the master, ordered the chief mate to haul the American ensign down, and hoist her proper colours,—Brazilian,—under which flag the hatches were removed, and the most revolting spectacle exhibited; more than 500 slaves of both sexes had been thrust below. Impressed with the idea that if they betrayed themselves by the slightest noise, their lives would be instantly sacrificed, they preserved the strictest silence until the power of endurance became exhausted.

I endeavoured to secure the papers, which were confessedly false, but found an opportunity had been taken to throw them overboard, a circumstance I much regret. The chief part of the crew were evidently citizens of the United States, which however they denied, but in the absence of any proof I was reluctantly induced to let them land with the rest of the Brazilians.

Their anxiety to avoid being taken for Americans is a clear proof of the sincerity of the Government in respect of the Slave Trade, for they looked with dread on the sure and certain punishment that would have awaited them.

I believe, Sir, I am not singular in this opinion, when I state that at least one-half of the successful part of the Slave Trade is carried on under the American flag, but certainly not under its protection. I have had opportunities of meeting with American cruizers in the Bights of Benin and Biafra, and can bear testimony to the vigilance with which their officers watch over their flag in order to prevent its being violated by adventurers who may think proper to hoist it, without any legal right, for the impunity it affords them.

The number of American cruizers on the station is so small in proportion to the great extent of the slave-dealing coast, that it is to be feared, without their squadron be increased or more extended powers granted to commanders of Her Majesty's cruizers in these waters, in ascertaining the true nationality of a vessel hoisting the flag of a nation not a party to the Slave Treaties, the generous sacrifices of our country may be lost, and the hopes of the African philanthropists never be realized.

I have, &c.

(Signed) ARTHUR CUMMING, *Commander.*

Inclosure 6 in No. 185.

Lieutenant Jolliffe to Commodore Fanshawe.

Sir,

"Pluto," off St. Paul de Loanda, February 20, 1850.

I HAVE the honour to report the proceedings of Her Majesty's steam-vessel under my command, since my last letter to you dated 31st ultimo.

On the 12th, at 3:30 p.m., a sail being to seaward, and on her seeing our smoke, observed her to shorten sail and haul to the wind; 4:30, steam being up, weighed in chase; at sunset, chase distant about five miles; at 7, lost sight of chase; stopped, and let the "Pluto" drift. At daylight on the 13th, as nothing of the chase of last night was observed, returned to Ambriz.

On the 14th, at 7 A.M., a sail being reported, shortly after which, on observing her to alter course, I weighed under steam, and gave chase, and showed colours when at a moderate distance, of which no notice was taken; on passing within hail, I demanded to what nation the vessel belonged, when she hoisted American colours.

I then boarded her, accompanied by Mr. Giles, clerk in charge. The vessel was stated to be, by her master, the "Anne D. Richardson," Thomas, master, O. M. Clap, owner, belonging to New York, with a crew of nine persons, and several Brazilian passengers from Rio Janeiro and Paragua, bound to St. Paul de Loanda; cargo general; but as she was so far to leeward, and off Ambriz, the master said he should go there.

On examining the register, which did not answer the description of the vessel, as she had two large round-houses on deck, of which no notice was taken in this document, also a certificate of a change of master, purporting to be from Edward Kent, United States of America Consul at Rio Janeiro, this certificate bearing the signature of the Consul twice, neither of which agreed with the other as the signature of a person in such a position.

The whole preamble of this document was written and signed by the same person, without either the stamp or seal of office; which I pointed out to the master, and told him it was a forgery.

He had a list of crew, but no manifest, or any document from the custom house at Rio Janeiro.

I then left the vessel, with the intention of closely watching her.

The barque then wore and stood off the land, when I chased her, informing the master that I should detain him for being under false colours; and sent Mr. Shewell, senior mate, with a party of men, on board, with directions to inform the master that his papers were most suspicious, and that I should send the vessel and the passengers to an American ship of war; but that if he chose to open his hatches, and all should prove satisfactory, he would be allowed to proceed, and that I would give him a certificate of detention. To this he at first refused, but afterwards did so, when the vessel was fully equipped for the Slave Trade, with the addition of thirteen seamen secreted under hatches on the slave-deck. The master hauled down his colours, and then threw them overboard, informing the officer in charge that he had no colours or papers, and that the vessel belonged to no state or nation; when all on board commenced making preparations for landing.

It being a calm, I took the vessel in tow, and anchored her off Ambriz; the master then came on board, bringing with him a rough copy of a protest, and asked for time to make the same, when I gave him to 6 o'clock the following morning; at the expiration of the time, the master gave me his protest, accompanied with the ship's papers, and I then informed him that his vessel would sail as the sea-breezes would set in; he then returned to the barque. Soon after, he again came on board the "Pluto," and asked to withdraw the protest, took it, and destroyed it, with all his papers, giving me a certificate stating that the vessel was not under American protection; when I landed the men and passengers.

On examining the barque after the people had left, I observed that the paint had been recently scraped on that part of the stern on which the name of a vessel is usually placed, and that a board with the name of "*Anne D. Richardson*" had been put on in a careless manner; on examining it, I found the nails quite new, and free from rust, and although the vessel had been lately painted, this board had been put on since; and I am of opinion that this vessel's and also the barque "*Pilot's*" name had been altered to suit the registers: also I beg to inform you that I have several times seen the purported signature of the United States of America Consul at Rio de Janeiro, all of which were different; and that this system of forgery has been largely carried on, on this part of the coast, rendering it difficult of detention for the want of the knowledge of this signature; and from what I understand, this gentleman will not clear an American vessel for the coast of Africa, which is the cause of their going from Rio Janeiro to the adjacent outports, and procuring papers and passports from doubtful people.

I have, &c.

(Signed) W. K. JOLLIFFE, *Lieutenant & Commander.*

Inclosure 7 in No. 185.

Declaration of Mr. Thomas.

I, THE Undersigned, do hereby declare that the barque "*Anne D. Richardson*," of which I am said to be master, is not a vessel belonging to the United States of America; and that I this day, the 15th February, 1850, voluntarily deliver her up to Lieutenant W. K. Jolliffe, commanding Her Britannic Majesty's steam-vessel "*Pluto*," and that she does not belong to, nor does she claim the flag of any state or nation; and I do also declare that I have no intention to defend the said vessel as being a legal trader, nor do I intend to take proceedings against the said Lieutenant W. K. Jolliffe, for having detained the said vessel.

Dated on board the barque "*Anne D. Richardson*," this 15th February, 1850, off Ambriz.

(Signed) W. H. THOMAS, *Master.*

Witness:

NICHOLAS GILES, *Clerk in charge of Her Majesty's steam-vessel "Pluto."*

Inclosure 8 in No. 185.

Lieutenant Jolliffe to Commodore Fanshawe.

Sir,

"*Pluto*," off the Congo, March 16, 1850.

I HAVE the honour to report the proceedings of Her Majesty's steam-vessel under my command, since 28th ultimo.

The 10th, communicated with "*Cyclops*" off Ambriz, and delivered to the Honourable Captain Hastings all my letters and despatches up to 28th February, which I had the honour to address to you.

The 13th, arrived off the Congo, and communicated with "*Firefly*," which vessel left, the day following, for Ambriz.

On the forenoon of the 16th, a vessel was reported to seaward, standing in for the Congo; proceeded under steam to close her; when at a moderate distance observed she had American colours hoisted; at 1 p.m. boarded her, accompanied by Mr. Giles, clerk in charge.

This vessel was stated by her master to be the "*J. W. Huntingdon*," of New York, fifty-five days from Rio Janeiro, bound up the Congo; Charles J. Wood, master; Prussel, owner. On examining her papers, I found them similar to those of other vessels detained by me, all of which were declared by their several masters false. By the ship's articles, she was cleared out for the Cape de Verde Islands or elsewhere, for the period of six months, and on which was shown her crew to consist of nine persons. This document was signed by the clerk of Edward Kent, Esquire, United States' Consul at Rio Janeiro. She had no manifest or clearance from the custom-house at that place.

I then detained the vessel, for being under false colours, and engaged in the Slave Trade; and on opening her hatches, I found a slave-deck laid, and fully equipped for the Slave Trade, with the supposed Brazilian master and seven Brazilian subjects secreted in the hold, in addition to the other men named in the list of crew. On which, the master declared his vessel to be under false colours, and gave me a certificate, stating she was not American property or under American protection.

I beg also to remark, that on mustering the crew, some of them did not answer to the names inserted in the list of crew; and I believe only one of them besides the master to be American.

I have, &c.
(Signed) W. KYNASTON JOLLIFFE, *Lieutenant Commander*.

Inclosure 9 in No. 185.

Declaration of Mr. Wood.

I, CHARLES J. WOOD, said master of the brig "*J. W. Huntingdon*," detained this 16th March, 1850, by Her Britannic Majesty's steam-vessel "*Pluto*," for being engaged in the Slave Trade, do hereby declare that she is not a vessel belonging to nor under the protection of the United States of America, and that I have delivered her up to Lieutenant W. K. Jolliffe, in command of said steam-vessel "*Pluto*," voluntarily.

Dated on board the brig "*J. W. Huntingdon*," off the River Congo, this 16th March, 1850.
(Signed) CHAS. J. WOOD, *Master*.

I agree to the above statement.
(Signed) JOAQUIN MARQUES, *First Mate*.

Similar statement.
(Signed) GAELO GALEZ, *Second Mate*.

Witness:
(Signed) NICHOLAS GILES, *Clerk in charge of Her Majesty's steam-vessel "Pluto."*

We the Undersigned do hereby certify that we have voluntarily delivered to Lieutenant W. K. Jolliffe, in command of Her Majesty's steam-vessel "*Pluto*," the brig "*J. W. Huntingdon*," for being fully equipped for the Slave Trade, and we do not wish to proceed to any British Vice-Admiralty Court to defend her.

Dated on board brig "*J. W. Huntingdon*," 16th March, 1850.
(Signed) CHAS. J. WOOD, *Master*.
LAZARO JOZE D'OLIVA. SILVA, *Supercargo*.

Witness:
CHAS. GILES, *Clerk in charge of Her Majesty's ship "Pluto."*

No. 186.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received June 8.)

Sir, "*Centaur*," *Point Padrone*, March 20, 1850.

I HAVE the honour to inclose, for the information of the Lords Commissioners of the Admiralty, a copy of a letter from the Honourable Captain Hastings, Senior Officer of the South Division, inclosing copies of one addressed by him in my absence to his Excellency the Governor of Angola, and his reply relative to the residence at St. Paul de Loanda, of a M. Francisco Antonio Flores, a Brazilian merchant, who has been for some time actively engaged there in the Slave Trade; indeed the notoriety of this person as a slave-dealer has been general.

I beg to add, that I have learnt, though not from any positive authority, that he has, since the date of these letters, made preparation for quitting Loanda and breaking up his establishment; I hope I may find it confirmed on my visit to that place; and that further interference with his Excellency, who appears to have replied to Captain Hastings' communications in a right time, on my part, may be unnecessary.

I have, &c.
(Signed) ARTHUR FANSHAWE.

Inclosure 1 in No. 186.

Captain the Hon. G. F. Hastings to Commodore Fanshawe.

Sir,

"Cyclops," off Ambriz, January 21, 1850.

WITH reference to my letters of the 11th and 15th instant, reporting the captures made within the last few days by Her Majesty's steam-ship under my command, and Her Majesty's steamer "Pluto," I have the honour to acquaint you, that having received information respecting a M. Francisco Antonio Flores, a Brazilian merchant resident at Loanda, being connected with the parties in the Brazils to whom those vessels belonged, and also having ascertained that the Brazilian masters and crews were conveyed to Loanda from Ambriz, and became located in that merchant's house, I addressed his Excellency the Governor-General of the Province of Angola on the subject, and I annex a copy of my communication, together with a translation of his Excellency's reply thereto.

In transmitting this correspondence for your information, I feel it my duty to inform you it is my firm conviction that had his Excellency taken active measures in bringing the subject before the local authorities of the province, on the receipt of my letter, M. Flores might have been convicted of being engaged in the Traffic in Slaves, and consequently expelled the province.

I submit the matter to you, Sir, in the hope that application might still be made, through the proper authorities, for the removal of this Brazilian merchant from the Portuguese territory on this coast, as it is notorious that M. Flores has been engaged for some years as an agent or director of Slave Traffic, using Loanda as his head-quarters and residence, from which city he is enabled to purchase negroes by means of inferior agents stationed along the coast, and to make arrangements for their shipment in the vessels which are dispatched from the Brazils to the points previously agreed on.

I have, &c.
(Signed) G. F. HASTINGS, *Captain.*

Inclosure 2 in No. 186.

Captain the Hon. G. F. Hastings to the Governor-General of Angola.

Sir,

"Cyclops," St. Paul de Loanda, January 16, 1850.

I HAVE the honour to bring under your Excellency's notice the following particulars :—

On the 10th instant, whilst at anchor in Her Majesty's ship under my command, off Ambriz, a vessel arrived at that anchorage displaying at her mizen the American ensign.

I went on board the said vessel, and demanded his papers, which, on perusing, I felt convinced were false ones.

I told the master of the vessel that his papers being irregular I should detain him; and after some two hours' deliberation one of the passengers of the vessel came on board the "Cyclops," and told me that my impressions of the falsity of the papers were correct, that he was the master, and the vessel Brazilian property.

On taking possession of her, and opening the hatches, I found the slave-deck laid, and the vessel perfectly fitted to receive slaves, with water and food on board for them, together with a Brazilian crew.

I have related these particulars of the capture of this slave-vessel, for the purpose of bringing under your Excellency's notice the name of M. F. A. Flores, who, I believe, is a merchant residing at present in this city. I have sufficient grounds for stating, having learnt many particulars from our two last captures, that M. Flores is engaged both by partnership and agency with the slave-dealers, and that from Loanda he makes all arrangements for the purchase of cargoes of negroes for slave-vessels expected on the south-west coast of Africa, the vessel before alluded to being consigned to him, and ordered to be at Ambriz on the 9th instant.

I am confident that neither the Government of Portugal nor your Excellency would countenance or permit the residence within the Portuguese territory of parties engaged in this inhuman traffic, and therefore before transmitting my report relative to the proceedings of M. F. A. Flores and other parties in the Brazils to the British Government, I submit the statement for your Excellency's information.

I have, &c.
(Signed) G. F. HASTINGS.

Inclosure 3 in No. 186.

The Governor-General of Angola to Captain the Hon. G. F. Hastings.

Sir,

Palace of the Government in Loanda, January 17, 1850.

YESTERDAY evening I had the honour to receive your letter of that date, containing the particulars relative to the capture made by you recently at Ambriz, of a ship which, having first displayed American colours, was afterwards discovered to be Brazilian property, being found completely fitted for the Slave Trade, and moreover expressing your conviction that the Brazilian

merchant resident in this city, Francisco Antonio Flores, was the agent of the said ship, and also associated with other Brazilians in the inhuman and prohibited Traffic in Slaves. It becomes my first duty to thank you in the warmest manner for the courtesy with which you have made me acquainted with all the particulars relative to the apprehension of the said ship, and for your goodness in pointing out the name of the merchant Flores as implicated in the illicit Traffic, that I may be enabled to keep a vigilant watch on him, and to direct the process ordered by the laws to be carried into effect when opportunity shall offer.

You should be informed that this individual, being a foreigner, and resident in this city with the express permission of the Government of Her Most Faithful Majesty, can only by its determination, or by a sentence in due form, be expelled; indeed a contrary proceeding would necessarily produce a very injurious precedent affecting other foreigners likewise resident here.

I shall communicate all these occurrences by the first opportunity to the Government of Her Most Faithful Majesty, and request its orders in regard thereto, but in the meantime I shall not lose sight of the communication which you were pleased to make to me, by watching the merchant Flores, and even taking proceedings myself independently of other determinations of my Government, whenever I shall have sufficient grounds to enable me to do so.

It remains for me finally to signify to you, that you have done complete justice to my Government and to myself in supposing us incapable of protecting any merchant engaged in this inhuman traffic, and on this point I am able to assure you with pride, that up to this day it is not known to me that there has departed from any of the places where there are Portuguese authorities resident along the extent of this vast coast, one single African destined for the inhuman Traffic, and that my orders in this respect have been rigidly and completely executed.

God preserve you.

By the Governor-General,
(Signed) ADRIAO ACCACIO DA SILVEIRA PINTO.

No. 187.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received June 8.)

(Extract.)

“Centaur,” off Point Padrone, March 20, 1850.

I HAVE to request you will be pleased to lay before the Lords Commissioners of the Admiralty the inclosed copies of documents relative to the destruction of a British factory at Ambriz, which I have received from the Honourable Captain Hastings, who, hearing of the occurrence only at the moment he was obliged to repair to St. Helena in the “Cyclops” for provisions for the division, dispatched Commander Tudor to the spot to make inquiry and obtain remuneration.

Commander Tudor appears to have acted with his wonted zeal and energy, and to have nearly lost his life on the occasion.

Inclosure I in No. 187.

Captain the Hon. G. F. Hastings to Commodore Fanshawe.

Sir,

“Cyclops,” Loanda, January 11, 1850.

I HAVE the honour to acquaint you, that the day previous to my leaving this port, last month, for St. Helena, to procure an immediate supply of provisions for the south division, I received an application through Her Britannic Majesty's Vice-Consul at this city from a Mr. Hannah, the agent of Messrs. Hutton and Cookson, merchants of Liverpool at Ambriz, requesting me to grant him protection, and to demand from the Chiefs of Ambriz remuneration for the losses his firm sustained by their factory at that place having been burnt to the ground by the natives on the 25th November.

As Her Majesty's steam-sloop the “Firefly” arrived here from Congo, the day I received Mr. Hannah's communication, I gave Commander Tudor an order to call off Ambriz on his return to the Congo, to make every inquiry into the matter, and to obtain, if possible (without using force) the remuneration sought for by the representative of Messrs. Hutton and Cookson. I have now the honour to inclose you Commander Tudor's report of his proceedings, together with all the documents connected with the matter, and trust the same will meet your approval.

Commander Tudor delivered a copy of the Ambriz agreement to the Portuguese Commodore, and to the senior officer of the French division; and also transmitted one to Her Britannic Majesty's Vice-Consul at this port, who has this day informed me that he has inclosed it to Her Majesty's Secretary of State for Foreign Affairs.

I have, &c.
(Signed) GEO. F. HASTINGS, *Captain.*

Inclosure 2 in No. 187.

Captain the Hon. G. F. Hastings to Commander Tudor.

Sir,

"Cyclops," Loanda, December 2, 1849.

I INCLOSE you a letter received this day from Her Britannic Majesty's Vice-Consul at this port, together with a copy of a statement forwarded by him, from Mr. Hannah, the agent of Messrs. Hutton and Cookson of Liverpool, concerning the burning of their factory at Ambriz on the 25th ultimo.

I have to direct you on leaving this port to proceed to Ambriz, and to seek an interview with the agent and other Europeans that may be resident there; obtain from them individually, upon oath, if possible, a statement of the truth of the occurrence in question; and if you should find that the burning of the factory was malicious and wilful, and done at the instigation of any of the head-men of that settlement; and that no conduct or proceedings on the part of Mr. Hannah could have led to the destruction of the property in question, you will demand from the Chiefs remuneration for the losses already incurred, and protection for all British subjects, conducting themselves properly, who may be resident at Ambriz. But, on the other hand, you will be guarded in demanding redress for any British subject who may have conducted himself improperly, or given offence to the native authorities.

The inclosures (two in number) are to be returned to me, together with your report on this service, on our next meeting.

I have, &c.
(Signed) GEO. F. HASTINGS, *Captain.*

Inclosure 3 in No. 187.

Mr. Hannah to Vice-Consul Brand.

Sir,

Ambriz, November 27, 1849.

I HAVE taken the liberty of petitioning you in behalf of Messrs. Hutton and Cookson of Liverpool, on account of the factory in my charge having been maliciously set fire to by the natives of Ambriz, on the morning of the 25th instant at 3 A.M. I was awoken by the cry of fire; it was then on the outside of my house, and at first I thought to stop its progress, without the entire loss of my factory; but the natives hired in my employ, with myself, were not able to stop the progress of the flames, and in less than five minutes the house was surrounded by the natives for the purpose of plunder, and at the same time all the white people on the Point were there to render me assistance, by endeavouring to save some portion of the property, but the natives immediately attacked them with sticks and stones, likewise wounding two white men that were endeavouring to save some portion of the ivory, and all gentlemen that rendered me their assistance were abused in the vilest manner, and ordered to go to their own houses; but they persevered at the risk of their lives, and I was able to save a portion of the ivory in a burned state. Now, the amount of loss to Messrs. Hutton and Cookson is 2,600*l.* sterling; likewise this is the second time of their firing Messrs. Hutton and Cookson's factory, it having been set fire to in February, 1849, but fortunately was got under, by breaking down part of the house. Now there is no motive that I know of but for plunder, I having had no disturbance with them whatever; I therefore pray for your help and protection, so that I may get a remuneration for the loss of the property of Messrs. Hutton and Cookson, likewise protection for the future safety of our property and lives, trusting that you will take this into due consideration.

I have, &c.
(Signed) E. HANNAH.

Inclosure 4 in No. 187.

Vice-Consul Brand to Captain the Hon. G. F. Hastings.

Sir,

Loanda, December 1, 1849.

I BEG to acquaint you that I this day received from the agent in charge of the factory at Ambriz Point, belonging to Messrs. Hutton and Cookson of Liverpool, the letter of which the inclosed is a copy, stating that on the morning of the 25th ultimo that factory had been set on fire by the natives, and British property to the amount in value of 2,600*l.* completely destroyed.

This communication has, as you will see, been made to me under the impression that it is in my power to render assistance in obtaining remuneration for the loss of property already sustained, as well as to afford protection for the future.

As Ambriz Point, however, appears to be situated north of the eighth degree of south latitude, the most northern limit of the territory on this part of the west coast of Africa, over which the sovereignty and jurisdiction of the Portuguese Crown was fully recognized by the British Government, in Article II of the Convention of the 28th July, 1817, additional to the Treaty between Great Britain and Portugal of the 22nd January, 1815, and consequently beyond the jurisdiction of the General Government to which I am accredited, I cannot, therefore, call upon the authorities of this province to interfere in the present case; and under these circumstances, finding you in this port, it appears to me right that I should lose no time in bringing this important matter to your knowledge, in order that you may adopt such measures as may appear to you proper and necessary.

I have, &c.
(Signed) G. BRAND,
British Vice-Consul in Angola.

Inclosure 5 in No. 187.

Commander Tudor to Commodore Fanshawe.

Sir,

"Firefly," Ambriz, December 16, 1849.

I HAVE the honour to inform you that having anchored at Loanda on the 1st instant for the purpose of coaling, I, on the next day, received orders from Captain Hastings to take Ambriz on my way to the Congo, and make inquiries concerning complaints from the merchants there, relative to a destruction of British property by fire, and the want of security felt for life and property.

On the evening of the 2nd instant "Cyclops" sailed, and that night a letter was brought to me addressed to Captain Hastings; the Portuguese who delivered it to me informing me that it was from Ambriz, I considered it my duty to open it. A copy of that letter, dated Ambriz, 29th November, I have the honour to inclose; having coaled, I, with "Pluto," who had arrived for coals, sailed on the 4th instant, and on the 5th instant anchored at Ambriz, landed with Lieutenant Jolliffe, commander of the "Pluto," and inquired into the statements in the merchant's letters; finding, as far as one side of the question went, just ground to go upon, I demanded an interview with the Chiefs, which was fixed for the next day. On the morning of that day (6th instant) having to proceed in chase, in consequence of having granted "Pluto" permission to put her fires out, and clean her flues, and being detained by the chase and capture of the Brazilian slave-brig "*Julia*," I did not land till after the hour named for the interview with the Chiefs; fortunately, however, the Chiefs had not arrived, and the next day was by them named for the meeting;—I now dispatched "Pluto" to the Congo, with orders for the "Star" to join me off Ambriz, and to bring with her my boats, which I had left guarding the Congo.

The day following (7th instant) proved an unusually boisterous one for this coast, with a strong breeze from the northward, and a very heavy bar; but, notwithstanding, considering that I had demanded the meeting with the Chiefs, I considered it my duty to attempt landing. We passed the outer bar in safety, but broached to in the inner surf, when the galley was upset, and myself, Mr. Forster, clerk in charge, and the boats-crew, were obliged to swim for our lives, through a heavy beach surf, losing our uniforms, which we had, in consequence of the heavy rain, in carpet-bags, also the documents connected with this affair,—duplicates of all, with the exception of Mr. Brand's and Captain Hastings' letters, I have however been able to obtain; the boat, quite a wreck, eventually washed on shore. The Chiefs had not arrived, nor did they come when I sent to inform them I was waiting for them. I therefore, in consequence of their not attending to meet the charge brought against the natives by the merchants, had only to consider that it was a just one, and now gave the King and Chiefs notice, that unless in ten days indemnity was made for the loss sustained by fire, and full security given for the protection of life and property for the future, I would stop the trade at Ambriz—having first consulted with the merchants as to the time they would require for securing their property; offering them from forty-eight hours to a month, and the use of Her Majesty's steamer under my command, but ten days was named by themselves as quite sufficient; they also agreeing to stop Trade with the natives at the same time.

I did not hesitate to tell the merchants that I availed myself not only of the opportunity to bring the King and Chiefs to their senses, but also to effectually close for the time one of the most notorious slave-shipping points in Western Africa, by not only stopping the exportation of the slaves themselves, but also by stopping the importation of goods by which they are purchased.

I am happy to inform you, Sir, that the results of our interference have been favourable; indemnity for the past and security for the future having been given on the 15th instant, on which day I met the Chiefs.

I have the honour, Sir, to inclose the agreement entered into by myself on the part of the Flag with the King and Chiefs of Ambriz, as also the correspondence connected with this affair, and trust the line of conduct I have adopted will meet with your approbation.

I have, &c.

(Signed) JOHN TUDOR, *Commander.*

Inclosure 6 in No. 187.

Petition from Mr. Power and others, Agents at Ambriz.

UNTO the Honourable G. F. Hastings, Captain of Her Majesty's ship "Cyclops," and senior officer of the Southern Division of Her Majesty's squadron on the west coast of Africa, petition of the Undersigned Agents at Ambriz, sheweth—

1st. That on the night of Friday, the 23rd instant, a malicious attempt was made by the natives of Ambriz to set fire to the factory of Messrs. Charles Horsfall and Sons of Liverpool, at present containing goods and produce amounting to about 10,000*l.* sterling, by placing a piece of ignited oakum under the bamboo and grass forming the roof, and the entire destruction of the property was only prevented through one of the white servants accidentally overhearing the footsteps of a person upon the roof, and being thus alarmed, went out, though too late to capture the author of this malicious design; the piece of oakum being found the next morning burnt through, without its having ignited the grass and bamboo surrounding it.

2nd. That on the night of the 25th instant (Sunday) after the above occurrence, the same attempt was made at the factory of Messrs. Hutton and Cookson of Liverpool, which attempt unhappily was successful, the progress of the flames having advanced so far before the servants of the factory became aware of it as to render it impossible to arrest them, and the whole factory was, with the goods and produce therein, amounting to about 3000*l.* sterling, completely destroyed, with the exception of a few books and some insignificant articles.

3rd. That these successive attempts to destroy the factories of different agents at this place shows plainly that the design did not originate in any individual malice or revenge, but in a systematic plan formed by the natives to plunder the factories during the confusion caused by their destruction, as has occurred before.

CLASS A.

4th. That the Undersigned have no means of protecting their property against these malicious attempts, the only guards which it is in their power to employ being the natives of this place, and always too ready to join in league with their countrymen in such abominable practices; they trust you will clearly see the precarious position in which the lives and property of those honourably employed in conducting legal commerce are consequently placed in this place.

5th. That the Undersigned therefore feel themselves imperatively called upon, not only on their account, but also in behalf of those with whose interests they have been intrusted, strongly to represent to you the occurrences, and to point out the position in which they are placed, in the hope that you will be pleased to order that such measures may be immediately taken as may insure full compensation for the amount of property destroyed, and also to inflict upon the perpetrators of the crime such punishment as will deter the natives from attempting such nefarious and disastrous outrages.

6th. That the Undersigned have the more confidence in making this representation to you from the following facts:—That they are British subjects, situated in an uncivilized country, where there are no regular authorities to whom they can apply for redress. That the amount of British property intrusted to their charge is of great amount. That the trade in which they are engaged is one not only of considerable value in itself, but also well calculated to extend British commerce on the coast of Africa, and consequently promote the progressive civilization of that unhappy country,—a matter which is and has been long deeply interesting to Her Majesty's Government; and further, that Her Majesty's naval forces on this coast being the only branch of the public service to which they can in such cases readily apply, they therefore confidently expect from the forces at your disposal that protection for themselves and for the interests committed to their charge, which, as faithful subjects of Her Majesty, they cannot help feeling that they have reason to expect.

May it please you therefore, Sir, to take this petition into due consideration, and your petitioners will ever pray.

(Signed) A. M. POWER.
R. A. MAGOWN.
EDWD. HANNAH.
JAMES HARRIS.
PETER M'COLLOCH.
JOHN ROYLE.

Ambriz, November 29, 1849.

Inclosure 7 in No. 187.

Commander Tudor to Mr. Powers and others.

Gentlemen,

Ambriz, December 5, 1849.

AFTER hearing the letters, which I will cause to be read to you, relative to the burning of the factory of Messrs. Hutton and Cookson of Liverpool, and the attempt to burn the property of Messrs. Horsfall of Liverpool, I have to request you will be pleased to answer the following questions, viz. :—

Was, in your opinion, the fire at the factory of Messrs. Hutton and Cookson the result of accident or design, as also the design to set fire to the property of Messrs. Horsfall?

Most certainly design in both cases, as can be fully proved.

If of design, what parties do you consider to be the perpetrators of it,—natives of the country or strangers resident here for the time being?

No strangers are in any way suspected; on the contrary all white residents and strangers rendered every possible assistance in saving the property, and, as has been said before, the natives are alone the perpetrators.

Do you pay customs or duties to any King or chief for permission to reside or trade at Ambriz? If so, to whom?

Duties or customs have always been paid to the reigning King and chiefs of the country for each and every vessel's cargo for permission to trade and establish factories here.

Do you consider the force or native police sufficient for the protection of the lives and property of the merchants residing at this place?

Certainly not; native police we have none, or at least no police have ever given us the slightest protection, and our property, when once on shore, as also our lives, are completely at the power and at the mercy of the natives.

(Signed) JOHN TUDOR, *Commander of Her Majesty's
steam-vessel "Firefly."*
A. M. POWER.
JAS. HARRIS.
EDWD. HANNAH.
N. AUG. FRYE,
R. AUG. MAGOWN, } *Americans.*
ALBERTO SCHUTE, } *Portuguese.*

Inclosure 8 in No. 187.

Commander Tudor to Messrs. Power and others.

Gentlemen,

Ambriz, December 7, 1849.

WITH reference to your letter of the 29th ultimo, I have to inform you that I have landed upon two separate occasions, for the purpose of meeting the Chiefs of Ambriz, on both of which they have failed to keep their appointments; I shall therefore not keep any other appointments with them.

And I beg to inform you, that unless I have full assurance for protection to the life and property of the subjects of all nations honestly trading at Ambriz, for the future, with indemnity to the firm of Messrs. Hutton and Cookson, of Liverpool, for their late loss, I shall, at the expiration of ten days, stop the trade of the port of Ambriz. This you will be pleased to make known to the King and Chiefs of this place.

I am, &c.
(Signed) JOHN TUDOR.

Inclosure 9 in No. 187.

Mr. Power and others to Commander Tudor.

Sir,

Ambriz, December 9, 1849.

THE Chiefs, according to promise, came down this morning; and, agreeably to your request, I immediately made them acquainted with the contents of your letter of yesterday's date, addressed to the agents here established.

The result was far from satisfactory; as they candidly told us it is not their intention indemnifying the firm of Messrs. Hutton and Cookson, of Liverpool, for their loss, which, with a view of having the demand settled amicably, is laid by their agent at only 3000 pieces of goods—consequently the sum demanded is about one-sixth of the value of the property consumed. The behaviour of the Chiefs who appeared, forming the deputation from the King, was scornful to a degree unprecedented, they even hinting to us that, should force be used by you in exacting payment, they were sufficiently strong to cope with any that might be landed from Her Majesty's steam-vessels of war. It is, however, their intention addressing a letter to you, which, immediately on its receipt, shall be forwarded.

Under these circumstances, we humbly request that you will adopt such measures in bringing them to terms as your judgment and experience may suggest.

We are, &c.
(Signed) A. W. POWER.
JAMES HARRIS.
EDWD. HANNAH.
R. AUG. MAGOWN.

Inclosure 10 in No. 187.

The King of Ambriz to Commander Tudor.

(Translation.)

My dearest Friend,

Ambriz, December 9, 1850.

IN writing this, I ask you the motive why you should ask payment for your goods that burnt in the fire?

Your goods burnt, it is true, though I cannot pay for them; but if you wish that I should pay you your goods, order the one that burnt the factory to be delivered up to me, his name, and if truly one of Ambriz. If you cannot, I cannot pay anything for the factory. You lost your goods by his drunkenness, because we of Ambriz have it customary amongst ourselves that when a black of Ambriz burns a factory, I that am a King am obliged to deliver up the criminal into the white men's hands.

When you wish to do us harm, then, say it is not on account of the burning of the factory; because a person only pays that he owes, and to pay as you request I cannot, as I am not a debtor, and I know nothing of this history. Nothing more at present, and always your obedient servant,

(Signed) KING DON SEBASTINO.

Inclosure 11 in No. 187.

Mr. Power and others to Commander Tudor.

Sir,

Ambriz, December 15, 1849.

WITH the greatest pleasure we have to inform you that after a long interview with the Chiefs this morning, we were able, fortunately, to convince them that indemnification to the firm of Messrs. Hutton and Cookson, for their recent loss, would be rigorously exacted by you from them; and on pointing out your determination, should they still refuse compliance, they at length yielded, by satisfying the demand made upon them by Messrs. Hutton and Cookson's agent here.

We therefore beg that you may be pleased to cancel our petition of the 29th ultimo, signed by the resident agents at this place, directed to the Honourable G. Hastings, Captain of Her Majesty's steam-vessel "Cyclops," praying for the assistance of Her Majesty's Naval Force; and which we feel well assured, had it not been so speedily granted, no indemnification from the natives would have been received; our remaining properties would perhaps have shared the same fate of Messrs. Hutton and Co., as also our lives would possibly have been endangered.

Anxious as we all are to convey to you our sense of gratitude for the energetic manner in which you have individually taken up our cause—and we hope sincerely that it may prove a salutary lesson to these natives, and a proof to them that, should they on any occasion again attempt to commit such outrages, we have at hand Her Majesty's Naval Force, who will, we feel sure, ever be ready to visit upon them that just and severe retribution which such acts merit.

Let us hope that you will still bind them, before you leave this anchorage, to guarantee the safety of the lives and property of all nations lawfully trading here, which we have no doubt will be conceded without objection, and which, in fact, we gave the Chiefs to understand would be demanded by you. It rests, therefore, merely with yourself to appoint the hour when the meeting of the Chiefs should take place for this purpose.

We have, &c.
 (Signed) A. M. POWER.
 ED. HANNAH.
 M. AUG. FRYE.
 ALBERT SCHUTE.
 JAMES HARRIS.
 R. AUGUST. MAGOWN.

Inclosure 12 in No. 187.

Mr. Hannah to Commander Tudor.

Sir,

Ambriz, December 15, 1849.

I BEG to acquaint you that my demand made upon the King and Chiefs of this place, to indemnify Messrs. Hutton and Cookson, of Liverpool, for whom I am at present acting agent, for their loss of property, through the malicious destruction of their factory by fire, was to-day fully settled.

I have therefore no other claim upon them; and I pray, therefore, that the petition of the 29th ultimo, signed by myself and other agents resident here, and directed to the Honourable G. F. Hastings, Captain of Her Majesty's steam-vessel "Cyclops," may be cancelled. At the same time, let me express individually my sincere thanks for the prompt assistance rendered by Her Majesty's naval force, as I feel well assured, that without it no redress or indemnity would have been received, as also to yourself personally, for your indefatigable exertions made on my behalf.

Believe me, &c.
 (Signed) EDWARD HANNAH.

Inclosure 13 in No. 187.

Agreement with the King and Chiefs of Ambriz.

AGREEMENT entered into between the King and Chiefs of Ambriz on the one hand, and John Tudor, Esquire, Commander of Her Britannic Majesty's steam-sloop "Firefly" on the other.

That the subjects of Great Britain and all other nations engaged in lawful trade shall receive from the King and Chiefs of Ambriz full protection for life and property, and that every privilege that is granted to the subjects of one nation shall be granted to the subjects of all others.

Signed at Ambriz, this 15th day of December, 1849.

(Signed) JOHN TUDOR.

MAFUCCA JIM THOMPSON, ^{his} ~~X~~ Chief.
 Authorized by the King. mark.

MAFUCCA ANTONIO, ^{his} ~~X~~ Chief.
 mark.

MAMBUCO AMIALLI, ^{his} ~~X~~ Chief.
 mark.

MANGOBO ANDRIZ, ^{his} ~~X~~ Chief.
 mark.

Witnesses:

(Signed) A. M. POWER.
 S. AUGUSTUS FRYE.
 ALBERTO SCHUTE.
 EDWARD STAMISH.
 JAMES HARRIS.
 EDWIN J. FOSTER.

Inclosure 14 in No. 187.

Mr. Power and others to Commander Tudor.

Sir,

Ambriz, December 15, 1849.

AS Messrs. Hutton and Cookson's acting agent here has duly communicated to you that the Chiefs of this place have given him satisfactory indemnity for the loss sustained through the destruction of their property by fire, we cannot allow you to leave this without presenting you our sincere thanks for the assiduity and energy displayed by you in protecting our property and lives against the atrocious insults of these savages, by obliging them to compensate for loss sustained, and also securing our lives and property for the future.

We are fully aware and persuaded, that had it not been for your protection and assiduous energy to restrain these natives within the limits prescribed by the laws and customs of civilized

nations, we should never have obtained a result so prompt and favourable to our interests, not only by Messrs. Hutton and Cookson receiving their indemnity, but also we confidently hope that the example given to them on this occasion will not be so easily effaced from their memory, and we consider ourselves now completely sheltered from further insult, or from any like atrocity being attempted.

We not only ourselves, but also in the name of those whose interests we represent, beg to renew the assurance of our gratitude for your energetic conduct in extricating us from our dangerous position, and which through your interference, our position amongst these natives has been so suddenly elevated.

We request, therefore, that you will receive the assurance of our best wishes for your health and prosperity, and believe, &c.

(Signed)

A. M. POWER, *Agent for Messrs. Horsfall and Sons, of Liverpool.*

ALBERTO SCHUTE, *Portuguese subject, Agent for Messrs. Schute, of Hamburgh.*

S. AUGUSTUS FRYE, *American citizen, Agent for Messrs. R. Brookhouse, and Mr. Hunt, of Salem, United States.*

EDWARD HANNAH, *Acting Agent for Messrs. Hutton and Cookson, of Liverpool.*

R. AUGUSTUS MAGOWN, *American citizen.*

JAMES HARRIS.

Inclosure 15 in No. 187.

Commander Tudor to Commodore Fanshawe.

"Firefly," December 31, 1849.

ON the 20th instant, the French brig of war "Argus" arrived at Ambriz, and I gave her commander a copy of the Agreement I had entered into with the Kings and Chiefs.

On the 22nd instant, I gave the Portuguese commodore a Copy of the Agreement (who had anchored the day before, whilst I was absent in chase, and taking provisions out of the "Snap"). He informed me, that had not the King and Chiefs given me satisfaction, he had arrived for the purpose of demanding it; and that the other Portuguese vessels of war were all ready to embark troops at Loanda for that purpose. I informed him that what the English flag demanded had been obtained from the King and Chiefs.

I hope, Sir, the line of conduct I have adopted, has removed all ground for interference on the part of any flag, although I think the Portuguese commodore imagines that the Ambriz affair ought to have been an affair of their own.

Having sailed from Loanda for Ambriz on the 4th instant, without completing my coals, and having had several chases, I anchored at Loanda on the night of the 23rd instant, and having completed my coals, sailed for Ambriz on the 26th, where I found the Portuguese Commodore at anchor. When he returned my visit, he could not help showing that the Portuguese felt annoyed at our arrangement with the King and Chiefs, and let out that they declined entering into a Treaty with him (which I had before heard on shore). I considered it my duty to tell him that I had no orders to acknowledge the right of territory to the Portuguese flag north to the eighth degree of southern latitude, and I trusted that no interference with the English merchants, and the agreement I had entered into with the King and Chiefs of Ambriz, would bring us into collision. He said, No, we must each of us obey our orders; and the question of territory was one for our Governments, but that Sir Charles Hotham had acknowledged the Portuguese right of territory to the fourth degree of southern latitude.

A copy of this portion of my letter from my return to Ambriz, on the 27th instant, I considered it my duty to make Mr. Brand, our Consul, acquainted with, and forwarded it to him by the American barque "Catherine."

No. 188.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received June 8.)

Sir,

"Centaur," off Ambriz, March 27, 1850.

IN my despatch to you of the 20th instant I reported, for the information of the Lords Commissioners of the Admiralty, the capture, by the cruizers under my orders, of several Brazilian vessels which had fraudulently assumed the flag of the United States of America, and were engaged in the Slave Trade.

I have now the honour to inclose, to be laid before their Lordships, a letter from Commander Tudor, of the "Firefly," reporting the capture, on the 19th instant, of the barque "Navarre," under similar circumstances; and also to request you will be pleased to acquaint their Lordships that (though I have not the official report from Commander Quin), from the information which I have this

day received from the commander of the United States' brig of war "Perry," I have no doubt but that the "Waterwitch" has also captured another of these vessels on the Benguela coast, of whose coming over information had been obtained—the "Louisa," with 800 slaves on board.

I have, &c.

(Signed) ARTHUR FANSHAWE.

Inclosure in No. 188.

Commander Tudor to Commodore Fanshawe.

Sir,

"Firefly," off Ambriz, March 24, 1850.

I HAVE the honour to inform you, that on the 19th instant, being at a position off Ambriz, we observed a barque in shore of us, running in a direction for Ambriz from the southward. Upon closing we observed she was under American colours; at 11:40 A.M. boarded the "Navarre," the officers who were sent on board expressing their doubts as to the genuineness of the papers, I proceeded on board myself, and being thoroughly convinced that her papers were false, I informed the person calling himself the captain of her, that I considered it my duty to send him to the American squadron, and in the event of my not falling in with them to New York; he said he hoped I would not do so, and upon my telling him I had no alternative, he went upon deck and told the mate to haul down the American ensign, and to hoist their proper colours. The American ensign was hauled down, and thrown overboard by the mate, and the Brazilian ensign hoisted. A man now came on deck from below, saying, I am captain of this vessel; she is Brazilian property, and fully equipped for the Slave Trade, which the person who first appeared as captain acknowledged, stating that he himself was a Brazilian subject. Having obtained this from them in writing, the person who first called himself captain having signed it as Jozé Ferreira, and having had the signing of the documents witnessed by two officers of the "Firefly," I now opened her hatches, found all the Brazilian crew below, slave deck laid, water filled, provisions for the slaves, and slave shackles.

The Americans on board expressed a wish not to be landed at Ambriz; I asked them if they wished to be given up to an American man-of-war; if so, I would take them on board the "Firefly;" they said they would; and as they all declared that when they left Rio they were not aware they had shipped for a slaving voyage, and did not know it until she regularly fitted as a slaver at St. Catherine's, I took them on board, and delivered them up to the United States' sloop of war "Perry," at Loanda.

The "Navarre" I sent to St. Helena, in charge of Mr. Dathan, the second master of this vessel, on the evening of the 17th instant, the day on which she was captured.

I have, &c.

(Signed) J. TUDOR, *Commander.*

No. 189.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received June 8.)

Sir,

"Centaur," off Ambriz, March 27, 1850.

I HAVE to request you will be pleased to acquaint the Lords Commissioners of the Admiralty that I have to-day had the satisfaction for the first time of seeing an American man-of-war on the coast of Africa, south of the Equator, the brig "Perry," dispatched by Commodore Gregory from Porto Praya, in consequence of my interview with him in December last, with orders to seek further information from me, and to co-operate cordially with the British cruizers for the suppression of the Slave Trade. Lieutenant Foote, commanding the "Perry," paid me a visit this afternoon, and manifested a very sincere wish to fulfil these orders, and assured me that his Government were in earnest in their desire to prevent the flag of the United States being made available for carrying on the Slave Traffic.

He had previously met the "Cyclops" and "Firefly," and been furnished, at his request, by Captain Hastings and Commander Tudor, with every particular relative to the recent capture of vessels which, having hoisted the American flag, had subsequently acknowledged that they were Brazilians with false papers, as shown by the inclosures I transmit herewith; and I had a full and frank discussion with him on the subject, and received from him a strong expression of his conviction that in all cases the English officers had, in their visit of American vessels, kept strictly within the limits of the Treaty, and by their forbearance had allowed many to escape with impunity, which should not

have done so ; and that his representations to his Government will be to that effect, and he hoped the exposure would cause some more restrictive measures to be adopted by it.

I was the more pleased at this, as the "Perry" having come up to the coast and communicated with Benguela, Loanda, and Ambriz, Lieutenant Foote has had the opportunity of becoming acquainted with the feelings and views of the merchants at those places. Lieutenant Foote will now cruize in concert with Captain Hastings, of the "Cyclops," between the Pillar of Granite on the north, and Dande Point on the south of this place, as long as he can remain on the coast, but I am sorry to find his provisions will not permit him to do so beyond a fortnight.

His visit and co-operation, however, though short, I feel convinced will prove most opportune ; and I learn from him that the corvette "John Adams" may be expected to succeed the "Perry" on this part of the station ere long.

I have, &c.

(Signed) ARTHUR FANSHAWE.

Inclosure 1 in No. 189.

Captain the Hon. G. F. Hastings to Lieutenant Foote.

Sir,

"Cyclops," off Ambriz, March 24, 1850.

IT affords me great pleasure to witness the presence of a United States' vessel of war on the south-west coast of Africa, to be employed in co-operation with the British vessels in the suppression of the Slave Trade, and I therefore take the liberty to transmit to you by the officer you kindly sent to wait upon me, two documents connected with Brazilian slave-vessels that have recently come over to this coast from the Brazils, displaying the American ensign, and presenting to the English boarding officers (as we have proved) fraudulent American papers.

I assure you that, in the necessary examination of their papers, every respect has been paid to the American flag, and the visit made in strict accordance with the Treaty between the United States of America and Great Britain, and it was not until the masters of the different vessels voluntarily hauled down their ensigns and destroyed their papers, and informed us that they were Brazilians, that any possession was taken of them.

The copy of a letter I send you was addressed to me by a Lieutenant of the "Cyclops, who conducted one of the prizes to St. Helena (on board of which vessel were two American seamen), will give you some idea of the plan pursued (on their statement) by parties in the Brazils to equip and man Brazilian slave-vessels.

It will afford me sincere pleasure to give every assistance and information in my power for the furtherance of the important service on which we are both engaged, and

I have, &c.

(Signed) GEO. F. HASTINGS,
Captain of Her Majesty's ship "Cyclops."

Inclosure 2 in No. 189.

List of Vessels which have come over to the Coast of Africa from Brazil, displaying American colours and producing false American papers, all of which have been captured by Her Britannic Majesty's cruisers since October 1849.

- "Casco," brigantine. Full of slaves.
- "Pilot," barque. Empty ; equipped for Slave Trade.
- "Rowena," brig. Empty ; equipped for Slave Trade.
- "Anne D. Richardson," barque. Empty ; equipped for Slave Trade.
- "Lucy Ann," brig. Full of slaves.
- "J. W. Huntingdon," brig. Empty ; equipped for Slave Trade.
- "Navarre," barque. Empty ; equipped for Slave Trade.
- "Louiza," brig. Full of slaves.

The "Lucy Ann" carried the American ensign, with 540 slaves secured under hatches, which were battened down, and her boom boat was placed over the hatchway as in a legal trading vessel, and did not haul down her colours until the boarding officer distinguished stifled groans among the slaves. The alleged masters of all the above vessels, with the exception of the "Rowena," were American citizens.

The annexed copy of a letter from the officer who conducted the "Pilot" to St. Helena will explain the system pursued with these vessels, and further, that the above or similar vessels meeting a United States' man-of-war would hoist the Brazilian ensign, and present Brazilian papers.

The vessels hereafter named have been boarded by the British cruisers under American colours, and have eventually escaped with cargoes of slaves.

"Meteor," "Rio de Taldo," "Chester," "Chatsworth" (sold at St. Paul de Loanda), "Snow."
(Signed) G. F. HASTINGS, Captain R.N.
"Cyclops," March 24, 1850.

Inclosure 3 in No. 189.

Lieutenant Foote to Commander Tudor.

Sir,

"Perry," off Ambriz, March 25, 1850.

WILL you do me the favour to give me a detailed account of the circumstances attending the capture of the barque "*Navarre*" by Her Majesty's steamer "*Firefly*."

I ask for this information, as the "*Navarre*" was boarded when under American colours, although displaying Brazilian colours when captured.

I have, &c.

(Signed) A. H. FOOTE, *Lieutenant Commanding.*

Inclosure 4 in No. 189.

Commander Tudor to Lieutenant Foote.

Sir,

"Firefly," off Ambriz, March 26, 1850.

IN reply to your letter 25th instant, I beg to inform you that the slave-barque seized under the Brazilian flag on the 19th instant, had flying, at the time she was boarded, an American flag.

The boarding officers having doubts of her nationality in consequence of her papers not appearing to be regular, I, although severely ill of diarrhoea at the time, considered it my duty to go on board, where being convinced that the papers were false, I informed the person calling himself master of her, that it was my duty to send him to the American squadron, or in the event of my not falling in with them to New York; he said he hoped I would not do so. I told him I had no alternative. He immediately went upon deck, and ordered the mate to haul the American ensign down, to throw it overboard, and to hoist the proper colours; the American ensign was hauled down and thrown overboard by the mate, who immediately hoisted the Brazilian ensign. A man now came on deck from below, saying, "I am the captain of the vessel. She is Brazilian property, and fully fitted for the Slave Trade," which the person who first appeared as captain acknowledged, stating that he was himself a Brazilian subject. Having obtained this from them in writing, the person who first called himself captain signed it as Antonio José Ferreira; and having had the signing of the document witnessed by two officers of "*Firefly*," I now opened her hatches, found all the Brazilian crew below, slave deck laid, water filled, provisions for the slaves, and slave shackles.

The Americans on board expressed a wish not to be landed at Ambriz. I asked them if they wished to be given up to an American man-of-war, if so I would take them on board the "*Firefly*"; they said they would; and as they all declared that when they left Rio they were not aware they had shipped for a slaving voyage, and did not know it until she regularly fitted as a slaver at St. Catherine's, I took them on board and delivered them up to you at St. Paul de Loanda.

I have, &c.

(Signed) JOHN TUDOR, *Commander.*

No. 190.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received June 10.)

Sir,

"Centaur," off Salinas, April 6, 1850.

WITH reference to my letters to you of the 19th and 20th ultimo, transmitting, for the information of the Lords Commissioners of the Admiralty, copies of a correspondence which had taken place in my absence from the South Coast between the Honourable Captain Hastings, the Senior Officer of the South Division, and his Excellency the Governor-General of Angola: the first relative to the existence of slave-barracoons at different points on the coast, and the continued exportation of slaves from the province; the second to the residence of M. Flores, a Brazilian slave-merchant at Loanda; I have to request you will be pleased to acquaint their Lordships that, on the 2nd instant, during my recent visit to that place, I waited upon his Excellency the Governor-General (taking with me Her Majesty's Vice-Consul to act as interpreter), for the purpose of again calling his attention to those subjects, and to the circumstance that I had received information that a brig had been captured by the "*Waterwitch*" off Benguela, with upwards of 800 slaves on board, which I could not doubt had been shipped from that vicinity, and I suspected her to be the American brig "*Louisa*," which had been lying some time in Benguela Roads.

I acquainted his Excellency that Her Majesty's Government had learnt with much satisfaction the destruction of the barracoons which had been previously denounced, and I expressed my hope that he would enable me to make a similar report. His Excellency reiterated his assurance of the orders which he had given for the purpose, and said several barracoons had been reported to him, as having been burnt by the Portuguese brig of war "Corimba" to the southward.

With regard to the continued exportation from the province, he said he did not believe the vessel captured to be the same which had been at Benguela; but he acknowledged, and with evident feelings of chagrin and mortification, that the shipment had been made in the province, and permitted by the very officer whom he had placed to watch the spot, and who had deserted his post and embarked in the same vessel with all his own slaves. Though this humiliating avowal confirmed my repeated assertions that these shipments could not take place without the connivance of the authorities, I really felt for his Excellency's position in having to make it; and I augur from the exposure and his subdued tone that a better surveillance will be established.

Regarding the second subject, the residence of M. Flores at Loanda; having ascertained from Her Majesty's Vice-Consul, that that person was making preparation to break up his establishment and quit the place, I did not communicate with his Excellency again, but I took the opportunity to express my regret that in consequence of having some appointed rendezvous with cruizers to keep, I could not remain in port in the "Centaur" until the 4th, to participate in the customary marks of respect on the occasion of the birthday of the Queen of Portugal, nor to attend the fête to which his Excellency had had the courtesy to invite myself and the officers.

I beg you will also inform their Lordships that I communicated to-day with Her Most Faithful Majesty's brig "Corimba," at Benguela, and ascertained from her commander (an active, zealous officer, apparently) that he had destroyed seven barracoons lately at places near Logito and Elephants' Bay; but their Lordships will please to understand that I consider these barracoons to be merely temporary sheds erected for shelter for the slaves, when brought down from the main barracoons to appointed points for shipment.

I have, &c.

(Signed) ARTHUR FANSHAWE.

No. 191.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received June 19.)

"Centaur," at Sea, lat. 15° 46' S., lon. 11° 54' E.,
April 10, 1850.

Sir,

IN pursuance of that part of the instructions to the Commander-in-chief of Her Majesty's ships and vessels on the west coast of Africa, which directs that he should make an annual report on the state of legal commerce, and the extent of the Slave Trade throughout the station, adding thereto such information as may give to Her Majesty's Government a correct view of the course of his proceedings, and of their result towards suppressing the Slave Trade; I have to request you will do me the honour to lay before the Lords Commissioners of the Admiralty the following statement.

Since I assumed the command of the station on the 1st March, 1849, I have visited the whole line of coast within its limits, from the River Gambia to Port Alexander, which could be approached with facility by this ship, or from visiting which I conceived any good practical result could be obtained; and I have endeavoured to collect from the authorities and merchants at the different places, as well as from the officers commanding the three divisions of Her Majesty's cruizers on the coast, all the information relating to the subjects to be reported on which might enable me to arrive at tolerably just conclusions respecting them.

I commence with the state of legal commerce from the north. With regard to the condition of trade in Her Majesty's colonies in the River Gambia

CLASS A.

and Sierra Leone, Her Majesty's Government must be so much better informed by their respective Governors, that it will be unnecessary for me to enter into any detail, even if I could do so satisfactorily; I shall therefore confine myself to expressing the feeling of disappointment with which I learnt that at neither could the general or colonial trade be said to be in a flourishing state; at the former, the ground-nut, the principal and increasing article of export, is chiefly contracted for by French houses, and shipped off in French vessels, and much apprehension seemed to be entertained by the mercantile community, in consequence of the encroachment of the French traders from Senegal.

At Sierra Leone there appeared to be a prospect of a revival of trade from the depression of the preceding year; the produce of the ground-nut is increasing in the rivers to the northward, and becoming a more extensive article of commerce; the timber trade in the colony and neighbouring district fluctuate, depending, I presume, greatly on the quantity contracted for by Government, and was below the amount of former years; the usual articles of export, as ivory, gold, wax, and tortoise-shell, are now finding their way by a native coasting trade into the stores of the merchant at Freetown from the districts as far north as Bissao.

The disturbances in the River Nunez, in 1848, between the French and natives, seem to have affected considerably the French and American commerce in that river; and the Belgians do not appear to be making much progress, having only one establishment on it.

The "Teazer," Lieutenant Selwyn, is now occupied, by my order, in making a careful investigation into the state of trade generally in all the rivers between Bissao and Sierra Leone; and Governor Macdonald has expressed himself to me very desirous to seize on any opening afforded for entering into a treaty of amity and commerce with any of the leading chiefs of these rivers, which might tend to the extension of the colonial trade, and for which it would appear to be a favourable moment. The raising of the blockade of the Gallinas and Solyman Rivers, which I was enabled to do in February, and the fresh treaties which I entered into on the part of Her Majesty with all the chiefs of that district, as well as of the Manna and Cape Mount Country for general amity, and the suppression of the Slave Trade, copies of which I have transmitted to their Lordships, and the anxious desire evinced by the chiefs to see legal commerce substituted for it, under the protection of the British flag, affords also a new opening for the legal traders from Sierra Leone to commence a lucrative traffic, which I hope they have not failed to take advantage of, as their attention was called especially to the altered state of affairs there, and the natives had at once commenced to cultivate the ground-nut more largely; and ivory, which had not been brought down to that part of the coast for some time, had appeared again for barter.

From the British colonies I pass to Liberia; the efforts of the Republican Government to establish and cherish a legal commerce will have been shown by the copy of the last Act of their Legislature on the questions of trade and revenue, which I had the honour to transmit for the information of Her Majesty's Government in my despatch of the 12th February. Their trade is confined, at present, to the coast between Cape Palmas and Sierra Leone, carried on in a few small vessels of from five to thirty tons, which visit their different establishments, taking hardware, crockery, rum, tobacco, &c., chiefly supplied from the United States and Germany, and bringing back to Monrovia the articles of export collected from the natives, viz., ivory, cam-wood, palm-oil, and ground-nuts. But a Liberian, who has been engaged for some years in mercantile pursuits, was about to visit England and America with the view of purchasing two large vessels, and extending his business, from the expectation that, by the increased attention now given to the cultivation of coffee, rice, and sugar-cane, the two former would shortly exceed the wants of the population and become articles of export.

The English factories continue their trade in palm-oil between Cape Mesurado and Cape Palmas; but the Liberian Government has declared its intention to their agents to subject their vessels to the same imposts as the Liberian traders under the recent Act of Legislature, to which subject I called the attention of their Lordships in my aforementioned despatch.

Liberia, nevertheless, looks towards England for support and countenance, and I venture to express the opinion, that the appointment of a Consular Agent

would be very favourably received by the Government, and be very beneficial towards the extension and regulation of British commerce in that country, as well as in the adjoining native districts; and also a check on any attempt to revive the Slave Trade.

On parts of the coast between Cape Palmas and Cape Three Points, about Drewin and Lahou, with whose chiefs we have treaties, a trade in palm-oil is carried on, I am informed, by merchants of Bristol, and is in a state of progress. The French are making strenuous efforts to extend their trade at their settlements at Grand Bassam and Assinee, the blockade of which part of the coast they have recently removed.

At Cape Coast and Accra, I was pleased to learn that legitimate commerce was in a satisfactory state.

From the River Volta to the River Benin, is the great slave-trading district of the Bights. The only English firm that has establishments within that limit is that of Messrs. Hutton, at Whydah and Badagry. A few English vessels resort there for palm-oil, but the monopoly is in the hands of the Portuguese or Brazilian slave-merchants, who command the market. Sardinian, French, Ham-burgh, and American, are the flags mostly seen; rum, tobacco, powder, arms, and cloth, the chief articles imported, the two latter generally of British manufacture.

From the River Benin, through the Bight of Biafra, to the River Gaboon, an extent of coast through which the Slave Trade, at present, may be said to be abolished, the legal trade again thrives, and is principally in English hands, and whilst the connexion exists, and the dealings of the mercantile agents with the natives are conducted with equity and moderation, I have little doubt it will continue so, and increase, fluctuating, possibly, from year to year, according to the yield of palm-oil, and the occasional interruption caused by native feuds. The Benin, and the Rivers of Biafra to the Cameroons, were visited the end of last year by the "Rattler," and I received a very satisfactory report from Commander Cumming, on all points relating to British interests. The appointment of Mr. Beecroft as Consul, who I hope has now arrived on the Coast, will, I am confident, prove a most judicious measure, and have important results on our commerce.

To the Rivers Bento, Mooney, and Gaboon, the English traders also resort, and I have had much satisfaction in observing and hearing how generally the English flag is respected by the natives.

From Cape Lopez to Ambriz, and from Ambriz to Port Alexander (along the whole line of the Portuguese territory), may be considered again slave-trading coast, and I believe there is very little legal commerce within it that has not some connexion with that traffic. The only English establishments are the factories of Loango and Ambriz, of Messrs. Horsfall, and Hutton and Cookson; they exist side by side with the slave-dealers. I have only seen or heard of three small English merchant-vessels on this coast from Cape Lopez to St. Paul de Loanda, during the past year. The Americans are more numerous.

It seems extraordinary (when the enterprise of the British merchant is considered) that the extensive Provinces of Angola and Benguela, with a line of coast always approachable for shipping, and with some ports suitable for trade, a fertile soil, and the abundance of whose valuable productions may be said to be yet unexplored, should not have given rise to more direct legitimate trade with England; the cause can be only traced to the blighting influence of the Slave Trade having for so long a period engrossed the views of the mercantile community, coupled with the restrictive commercial policy of the Portuguese Government; in the latter, there has been of late some amendment, monopolies have been abolished, and a Portuguese vessel sailed last month from Loanda direct to England, with the first cargo of Orchell or Urzella weed.

I wish it were in my power to report a similar amendment as regards the Slave Traffic, but there has been nothing, in the experience of the past year, which would lead me to suppose that it has been at all diminished between the Portuguese African colonies and the Empire of Brazil.

I will now endeavour to place before their Lordships a review of my proceedings, with regard to the suppression of the Slave Trade, and the various circumstances connected with it during the past year.

Beginning at the north, the Slave Trade, which I may say I found exterminated to the northward of Sierra Leone, I am happy to report has not been

renewed, and I think I can affirm with confidence, that no vessel has taken slaves during that period from any of the places in that quarter where it had been formerly carried on. The rivers from Sierra Leone to Bissao have been twice visited by our cruizers, and the "Teazer" is at this time proceeding with another examination. A Treaty for the suppression of the Slave Trade in the territory of Biombo, near Bissao, has been executed with King Branco (since dead) and confirmed by his successor, a copy of which I have transmitted to their Lordships.

At Bissao and Bulama the slaves of the Portuguese, Caetano, who is reported to have made several shipments formerly from Cuba, are occupied now fully in cultivation; and the same is the case with those in the establishments of Mrs. Lightburn and Mr. Faber, the native dealers in the River Pongos. Agents, however, of the foreign slave-merchants still remain at different points between Bissao and the Pongos, employed, I am told, in a small legal trade, but ready probably to avail themselves of any tempting offer and favourable opportunity for a slave shipment; a certain degree of watchfulness, therefore, will be still required, and the attention of the senior officer of the North Division has been called to it.

South of Sierra Leone to the Gallinas I cannot report quite as favourably, but I have every reason to believe that only two vessels, a schooner and a felucca, have carried off slaves to the number of 600; whilst three vessels, viz., a brig and felucca have been captured equipped, and a schooner driven on shore and destroyed during the year. The co-operation of Commander Dunlop, the senior officer of the North Division, with Mr. Pine, the Acting Governor of Sierra Leone, in July last, which effected the termination of the disputes between the rival chiefs of the Sherbro' country, and led to the conclusion of a treaty of amity and commerce between them and the Colonial Government, and of a treaty for the suppression of the Slave Trade between Commander Dunlop on the part of Her Majesty, and Thomas Stephen Caulker, the only chief of that district who had not made such an agreement with us (copies of which I have also transmitted), by putting an end to a war which had long fed the neighbouring Slave Trade, and having the immediate consequence of stopping the supplies which had been previously permitted to pass from that country into the Gallinas district by the internal navigation, coupled with the effective coast blockade of the Gallinas and Solyman Rivers, which I found established and which had been rigidly maintained, and prevented every attempt at communication by sea, produced a very important result in the expulsion by the chiefs of all the foreign slave-merchants from that, for so long a time, their favourite haunt, in a manner, I believe, more complete than on any former occasion, and the liberation of 562 slaves which they had in their possession.

This state of things, which was mainly brought about by the energy and ability of Commander Dunlop, enabled me, in February, after assembling the chiefs of Gallinas and Solyman, as well as those of the Manna and Cape Mount districts, on board the "Centaur" for a palaver, to make a new treaty on the part of Her Majesty with the former for the suppression of the Slave Trade in their country, and to ratify a general treaty of peace and friendship between them and their rivals, the chiefs of Manna, Sugury, and Cape Mount, agreed to under the mediation of Commander Dunlop (copies of which were forwarded to their Lordships with my despatch of the 4th February), and subsequently to declare peace and raise the blockade of the coast; and if a trade is opened with them by our merchants at Sierra Leone, it may be hoped this treaty with the Gallinas chiefs will be observed now with the same fidelity and earnestness against the Slave Trade which has been manifested by their neighbours and former rivals of Manna, Sugury, and Cape Mount; and in that case with a proper guard, for a time, of one or two cruizers, and the surveillance of an agent on shore to communicate with them, a reasonable hope may be entertained that the Slave Trade will be totally suppressed from Cape Verd to Cape Palmas; but this watch must be observed, the friendly disposition of the chiefs cherished, and, above all, legal commerce carried to them, to prevent their being again exposed to the temptations and bribes of the slave-merchants.

The communications which I have had the honour to make to their Lordships, with reference to Liberia, will have evinced the confidence I felt of the sincere desire of the Republic to put down the Slave Trade. The energetic measures of the President in the beginning of the year to expel the Spanish

slave-dealers from New Cestos and Trade Town, and obtain possession of those places, which were completely successful, and the stringent enactments which passed their Legislature against any connexion with slave dealing by Liberian citizens, and which are contained in the Act to which I have alluded in a former part of this despatch (more stringent, I believe, than any which are in operation in our African colonies), prove to me their zeal and sincerity, and I think entitle them to the consideration and countenance of every Christian Government, and which I heartily hope they will receive. During the year, more than one slave-vessel has hovered off the coast and endeavoured to communicate, but was entirely disappointed in the prospect of obtaining slaves.

The effect of this complete change of affairs, perhaps, cannot be exhibited better than by a comparison of the number of slave-vessels captured or driven on shore, by the cruisers of the North Division, between 1st March, 1848, and 28th February, 1849, and between the 1st March, 1849, and the 29th February, 1850.

In the first period, 13, under Brazilian or no colours, were taken or driven on shore, between Shebar and Cape Palmas; in the second, only 3 under Brazilian colours between Shebar and Cape Mount, and those during the first six months of it.

The North Division of cruisers is now reduced to two brigs, one small steamer, and the "Adelaide" tender.

From the North Division, I pass to that of the Bights. No Slave Trade exists from Cape Palmas, until you approach the Bight of Benin; the export commences at Atakoo, a small place a little to the westward of Cape St. Paul's, and extends to Palma and Jaboo to the eastward of Lagos, the principal shipping places now being Great and Little Popoe, Whydah, Porto Novo, and Lagos. I regret that it is not in my power to make an equally favourable report from this quarter. The difficulties of blockade, from climate and currents, are great. To render it effectual, not a league of coast should be unoccupied; for though I have mentioned the principal shipping places, no part of the coast can be exempted.

The absence of any treaties with the native chiefs, and the certain supply of the market from the Kingdom of Dahomey, baffle our efforts. That the wealthy slave-merchants of Bahia fee and bribe the kings and their headmen largely, and with very valuable presents, there can be no doubt; and I have recently heard of plate to a large amount, of English manufacture, having arrived for that purpose; but I fear the number of captures has not caused that diminution of their immense profits by the trade, as can be considered any real check upon it.

From Bahia, the vessels employed may be called yachts of the fleetest form. They come over well found, fully equipped, and sometimes prepared to resist boat attacks (the "*Serpente*," taken in February by the "*Phoenix*," had boarding nettings), and make for their appointed rendezvous with a degree of confidence in their superiority. The "*Luzitana*" had escaped from the "*Kingfisher*" in three chases, the first a run of 186 miles; and was eventually taken by her pinnace in a calm.

The number of captures made during the year by this division has been 17 under Brazilian and no colours (3 with 1250 slaves, and 14 equipped), and 1 under Portuguese colours, which was restored by the decree of the Mixed Commission Court at Loanda.

The purchase cargoes continue to be brought from the Brazils, chiefly in vessels under the Sardinian flag, with a few French and Americans. One vessel under the American flag was frequently visited by our cruisers as the "*Tam O'Shanter*," hovering on the coast, and was shortly afterwards taken as the "*Californian*," under Brazilian colours, with 305 slaves on board; but the system of transfer and abuse of the flag of the United States, does not appear to have prevailed in the Bight near so much as on the South Coast.

I acceded to the wish expressed by the King of Dahomey to me, through the late Vice-Consul, Mr. Duncan, that a naval officer should visit him; and directed Lieutenant Forbes to accompany the Vice-Consul in October, as reported in my despatch of the 17th November, more from the desire to lose no opportunity of conciliating so powerful an African Monarch, and cherishing the friendly disposition which he had manifested for the English, than from any actual expectation that it would be attended with any immediate result

upon the Slave Trade, or that he would be prepared to abandon the revenue he derives from it without an equivalent. From the same motive I have complied again with the King's request that Lieutenant Forbes should return at the annual Customs in March, to receive some definitive answer from him; and more especially as, by the lamented death of Mr. Duncan, and the non-arrival of Mr. Beecroft, no English representative otherwise would have been present, and offence might have been taken by him, or advantage afforded to the slave-merchants. I hope shortly to receive Lieutenant Forbes's report of his second mission. In the meantime I understand the King's slave-hunts have been very successful, and the accumulation of slaves in the market large.

I have no reason to believe that the Slave Trade has been resumed in the Bight of Biafra. I had a report that a Spanish factory was established near Cape Formosa, at the mouth of the Nun, or Brass River, but it has since been contradicted; and I was informed at Fernando Po, that the supposed proprietor of it, Don Pablo Manzoni, had returned from thence to the Brazils in a coal ship. It is a point, however, which the senior officer of the division is directed to observe.

The strength of the division now consists of three brigs, two steamers, and a brigantine. A small screw steamer, of such light draught of water as would permit her at any time to cross the bars of the several rivers which may be considered as mouths of the Niger, and ascend them some distance if necessary, would be a valuable addition to it, not only for the prevention of a revival of the Slave Trade, but for the protection of our commercial interests.

The only Treaty made during the year with native chiefs in this quarter, was in the Island of Corisco, by Commander Kenyon, of the "Cygnet," a copy of which I transmitted to their Lordships in April last; and having since visited the island, I have had an opportunity of seeing that it is observed.

I now proceed to the South Division. A Slave Trade, I believe, has recommenced between the River Gaboon and Cape Lopez, at Sanga-tanga and River Nazareth, a little south of the Equator, and one of the merchants expelled from the Gallinas has resorted to that vicinity. I have it not in my power to place a cruizer to watch it permanently, but it is visited occasionally, and by all those which pass between the Bights and South Division.

From Cape Lopez to Mayumba, a distance of about 200 miles, the country affords no facility for the Trade; but from Mayumba to the furthest extremity of Benguela, for about 700 miles of coast, it is continued with unabated vigour; undoubtedly it has been affected, and seriously, by the operations of the squadron during the year, but I will not pretend to say that, notwithstanding the success which has attended them, it has received any decisive check. The energy of the dealer is undiminished; and whilst our force has been decreased, their skill and secrecy in working the Trade on the most perfect system of pre-arrangement with the Brazils, have, if possible, increased. The localities and circumstances which particularly favour them have been so often reported, that I need not repeat them.

The chief features which attracted my attention as characterizing the Traffic in this division were, the manner in which it is fostered by the coasting or Cabenda boat trade, the landing the crews of captured vessels at or near the factories on the coast, ready to be employed immediately in any vessel purchased to carry back the cargo destined for their own, the immunity afforded by the abuse of the flag of the United States, and the fact that almost the whole Portuguese mercantile community in the Provinces of Angola and Benguela are engaged in it, and that, therefore, little or no reliance could be placed in the subordinate authorities of the Portuguese Government on shore towards suppressing it, in conformity with the due execution of the Treaties between Great Britain and Portugal. In short, whilst American transfer or American papers, so falsified as to preclude detection, met us afloat (and we had not the co-operation of a vessel of war of the United States), and Portuguese official connivance on shore, I felt we must be baffled in any attempt to close it. I endeavoured, therefore, to meet these increasing difficulties, aided by the vigilance of the Honourable Captain Hastings, the senior officer and the commander of the South Division.

The more effective blockade of the River Congo as the point to which the American vessels intended for transfer, or to complete equipment, generally resorted, was the first object, and I intrusted the charge of it to Commander

Tudor, of the "Firefly," and he executed the service so well, that for nine months no vessel passed in or out of the river without being visited, and her nationality proved; and the only vessel with slaves which attempted to quit it, a transferred American, was captured by his boats in the Bight. The consequence was, that the merchants were constrained to give up the shipment of slaves from the factories in the river, and to abandon two of them, from the increased expense incurred in removing the slaves to points north and south on the coast (a removal, though, which, it must be acknowledged, increased also the suffering of the slaves).

The second object was to obtain the co-operation of the ships of war of the United States, none having been on the South Coast for two years; this was effected by the interview which I had with Commodore Gregory, the newly-arrived American Commodore, at Porto Praya, in December, who evinced a very cordial desire to meet my wishes, and forward the service on which we are engaged to the full limit of his instructions, and quickly dispatched a cruizer to that quarter, where I hope one will be stationed in future.

Thirdly, to acquire such information as would permit the adoption of a more decided course with the fraudulent (nominal) Americans, which has been accomplished by the intelligence and determination of the captains and commanders of the "Cyclops," "Firefly," "Rattler," "Waterwitch," and "Pluto;" and the result been the capture of three barques and five brigs, three of the latter having on board 1807 slaves, the others fully equipped, their Brazilian crews concealed on board, sailing professedly under American colours, but from which the masters acknowledged, when the falsity of their papers was exposed, they could claim no protection, being virtually Brazilian property. This has occurred since November, and although I am aware that five vessels of the same character have during the same period escaped with slaves, I confidently hope that a blow has been struck which, when the circumstances are known at Rio de Janeiro, where I believe all the vessels were owned, will put a stop to this long-existing fraud, and abuse of flag, and drive the slave-dealer to some other shift.

The number of vessels captured or driven on shore by the South Division during the year to the 1st March, 1850, is 38, all under Brazilian or no colours, and having on board 3,349 slaves.

The strength of the division is now three steam-vessels, three brigs, and a brigantine.

On the other point, the Traffic in the Portuguese territory, the existence of slave-barracoons on the coast, and the constant exportation from different points, evidently prove the connivance of the subordinate authorities. I have had, as I have reported to their Lordships, several interviews and communications with the Governor-General of Angola. His Excellency has always received these in a friendly spirit, and met me with the expression of a firm determination to do everything in his power to stop such proceedings, as well in pursuance of his instructions from his Government as from his own inclination to prevent the iniquitous trade; and acknowledged to me the other day, with evident feelings of mortification, that not only had the embarkation of slaves been permitted in the case of the last capture by the "Waterwitch," by the officer of the station, but that he had deserted his post, and gone off himself in the same vessel. I have only to hope, therefore, that we may ere long see some proof, both of the desire and the power to put this decision into execution.

With Commodore Cordeiro, commanding the Naval Force of Portugal on this station, I have maintained a cordial intercourse, and have always found him ready to attend to my representations, and to give me every information and assistance he could. The small force under his command is kept actively employed, and has, I understand, made three captures on the coast, during the year, of vessels either Brazilian or under no colours, equipped for the Slave Trade; and several barracoons, or temporary sheds for the shelter of slaves previous to shipment, of which I had reported the existence, have been destroyed by his officers at small places between Logito and Elephants' Bay.

My meeting with M. Bouet-Willamez, the French Commodore at Loanda, in September, was very satisfactory, and our subsequent communications have been in the same friendly spirit. I have no report of his cruizers having made any captures during the year except one French brig, "*l'Emilie*," seized by the

"Dupetit-Thouars" in the Congo, upon the information from Commander Tudor.

It has been a source of great gratification to me to find myself associated in the service on which we are employed with colleagues disposed to act with so much cordial and conciliatory feeling, as well as that no cause for dispute or misunderstanding has arisen.

Though I have had several reports that Brazilian steam-vessels were about to return again to the Coast for slaves, up to this time I do not believe any have appeared on it during the year.

The Trade has appeared to be confined in reality to the Brazilian flag.

I have no knowledge of the Spanish flag having been concerned in it, though I have cause for supposing that some of the vessels which have escaped under American colours were destined for Cuba.

I subjoin a list of the total number of captures or detentions made during the year by the squadron under my orders; it falls considerably short of that of the preceding year, but which is, I consider, to be accounted for by the breaking up of the Trade on the North Coast, as I have represented; and Her Majesty's force on the station being so much reduced, the number of cruisers which I have been able to keep on the coast has never exceeded the average of six steamers and twelve sailing-vessels, making with the "Centaur," "Tortoise," guard-ship, "Snap," victualler, and "Adelaide," tender, a total number of twenty-two.

The value of the steam force in this service will be shown by the statement that 34 captures have been made by steam-vessels and 25 by sailing-vessels.

Two vessels were detained on suspicion of being engaged in the Slave Trade by the "Phoenix" on her passage out and on the coast, previous to her joining my broad pendant; one under Portuguese colours was sent for adjudication before the Mixed Commission Court at Boa Vista, and was restored; the other, under new Sardinian colours, was sent to Sierra Leone, and restored without trial, with compensation, after arbitration under legal advice.

With regard to the system of cruising by the squadron, about which I observe, by a perusal of the volumes with which their Lordships have been pleased to furnish me, so much contradictory opinion has been given in evidence, produced, as it appears to me, to suit particular views or to exhibit individual feelings, I think it right to remark that, with the exception of a little relaxation of the restrictions on boat-service, or to meet some particular object, as the Congo, I have made no change from that of my predecessor in the command; *i.e.*, after fixing the divisions and subdivisions of the coast, I have, knowing that my force was quite inadequate to blockade the whole, kept it as little stationary as possible, leaving it to the judgment and discretion of the commanders to change their positions in the occupation of their allotted ground in such a manner as, from information received, or varying circumstances, they might deem best.

I am happy to say I have had every reason to be satisfied with their exertions, vigilance, and zeal. The service on the Coast is unremitting and frequently monotonous; but it has always been actively and cheerfully performed by officers and men.

I have felt it my duty, in obedience to my instructions, to place this long, and, I fear, very uninteresting statement upon subjects which have been already so thoroughly discussed and reported upon, before their Lordships, and must ask their indulgence if in doing so I may have exceeded the limit of their wishes. I am happy to be able to close it with making, by the blessing of Divine Providence, a favourable report of the health of the squadron. There has been no prevailing disease; one or two of the smaller vessels have suffered partially from fever; but by my latest returns, the number of deaths and the number invalided are less than in the preceding year.

I have, &c.

(Signed) ARTHUR FANSHAWE.

P.S.—In speaking of the capture of 3 barques and 5 brigs, 3 of the latter having on board 1807 slaves, I have included a brig taken by the "Waterwitch," with 860 slaves on board, because I understood her to be one of

the fraudulent American vessels, and therefore bearing upon my statement on this point ; but she was taken after the 1st March, and therefore does not appear in the general return of vessels captured, nor in that of those of the South Division.

A. F.

Inclosure in No. 191.

LIST of VESSELS Captured or Detained by Her Majesty's Squadron on the West Coast of Africa, for being engaged in the Slave Trade, between March 1, 1849, and February 28, 1850.

Name of the Vessel Captured or Detained.	How Rigged.	Under what Colours.	No. of Slaves Captured.	Tonnage of captured Vessel.	Date of Seizure.	Where Captured.		By what Cruiser Captured.
						Lat.	Long.	
Galianna (Restored)	Brig	Portuguese	None	268	1849 1 Mar.	5° 48' N.	1° 14' E.	Cyclops.
Catarina de Bomfim	Ditto	None	622	238	4 "	6° 10' N.	4° 8' S.	Teazer.
Astucio	Schooner	Ditto	599	132	11 "	7° 0' S.	12° 12' E.	Philomel.
Esperança	Brigantine	Brazilian	None	146	17 "	6° 10' S.	11° 30' E.	Grappler.
Amizade	Felucca	None	Ditto	151	22 "	Elephant's Bay		Contest, Cygnet.
Final	Schooner	Brazilian	Ditto	148	29 "	5° 40' S.	7° 11' E.	Blazer.
Diana	Ditto	Ditto	Ditto	32	11 April	10° 47' S.	5° 23' W.	Grappler.
Tentativa Feliz..	Brig	Ditto	Ditto	165	12 "	6° 26' N.	12° 42' E.	Pluto.
Amelia	Schooner	Ditto	Ditto	114	15 "	11° 50' S.	12° 50' E.	Spy.
Unknown	Ditto	Ditto	Ditto	198	23 "	6° 21' N.	4° 20' E.	Teazer.
Horizonte	Ditto	None	176	105	30 "	11° 30' S.	12° 40' E.	Contest.
Felicidade	Ditto	Brazilian	None	240	3 May	6° 20' N.	3° 4' E.	Teazer.
Esperança	Brig	Ditto	Ditto	391½	10 "	4° 53' N.	2° 0' E.	Cyclops.
Despique	Schooner	Ditto	Ditto	139	11 "	15° 2' S.	11° 27' E.	Dart.
Volador	Brigantine	None	334	120½	24 "	12° 51' S.	2° 0' E.	Cygnet.
Adalia	Schooner	Brazilian	None	99	27 "	Loango Bay		Britomart.
Sirena	Felucca	Ditto	Ditto	147	31 "	5° 40' S.	11° 12' E.	Centaur.
Unknown	Brig	None	597	228½	28 June	In the Congo		Firefly.
So	Schooner	Brazilian	None	260	29 "	Off Cabenda		Firefly.
Andorinha	Ditto	None	Ditto	160	5 July	6° 0' S.	3° 50' E.	Rattler.
Unknown	Ditto	Ditto	Ditto		10 "	Off Caguar		Waterwitch.
Albertina	Brig	Ditto	Ditto	165½	12 "	8° 26' S.	12° 30' E.	Philomel.
Unknown	Felucca	Ditto	Ditto	167	12 "	Point Dande		Centaur.
Emprehendedor..	Brigantine	Brazilian	Ditto	139½	14 "	12° 0' S.	13° 20' E.	Cygnet.
Maria Jozé	Schooner	Ditto	Ditto	136½	18 "	11° 56' S.	13° 28' E.	Cygnet.
Orihte	Ditto	None	Ditto	126	30 "	11° 14' S.	12° 2' E.	Sealark.
Sophia	Ditto	Brazilian	Ditto	157	11 Aug.	5° 46' N.	2° 48' E.	Cyclops, Rattler.
Estrella	Felucca	Ditto	Ditto	28½	23 "	6° 32' N.	12° 22' W.	Spy
Leao (Restored)	Brigantine	Portuguese	Ditto	..	29 "	10° 49' N.	21° 0' W.	Phoenix.
Paquete do Sul ..	Brig	Brazilian	Ditto	285	4 Sept.	5° 58' N.	1° 44' W.	Kingfisher.

CLASS A.

REPORTS FROM NAVAL OFFICERS.

Name of the Vessel Captured or Detained.	How Rigged.	Under what Colours.	No. of Slaves Captured.	Tonnage of captured Vessel.	Date of Seizure.	Where Captured.	By what Cruiser Captured.
Despique	Brig ..	Brazilian	None	159	22 Sept.	Off Whydah	Waterwitch.
Teresa	Polacca brig ..	Unknown	Ditto	..	24 "	3° 48' S. 10° 50' E.	Phoenix.
(Restored before trial.)							
Veloz	Schooner ..	Brazilian	Ditto	130	2 Oct.	6° 49' S. 10° 05' E.	Centaur.
Francolina	Brigantine ..	Ditto	Ditto	111	6 "	11° 46' S. 13° 30' E.	Sealark.
Conquestador....	Brig ..	Ditto	317	182	13 "	4° 28' N. 3° 35' E.	Rattler.
Luzitana.....	Ditto ..	Ditto	None	250	18 "	Off Little Popoe	Kingfisher.
Venez	Schooner ..	Ditto	Ditto	140	23 "	6° 2' S. 11° 30' E.	Firefly.
Apollo	Brigantine ..	Ditto	Ditto	150	29 "	6° 45' S. 12° 36' E.	Cyclops.
Alipede	Schooner ..	Ditto	Ditto	114½	30 "	3° 38' S. 4° 45' E.	Rattler.
Palnira	Ditto ..	Ditto	Ditto	82	31 "	5° 12' N. 3° 54' E.	Phoenix.
California	Ditto ..	None	305	..	5 Nov.	Off Whydah	Kingfisher.
Proserpina	Ditto ..	Brazilian	236	120	9 "	3° 17' S. 1° 02' W.	Flying Fish.
Unknown	Ditto ..	None	None	78	9 "	Logito Bay	Cygnat.
Unknown	Brigantine ..	Ditto	Ditto	50	14 "	Red Point	Waterwitch.
Unknown	Barque ..	Ditto	Ditto	328	14 "	10° 50' S. 13° 39' E.	Sealark.
Casco	Brigantine ..	Brazilian	420	190	28 "	Ambriz	Pluto.
Clio	Schooner ..	Ditto	None	124	28 "	5° 0' N. 1° 30' E.	Kingfisher.
El Golfn	Felucca ..	Ditto	Ditto	192	26 "	Kilongo	Waterwitch.
Julio	Brig ..	Ditto	Ditto	182	6 Dec.	Off Ambriz	{ Firefly, Pluto.
Unknown	Brigantine ..	Ditto	Ditto	70	26 "	Logito	Waterwitch.
Pilot	Barque ..	Ditto	Ditto	300	10 Jan. 1850	Ambriz	{ Cyclops, Pluto.
Rowena	Brig ..	None	Ditto	279	11 "	Ambriz	Pluto.
Rozita.....	Felucca ..	Brazilian	Ditto	111	18 "	Off Badagry	Hecla.
Unknown	Topsail schooner	Ditto	Ditto	150	20 "	Porto Novo	Hecla.
Ventura.....	Brig ..	Ditto	481	250	27 "	9° 59' S. 2° 39' E.	Cyclops.
Independencia ..	Polacca brigantine	Ditto	None	..	31 "	6° 03' S. 11° 42' E.	Firefly.
AnneD.Richardson	Barque ..	None	Ditto	187	14 Feb.	Ambriz	Pluto.
Lucy Ann	Brig ..	Brazilian	547	242	20 "	7° 26' S. 12° 26' E.	Rattler.
Serpente	Ditto ..	Ditto	None	240	20 "	Off Porto Novo	Phoenix.
Relampago.....	Brigantine ..	Ditto	Ditto	195	24 "	6° 23' S. 11° 43' E.	Firefly.
Phenix	Ditto ..	Ditto	Ditto	100	27 "	5° 03' S. 11° 10' E.	Flying Fish.

ABSTRACT.

Full vessels captured	11
Empty vessels captured or detained	50
	—
	61
	—
Number of slaves	4634

No. 192.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received June 19.)

Sir,

“Centaur,” St. Helena, April 22, 1850.

WITH reference to my despatches to you of the 4th July, relative to the state of affairs at Gallinas, and the instructions which I had given Commander Marsh as to the assistance he might render the chiefs of that and the Manna District against the Zaro people, I have the honour to inclose, for the information of the Lords of the Admiralty, copy of a letter, and of an extract from another, with inclosures, which I have received from that officer, reporting his proceedings, which appear to me very satisfactory.

I have, &c.

(Signed) A. FANSHAWE.

Inclosure 1 in No. 192.

Commander Marsh to Commodore Fanshawe.

Sir,

“Heroine,” off Gallinas, February 21, 1850.

I BEG leave to inform you that I landed at Mina on 5th instant, and in obedience to your directions distributed the presents from you to the Chiefs, excepting to Jan Coubah and James Weston Rogers, who received their portion on the 10th instant, they not being in attendance on the former day.

I inclose herewith a receipt from the Chiefs both for the powder and tobacco.

I forwarded a notice, according to your orders, to the Chief at John Fortune on the day I landed, desiring his presence to receive your communication, but did not succeed in obtaining an interview, as the messengers sent to him brought back word that he was engaged in a palaver with his own headmen, promising, however, to come down.

I waited at Mina till the 18th, in daily expectation of seeing him, but without success.

The surrounding Chiefs having made to me most earnest requests that I should aid them in an attack on the stockades up the Manna River against the Zaro people, and the moon being now favourable for a good bar and beach, I weighed on the 19th instant, in company with the “Wolverine,” and anchored off the river the same day (8 A.M.) I then landed all our white party on the beach in my canoe, consisting of the crews of the gig and pinnace, with marines and kroomen of Her Majesty’s sloop under my command, and the crews of the cutter, pinnace, and second gig, with eighteen marines and ten kroomen of Her Majesty’s sloop “Wolverine.”

The boats were passed over the bar by the kroomen, the party re-embarking inside at 2 P.M.

Finding that from the lateness of the day the stockades were too distant for the boats to reach that evening, I deemed it prudent to sleep my people at the town of Saywooro, belonging to the Chief James Cole.

At daylight next morning after breakfast, I proceeded up the river, staying a short time at Fossa, to enable the Chiefs with their people to get inland and attack two stockades there, simultaneously with our attack on the stockades on the river.

On arriving off the stockade on the left bank of the river called Messey Zaro, we were fired on from two guns from the stockade, and also from the banks of the river, where they were well sheltered by the thick bush that lined its banks; but our party kept up so hot a fire from the guns, rocket, and small arms, that they were soon silenced and put to flight, setting their town on fire in their route, which was shortly after taken possession of by the natives who accompanied us in canoes, but on our proceeding further up the river they were obliged to abandon it and return to their canoes, as the Zaro people again opened their fire on the boats, but which was speedily silenced as before.

On reaching the second stockade, called Zaro Domah, they made a feeble resistance from the bush, and retreated to their houses. I left both stockades which escaped burning in the charge of the Chiefs who accompanied me, in which they found two small guns, many muskets, swords, and two barrels of powder, which the Zaro people had left in their flight.

Feeling that I had now accomplished my object, I proceeded on my return down the river without further opposition, and reached a town of King Robin’s near the bar, at sunset, where, from the bar not being passable for the boats, I was under the necessity of remaining until the morning, when we returned to the ships in the same order as in landing.

I am happy to state that this service was performed without any loss or casualty on our side, and that the whole party conducted themselves very greatly to my satisfaction.

I weighed the same evening, and anchored at 8 A.M. off the Gallinas. The “Wolverine” returned next morning.

I have, &c.

(Signed) J. B. MARSH,

Commander and Senior Officer of Northern Division.

Inclosure 2 in No. 192.

Commander Marsh to Commodore Fanshawe.

(Extract.)

"Heroine," Sierra Leone, March 15, 1850.

SINCE my last letter of the 21st ultimo I have the honour to inform you that I again landed at the Gallinas on the 22nd February; that I called a meeting of the Chiefs, who gave me the letter of thanks for my proceedings up the Manna River, of which I send you a copy.

With regard to the delivery of the slaves, they seem disposed, and have sworn amongst themselves, to make good the difference promised to Commander Dunlop; but owing to their internal dissensions they have only brought in fifteen, which I embarked on 27th February, and weighed the same afternoon for Sierra Leone.

I have not yet succeeded in seeing the Chief, John Fortune, but have sent him word that if he is not at Mina on my return to the Gallinas I shall be under the necessity of visiting him in his own country.

Inclosure 3 in No. 192.

The Chiefs of Manna, &c., to Commander Marsh.

Sir,

WE, the Undersigned Chiefs of Manna, Cape Mount, Sugury, Solyman, and Gallinas, beg to return our sincere thanks to Captain Marsh, officers, and men, belonging to Her Majesty's sloops "Heroine" and "Wolverine," for the assistance rendered us in destroying the towns Messey Zaro and Zaro Domah on Manna River belonging to the Zaro people, through which we were also enabled to burn two other towns and recapture several of our people, which would have been made slaves had this assistance not been given us, and will also enable us to stop their supplies of powder, &c.; and we hope this will induce them to give up slaving, and sign both the treaty of peace and abolition of Slave Trade.

Given under our hands at Manna River, this 21st February, 1850.

(Signed)	his GEO. ✕ ROBIN, mark.	}	<i>Chiefs of Manna River.</i>
	his W. M. ✕ CAULKER, mark.		
	his SAM. ✕ CAULKER, mark.		

And also signed by the respective

*Chiefs of Manna Rock.
Chiefs of Sugury.
Chief of Cape Mount.
Chief of Solyman.
Chiefs of Gallinas.*

Inclosure 4 in No. 192.

*Receipt of the Chief of Manna.**Manna, February 6, 1850.*

RECEIVED from Commander J. B. Marsh, of Her Majesty's sloop "Heroine," senior officer, &c., of the Northern Division, the undermentioned powder and tobacco, as a palaver present from Arthur Fanshawe, C.B., Commodore, to the Chiefs of Gallinas:—

(Signed)

50 lbs. tobacco, 30 lbs. powder	...	...	his PRINCE ✕ MANNA. mark.
50 " 30 "	..	...	his J. S. ✕ ROGERS. mark.
50 " 30 "	...	...	his J. ✕ WESTON. mark.
30 "	...	...	his J. ✕ ROGERS. mark.
50 " 30 "	...	.	his S. ✕ PAMAH. mark.
30 "	..	...	his D. ✕ MAMBRA. mark.
30 "	..	..	his SCHANISSEE ✕ mark.
30 "	...	...	his L. ✕ ROGERS. mark.

Witnesses to the above distribution:

(Signed) his
KING ✕ ROBIN, *Chief of Manna Rock.*
mark.
R. B. H. RATCLIFFE, *Passed Clerk.*
W. A. PARKER, *Pilot and Interpreter.*
J. B. MARSH, *Commander.*

No. 193.

Commodore Wyvill to the Secretary to the Admiralty.—(Received June 24.)

(Extract.)

“*Castor*,” Zanzibar, May 3, 1850.

ON the 19th April I fell in with Her Majesty’s steam-vessel “*Dee*,” at Ibo, and the next day was joined by the “*Pantaloon*.” I found these vessels had been actively cruising; that the “*Pantaloon*” had detained two vessels engaged in Slave Trade, a return of which I have forwarded to their Lordships.

I supplied the “*Dee*” with six months’ stores and three months’ provisions, also with fifty tons of coals, and directed her to proceed to Tonga Bay, which I consider a good position for intercepting the Slave Trade carried on by the dhows and native vessels. I left her at that anchorage on 26th April last.

Having reason to believe that much Slave Trade is being carried on to the northward, between Guilloa and Cape Delgado, I have informed the British Consul at this place of the fact, and requested he would endeavour to obtain the same permission from His Highness the Imaum of Muscat as granted by Her Most Faithful Majesty the Queen of Portugal, which enables Her Majesty’s ships to enter rivers, bays, &c., and to destroy barracoons. Without such authority I could not hope to stop it in this vicinity. I shall await at this anchorage until the 8th instant for His Highness’ reply.

From all the information I could gather along the coast, I consider that the Slave Trade has much decreased since my visit to it in 1846.

No. 194.

Vice-Admiral the Earl of Dundonald to the Secretary to the Admiralty.—(Received June 25.)

Sir,

“*Wellesley*,” Bermuda, June 2, 1850.

I AM gratified to transmit herewith, for the information of the Lords Commissioners of the Admiralty, a copy of a letter from Commodore Bennett at Jamaica, dated the 20th May, with its inclosure from Lieutenant A. D. Jolly, commanding Her Majesty’s schooner “*Bermuda*,” reporting the capture by that vessel, on the 22nd April, of the Brazilian brig “*Clementina*,” with 284 slaves on board, after an arduous chase of forty-nine hours, during which Lieutenant Jolly appears to have displayed great skill and perseverance.

There is no doubt but that if two or three small vessels were employed exclusively as cruisers, many captures of slave-vessels would be effected, as the Traffic is carried on with Cuba to a very considerable extent; but their Lordships are aware that I have no such vessels at my disposal.

I have, &c.

(Signed) DUNDONALD.

Inclosure 1 in No. 194.

Commodore Bennett to Vice-Admiral the Earl of Dundonald.

My Lord,

“*Imaum*,” Port Royal, May 20, 1850.

I HAVE the honour to inclose herewith a letter which I have this day received from Lieutenant A. D. Jolly, commanding Her Majesty’s schooner “*Bermuda*,” reporting his having captured the Brazilian brig “*Clementina*,” having 284 slaves on board, after an arduous chase of forty-nine hours.

The “*Bermuda*” and her prize arrived this day, but several of the slaves had died, and others are in an emaciated state, caused by their having been short of provisions before she was captured.

I have, &c.

(Signed) THOS. BENNETT, Commodore.

Inclosure 2 in No. 194.

Lieutenant Jolly to Commodore Bennett.

Sir,

"Bermuda," Port Royal, Jamaica, May 20, 1850.

I HAVE the honour to report to you, for the information of the Commander-in-chief, that on the 22nd April, 1850, in latitude 23° 27', longitude 87° 48', I captured the Brazilian slave-brig "*Clementina*," with 284 slaves.

I had fallen in with her two days previously off the Isle of Pines, and commenced a chase which lasted forty-nine hours, during which time the greatest exertions were used in trimming and wetting their sails, &c., and during the two nights that elapsed the most anxious and vigilant look-out was maintained. On the morning of the 22nd, the "*Bermuda*" had gained so much as to be decidedly within long gun range, and I commenced firing at her. This soon had its effect, although there was a long rolling sea, and the vessels were dead before the wind, causing a motion which rendered it extremely difficult to fire with precision right ahead. Most of the shot took effect on the sails and rigging, and at 9 A.M. she surrendered with her fore top-sail yard, jib-boom, and train gaff shot away, and all the top-mast rigging and back stays, also many of the running ropes, were cut away. After refitting the rigging and shifting her top-sail yard, she was taken with all possible dispatch to Port Royal, but it was found necessary to touch at Cape Antonio, Grand Cayman, and Ocho Rios, for water and provisions.

In the "*Bermuda*" I touched at the nearest village on the south coast of Cuba, and having landed twenty of the crew of the "*Clementina*," I rejoined the prize at the Grand Cayman, and then made the best of my way to Jamaica in company with the prize.

I have, &c.

(Signed) A. D. JOLLY, *Lieutenant and Commander.*

No. 195.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received June 28.)

Sir,

"Centaur," Ascension, May 6, 1850.

I HAVE to request you will be pleased to lay before the Lords Commissioners of the Admiralty the inclosed copy of an extract from a letter of proceedings from the Honourable Commander Spencer, of Her Majesty's sloop "*Contest*," with the correspondence alluded to in it as having taken place between Captain Marston, of the United States' corvette "*Yorktown*," and himself, relative to an examination of the American brigantine "*Bridgton*," of Philadelphia.

The "*Contest*" having been removed from my command, I am unable to make any inquiry into the particulars of the case, or to ascertain the name and rank of the subordinate officer who appears to have been in charge of the visiting boat, and why he was so.

The friendly and courteous manner, however, in which Captain Marston, of the "*Yorktown*," has received Commander Spencer's explanation to him, I hope will entirely prevent any unpleasant feeling on this occasion.

I have, &c.

(Signed) ARTHUR FANSHAWE.

Inclosure 1 in No. 195.

Commander the Hon. J. W. S. Spencer to Commodore Fanshawe.

(Extract.)

"Contest," Princes Island, April 1, 1850.

I HAVE the honour to inform you that on the 2nd March I communicated with the United States' corvette "*Yorktown*" (at anchor off Quittah) in order to make inquiries as to the brigantine "*Bridgton*," which vessel had been boarded by the pinnace on the 26th February, and which brigantine had been ever since standing off and on the land between Atakoo and Quittah, and was then in sight; also to inform Captain Marston (commanding the corvette) of her master having asked me to supply him with an anchor.

Shortly after my return on board Her Majesty's sloop under my command, I received a letter from Captain Marston, together with the consequent replies, which I have now the honour to inclose.

Inclosure 2 in No. 195.

Commander Marston to Commander the Hon. J. W. S. Spencer.

Sir,

"Yorktown," off Quittah, March 2, 1850.

SINCE I had the pleasure of seeing you this morning I have had an interview with Benjamin Joseph, the master of the American brig "*Bridgton*" of Philadelphia, who informs me that on the night of the 27th February, he was boarded by a boat from your brig, and that your officers and men, after having been informed of his nationality, searched every part of his vessel, opening lockers, going down into the hold with lights, opening casks, &c.

The United States do not recognize the right of any nation to search an American vessel, and one of the chief objects of the Treaty between our respective Governments in placing an American squadron on this coast was to avoid any difficulty which might arise from the vessels of Great Britain visiting those of America. I therefore deem it my duty to protest against your searching any American in person, and to inform you that the present instance will be referred to my Government.

I have, &c.
(Signed) JOHN MARSTON,
Commander, United States' Navy.

Inclosure 3 in No. 195.

Commander the Hon. J. W. S. Spencer to Commander Marston.

Sir,

"Contest," off Quittah, March 2, 1850.

I HAVE the honour to acknowledge the receipt of your letter of this day's date, relative to a statement made by the master of the brigantine "*Bridgton*," of being searched by a boat belonging to Her Majesty's brig "*Contest*" under my command, on the night of the 27th ultimo.

I beg leave to inform you that your letter gave me the first intimation of such an occurrence having taken place.

I have since made inquiries from the subordinate officer who was sent on board of her at her master's (Benjamin Joseph) own request for her log-book and passport, and I regret very much to find that the subordinate officer allowed his men to leave their boat, and that they looked into the holds and a locker; but all deny having made any further search.

I can only express my sincere regrets that the officer should so much have neglected his duty as to allow any of the men to quit their boat.

Our instructions particularly direct that when a search is to be made, the officer's rank shall not be under third in command; and as the officer sent on this duty is very junior, I trust you will see that no infringement of the Treaty between the United States and Great Britain was intended, as had it been my intention to search, I should have sent the Second Lieutenant at least.

I have, &c.
(Signed) JOHN W. S. SPENCER, *Commander.*

Inclosure 4 in No. 195.

Commander Marston to Captain the Hon. J. W. S. Spencer.

Sir,

"Yorktown," off Quittah, March 2, 1850.

I HAVE the honour to acknowledge the receipt of your letter in answer to mine of this day, and have pleasure in saying that so far as you are concerned it is perfectly satisfactory, and I shall feel gratified in forwarding a copy of the same to the Commander-in-chief.

The young officer whom you speak of as having disobeyed your orders, no doubt did it under a misapprehension of his duty, and I trust that it will be so considered by Commodore Fanshawe.

I have, &c.
(Signed) JOHN MARSTON, *Commander.*

No. 196.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received June 28.)

Sir,

"Centaur," Ascension, May 6, 1850.

I HAVE to request you will be pleased to lay before the Lords Commissioners of the Admiralty the inclosed copy of a letter which I have received from the Honourable Commander Spencer, of Her Majesty's sloop "Contest," informing me of his having captured a schooner with slaves on board, on the 5th ultimo, and sent her in charge of a Lieutenant to Sierra Leone.

The "Contest" having been subsequently sent to Hong-Kong by the the Senior Officer of the Division in the Bights, in pursuance of their Lordships' orders addressed to him, I have had no opportunity of communicating with Commander Spencer on the subject, as she had quitted this island before my arrival.

I hope that the prize officer may have found the Senior Officer of the Sierra Leone Division in port, and learned from him of the "Contest's" change of station, and also meet the "Lily" there, so as to be able to proceed in her to rejoin his ship.

I have, &c.

(Signed) ARTHUR FANSHAWE.

Inclosure in No. 196.

Commander the Hon. J. W. S. Spencer to Commodore Fanshawe.

Sir,

"Contest," at Sea, Lat. 5° 30' N., Long. 2° 58' E., April 8, 1850.

I HAVE the honour to state, for your information that at 12.15 on the afternoon of the 5th instant, in latitude 2° 20' north, longitude 5° 57' east, I captured a schooner with 152 slaves on board, 105 males and 47 females.

She had no papers of any kind to prove her nationality, consequently I was unable to ascertain the name of her master. She is supposed to be called the "Rosina," it having been so stated by her crew. The same evening I placed on board a prize crew, namely, one quarter-master, two able seamen, two ordinary seamen, one private marine, and two Kroomen, under the charge of Lieutenant Smith and Mr. Wilson, the assistant surgeon, with orders to proceed to Sierra Leone for adjudication.

I remained with her till 8.30 A.M. the following day, when we parted company, I making the best of my way to resume my cruising ground.

I have, &c.

(Signed) JOHN W. S. SPENCER, *Commander.*

No. 197.

Commander Parker to the Secretary to the Admiralty.—(Received July 1.)

Sir,

"Pantaloön," off Quillimane, January 30, 1850.

I HAVE the honour to inform you of the detention of the ship "Deliberação," under the following circumstances.

At 11 A.M., on the 29th January, while standing for Olinda, I observed a ship running along the land, and chased her; at 4 P.M. she anchored off Quillimane Bar, in seven fathoms, and showed American colours. I boarded her, and found an American in command, whose account of himself was as follows:—

The vessel he stated to be the ship "France" of New York, lately sold at Rio, and belonging to a Mr. J. P. Robinson of Rio, with a general cargo, and crew thirteen in number, bound to Quillimane for orders, and afterwards to Mozambique; would possibly land some cargo there, but did not know Agent Salghera. The papers he produced were a sea-letter purporting to be given by the American Consul at Rio, Mr. Parks; and appended to it was a declaration signed by the captain, Anderson, that he himself was born in the United States, and was an American subject; and ship's articles, with the list of crew, thirteen in number.

This account appearing to me very confused and irregular, I returned to the brig, anchored near him, and next morning again visited him, and demanded to have a further inspection of his papers, which he refused, and stated that he would not allow his hatches to be lifted except by force. However, she hoisted no colours; and after giving him the prescribed certificates, I ordered the hatches to be lifted, and went down myself. On the 'twixt decks was some cargo; but on lifting the hatches and looking into the hold I found water-casks, fore and aft, slave-irons, mess-tins, plank, casks of rice, farinha, &c.; in fact, completely fitted for the Slave Trade; and also numerous men concealed in the hold, and three, called passengers, in the cabin, making thirty-five persons on board in all.

I informed the American captain that I should detain him, and demanded his papers. He then stated that he had neither papers nor colours, and that the ship was Brazilian. The papers and colours were thrown overboard when he saw the boats returning towards him.

The ship's name is the "*Deliberação*," 620 tons. She left Rio on the 17th of December, and was to have shipped slaves at Quillimane.

I have, &c.

(Signed) HYDE PARKER, *Commander*

No. 198.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received July 8.)

(Extract.)

"*Centaur*," *Ascension*, May 6, 1850.

1. I HAVE the honour to acknowledge the receipt of your letter of the 31st January, by the "*Gladiator*," conveying to me the directions of the Lords Commissioners of the Admiralty that, in compliance with a wish expressed by Viscount Palmerston, the visit of Lieutenant Forbes, of the "*Bonetta*," should be delayed until the arrival of Mr. Beecroft, Her Majesty's Consul in the Bights.

2. My letters to you of the 23rd February, from Whydah, and of 27th March, from Ambriz, reporting my general proceedings, will have acquainted their Lordships of the arrangements which I have made for Lieutenant Forbes' journey to Dahomey, and of his having landed for that purpose, under the expectation that the King's Customs would take place at the time he had originally named, viz., the middle of March.

3. I have now to request you will be pleased to lay before their Lordships the inclosed copies of reports which I have since received from Lieutenant Forbes, detailing his subsequent proceedings, and acquainting me that the Customs were postponed until the 16th or 20th of May, and that in consequence he had re-embarked, and had been sent by Commander Harvey, as I had arranged with reference to the time first named for the Customs, to meet me at this island, and had quitted Whydah previous to Mr. Beecroft's arrival there in the "*Sphinx*," with Lord Palmerston's instructions.

4. I lost no time in dispatching the "*Bonetta*" back to Whydah, Lieutenant Forbes being furnished with the copy of the instructions sent for him, and with directions from me to act in concert with Mr. Beecroft, who, I learned from Commander Harvey, had on his arrival at Whydah been transferred from the "*Sphinx*" to the "*Kingfisher*," and as the "*Bonetta*" sailed from hence on the 4th instant (and was preceded by the "*Gladiator*," Captain Adams, who would have prepared Mr. Beecroft for Lieutenant Forbes' return), I have no doubt they will meet at Whydah, and proceed together to Abomey in proper time, as wished by my Lord Palmerston; and the information which Lieutenant Forbes had been able to obtain, and the arrangements which he had made, I hope will assist materially the Consul's journey and mission.

Inclosure I in No. 198.

Lieutenant Forbes to Commodore Fanshawe.

Sir,

"Bonetta," Whydah, April 2, 1850.

WITH reference to your memorandum dated November 24, 1849, I have the honour to report to you, in the form of a journal, the reasons for my not having been able to carry out (in the time given) your instructions.

As there is now ample time to return to Ascension for further instructions, and thus give you the opportunity of sending the mail to England, either in Her Majesty's ship under my command, or some other ship, I, by the orders of Commander Harvey, left the present for His Majesty the King of Dahomey, and much personal property, in the hands of the Viceroy of Whydah.

Should Her Majesty's ship under my command return to England, I am not only willing to remain out, but wish to point out to you, in my opinion, that all that I may have done towards gaining the good opinion of His Majesty and his Viceroy will, should I not return to Abomey, be entirely lost, as well as the value of the present, as the King will certainly never understand my reasons for not returning, and the present is *bonâ fide* the property of the King, as will be seen by my message to him.

The work of treaty must be one of time; but if we promise and do not perform, I fear His Majesty will lose that faith which now is attached to the word of an Englishman in Dahomey.

There are important reasons for causing me to believe I may now be of service towards the suppression of the Slave Trade, by returning to Abomey; these are:—

1st. The vast increase of the palm-oil trade.

2nd. The almost certain defeat of His Majesty's troops in the late war.

The expenses may be said to be already incurred.

I trust the matter of consideration of health will not weigh; as having been now a month in Whydah, the most unhealthy portion of the Dahoman Kingdom, I return in a most perfect state of health.

In a word, I would most willingly give up my command, to endeavour to finish this important service I have commenced; I earnestly beg you will permit me to attempt to perform it.

JOURNAL.

February 26.—Sent a krooman on shore, to report my arrival, and obtain boats and carriers, &c.

February 27.—Landed, and arriving at Whydah, visited the Viceroy; well received. After many compliments, he explained to me that previous to starting for the war, the King (by disease) had lost several of his chiefs, and that it was not until January he marched from Abomey; that he was still at war, and in consequence the Customs were put off.

The seat of war is in the Tappah Country, a warlike people on the north-west of Abomey, formerly holding Eyeo tributary, while that country held Dahomey in tribute.

February 28.—Returned on board, having landed the present.

March 2.—A report reached Commander Harvey, that Domingo Jozé Martins intended visiting Abomey in fourteen days, which report subsequently proved incorrect.

March 5.—In consequence of the above report, landed at Popoe, where reports reached me of His Majesty's defeat, which although not altogether confirmed, are still extremely probable.

March 6.—Remained at Popoe.

March 7.—Proceeded to Ahgway by lagoon.

March 8.—Arrived in Whydah. The Viceroy instantly sent his "stick," and to inquire after my health, &c.

March 9.—Was informed to-day that the following declaration had been made, about a month since, by the Viceroy (in the King's name) to all the foreigners residing in Whydah:—

"The Queen of England and the King of Dahomey are on the most amicable terms of friendship. The Queen does not deny the right of the King of Dahomey to trade in slaves. The King hears that some white person has given information to Her Majesty's ships, whereby captures have been made. The King (should he discover him) will impale the informer."

March 10.—Called on the Viceroy: very civil. He proposed that when the Customs take place, we travel together to Abomey.

March 11.—Great rejoicing, and firing of guns.

The Viceroy sent his headman, with the King's stick, to report to me His Majesty's safe return from the war.

Dispatched a messenger to Abomey, with my "stick" and congratulations to His Majesty on his safe return; also a present of two brass blunderbusses, and the following message:—

"Honoured with His Majesty's request that I would attend at the watering the graves of his ancestors, I had arrived at Whydah, and now waited anxiously His Majesty's convenience to call me to his capital. That besides communications from the Naval Commander-in-chief, I bore presents in the name of Her Majesty Queen Victoria."

March 15.—Visited the Viceroy, and held a long diplomatic conversation with him; his speech may be rendered thus:—

"Why cannot the Queen of Great Britain allow us a little trade? If your ships were stationed midway, you would capture more, and not trouble the King of Dahomey. Leave Whydah open, and take all the rest. The King of Dahomey has no wish to be subsidized by the Queen of England.

"The King of Dahomey, not wishing to kill all his prisoners of war, would wish to sell a few. If he cannot sell them, what is he to do with them?"

To the above, I answered, with all respect:—

That the Queen of Great Britain was determined to stop the Slave Trade;

That the coast was too long, and the sea too large, for Her Majesty's ships to be effective midway;

That the Queen's wish to subsidize, was simply to supply His Majesty's wants until legal trade became equal to the present state of the Slave Trade in value;

That if, instead of killing or selling his slaves, the King would employ them, he would soon see the advantage of retaining labour in his country, and thus put a stop to the Slave Trade.

The Viceroy then rose, and taking a tumbler in one hand, in the other he held a wine-glass.

"If," said he, with emphasis, "the King has been accustomed to give the full of this," pointing to the tumbler, "can he live to give only the full of that?" pointing to the wine-glass. "The tumbler is the slave, the wine-glass the palm-oil trade."

It is not to be wondered at that the Viceroy, who is in daily receipt of large bribes from the slave-dealers, should argue thus at present. Fearing to risk the loss of the friendship of so important an official as the Viceroy, after many compliments and assurances of the good feeling existing between our respective Sovereigns, the conference ended.

March 16.—The Viceroy visited me in state, bearing my stick from the King.

Prostrated, he presented it to me, with the following message:—

"The King congratulates you on your safe arrival, thanks you for the present of the guns, and for the assurances of your message: as the Customs do not take place for some time, the King recommends your taking a walk and returning."

The Viceroy then explained that the Customs took place on the 15th May, 1850.

March 17.—The Viceroy sent his eldest son with his "friendstick;" a compliment not frequently paid.

March 22.—The King's stick arrived, summoning the Da Souza family to Abomey. The King intending to choose a Charchar, the Viceroy and Domingo Jozé Martins were also invited; the latter declines the honour; on dit, he was, as the Da Souza's are poor, intended by the King to have been the official in substance, while the Da Souza was so in name.

March 26.—Visited the Viceroy to take his leave.

He acquainted me with his intention of going to Abomey, and returning in time for the King's summons to the Customs, and explained he would be absent five weeks at the least; that the time for the festival as presently arranged was five days after the death of the next moon.

He begged I would not be absent more than six weeks, as in the event of His Majesty sending for me, and the Viceroy not being able to explain my absence, he would be very angry. Having promised to return, I took leave on the most amicable terms.

March 28.—Mr. Thomas Hutton arrived, and sent his stick instantly, and to say he would call as soon as possible.

In two hours received his visit; he begged I would remove to the fort, ordered separate apartments to be fitted for me by my return, and was in every way as civil as man could be.

March 29.—I ascertained positively that the lagoons of Whydah and Badagry do not join, but are separated by a neck of land, formed on piles driven by order of the present King of Dahomey, to keep the Badagrians in check; the position is called "Gödōne," and lies midway between Whydah and Porto Novo.

Between Little Popoe, and some distance below Whydah (a distance of thirty miles), in a dry season, a man might walk the lagoons without inconvenience; travelling in a canoe drawing at most two feet water, we constantly grounded the whole way, and after daylight I took a walk in company with the canoe for some miles in the lagoon. In the wet season they are some fathoms deep.

March 31.—Embarked on board Her Majesty's ship "Bonetta."

I trust from the above journal and accompanying letters will be seen the necessity for my return to Abomey; at least, in order to keep up the good feeling at present existing, if not to succeed in the ulterior object of my mission.

I have, &c,
(Signed) F. E. FORBES.

Inclosure 2 in No. 198.

Lieutenant Forbes to Commander Fanshawe.

Sir,

"Bonetta," Whydah, April 2, 1850.

I HAVE the honour to subjoin a copy of a letter I received from Commander Harvey, dated Whydah, March 21st, 1850:—

"Sir,

"In answer to your letter of this date, I have the honour to inform you that I am quite of your opinion (as the Customs do not meet before the 15th of May next), you should proceed in Her Majesty's brigantine "Bonetta," on her return from Princes, to the Island of Ascension, and there await the Commander-in-chief's arrival.

"I have therefore to request that you will make the necessary arrangements with regard to the presents to the King of Dahomey, and hold yourself in readiness to embark on board the 'Bonetta,' on her arrival at Whydah, which I expect will be about 1st April next.

(Signed) H. HARVEY."

I have further the honour to add a list of my expenses, and also of the receipts for the presents.

You are aware that rum is one of the currencies of Dahomey: hence, on preparing for my journey, I purchased a puncheon of rum, and thirty kegs to convey it in. When at Ascension, Captain Hutton supplied me with two casks of cowries, the other currency of Dahomey, and some trade cloth which had been in store since 1842, and which I imagined would be a more economical mode of paying my Government expenses than purchasing at the enormous prices. The cloth is at Whydah:—

REPORTS FROM NAVAL OFFICERS.

		<i>Expenses.</i>				<i>£</i>	<i>s.</i>	<i>d.</i>
Feb.	26.	Boat-hire	..	..	..	0	12	0
	27.	Ditto	..	..	..	112	4	4
		Carriers carrying presents to Whydah	..	..	..	3	3	0
	28.	Boat-hire	..	..	..	0	8	4
Mar.	5.	Ditto	..	..	..	0	4	2
		Hammock-men	..	..	..	0	4	2
	8.	Boat-hire	..	..	..	0	16	8
		Carriers	..	..	..	0	12	6
		Kroomen left in charge of presents at Whydah	..	..	..	0	12	6
		King's messenger	..	..	..	0	8	4
	13.	Boat-hire	..	..	..	0	12	6
	14.	Ditto	..	..	..	0	12	..
		Hammock-men	..	..	..	0	8	4
		Kroomen	..	..	..	0	12	6
		Servants	..	..	..	1	0	10
	21.	Hammock-men	..	..	..	0	8	4
		Kroomen and servants	..	..	..	0	12	6
	28.	Hammock-men	..	..	..	0	8	4
		Kroomen and servants	..	..	..	0	12	6
	31.	Bearers for effects	..	..	..	0	12	6
		Boat-hire	..	..	..	0	16	8
		House-hire	..	..	..	2	1	8
		Interpreter	..	..	..	3	4	0
		Cask of rum	..	..	..	9	7	6
						<hr/>	<hr/>	<hr/>
		70 lbs. of cowries, or	..	..	..	30	4	8
			..	..	..	14	11	0
						<hr/>	<hr/>	<hr/>
						£15	13	8

List of Articles in Viceroy's charge at Whydah.

	No.
Muskets	40
Chairs	18
Sponges	6
Hammers	6
Hour-glasses	8
Rope	2 coils
1 box containing red velvet	1 piece
1 box containing black do.	1
Satin	2
Silk	2
Cloth	1
Musical box	1
Watch	1
Red baft	3
1 box containing red baft..	1
1 box containing red caps	39

(Signed) DOGBAH ^{his} _{mark.}

List of Articles left in charge of Madiki Lemon, my interpreter, being intended as presents to the Viceroy and Cabooceers.

Muskets	11 in No.
Chairs	2
Cloth	14 piece
Rum	1 pipe
Kegs	30 in No.

The latter were left thus, as, if once deposited with the King's presents, they would be claimed by the King from the recipient.

Besides the above, on landing I sent to the Viceroy as a present—

Muskets	2
Silk	1 piece
Cloth	3
Hour-glasses	2
To his son—	
Cloth	1 piece
To his headman—	
Cloth	2 pieces
To the King—	
Brass blunderbusses	2
To the interpreter—	
Cloth	1

Trusting that the above may meet your approbation,

I have, &c.

(Signed) F. E. FORBES,
Lieutenant commanding Her Majesty's ship "Bonetta."

Left in the Yarouga's charges at Whydah until my return, or taken out by order of one of Her Majesty's Naval Officers.

Muskets	.	..	..	48
Chairs	..	..	..	8
Sponges	..	..	..	6
Rammers	..	..	..	6
Hour-glasses	..	..	..	8
Rope	..	..	..	2 coils
1 box				
Red velvet	..	..	..	1 piece
Black do.	..	..	..	1
Satin	..	..	..	2
Silk	..	..	..	2
Cloth	..	..	..	1
Musical box	..	..	..	1
Watch	..	..	..	1
1 box baft	..	..	..	3
Baft	..	..	..	1
Caps, red	..	..	..

(Signed) ^{his} DOG ~~✕~~ BAH.
mark.

Inclosure 3 in No. 198.

Lieutenant Forbes to Commodore Fanshawe.

Sir,

"Bonetta," at Sea, Lat. 2° 32' N., Long. 3° 41' E., April 6, 1850.

I BEG leave to point out to you the present state of the trade at Whydah from personal observation made during a sojourn on shore between the 2nd and 31st March.

Slaves are numerous, selling at 60 dollars a-head, for the most part purchased by Domingo José Martins and Joaquim Almeida.

The whole of the slave-merchants are purchasing palm-oil, which six years since sold at three dollars the measure of eighteen gallons,—it now sells at seven dollars and two bottles of rum; the native planters are using all their endeavours to meet the market, and extending their plantations, thus illustrating the fact that they are beginning to discover the value of labour.

Six months since the palm-oil sold at five dollars the measure, when Messrs. Blancheley (French) raised it to seven dollars, expecting a monopoly by driving Hutton's (English) house out of the market, "the Portuguese not generally purchasing," in consequence of which Mr. Hutton does not purchase.

Messrs. Blancheley are the better able to afford to raise the price, as their shells are of a cheap kind, and not actually cowries.

At seven dollars the measure, or £31 per ton, I am told oil would not profit by being sent to England.

It is strange, if Mr. Hutton cannot afford to purchase, how the Portuguese can. Mr. Hutton receives his goods from England direct, and pays a King's duty of 180 dollars per vessel in goods, thus —

Cowries	.	.	.	.	40 dollars.
Muskets	.	.	.	.	5 in number.
Cloth	.	.	.	.	27 pieces.
Powder	.	.	.	.	5 kegs.
Rum	.	.	.	.	50 gallons.

The Portuguese or slave-merchants receive their goods (English) *vid* Brazils, pay two freights, also custom-house at the Brazils, and a very heavy King's duty, "800 dollars."

I was unable to obtain the exact particulars of their duty, but 100 rolls of tobacco is an item, worth 600 dollars.

It would seem the Portuguese aim at the destruction of legal trade by a sacrifice. It is to be hoped that the French and English houses may be enabled to compete and prevent the fall of licit trade consequent on the rise of the price of the slave in Brazils. The slave-merchants in the Brazils complain at present of the high price of the slave in Whydah.

Domingo José Martins profited last year 80,000 dollars by the palm-oil trade at Whydah and Porto Novo, but Domingo José Martins (although the greatest slave-dealer in all Africa) trades in English bottoms hence, pays a small duty, and receives his goods direct from England.

He asserts that if the British Government would pay his expenses with the King (£5000) annually, he would stop the Slave Trade in the Bights; he would so increase the palm-oil trade, as to render it necessary to the King. He further states that he intends visiting England, and if well received will carry out the above desirable end at his own expense.

Martins talks about "philanthropy," deplors that the Government of the Brazils are slaves to the slave-merchants!! That a Brazilian of feeling under existing circumstances should be ashamed of his country!!!

In my opinion an annual subsidy of £3000 would cause the King to put a stop to the illicit trade.

The last shipment of slaves from Whydah was in September 1849.

Slaves are marched to Jackim and Porto Novo on the east, and Ahgway and Popoe on the west. Ahgway is now the residence of Joaquim Almeida (formerly a Mahee slave), and filled with slaves.

Porto Novo, still the residence of Domingo José Martins, is also well stocked.

The whole of the Da Souza family (about 50) are summoned to Abomey, the King being about

to appoint a new Charchar. Domingo José Martins has declined attending, he supposing the invitation to be one of pecuniary interest to the King.

The new Charchar is to pay the legal debts of his predecessor, but not the debts to the slave-merchants.

Such a thing would have been impossible, as the latter are enormous, but it seems an odd command from such a King.

In Whydah are six agents or traders for His Majesty. The Charchar has the advantage of trading with these or other traders without paying the King's duty: all trade, whether in slaves or oil, must be first submitted to the Charchar.

The reports concerning the late war are various, but I have three reasons for supposing His Majesty has not gained his usual number of slaves.

1st. The putting off of the Customs, and the meeting of the Da Souza family, each of the three heads of which will fee the King to the best of his power.

2nd. That the King has sent to Mr. Hutton to state, that four of his chiefs have been captured (such a confession is not usual in Dahomey), and requesting Mr. Hutton to ransom them.

3rd. Commander Miller was told at Popoe that four chiefs were to be decapitated there, on the beach.

Popoe is the nearest seaport to the Tappah, the seat of the late war, and the Popoes are hereditary enemies to the Dahoman people.

As will be seen by my journal, the King and his officers have treated me with the greatest civility.

I have, &c.
(Signed) F. E. FORBES, *Lieutenant Commanding.*

No. 199.

Commander Parker to the Secretary to the Admiralty.—(Received July 9, 1850.)

Sir, "Pantaloön," at Sea, off Quillimane, December 31, 1849.

I HAVE the honour to transmit the information relative to the Slave Trade which I have collected during my stay here, principally from the prisoners; but of course it cannot all be implicitly relied upon.

The principal slave-merchants at Rio trading to this coast are said to be Manoel Pinto, Amaral Bastos, Bernardino de Sa, and Tomas de Costa Ramos.

The agents at Quillimane are—for Manoel Pinto, Tavares; and for Amaral y Bastos, Ferdinando Miranda. This last is only just arrived.

Inhambane and Delagoa Bay are said to be rarely visited now. Commencing from the southward, from Shemangoma, there are a considerable number of slaves shipped. A brig called the "Mosquito" took in 500 from there a short time before our arrival. They say that the brig "Philantropo" was also to have shipped them.

Next, Luabo. The establishment there belongs exclusively to Manoel Pinto.

At Quillimane it would appear that they have been shipping slaves boldly from the river of late, and that the Trade there has much increased. Part of the cargo of the ship "Deliberação" is stated to be for the Governor.

Mariangona, Quizungo, and the river marked in Owen's chart as Masimba, but called by the Portuguese, Macan River: from this last they say many are shipped.

At Angozha all agree in saying that of late there has not been much slave-trading carried on.

To the northward of Mozambique: Pomba Bay, Ibo, and Point Pangane. Slaves are stated to be very plentiful on this coast, costing only 10 dollars; and that there has been of late a very brisk trade carried on.

At Quillimane they state that the price of a slave is 20 to 25 dollars; and the expense of shipping, bribes, &c., included, is between 30 and 40 dollars.

They have now there some very fine launches, larger than a line-of-battle ship, and capable of bringing 200 slaves over the bar; so that a vessel arriving there by appointment, can ship her cargo in a very short time.

Most of the vessels coming to this coast now come under American colours, with an American captain; and all those going to the northward of Mozambique bring money to pay for their cargoes.

It is also said that some vessels may shortly be expected under Sardinian colours, and that a general rush is being made for this coast.

I have got the names of some vessels coming to this coast, and have reason to believe that this information is substantially correct.

I have, &c.
(Signed) HYDE PARKER.

No. 200.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received July 12.)

Sir,

"Centaur," *Ascension*, May 14, 1850.

WITH reference to my letter to you, dated 20th March last, transmitting, for the information of the Lords Commissioners of the Admiralty, a copy of a report which I had received from the Honourable Captain Hastings, stating the grounds on which he had seized the Brazilian barque "*Pilot*" for being engaged in the Slave Trade, she having first hoisted American colours, I have to request you will be pleased to lay before their Lordships the inclosed copies of another letter, with further details of the circumstance, which Captain Hastings has forwarded to me, in consequence of communications which had passed between himself and the commander of the United States' corvette "*John Adams*," relative to the recent capture by our cruisers of vessels which had fraudulently assumed the flag of the United States; as I consider it desirable Her Majesty's Government should be in possession of every particular relating to the subject.

I have, &c.

(Signed) ARTHUR FANSHAWE.

Inclosure I in No. 200.

Captain the Hon. G. F. Hastings to Commodore Fanshawe.

Sir,

"Cyclops," off *Ambriz*, April 17, 1850.

THE commander of the United States' ship of war "*John Adams*" having addressed me upon the subject of the recent captures made by some of Her Majesty's cruisers, on the south coast of Africa, of Brazilian vessels, who attempted to evade our search by displaying the American ensign, and producing American papers, copies of which have been transmitted to you, I think it advisable to relate, more in detail than the previous report I sent you, the antecedent steps attending the capture of the barque "*Pilot*," which vessel was captured by Her Majesty's steam-ship under my command, and I believe a narrative of these facts will bear in the main points a great similarity to the other. Although I made this visit personally to the barque "*Pilot*," and all the proceedings were taken by my immediate orders, I made no notes at the time of the matter; but Lieutenant Dew, Second Lieutenant of the "*Cyclops*," accompanied me on the visit, and having called upon that officer for a statement of the particulars to the best of his recollection, he has furnished me with a narrative of the proceedings, which he wrote a few hours after the capture of the "*Pilot*," to the veracity of which I bear my testimony, and forward it as a true detail of my actions on that occasion.

The American papers and colours were destroyed by the parties (who presented them to me on my first visit) during my absence on board the "*Cyclops*," and I had therefore no proof to forward for the information of the United States' Government, should I have considered it my duty to have sent them there.

I was first led to doubt the true nationality of the "*Pilot*," in consequence of having some few weeks previous fallen in with the alleged American brigantine "*Casco*," of Boston, stated to have a general cargo on board, but which vessel the next morning shipped 450 slaves from *Ambriz*, and was captured the same day by the "*Pluto*" as a Brazilian vessel. I happened to meet the Brazilian master of this vessel at *St. Helena*, where she was brought for adjudication. He informed me that on the day the "*Casco*" was boarded by the "*Cyclops*," the master presented to the boarding officer false American papers; and that, although wearing the American ensign, she was *bonâ fide* the property of a Brazilian, fully equipped for the Slave Trade, and had been disposed of in the harbour of *Rio*; also that more vessels similarly situated to the "*Casco*" might be expected at *Ambriz*.

I have since ascertained that the person on board the "*Casco*," who represented himself as the American master, was an Irishman, by name Bruce M'Kenny.

I have, &c.

(Signed) G. F. HASTINGS, *Captain*.

Inclosure 2 in No. 200.

Lieutenant Dew to Captain the Hon. G. F. Hastings.

Sir,

"Cyclops," off Ambriz, April 9, 1850.

IN reply to your letter of this day's date wherein you call upon me for a statement of the circumstances attendant on your visit to, detention and search of the slave-equipped barque "*Pilot*," on the 10th January last, I have the honour, Sir, having been present with you on that occasion, to inclose you a detailed account of the observations I made, and which I beg leave to state I committed to paper a few days subsequent to the occurrence, when on my passage in the barque to St. Helena.

I have, &c.
(Signed) R. DEW, *Lieutenant.*

Inclosure 3 in No. 200.

Account of the Detention and Seizure of the barque "Pilot."

ON the 10th January, 1850, whilst Her Majesty's steam-ship "*Cyclops*" was at anchor in the roads at Ambriz, a large barque under American colours came in and anchored at 3 P.M. I accompanied Captain Hastings on board her. During our pull to the barque, Captain Hastings and myself were much struck with her light draught of water; her external appearance in no way indicated a legal trade, her cotton sails were much patched, and she was found aloft in a very different manner to what American merchant ships usually are.

We were received on board by the master, Mr. Myers, who stated that the barque was from Vittoria, a Brazilian port near Cape Frio, had been two months out, and had on board cargo for a Portuguese merchant in Ambriz, to whom he was consigned.

Captain Hastings asked to see his papers, which he produced. It appeared by them that the vessel had been sold in Rio Janeiro in March 1849, in which month Thomas Myers (by certificate attached to the papers with the United States' Consulate seal) was sworn as master of her, before Mr. Gorham Parks, the United States' Consul at Rio Janeiro. At the foot of the papers the words "*Now cancelled, property changed,*" were written, and no new owner's name was to be found.

Captain Hastings pointed this out to the master, who professed utter ignorance regarding his papers, and continually answered that if the papers were wrong it was the owner, Mr. Smith's, fault, and not his.

Captain Hastings now asked permission to muster his crew, which was granted. The register (printed in the usual form) was to the effect that the nine seamen mentioned thereon were United States citizens, principally belonging to Boston and New York, and had been shipped at Vittoria in the presence of Mr. Thomas M'Dowell, United States' Vice-Consul, whose seal and signature was affixed. On asking the crew their names, only three answered to them as Americans, the rest confessing themselves Brazilians.

There were on board two Brazilians (cabin passengers) who were evidently much interested in what was taking place.

We observed the galley to be unusually large, and fitted with iron gratings, whereon coppers might be placed.

About six weeks previously an American brigantine, "*Casco*," belonging to the same owner as the "*Pilot*," and from the same port (likewise stated to be sold in Rio), was boarded by the "*Cyclops*," and twenty-four hours afterwards was captured by the "*Pluto*," with 450 slaves, under the Brazilian flag.

Captain Hastings now told the master of the "*Pilot*" that in consequence of the omission of the owner's name on his papers, the self-evident forgery of his register, and the fact of his owner and that of the "*Casco*" being the same, left no doubt on his mind that he was in no way entitled to the flag he sailed under; he should therefore detain and search his vessel, and that if, as he suspected, she was fitted for the Slave Trade, he should send her to the American Commodore or to the United States.

The American master did not expostulate in any manner, but appeared quite callous, and showed none of that honest indignation which a *bonâ fide* American would have done. On being asked what were the contents of his hold, he said he did not know, having been put on board on the point of sailing.

On removing the hatches a slave-deck was found laid, with water, farina, firewood, and all the requisites for the shipment of slaves.

A number of Brazilian seamen now made their appearance, who had been concealed in the slave-deck.

Captain Hastings (having entered the circumstances in the vessel's log) returned on board the "*Cyclops*," leaving me in charge. The Brazilian cabin passengers now questioned me as to what Captain Hastings would do with them; and on my telling them that they would be sent with the barque to the United States, they consulted a short time with the American master, and then frankly avowed to me that the vessel was Brazilian, and stated that the papers just presented were not the true ones.

I now referred them to Captain Hastings, and accompanied the Brazilian (who stated he was the slave captain) on board the "*Cyclops*," to whom he delivered up the "*Pilot*" as Brazilian, and presented a Brazilian ensign.

(Signed) RODERICK DEW, *Lieutenant.*
Her Majesty's ship "Cyclops," off Ambriz, April 9, 1850.

No. 201.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received July 15.)

Sir,

“Centaur,” Ascension, May 14, 1850.

I HAVE the honour to request you will lay before the Lords Commissioners of the Admiralty the inclosed copies of a letter and documents which I have received from the Honourable Captain Hastings, of Her Majesty's steamship “Cyclops,” reporting to me the particulars of the capture of the American brigantine “*Excellent*,” by the United States' corvette “John Adams,” “Cyclops” in company.

It is exceedingly pleasing to me to find a co-operation between the cruisers of the United States' squadron and our own, re-established on the South Coast for the suppression of the Slave Trade. I anticipate the best results from it. I hope it may be continued, as I think it will tend to smooth the difficult position of the officers commanding our cruisers, which had been latterly so much increased; and I trust the cordial and good feeling which appears to exist between Captain Hastings and Commander Powell, of the “John Adams,” will be as satisfactory to their Lordships as it is to myself.

I have, &c.

(Signed) ARTHUR FANSHAWE.

Inclosure 1 in No. 201.

Captain the Hon. G. F. Hastings to Commodore Fanshawe.

Sir,

“Cyclops,” off Ambriz, April 26, 1850.

I HAVE the honour to transmit for your information the particulars attending the capture of the American brigantine “*Excellent*,” of New Orleans, of fifty-seven tons measurement, by the boats of the United States' corvette “John Adams,” Commander Levin M. Powell, off Ambriz, on the 23rd instant, in consequence of her being fully equipped for the Slave Trade.

I would refer you to the inclosures to this letter.

You will observe in Commander Powell's letter, that the papers of the “*Excellent*” were defective, and that several important ones were absent altogether.

From having observed boats continually plying between the “*Excellent*” and the shore, from the moment of her anchoring until that of her seizure (six hours), I am of opinion that she brought over to this coast a regular Brazilian crew, who were landed prior to her detention; also that like all the vessels similarly equipped, who have recently visited this coast, she will eventually prove to be the property of a Brazilian, he employing the American master, mate, and two seamen who were found on board her, at exorbitant wages, to afford his property a nationality it had no claim to, so as to evade search or capture by a British cruiser.

The presence of a United States' vessel of war on this coast, to be engaged in co-operation with our cruisers, will, if continued, effectually put a stop to this fraudulent practice.

I have, &c.

(Signed) GEO. F. HASTINGS, *Captain.*

Inclosure 2 in No. 201.

Captain the Hon. G. F. Hastings to Commander Powell.

Sir,

“Cyclops,” off Ambriz, April 23, 1850.

I DO myself the honour to bring under your notice, officially, the following statement.

At 6 A.M. this morning a sail was observed in the offing, and the “John Adams” was seen to weigh about the same time, and stand off the land; the vessel was watched from Her Britannic Majesty's ship under my command, who was at anchor off Ambriz, and at about 8 A.M. the stranger came to an anchor close in shore of us.

The “John Adams” being by this time well in the offing, the stranger displayed at her main the American ensign.

Thinking her suspicious from her light draught of water and polacca rig, unusual with American vessels, I directed the senior lieutenant of the “Cyclops,” who was proceeding to board an English schooner at anchor near the stranger, to have a nearer inspection of the vessel, but not board her, a United States' cruiser being in sight.

At 10 A.M. the “John Adams” was observed to be standing in towards the land, and the stranger then hauled down the American colours. On the Senior Lieutenant of this ship, returning on board, he reported to me that he considered the vessel exceedingly suspicious from her being so very light and her rig unusual.

CLASS A.

At 1 P.M. the "John Adams" passed close to the "Cyclops," and I then communicated my suspicions of the vessel to you, and you kindly offered to take an officer from this ship, to visit the stranger in company with yourself; on your boarding her, the American ensign was observed by us to be again displayed by the stranger.

On the officer who accompanied you returning, I learnt from his report that you had taken possession of the vessel as a lawful prize, found fully fitted for the Slave Trade, the master having presented you with informal American papers, and that there were only four persons composing the crew, without any manifest of cargo or log-book.

I am of opinion that this vessel must have brought over a party of Brazilians, nominally passengers, but who acted as crew, and that they went on shore previous to your reaching her, as we observed boats communicating with the shore.

The result of this capture, I trust, will enable you to trace the parties in the Brazils who have been for such a length of time trading with informal American papers, and using fraudulently the American flag for their protection, while carrying on illegal commerce.

As it will be my duty to acquaint the British Commander-in-chief of the service and co-operation which it pleased me much to be enabled to afford you, I would respectfully ask, if not contrary to form, for a report of the capture of the said vessel, or other information attending it, for his perusal.

I avail myself, in conclusion, of this opportunity to assure you with what pride and pleasure I view our respective flags so cordially co-operating in the suppression of the nefarious Traffic in Slaves.

I have, &c.
(Signed) GEO. F. HASTINGS, *Captain*.

Inclosure 3 in No. 201.

Commander Powell to the Hon. G. F. Hastings.

Sir,

"John Adams," off Ambriz, April 25, 1850.

I HAVE the honour to acknowledge the receipt of your letter of the 23rd, in which you take the trouble to bring under your (my) notice officially the following statement, relating to a suspicious vessel which passed you, and which showed for a time American colours. I owe you many thanks for this valuable document, and so soon as I get my official report of the seizure of the "*Excellent*," I shall take great pleasure in communicating for your use and information the substance of it.

I am, &c.
(Signed) L. M. POWELL, *Commander*.

Inclosure 4 in No. 201.

Captain the Hon. G. F. Hastings to Commander Powell.

Sir,

"Cyclops," off Ambriz, April 26, 1850.

I HEREWITH transmit you a statement made by a seaman under my command, affecting the character of the master and mate of the slave-equipped American brigantine "*Excellent*," of New Orleans, seized by you on the 23rd instant, who it appears came over to this coast last November, with a slave vessel similarly circumstanced to the "*Excellent*." I also can declare it as my conviction that this master of the "*Excellent*" was in command of the brigantine "*Casco*" in November last.

From the permission you kindly granted to us to visit and inspect the "*Excellent*," I think it only due to you to state that, in the opinion of the officers who have visited her, she is fully equipped for the Slave Trade, as much as any Brazilian slave-vessel which has been captured on this coast, and I am fully persuaded, if you had not detained the "*Excellent*" on the day you seized her, that a cargo of human souls, principally women and children, would have been shipped on board of her.

Further, in all the captures recently made by the British cruizers, no slave irons have been found on board, and that they are articles, we are given to understand, seldom used by the slave captains now.

I am, &c.
(Signed) GEO. F. HASTINGS, *Captain*.

Inclosure 5 in No. 210.

Declaration of James White.

I, JAMES WHITE, ordinary seaman of Her Britannic Majesty's steam-ship "Cyclops," do declare, that whilst on board the United States' sloop of war "John Adams," at anchor off Ambriz, I recognized, on board the said ship, two men who I remember, in the month of last November, appeared as master and mate of the American slave-equipped brigantine "*Casco*," when she was boarded by a boat of the "Cyclops," of which I was coxswain, in that month; and further, I now learn that the said persons appear as master and mate of the American slave-equipped brigantine "*Excellent*," of New Orleans. I am ready to make oath to the truth of this statement.

Signed in the presence, or his mark made before, the Captain and Senior Lieutenant of Her Britannic Majesty's steam-ship "Cyclops," this 25th April, 1850.

(Signed) ^{his} JAMES ~~W~~ WHITE.
^{mark.}
GEO. F. HASTINGS, *Captain*.
HENRY DE LISLE, *Senior Lieutenant*.

Inclosure 6 in No. 201.

Commander Powell to Captain the Hon. G. F. Hastings.

Sir,

"John Adams," off Ambriz, April 26, 1850.

IN compliance with your desire expressed in your favour of the 23rd, I proceed to extract from my official report to the Honourable the Secretary of the Navy of the United States, touching the capture of the brigantine "*Excellent*," of New Orleans, such portions as may interest you, for the information of the British Commander-in-chief.

Your statement, so politely furnished me, I adopt as my own up to the period of my verbal message to you, that I would be happy to take a boat and officer from your ship with me, to visit the stranger, should she prove to be other than American; and the pleasure with which I received him, and the judicious manner in which he bore his part, I have already made known to you.

After I stood in, on nearing the brigantine, my ship hoisted her colours, and with two of my boats, accompanied by yours, I started for the brigantine, whilst the "*John Adams*" plied off and on. I boarded the stranger, and requested him to hoist his colours; he pointed to the American flag lying close by, and ordered it to be hoisted. After confirming the character of the vessel, I invited Lieutenant Hodgkinson of "*Cyclops*" on board (who with great delicacy and propriety had hitherto kept aloof), and who in the subsequent examination afforded me important information respecting the lading and equipments of vessels engaged in the Slave Trade.

He remained with me until recalled by your signal, when I had brought the brigantine to the "*John Adams*."

The papers of the vessel were defective in each case, besides several important papers being absent altogether; this, together with the slave equipment, will, I am sure, justify my seizure before the Government of the United States; its real validity can only be settled before the Courts, but I think I have nothing to fear in the result.

With high regard, and a full appreciation of your friendly co-operation in a good cause,

I am, &c.

(Signed) L. M. POWELL, *Commander.*

(Extract.)

"It is with great satisfaction that I inform you of the friendly, prompt, and zealous co-operation of the senior officer of Her Britannic Majesty's Naval Forces on this part of the coast, Captain the Honourable G. F. Hastings, commanding '*Cyclops*.' He overtook my boats some days since, far from the ship in chase, and after giving them a tow up to the stranger, brought them back to me with great civility, saving them a pull of fifteen miles.

"He gave me the first information of the '*Excellent*,' and at my request (desirous of rendering our co-operation useful to him in return) sent a boat under a judicious officer, which I took in tow, to be in readiness to overhaul the suspicious stranger, in the event of her not being of American nationality; the officer remained in his boat, under his own flag, until I invited him on board the '*Excellent*,' after scrutiny. I was enabled to avail myself of his experience as to the equipment of slaves on this coast."

Inclosure 7 in No. 201.

Lieutenant Hodgkinson to Captain the Hon. G. F. Hastings.

Sir,

"Cyclops," Ambriz, April 23, 1850.

I HAVE the honour to inform you, that I proceeded on board the American corvette "*John Adams*," to co-operate in the boarding of an American schooner anchored in Ambriz. The boat under my command having been taken in tow, Captain Powell asked if I had any objection to the ensign being hauled down; and as I did not wish to throw any difficulty in the way of the true nationality of the vessel being discovered, I at once acceded to his proposal.

On the corvette heaving-to, two boats, one containing Captain Powell, and the other the master of the "*John Adams*," together with the cutter of the "*Cyclops*," left to board the stranger, neither of the boats displaying their ensigns.

On the boats coming alongside the schooner, Captain Powell boarded with the boats of the "*John Adams*," I having previously agreed to lay off on my oars, displaying the British ensign immediately the American boats boarded the vessel.

After a lapse of a few minutes, the American ensign was hoisted on board the stranger by the men of the "*John Adams*," and I was called on board; Captain Powell showed me the register of the vessel, which he told me was informal, as it wanted the signature of an officer, whom he styled the collector, that she had no manifest or log-book.

The hatches were then opened, and on removing some small casks and firewood, a deck was discovered laid, and a large boiler on it.

The vessel was then weighed in charge of the American officers, and detained for further search; on the papers, as captain, the name of Bruce McKenny appeared, who held, I believe, the same position on board the "*Casco*." Captain Powell having anchored the vessel, I returned on board.

In conclusion, I beg to state that Captain Powell expressed himself much gratified with our co-operation in the matter, as well as perfectly satisfied with everything that had passed regarding the co-operation of the British officers and men employed on this occasion.

I am, &c.

(Signed) AUSTIN B. HODGKINSON, *Lieutenant.*

No. 202.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received July 15.)

Sir,

"Centaur," Ascension, May 14, 1850.

I HAVE the honour to request you will do me the honour to lay before the Lords of the Admiralty the inclosed copies of documents which have been transmitted to me by Captain Hastings, of Her Majesty's ship "Cyclops," the senior officer of the division of Her Majesty's ships on the South Coast.

They are communications which have passed between Captain Hastings and the commander of the United States' corvette "John Adams," arising out of complaints which had been made to the latter officer, on his arrival on the South Coast, of irregularities in the proceedings of our cruisers of that division, in visiting American vessels, and also with regard to the seizure of the "Navarre" by the "Firefly;" and I beg you will be pleased to state to their Lordships that I have deemed it desirable to put them in possession at once of the whole of these papers, considering that the recent capture by our cruisers of so many vessels which had fraudulently assumed the character of Americans, coupled with the paragraph which I have since read in the Message of the President of the United States to Congress, on the subject of the African Slave Trade, may excite particular attention, although, from the friendly and courteous manner in which Commander Powell has received and acknowledged the explanations which Captain Hastings was able to offer him, and those which I shall be prepared to make to Commodore Gregory, if referred to, I do not anticipate any further representation in the matter.

My orders relative to the visit of American vessels are very stringent, based upon the instructions furnished for our guidance, and are given verbally, as well as in writing, to every Captain and Commander on joining me for the first time; and I am happy to say that these are the first occasions of my receiving any complaints on the subject (except the case of the "Contest" and "Bridgton," reported in my letter of the 6th instant), and I would only remark that in both cases referred to Captain Hastings by Commander Powell, the visits, viz., of the "Catherine" by the "Centaur's" barge, and of the "Louisa Beaton" by the "Flying Fish's" boats, took place after dark, when no colours could be seen or vessel recognized, and also were primary cases of visit. I would frankly acknowledge that I am apprehensive the legal American trader may have been subjected to some little annoyance, notwithstanding our great desire to avoid it, arising out of the extensive abuse of the American flag, and the sale of their vessels on the coast, covering the Slave Traffic to the last moment; which has caused a well-grounded suspicion in the minds of our officers, that the vessel did not belong to the nation which her colours indicated.

The Commander of the "John Adams," with proper zeal, desirous to execute his instructions, and give all the support in his power to the flag of his country, has evinced his readiness to hear any complaint on the subject, on his first arrival on the South Coast; and the mortification and soreness felt by the slave-dealers of Loanda and Ambriz, at the recent exposures by our captures, has produced an equal or greater readiness on their part to proffer accusations to him against our proceedings. The frankness with which he has admitted, in his letter to Captain Hastings of the 10th April, after he had conferred with his brother officer, Lieutenant Foote, of the "Perry," that his (Lieutenant Foote's) report, strengthened Captain Hastings' explanation, confirms me in this opinion; and also induces the belief that, with such manifestation of good feeling, the future co-operation of those officers for the suppression of the African Slave Trade will be conducted in a cordial manner, and be satisfactory to their respective Governments.

I purpose, by the first opportunity that I can command, communicating with Captain Hastings on this subject.

I have, &c.

(Signed) ARTHUR FANSHAWE.

Inclosure 1 in No. 202.

Captain the Hon. G. F. Hastings to Commodore Fanshawe.

Sir,

"Cyclops," off Ambriz, April 17, 1850.

YOU will observe amongst the inclosures to the letter of the Commander of the "John Adams" to me, of the 8th instant, and which I transmit by this opportunity, a copy of an affidavit made before him by the late mate of the Brazilian barque "*Navarre*," Hiram C. Raymon, seized by Her Majesty's steam-sloop "*Firefly*," Commander Tudor, off Ambriz, on the 19th March last, who now affirms himself to be an American, and that the "*Navarre*" was American property.

As Commander Tudor has left the station, I am unable to call upon him for an explanation; but as I was present when the "*Navarre*" was in company, although not at the seizure, I would beg leave to state the facts of the case as they were brought under my notice.

I reached the "*Firefly*" a few hours after the capture of the "*Navarre*," and understood both from Commander Tudor and his officers, that the "*Navarre*" was a Brazilian vessel, fully equipped for the Slave Trade; her late crew were then on board the "*Firefly*," for the purpose of being landed; but as the service on which I had to detach that vessel was immediate to Loanda, I directed Commander Tudor to retain the prisoners on board, instead of waiting to land them at Ambriz in the morning, as it was probable that the authorities at Loanda would have no objection to them being disembarked there.

It so happened that the "*Firefly*," on reaching Loanda, with the prisoners, met the United States' brig of war "*Perry*," when such of the "*Navarre's*" crew as claimed to be American citizens, were transferred to her, and I would remark that the mate did not then declare himself to be an American citizen, nor make any affidavit at that time touching this capture, although the vessels were in company for two days, but waits some three weeks after, when on the arrival of the "*John Adams*," he ascertains that the American officers are instituting an inquiry into the captures alluded to, he comes off from the shore; and after stating himself to be an American, makes the affidavit therein inclosed, and I fear the man, after making this very grave charge, as well as being engaged in the Slave Trade, has been permitted to re-land.

In perusing the affidavit, you will perceive that Raymon is unable, or does not state, who the American owners of the "*Navarre*" are, in order to substantiate her alleged American nationality, and further, that although chief mate of the vessel, he seems to be quite unaware of the illegal fittings found in her hold.

I have, &c.

(Signed) G. F. HASTINGS, *Captain.*

Inclosure 2 in No. 202.

Commander Powell to Captain the Hon. G. F. Hastings.

Sir,

"John Adams," off Ambriz, April 8, 1850.

I HAVE the honour to inclose a paper (marked A), being a statement of Captain Stodder, of the American barque "*Catherine*," made to Lieutenant Pegram of this ship, on the 2nd instant, with a full assurance that the submission of the same will elicit a satisfactory explanation.

Also statement (marked B), being the certificate of Braddick Chester, mate of the American brig "*Louisa Beaton*," in reference to the boarding of that brig by Her Majesty's cruiser "*Flying Fish*," about the 28th of last March, off Congo River, which certificate is confirmed by Mr. Jos. Bailey, master of the "*Louisa Beaton*."

Also, the affidavit of Hiram C. Raymon, late master of the barque "*Navarre*" (marked C), to all of which I refer in my letter of yesterday.

I am, &c.

(Signed) L. M. POWELL,
Commander, United States' Navy.

Inclosure 3 in No. 202.

(A.)—*Declaration of Lieutenant Pegram.*

April 2, 1850.—BOARDED the American barque "*Catherine of Sal m*," Captain Stodder, two days out from Ambriz.

Captain Stodder states that about a fortnight ago, the barque "*Navarre*," of Philadelphia, was captured at Ambriz by the "*Firefly*." The English commander boarded the "*Navarre*," and threatened her captain that he would lift his hatches, and search the hold for evidences of his being engaged in Slave Trade. Finally, he told the captain that if he persisted in keeping American colours up, he would capture him, and deliver his vessel and crew to the American commodore, who would send him to the United States, to stand his trial for piracy. Intimidated by his manner, the captain hauled down his American colours, said the vessel was not American, and hoisted the Brazilian flag. On this, she was taken possession of by the British commander. The "*Navarre*" had a slave-deck laid. Her captain is now at Loanda. Captain Stodder stated that he had been much annoyed himself by English cruisers firing shot at him, and compelling him to heave-to. Among others, he was chased by the launch of the "*Centaur*," which fired shot at him, and afterwards rockets at his sails, for the purpose, as he believes, of crippling him. He had been frequently hove-to by shot fired from vessels which knew him perfectly for an American, and fair trader. He says he could not move about the coast without being harassed in this way.

A vessel that had been lying by his in the morning, and whose officers perhaps had then made purchases of him, would fire at him when under weigh in the afternoon, under pretence of not knowing who he was. Captain Stodder thinks it highly important that our cruizers should be kept on this part of the coast, to protect our legal commerce from interferences which are not only vexatious in themselves, but frequently attended with serious loss of time, and sometimes jeopardizing the object of the voyage.

(Signed) R. B. PEGRAM,
Lieutenant, United States' Navy.

Witness present:
(Signed) J. BEALE, *Surgeon, United States' Navy.*

Inclosure 4 in No. 202.

(B.)—*Declaration of Mr. Chester.*

I, BRADDICK CHESTER, mate of the American brig "*Louisa Beaton*," do hereby certify that I took off the main-hatch, by order of the master, Joseph Bailey, and thereupon the boarding-officer from the British man-of-war "*Flying Fish*" did, with some of his people, enter the hold, with lights in a lantern, and after examination proceeded to the fore-hold, the hatches of which were lifted, and the same parties entered, and examined the said fore-hold. We had 150 kegs of gun-powder in the fore-hold, and no one had ever entered it with a light, nor did any of our people descend into either hold during either the search or examination.

(Signed) BRADDICK CHESTER.

Witness:
(Signed) C. C. POWELL.

Off Ambriz, April 8, 1850.

I confirm the above statement in all respects, and further add, that a lady-passenger was terrified by the accidental explosion of a pistol-cap, as the boarding party jumped on board at night, she thinking it a gun discharged; and hereunto set my hand. This took place about 9 P.M., on or about the 28th March last.

(Signed) JOSEPH BAILEY.

Inclosure 5 in No. 202.

(C.)—*Deposition of H. C. Raymon.*

United States' ship "John Adams," off Ambriz, West Coast of Africa.

PERSONALLY appeared before me, Commander Powell, of the United States' ship "*John Adams*," on the 8th April, 1850, Hiram C. Raymon, who, being duly sworn, deposes and saith:—

That he was born in the State of Massachusetts, and follows the sea; and being in Rio de Janeiro, was recommended to Captain Clark, who wanted a mate; agreed with said Captain Clark to sail as mate of the barque "*Navarre*," then commanded by the said Clark;

Agreed to serve with said Clark, in said barque "*Navarre*," for nine months, according to the terms and conditions set forth in the shipping articles, preserved by him, and now produced; which said articles were signed and certified in due form in the office of the United States' Consul at Rio de Janeiro, in presence of the said Consul Kent, the whole being done by him, and to the best of his knowledge and belief, by all the parties, in good faith; and further, that the shipping articles now produced as aforesaid, is a good and lawful document in all respects.

The deponent further saith, that the barque "*Navarre*" sailed on the 1st day of January, 1850, on a voyage to St. Catherine, for a freight that Captain Clark negotiated for several days with the master of the American ship "*Oceanus*," of Boston, then at St. Catherine, recently damaged on her voyage to California, as to terms on which said Clark would take the cargo of said "*Oceana*" on freight to California; that the amount offered, to wit, 10,000 dollars, was not deemed sufficient; and that thereon said Clark announced his intention to sail for the coast of Africa, with the view to the sale of his vessel, said "*Navarre*," if a purchaser on his terms should be found: and deponent further saith:

That the papers of said "*Navarre*," to wit, the register, shipping articles, &c., were in all respects true and lawful papers; that said vessel had been engaged in trade between Philadelphia and Pernambuco, several voyages, and that when she sailed from Rio, with deponent on board, the papers as aforesaid were delivered to the said master, Clark, in the office of the United States' Consul for said city.

And the deponent further saith, that he served in the capacity of mate to said Captain Clark, the master of said "*Navarre*," up to the period of the capture of said barque, off the town of Ambriz, on or about the 21st day of March, 1850, by the British steamer "*Firefly*," and that he so served, so far as he was concerned, in the belief that he was thus far engaged in a true and lawful commerce. But the deponent further saith, that the lading of the vessel was confined to water in casks, which the master said was for ballast, and to other articles known on the coast as farinha; that there were sundry Brazilians on board, who laboured in the common duties of the vessel, but who are not entered on the aforesaid shipping articles, the which did excite his, the deponent's, apprehension on the voyage, that the master, Clark, might thereby compromise the character of his vessel, and violate the laws of the United States passed for the prevention and suppression of the African Slave Trade.

And the deponent further saith, that for the whole period included between his entry on board as mate, on the 27th of December, and the capture of the barque "*Navarre*" on the 21st of March, by the "*Firefly*," as aforesaid, he kept the log-book of the vessel, as the true and lawful record thereof, according to law; that the original shipping articles, which are produced as aforesaid, are

the true articles; further, that he has seen the ship's papers, and that they were the true and proper papers, to the best of his knowledge and belief; and that the barque "*Navarre*," when first boarded and held in durance by the foreign officers and men, was in all respects, and in good faith, an American merchant trader of true and lawful character.

And the deponent further saith, that said papers were in the hands of the foreign officer and officers at two several times; that he knoweth not what disposition was made of them, but he believes they were destroyed by, or suffered to be destroyed in the presence of said officers, under threat of delivery of said ship and people to the American authorities, to be tried for alleged violation of the laws of the United States, in terms and words, to wit: "Well, captain, you had better let me take you; for if I deliver you up to the American authorities, you know how they will deal with you;" that the said master, Clark, seemed to be intimidated, and ordered to be hauled down the American flag; and that the said Clark further ordered him, the deponent, to hoist a Brazilian ensign; and the captain of the "*Firefly*" ordered his people to take charge of the vessel, and to open her hatches. Thereupon the barque was seized by the officers of said British steamer "*Firefly*," and the people found on barque suffered to go at large. And further the deponent saith not.

(Signed) HIRAM C. RAYMON.

Sworn to, and signed, before me, the said Leven M. Powell, 8th April, 1850.

(Signed) I. M. POWELL, *Commander*.

(Signed) E. C. DORAN, *Purser, United States' Navy*.

Inclosure 6 in No. 202.

Captain the Hon. G. F. Hastings to Commander Powell.

Sir,

"*Cyclops*," off *Ambriz*, April 9, 1850.

I HAVE the honour to acknowledge the receipt of your letter of the 8th instant, with its inclosures A., B., and C.

The statement marked B, being an affidavit of the state of the American brigantine "*Louisa Beaton*," certified by her master, with reference to the illegal search made by an officer of Her Britannic Majesty's ship "*Flying Fish*," on boarding the "*Louisa Beaton*" off Cabenda on the 28th March last. As I expect the daily arrival of the "*Flying Fish*," I would desire to wait the Commander's arrival before replying to the mate's affidavit, and will call upon the Commander for his report of the circumstances attending the boarding of the "*Louisa Beaton*," and I trust that I may be enabled to give you a satisfactory explanation.

The affidavit (marked C) of Hiram C. Raymon, late mate of the Brazilian barque "*Navarre*." I regret that the departure of Her Majesty's ship "*Firefly*" for England will prevent me from calling on her Commander for an immediate explanation of the circumstance, but I will transmit the document to the British Commander-in-chief, who, I have no doubt, will take the necessary step for the arrangement of this matter, but I would respectfully request that the party complaining, as well as the late master of the "*Navarre*" (who is stated to be at present at Loanda) might be forthcoming to prove the assertions made in the affidavit. It does appear extraordinary, that on the party who made this affidavit, being conveyed to Loanda in the "*Firefly*," after the capture of the "*Navarre*" and there met with, and I heard transferred to the United States' brig "*Perry*," did not, whilst the Commander of the "*Firefly*" was present, make the affidavit to the Commander of the "*Perry*" in order that the truth might be elicited then and there, and inquiry made into the whole circumstances attending the capture of that vessel, the parties being present; I therefore must doubt the truth of the mate's statement until further proof. I observe throughout the affidavit, the mate makes no mention of any American citizen being the owner of the "*Navarre*," nor that on the occasion of her capture being fully equipped for the Slave Trade.

With reference to the complaint made by Captain Stodder, of the American barque "*Catherine*," to Lieutenant Pegram of the "*John Adams*," relative in the first place to the supposed conduct of the Commander of Her Majesty's ship "*Firefly*," on board the barque "*Navarre*" off Ambriz, I beg to state that at the period of the barque's capture by that sloop, the "*Catherine*" was at anchor in Loanda, therefore Captain Stodder's statement could only be made from hearsay of that officer's proceedings on the occasion in question.

From the constant changing of the nationality of vessels on this coast, it became absolutely necessary for us to visit every vessel that was sighted, and on all occasions. I have no recollection of any shot having been fired by any of the cruisers at the "*Catherine*," except when a blank cartridge was fired from a musket on our first visiting the said barque at night, not having seen her before, when the master would not heave too with a fresh breeze, and he was then exceedingly uncivil to the boarding officer. I have frequently met the "*Catherine*" since, but never boarded her.

With respect to the complaint of Captain Stodder against the "*Centaur's*" barge, I am fortunately acquainted with the whole circumstance, and will therefore relate it for your information. The "*Centaur's*" barge, whilst cruising off the Mazulas between the hours of 7 and 10 P.M.,—I am not certain as to the correct time,—but it was after dark, a vessel was observed by the officer in charge of the barge running along the land. Chase was given, and although the vessel must have seen the boat, every means seemed to be used to escape the visit; after some pulling a blank cartridge was fired from the 6-pound brass gun in the bow; the vessel took no notice of the same, and after a little time a rocket, but the officer declared to me that it was pointed quite clear of the masts and sails; this had the desired effect, the barque hove to, and on boarding the officer learnt that the vessel was the American barque "*Catherine*" from Loanda; the Captain was exceedingly uncivil, and on the officer observing that he might have allowed his boat to come alongside before and not used means to prevent her, the Captain replied that he never hove too for a launch, and the mate, who was present, observed, that whoever stated that measures were used to prevent the boat reaching the barque, was a bloody liar. These are the facts of the case, and on Commodore Fanshawe hearing the occurrence, he requested me to mention the matter to the Commander of the "*Perry*." The "*Catherine*" met this United States' man-of-war off Ambriz the day after the "*Centaur's*" barge

boarded her, but I did not learn that any complaint had been preferred by Captain Stodder on the subject previous to your letter, although the "Centaur" was at anchor in the roadstead at Ambriz, while the "Catherine" and "Perry" were together there.

The officer in charge of the "Centaur's" boat had never met or boarded the the "Catherine" before, and was not aware until he reached her that she was an American vessel.

I trust these explanations, until other letters can be forwarded to you, will be deemed satisfactory.

I have, &c.
(Signed) G. F. HASTINGS, *Captain.*

Inclosure 7 in No. 202.

Commander Powell to Captain the Hon. G. F. Hastings.

Sir,

"John Adams," off Ambriz, April 10, 1850.

HEREWITH I have the honour to inclose a report made to me by Lieutenant Foote, of the United States brig "Perry," touching the matters which refer to him contained in your letter of the 9th instant, addressed to me.

I do this with the more pleasure, inasmuch as it strengthens the force of the explanation so promptly rendered by you on the subject of complaint submitted to your consideration by me, and as a manifestation of my sincere desire to arrive at truth, without pausing to consider whose interests may be affected. Should any testimony of a more favourable nature, bearing upon the same question lately mooted, fall into my hands, be assured that it will afford real pleasure to be able to convey information to you.

I take this occasion to make a more formal acknowledgement of the receipt of your letter of the 8th instant, and at the same time of yours of the 9th April, 1850, and to express to you my sense of the prompt and friendly manner with which you have met my call for information. Perhaps I should also have replied more definitively to the question put on several conferences to me: "What are Her Majesty's officers to do, if in the effort to effect the common object specified in the VIIIth Article of the Treaty of Washington, they cannot look behind the flag and papers of any vessel claiming to be American in order to specify her nationality?"

I am at liberty to give but one answer, and that admits of no mistake. The United States recognize no right of visit or search of the vessels wearing the flag of the United States for any purposes by a foreign officer on the high seas.

Whenever this right is disregarded and the visit made, it is at the peril and on the responsibility of the party acting.

Pardon me, Sir, for this short rejoinder to your arguments; it struck me as being due to frankness.

I have, &c.
(Signed) L. M. POWELL,
Commander, United States' Navy.

Inclosure 8 in No. 202.

Lieutenant Foote to Commander Powell.

Sir,

United States' brig "Perry," off Ambriz, April 10, 1850.

YOUR letter of the 9th instant, inclosing a communication addressed to you from Captain Hastings, of Her Majesty's ship "Cyclops," wherein I am mentioned in connexion with the "Navarre" and the "Catherine," with your directions to report on the same, has been received.

In relation to the "Navarre," her captain and mate went on shore on the arrival of Her Majesty's steamer "Firefly," at Loanda, and did not at any time come on board the "Perry," although I requested Captain Stodder of the barque "Catherine" to inform the captain of the "Navarre" that if he had any complaint to make, if he would come on board I would attend to it while the "Firefly" was present. There were six American seamen on board the "Navarre" when captured, who I received on board this ship at their request, as they stated that they had been deceived as to the report of their voyage, and wished to be conveyed to Commodore Gregory, commanding the station, but on reconsideration they applied to go on shore, and having no evidence of any breach of the laws of the United States which would authorize their detention, five of them were permitted to leave the vessel, and one was at his own request yesterday sent on board the "John Adams" under your command. In relation to the "Centaur's" launch boarding the "Catherine," no complaint was preferred to me by Captain Stodder, her commander. Being under weigh on the arrival of the "Catherine" at Ambriz, I had no communication with her except to send the letter-bag on board by my clerk, who, on his return, reported that Captain Stodder or the mate had sportively remarked the "Cyclops" had again fired at him, and when the boat came alongside, he had told the officer to tell his captain he had better keep his potatoes to himself.

I have, &c.
(Signed) A. FOOTE, *Lieutenant Commanding.*

Inclosure 9 in No. 202.

Captain the Hon. G. F. Hastings to Commander Powell.

Sir,

"Cyclops," off Ambriz, April 11, 1850.

I HAVE the honour to acknowledge the receipt of your letter of the 10th instant, with an inclosure from Lieutenant Foote, of the United States' brig "Perry," and it affords me extreme pleasure to observe that the explanations which I tendered you in my letter of the 9th instant have been strengthened by that officer's report. With reference to the latter part of Lieutenant Foote's letter, in which he states that Captain Stodder of the "Catherine," sportively remarked that the Cyclops had again fired at him; and when the boat came alongside, he told the officer to tell the captain that he had better keep his potatoes to himself." I would observe that Captain Stodder has made a false accusation relative to our proceedings; the "Cyclops" did not sight the "Catherine" on passage from Loanda to Ambriz, where she met with the "Perry," and you will remember that on Lieutenant Pegram of the "John Adams" boarding the "Catherine" two days after, no complaint was made by the captain against the "Cyclops," but one relating to the "Centaur's" barge. I therefore deny, most emphatically, ever having fired at the "Catherine" except on one occasion, when she first came to the coast three months since, with a fresh breeze blowing, for the purpose of bringing her to, never having seen her before, and then a blank musket cartridge was fired to eastward.

With regard to the latter part of your letter, in which you state it as your opinion "that foreign officers have no right to look behind the flag and papers of any vessel claiming to be American, in order to verify her nationality, and also that the United States will not recognize the right of visit or search of vessels wearing the flag of the United States, for any purpose, by any foreign officer on the high seas,"

I would answer that I am perfectly aware that the Treaty of Washington gives no right to our officers to visit or search an American vessel, but the Government of the United States are far from claiming that the flag of the Union should give immunity to those who have no right to wear it, and in my instructions I am acquainted that most assuredly Great Britain never will allow vessels of other nations to escape visit and examination by merely hoisting an United States' flag, or the flag of any other nation which has not granted to Great Britain the right of search.

On this coast it is extremely difficult to ascertain without visit the nationality of a vessel, for to-day you pass a vessel displaying the American flag, and in your opinion a legal trader, but to-morrow the same vessel when met, having embarked a cargo of negroes in the interval, presents another nationality. Many Brazilian vessels have attempted to evade capture whilst chased by a British cruiser, by hoisting the American flag, but on observing no hope of escape, have displayed their true nationality.

In conclusion, I take the liberty of transmitting an extract from the instructions under which I am acting, in the event of any of our cruisers meeting vessels, who, from intelligence I may have received, or from these manœuvres, or other sufficient cause, I may have reason to believe that they do not belong to the nation indicated by these colours. To these instructions I have implicitly (as well as every one of my brother officers) in our intercourse with, or visit to foreign vessels, whose nations do not give the right of search to Great Britain, attended to, and it is our duty, until receiving farther instructions, to be guided on all future occasions by those commands. In the event of a United States' cruiser being in company, and joining with our cruiser in the chase of a suspected vessel, who may on our pursuing her display the flag of the Union, but afterwards hoist Brazilian colours, it will be my desire as well as my duty to give way to the American cruiser in paying the first visit to the suspected vessel; but of course you will bear in mind that the United States has no treaty granting the right of search with Brazil. You cannot therefore visit a Brazilian vessel, the American flag having only been used by the chase to evade the pursuit of the British cruiser.

I have, &c.
(Signed) G. F. HASTINGS.

Inclosure 10 in No. 202.

Captain the Hon. G. F. Hastings to Commander Powell.

Sir,

"Cyclops," off Ambriz, April 18, 1850.

YOUR letter of the 8th instant, forwarding an affidavit made before you (marked A) by Braddick Chester, mate of the American brigantine "Louisa Beaton," relative to the inspection of that vessel's holds, by an officer of Her Majesty's ship "Flying Fish," on the 28th of March last, off Cabenda, I acquaint you, that having met the "Flying Fish" this day, and placed the subject before her Commander, he has forwarded me his reply, a copy of which (marked No. 1) I transmit, for your information.

Whilst lying at Ambriz in Her Majesty's ship under my command, on the 8th instant, the ship you command being in company, the "Louisa Beaton" arrived at that anchorage, and ascertaining that some cabin supplies could be procured from that vessel, several of the officers of this ship visited her, for the purpose of purchasing a few articles, the master of the said vessel being, I believe, on board the ship you command, at the same time making the complaint you forwarded to me, relative to the charge affecting an officer of the "Flying Fish."

It so happened that two of the officers of the "Cyclops" entered into conversation with the lady passenger, who, it appears, is the master's wife, and in course of conversation, without any solicitation on their part, she related the particulars of the occurrence before mentioned, and on their return to the "Cyclops," having heard the charge made by Mr. Bailey, the husband of the lady, they handed me a statement, of which the inclosed (marked No. 2) is a copy.

CLASS A.

I would further observe that the boarding of the "*Louisa Beaton*" by the "*Flying Fish*" took place, or said to have taken place on the 28th of March, between which date and the 8th instant she was boarded by Her Majesty's ships "*Gladiator*" and "*Rattler*," also by the United States' brig "*Perry*;" and I am informed by the respective officers commanding those vessels, for I made it my business to inquire of them, that no complaint to those officers on their boarding her, by the master of the "*Louisa Beaton*," against the act said to be committed by the officer of the "*Flying Fish*," on the date alluded to; and it does therefore appear to me that having heard that a correspondence was passing between us on the 8th instant, having reference to the recent captures of Brazilian vessels, who attempted to evade the search of Her Britannic Majesty's cruisers, by displaying the American ensign, and presenting fraudulent American papers, induced the party to come before you with an imaginary complaint of interference by a British officer with an American vessel.

The mate of the Brazilian barque "*Navarre's*" affidavit, is also dated the same day, when the said mate had the opportunity, as I have previously stated to you in my letter of the 9th instant, the very day after the capture of his vessel, by presenting himself in the harbour of Loanda before the United States' officer in command of the "*Perry*" at the time the "*Firefly*" was present there, to make the affidavit or complaint in question, but none was made at that period.

I hope the explanation offered will be deemed satisfactory, and acquaint you that the whole of this correspondence which has passed between us, will be submitted by me to my Commander-in-chief, who, I have no doubt, will take an early opportunity of communicating with Commodore Gregory, Commanding the United States' squadron on this coast, on the subject.

I have, &c.

(Signed) G. F. HASTINGS, *Captain*.

Inclosure 11 in No. 202.

(1) *Commander Patey to Captain the Hon. G. F. Hastings.*

Sir,

"*Flying Fish*," off *Ambriz*, April 18, 1850

IN compliance with your directions, I have called upon the officer (Lieutenant Holmes), sent in charge of the boats of Her Majesty's ship "*Flying Fish*," under my command, which were sent to board a strange sail on the evening of the 21st March, and not the 28th, as your letter states, which proved to be the "*Louisa Beaton*," and herewith inclose the statement of Lieutenant Holmes, relating fully the particulars of his proceeding on board the said vessel.

Being fully acquainted with the stringent orders requiring great caution to prevent giving ground of complaint, on boarding vessels displaying the colours of the United States of America, I have not failed to impress on the officers appointed to this duty, the necessity of strict adherence both to the letter and spirit of them. It being about 9 in the evening, and consequently dark, when the "*Louisa Beaton*" was boarded, no colours were displayed on either vessel; therefore the vessel was not known to be of the United States until boarded by Lieutenant Holmes.

I beg to add, in confirmation of Lieutenant Holmes's letter, that on his returning to Her Majesty's sloop under my command, and reporting to me his proceedings on board the "*Louisa Beaton*," it perfectly agreed with the statement he now makes in his letter, the truth of which is further confirmed by the report which you have inclosed to me from your officers, which it appears they received in the course of conversation with the wife of the master of the said vessel, some time after the occurrence complained of. I may further add, that I had no reason to imagine the master of the "*Louisa Beaton*" had any complaint to make as to the manner of Lieutenant Holmes's examination, as on the forenoon of the following day, the vessels being becalmed near each other, I gave permission to some of the officers of the "*Flying Fish*" to go on board the said vessel, for the purpose of purchasing supplies for their messes, &c., which they were most readily supplied with; and I am informed that the greatest good feeling existed between them; neither did I receive from the master of the vessel any communication or complaint, relative to boarding his vessel by Lieutenant Holmes on the previous evening.

I have, &c.

(Signed) G. EDWIN PATEY, *Commander*.

Inclosure 12 in No. 202.

Lieutenant Holmes to Commander Patey.

Sir,

"*Flying Fish*," off *Ambriz*, April 18, 1850.

IN compliance with your directions, I beg to state the particulars of the boarding of the "*Louisa Beaton*" by the boats of this sloop under my command, on the night of the 21st March last, off Cabenda. On boarding, I examined the vessel's papers, to ascertain her nationality; but seeing on her deck some large water-casks and planks, I asked the master if he would permit me to look into his hold, as several vessels had lately been captured, wearing the United States' colours, but whose papers on examination were found to be false. He answered, that he was aware of the abuse of his flag, and that he in no way objected to satisfy me in respect to his cargo, and himself ordered the hatches to be taken off. I then entered the after-hold, a man with a lantern attending, but no part of the cargo was disturbed. The master then asked me if I would like to examine his fore-hold, to which I assented; when I descended, the mate (I think) pointed to some casks containing powder, but not until the lantern had been lowered into the hold. I should think that the examination lasted about fifteen minutes, after which I spent some time in conversation with the master, during which time, and in subsequent communications, he made no complaint of my proceedings; and I further beg to state, that the vessel was not in any way detained.

I have, &c.

(Signed) E. F. HOLMES, *Lieutenant*.

P.S.—I may be permitted to add, that my report is fully borne out by the statement of the master's wife to the officers of the "Cyclops," in which it will be perceived that no complaint was made at the time of the manner of my examination.

E. E. H.

Inclosure 13 in No. 202.

(2) *Declaration of Lieutenant Adair and Mr. Miall.*

"Cyclops," off Ambriz, April 8, 1850.

WE, the undersigned, do hereby certify, that on this day we were present in the cabin of the American brigantine "*Louisa Beaton*," and were informed by Mrs. Bailey, the captain's wife, "that on the evening of the 28th of March last, the said vessel was suddenly boarded by a boat of Her Majesty's ship 'Flying Fish,' that after ascertaining her nationality, the boarding officer said to Mr. Bailey, 'I dare say it is all right; but what are you doing with all these water-casks on deck? Have you any objection to letting me see your holds?' Upon which my husband immediately ordered the mate to open them; and the boarding officer was so well pleased with their contents, that some of the officers of the 'Flying Fish' visited the '*Louisa Beaton*' the next day, and made considerable purchases for their messes from her stock of sundries."

(Signed) H. ADAIR, *Lieutenant, R.M.*
H. T. R. MIALL, *Clerk.*

No. 203.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received July 15.)

Sir,

"Centaur," *Ascension, May 14, 1850.*

WITH reference to my letter to you of this day's date, transmitting communications which had passed between Captain Hastings, of Her Majesty's ship "Cyclops," and Commander Powell, of the United States' corvette "John Adams," I have the honour to request you will be pleased also to place before their Lordships the inclosed copies of a correspondence which has taken place between Captain Hastings and Lieutenant Foote, of the United States' brig "Perry," relating to the American vessel "*Louisa Beaton*," showing an additional ground for the fair suspicion that the vessel was likely to be employed in the Slave Trade; and also evincing the friendly understanding which existed between these two officers, whilst serving together on the South Coast.

I have, &c.

(Signed) A. FANSHAWE, *Commodore.*

Inclosure 1 in No. 203.

Captain the Hon. G. F. Hastings to Commodore Fanshawe.

Sir,

"Cyclops," off Ambriz, April 15, 1850.

I TRANSMIT you a copy of a letter I addressed to Lieutenant Foote, commanding the United States' brig "Perry," in reply to a verbal communication I received from that officer on the 14th instant, relative to a report he had heard at Ambriz, respecting the American brigantine "*Louisa Beaton*" (that had been laying in company for several days with us) having shipped a cargo of negroes at that place on the 12th instant.

I have stated in my letter to that officer the reason for my not boarding the "*Louisa Beaton*" when she left Ambriz, as well as the doubts I have as to the shipments of Africans having taken place at present; but should it so happen that this vessel has escaped with a cargo of slaves, there can be no doubt that the American master, who was the owner, had disposed of her to the slave-dealers before that shipment took place, and that if the vessel had been again boarded by the United States' cruiser on leaving Ambriz, that they would have found the nationality changed. From a desire of not giving offence to the United States' cruiser, by boarding a vessel in her presence whose nationality had been declared to me by Commander Powell of the "John Adams," or wishing any shadow of complaint to be made for interfering with vessels hoisting the American flag, however suspicious, I did not board the "*Louisa Beaton*," although she remained near us for two days, with light winds, after leaving Ambriz, and from this cause it is likely that a Brazilian slaver has escaped capture; if not a Brazilian, a vessel without colours or papers. If, therefore, the right to visit be denied the British cruiser, so as to procure proof in every instance of the vessel's nationality, the Brazilians will display the American flag, and the Slave Trade will be carried on under those colours, in the absence of a United States' cruiser with impunity.

I have, &c.

(Signed) G. F. HASTINGS, *Captain.*

Inclosure 2 in No. 203.

Captain the Hon. G. F. Hastings to Lieutenant Foote.

Sir,

"*Cyclops*," off Ambriz, April 15, 1850.

I HAD the pleasure of receiving the intelligence you kindly sent me yesterday morning by Lieutenant Rush, of the brig you command, informing me that a report had reached you that the American brigantine "*Louisa Beaton*," which vessel was laying at Ambriz in company with us, on the 7th instant, had shipped a cargo of negroes.

I observed the "*Louisa Beaton*" weigh from Ambriz on the evening of the 12th instant, and pass close to the "*Perry*" with her colours flying, and at sunset she was observed by us close in with the land; also sighted her the next morning, and continued to see her until the evening, apparently working in shore to the southward.

As the wind had been exceeding light all night, I thought it possible, if the information of the "*Louisa Beaton's*" shipment was correct, that I might overtake, and accordingly proposed to Lieutenant Rush that he should accompany me, and watch the proceedings of the vessel, in case we should discover her.

I steamed to the westward for nearly forty miles, but saw nothing of her, and am of opinion that the report in question respecting the "*Louisa Beaton*" is not at present correct, and that when we next hear from Loanda she will be found to have arrived there; but I think it very likely that she has been disposed of by sale, in consequence of the slave-dealers not being successful, having only effected the embarkation of two cargoes of negroes this year (1850), and therefore all the vessels that can be procured, no matter at what expense, will be eagerly sought after by them; but as I hear there is no water at Ambriz, I think it possible that arrangements are being made for the "*Louisa Beaton's*" cargo being discharged at Loanda, from whence, after procuring the necessary articles and fitments required, she will probably return to Ambriz for the negroes.

This will be no new occurrence, as many American vessels have been disposed of in a similar manner, and escaped with cargoes of Africans, since I have been stationed on the coast.

Had no American man-of-war been present on the 12th instant, when the "*Louisa Beaton*" left Ambriz, I should have considered it my duty (from there having been observed, whilst in company with her on the 7th instant, a large quantity of plank sufficient for a slave-deck on her upper deck, together with water-casks, which would have created suspicion) to have visited her, and satisfied myself that her nationality had not been changed by sale at Ambriz, not taking it for granted that the flag displayed by any vessel is sufficient evidence of her nationality. As it is possible that I may not meet the "*John Adams*" previous to your leaving the coast for Porto Praya, you will oblige me by forwarding a copy of this letter to Commander Powell for the information of Commodore Gregory, as it will be my duty to lay it before the British Commander-in-chief, in the sincere hope that some arrangement will be come to by those officers, to put a stop to the nefarious system on the west coast of Africa.

I have, &c.

(Signed) G. F. HASTINGS.

Inclosure 3 in No. 203.

Lieutenant Foote to Captain the Hon. G. F. Hastings.

Sir,

"*Perry*," off Ambriz, April 17, 1850.

I HAVE received your letter of the 15th instant, in relation to a report which I had communicated through Lieutenant Rush, that the brigantine "*Louisa Beaton*" had shipped a cargo of slaves at Ambriz, and agreeably to your request I will forward a copy of it to Commander Powell, for the information of Commodore Gregory.

I boarded the "*Louisa Beaton*" at sea several days before her arrival, and found her to be a legal American trader, which character she sustained whilst at anchor with the several men-of-war at Ambriz. I had no reason, after an absence of three days, to suppose she could in the meantime have been fitted for a slave cargo, and therefore did not consider it my duty again to board her, and I am happy to inform you that the report of the "*Louisa Beaton*" having taken slaves at Ambriz is untrue, and that she is now at St. Paul de Loanda.

In relation to your "not taking it for granted that the flag displayed by any vessel is not a sufficient evidence of her nationality," I remark that the flag which a vessel wears is a *prima facie*, though not a conclusive, proof of her nationality. It is a mere emblem, which loses its true character when worn by those who have no right to it. On the other hand, those who lawfully display the flag of the United States are entitled to all the protection it supplies. When a foreign cruiser boards a vessel under this flag, she will do it under her own responsibility.

I avail myself of this occasion to tender you my thanks for your kind attention to Lieutenant Rush, as well as for the valuable information imparted to me during our co-operation for the suppression of Slave Trade.

I have, &c.

(Signed) ANDREW FOOTE, *Lieutenant Commanding.*

Inclosure 18 in No. 203.

Captain the Hon. G. F. Hastings to Lieutenant Foote.

Sir,

"Cyclops," off Ambriz, April 19, 1850.

I HAVE the honour to acknowledge the receipt of your letter of the 17th instant, and am glad to learn by it that the report of the "*Louisa Beaton*" having shipped a cargo of slaves at Ambriz is incorrect. But as vessels are disposed of, change their nationality, and escape from Ambriz with slaves in so very short a period of time as a few hours, I would respectfully suggest the necessity of keeping a strict watch over the movements of the "*Louisa Beaton*," should she appear again off this part of the coast.

Will you favour me by handing the accompanying letter to Commander Powell, on your next meeting the "*John Adams*?"

I have, &c.

(Signed) G. F. HASTINGS, *Captain.*

No. 204.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received July 15.)

Sir,

"Centaur," Ascension, May 17, 1850.

WITH reference to the documents I have transmitted in my letter of the 14th instant, I have to request you will be pleased also to lay before the Lords Commissioners of the Admiralty the inclosed copies of a letter which I have received from the Honourable Captain Hastings, of Her Majesty's steam-ship "*Cyclops*," Senior Officer of Her Majesty's ships in the South Division, seeking additional instructions from me with regard to the co-operation between our cruisers and those of the United States, in consequence of some proposals from the Commodore of the United States' corvette "*John Adams*," and of my reply thereto; and I shall be glad to receive their Lordships' opinion of the view I have expressed, and which I hope will meet their approbation.

I have, &c.

(Signed) ARTHUR FANSHAWE.

Inclosure 1 in No. 204.

Captain the Hon. G. F. Hastings to Commodore Fanshawe.

Sir,

"Cyclops," off Ambriz, April 17, 1850.

I CONSIDER it my duty to bring under your notice a conversation which I had the honour of holding with Commander Levin M. Powell, commanding the United States' ship of war "*John Adams*," relative to the recent captures which have been made by some of the cruisers under your orders, on the south-west coast of Africa, of Brazilian vessels who have attempted to evade search by presenting false American papers and hoisting American colours on meeting a British cruiser.

Commander Powell began by stating to me that he was not desirous in this conversation of referring to past captures; but that now an American vessel of war was stationed on the south-west coast of Africa, he desired to make some arrangement, or have some agreement between the respective cruisers on all future occasions of our meeting vessels bearing the emblem of our respective countries, but producing in the individual boarding-captain's opinion no just right to wear it; and he would suggest that, for the future, should a vessel be boarded by any of our cruisers, presenting in our opinion false American colours, and that, on our doubting the nationality of the vessel, and informing the master that our duty was, doubting his nationality, to send him to an American officer for further scrutiny; that should the said master (should the vessel be an illegal trader, and employed in the Slave Trade, or fitted to be so employed), for fear of the consequences (the law of the United States inflicting death on any of its subjects convicted of being engaged in the Slave Trade), destroy the fraudulent American papers, and immediately present Brazilian ones, and direct a Brazilian ensign to be hoisted, [that] we, the British officers, should not seize such vessel as a Brazilian slaver, although we see she is fully equipped for the Slave Trade, and is delivered over to us as Brazilian; but that we ought to detain such vessel, on the grounds that false papers were first presented to us to evade search, and either give such vessel up to the American cruiser, if present (or on the coast); if not, to be sent to an American port for adjudication.

As I hold no instructions for my guidance on cases arising, such as I have had the honour of presenting you, I have respectfully to call upon you for your orders for my future guidance, and to place the subject before you in all its points of difficulty and doubt. I would beg to submit the following case, which is likely to arise at the present moment, viz. :—

Two ships of war, cruising together for the suppression of the Slave Trade,—namely, one an American and the other an English cruiser,—observe a strange vessel. Chase is given by both

cruisers, and on nearing her, before the stranger has ascertained the nationality of the ships in chase of her, she hoists an American ensign; but on closing each other, the stranger discovers that the vessels chasing are, the one an American, the other an English cruiser. We will suppose that, similar to our late captures, the stranger is fully equipped for the Slave Trade, with Brazilians on board,—the master or owner of the vessel knowing that, if seized by the American cruiser, and on examination be found by the American officer illegally fitted, or full of slaves, the laws of the United States condemn himself and crew to death; but should the stranger change in the chase (after learning the nationality of the vessels pursuing him) his colours to Brazilian, and, on the English cruiser reaching him, deliver his vessel up as a fully-equipped Brazilian for the Slave Trade, or with slaves on board, I would ask for your instructions as to my guidance on this apparently, to me, most important subject, as in Commander Powell's views the vessel should be delivered up to the American officer; because, without any proof against her, she first displayed the American ensign in our presence. I would observe also, to add to our difficulties, many of these illegal vessels have two sets of papers, fraudulent American and Brazilian, to be used as occasions may arise for them.

I can confidently add, from my knowledge of many facts concerning our recent captures, which I have learnt from different parties, that these vessels left a port in the Brazils as Brazilian vessels, owned by Brazilian subjects, and that no American will be found who can lay claim to any of them as his property.

It is true that we have at the present moment two cruisers of the United States co-operating with our vessels on this coast for the suppression of the Slave Trade; but in consequence of their depôt for provisions being so distant, their period of remaining here does not exceed two months; and perhaps another two years may elapse before any other vessel of that nation appears again here. Their presence will check the abuse of the United States' flag by vessels not entitled to wear them; and it is to be regretted that the American cruisers were not sent here long before.

I have, &c.

(Signed) GEO. F. HASTINGS, *Captain*.

Inclosure 2 in No. 204.

Commodore Fanshawe to Captain the Hon. G. F. Hastings.

Sir,

“*Centaur*,” *Ascension*, May 15, 1850.

I HAVE to acknowledge the receipt of your letters from the 8th the 22nd April, transmitting to me a correspondence and reporting to me verbal communications which had taken place between yourself and the Commanders of the United States' ships of war “John Adams” and “Perry,” with various documents on the subject of the captures which had been made, during the few preceding months, by Her Majesty's cruisers under your orders, of vessels which had fraudulently assumed the American flag, and also of complaints of the masters of the American legal traders “Catherine” and “Louisa Beaton,” respecting the manner in which they had been visited by the officers of our ships on the South Coast, and in consequence seeking from me fresh instructions for your guidance, with respect to your co-operation with the cruisers of the United States, in the event of the recurrence of your meeting Brazilian vessels attempting to evade search by hoisting American colours and presenting false American papers, and on the points spoken of by Commander Powell of the “John Adams.” Before proceeding to reply to you on those matters, I must express the gratification I have experienced in perceiving the cordial and conciliatory spirit which pervades the whole of the communications between yourself and the American officers as creditable to yourselves in the performance of the service with which you are entrusted, as it is in strict conformity with the wishes and directions of your respective Governments; I entirely approve of the full and proper explanations with which you have furnished Commander Powell, and I hope, being reported by him to his Commander-in-chief and Government, they will prove to them the extreme desire of Her Majesty's officers under my orders in carrying out the difficult and delicate duties which they have had to perform, to act in the spirit of their instructions respecting the Slave Trade with every courtesy and forbearance in communicating with American merchant-vessels. If, on the one hand, some of such vessels may have been subjected to annoyance by such visits, others have received essential assistance; and it strikes me that persons have been found ready on the reappearance of the United States' ships of war on the south coast, to report to their officers the one case and to withhold the other, with the view of instilling a prejudice in their minds against the proceedings of the British officers in their endeavours to suppress the African Slave Trade.

Her Majesty's Government were informed by me, by the earliest opportunity, of every particular respecting the captures alluded to, and the whole of the documents which you have now transmitted to me will be forwarded to the Secretary of the Admiralty by the next mail, and should their Lordships see cause, arising out of them, to issue fresh instructions for my guidance I shall no doubt be furnished with them quickly. I observe also that the subject of the abuse of the American flag by “sea-letters” from Rio Janeiro, and the sale of American vessels there and on the African coast for the purpose of Slave Trade, which has been the occasion of these captures, has been introduced by the President of the United States in his message to Congress, and that they are invited by him to consider the means of preventing it. Both Governments and legislatures are therefore likely to discuss the matter. In the meantime the 4th, 6th, and 8th sections of the Instructions under which I and the officers under my orders on the coast of Africa act, appear to me to embrace every point respecting our co-operation with American cruisers, and the visit or search of any vessel, be she a legal or an illegal trader, and I cannot authorize a departure from them in any shape. You must neither stop short, and thus permit the escape of the illegal slave trader; nor must you exceed, and thus give offence to the legal trader of a friendly power. Some passages in the letters of Commander Powell and Lieutenant Foote to you bear closely upon the question you have stated as likely to occur, asking for my instructions; for example: “The flag is no conclusive proof of nationality it loses its true character when worn by those who have no right to wear it.” I answer, if a vessel during a chase or visit by one of our cruisers changes her flag for any purpose, but eventually hoists the Brazilian flag, is declared to be Brazilian property, and appears on examination, whether with

Brazilian or "no papers," to be fitted for the Slave Trade, the undoubted duty of the commander is to detain and send her to a British Admiralty Court for adjudication. Two sets of papers may be considered a proof of illegal traffic. Our instructions say, and Commander Powell repeats, "that the Government of the United States are far from claiming that the flag of the Union should give immunity to those who have no right to bear it." In boarding therefore a vessel about whose nationality a suspicion has arisen, and it turns out, notwithstanding her colour, to be well founded, you must deal with her as the instructions, page 17, require you to do had she not shown a false flag; but on all occasions of joint chase, where circumstances render it practicable, let the visit of a vessel which has shown the American colour be made first by the officer of the United States' cruizer; or should circumstances render it necessary that the visit should be first made by one of our officers, and a doubt be entertained by him of the legality of the vessel's colour, take her, without loss of time to the senior United States' officer in company, and whilst the American flag is flying on board her, let him decide upon the just right of the vessel to wear it. Beyond that we have nothing to do,—*i.e.*, although she be full of slaves, but *bonâ fide* the property of an American citizen, with correct American papers, we have no right—we claim no right—to detain her; but we do protest against the flag of the Union being used as a "mere emblem," and degraded by illegally covering the cruel and unchristian practice of the Brazilian slave-dealer. All that is sought may be obtained without any mark of disrespect to the flag of the United States, without the slightest injury to an American citizen. It is sought only with the desire of suppressing the African Slave Trade, the chief object for which the united forces of our respective countries is employed on the west coast of Africa.

The co-operation of our ships (which I may say unfortunately had been interrupted on the south coast) being re-established with that object, and conducted in the same friendly and conciliatory spirit as it has been commenced by yourself and colleagues, I feel assured will tend very much to check, if not suppress the Traffic in Slaves, and I hope cement the present friendly alliance of our countries, and strengthen the good understanding which our Governments are so desirous to maintain.

This letter will, I hope, relieve you from any doubt or embarrassment. You are at liberty, should it appear to be desirable, to read it to the American officer acting with you, and you will make it known to the Commanders of your division as opportunities offer, enjoining them to the continued strict observance of their instructions in not unnecessarily visiting the American legal trader, to abstain from doing so in the presence of a United States' vessel of war, and to give their Commanders every information in their possession relative to the Slave Trade, or any abuse of the American flag.

I am, &c.
(Signed) ARTHUR FANSHAWE, *Commodore.*

No. 205.

Rear-Admiral Reynolds to the Secretary to the Admiralty.—(Received July 15.)

Sir, "Southampton," *cruizing off Cape Frio, April 8, 1850.*

THE inclosed list of vessels from which slaves were landed on the Brazilian coast during the year 1849, being, as Commander Schomberg assures me, from Mr. Hesketh, Her Majesty's Consul at Rio de Janeiro, may be assumed to be pretty correct, and I therefore beg to forward it for their Lordships' information.

The average price of slaves during the year is said to have been 50*l.* each, which, for this total of 45,980, would amount to 2,299,000*l.*

I have, &c.
(Signed) B. W. REYNOLDS.

Inclosure in No. 205.

VESSELS from which Slaves were landed on the Brazilian Coast during 1849.

Vessel.	Date.	No. of Slaves landed.
Adalia	January ..	300
Aretheia .. ..	.. ..	450
Palhabote .. ..	.. ..	400
	Carried foryard	— 1,150

REPORTS FROM NAVAL OFFICERS.

Vessel.	Date.	No. of Slaves landed.
		Brought forward 1,150
Santa Cruz	February ..	800
Cotueta (felucca) ..	.. ..	310
Zephyre .. ..	.. ..	500
Proserpine (schooner) ..	.. ..	480
Rival .. ..	.. ..	800
Sylphide .. ..	.. ..	900
Castro Primeiro ..	March ..	300
Polka .. ..	.. ..	350
Fontes (sent to Rio Grande)	.. ..	500
Tentadora .. ..	.. ..	540
Saphira .. ..	.. ..	350
Maria Christina ..	April ..	930
Galgo .. ..	.. ..	450
Desengano .. ..	.. ..	650
Nova Esperanza ..	.. ..	300
Franceza (now Deliberacion)	.. ..	800
Albertina (American colours)	.. ..	650
Idelmondo .. ..	.. ..	800
Paulina .. ..	.. ..	900
Phenix .. ..	.. ..	180
Sereia	May ..	850
Inveja .. ..	.. ..	450
Rival (schooner) ..	.. ..	600
Barque (name unknown) ..	.. ..	740
Iderante .. ..	.. ..	550
Assombro .. ..	.. ..	650
Providencia (steamer) ..	.. ..	1,250
Nova Especulação (schooner)	July ..	600
Antipatico .. ..	.. ..	1,050
Aretheia .. ..	.. ..	480
Meteor .. ..	.. ..	420
Herald (American colours)	August ..	900
A brig (French colours)	.. ..	600
Thereza .. ..	.. ..	560
Esperanza (pilot boat) ..	.. ..	290
Brazileiro (brigantine) ..	.. ..	350
Joaquima .. ..	.. ..	415
		3,115

Vessel.	Date.	No. of Slaves landed.
		Brought forward
Latona	September ..	800
Especulador .. ..	.. ..	410
Plia Julia .. ..	.. ..	600
Brig (American flag) ..	.. ..	652
Lete (pilot-boat) ..	.. ..	105
Virginia (schooner) ..	.. ..	204
Flor de Nocte (brigantine)	.. ..	601
Sereia	October ..	800
Brig (name unknown) ..	.. ..	740
(Rio dos Astros)		
Castro (brigantine), Macahé	.. ..	110
Giovanni (Sardinian polacca)	.. ..	650
Audaz .. ..	.. ..	800
Antipathico .. ..	.. ..	851
Caracas (American brigantine)	.. ..	700
Condor .. ..	.. ..	600
Astrea (American Cestus)	.. ..	600
Etna (felucca)	November ..	720
Barque (French colours) ..	.. ..	800
Vingador .. ..	.. ..	500
Constellação (formerly French barque)	.. ..	900
A pilot-boat .. ..	.. ..	480
Marianna (felucca) ..	.. ..	450
Seriza .. ..	.. ..	848
Georgina (felucca) ..	December ..	490
Whig (American brig) ..	.. ..	840
Imogene .. ..	.. ..	500
Santa Cruz .. ..	.. ..	682
Five vessels (names unknown)	.. ..	.. ..
Suspected—		
Commercio de Rio,		
Sumacca Andorinha,		
Maria Candida,		
San Francisco,		
Felucca (Sardinian)		
Brig (French),		
Ship (French),		
Brig Lucinde		
Ship Hannibal (American colours)		
Brig (American colours)		
Supposed to have landed about	.. ..	.. ..
		5,000
		Total .. 45,980

(Signed) C. M. LUCKRAFT, Senior Lieutenant.

No. 206.

Commander Hyde Parker to Commodore Wyvill.—(Received July 15.)

Sir,

“Pantaloön,” off Casuarina, March 6, 1850.

I HAVE the honour to inform you of the detention of the Brazilian brig *“Philantropo,”* fully equipped for the Slave Trade.

At daylight on the 28th February, the prize *“Deliberação”* being in company about four miles astern, I observed her wear and make sail in chase of a vessel; I immediately followed her, but owing to variable and partial winds did not come up with the chase till 2:30 P.M., when I found her detained by the whale-boats of the prize. I boarded her, and found her fully equipped for the Slave Trade. She is Brazilian; 340 tons, and has no papers, except a passport.

I have, &c.

(Signed) HYDE PARKER, *Commander.*

No. 207.

Commander Hyde Parker to Commodore Wyvill.—(Received July 15.)

(Extract.)

“Pantaloön,” off Casuarina, March 6, 1850.

I THEN proceeded to Luabo; sent the pinnace up the river provisioned for a fortnight, under charge of Mr. Greet, master, and then returned off Quillimane. On the 29th of January I chased a ship which anchored off Quillimane, and showed American colours. On the 30th, finding her fully equipped for the Slave Trade, I took possession of her. She has no papers, and has a cargo for the purchase of slaves, as also water, plank, irons, mess-kids, coppers, farinha, rice, &c. Having put a prize-crew on board, I returned to Luabo, and on the 8th February last the pinnace returned. 9th, chased a brig, which proved to be the *“Juan de Castro,”* from Inhambane to Quillimane. On the 13th, at daylight, observed a brig at anchor off Olinda River, about eight miles to windward, and chased her till sunset, when she was lost sight of about six miles ahead. On the 16th we again saw the same vessel off Olinda, about eight miles to windward, and chased her with the same result. From the 16th to the 26th we were continually moving up and down the coast, and on the 26th anchored off Quillimane, with the intention of completing water from the prize. However, during the night she parted one cable during the squall, and there being much swell, I determined to proceed to Casuarina and water there.

On the morning of the 28th February, in company with the prize, we chased a brig, and on getting up to her at 2 P.M., I found her in possession of the prize's whaleboats. She was boarded and detained by Mr. Edwards, gunner, with five men from the prize, after a pull of five or six miles, and had thirty men on board. He was threatened before boarding, but fortunately the captain of the brig threw all the muskets overboard as the boat was coming up, and no resistance was offered when he got on board. I feel pleasure in bringing him to your notice, as he is a very steady, deserving officer. The brig is called the *“Philantropo,”* and is a beautiful vessel of about 350 tons, completely fitted for the Slave Trade, and is the same vessel we have chased twice before.

On the morning of the 2nd March a sail was reported outside, and I slipped in chase. At 5 P.M. I boarded, and found her to be the coasting brig *“Vencedor.”* On the 3rd I chased and communicated with the brig *“Don Juan de Castro,”* the Lieutenant in command of which informed me that an American brig had come off Quillimane and taken a pilot on the 1st; and on the 4th I again anchored in Casuarina Roads.

The health of the ship's company of Her Majesty's brig is, I am glad to say, perfectly good.

No. 208.

Rear-Admiral Reynolds to the Secretary to the Admiralty.—(Received July 23.)

Sir,

“Southampton,” Rio de Janeiro, May 27, 1850.

I BEG you will be pleased to lay before their Lordships two letters which I received to-day from Lieutenant Crofton, commanding the “Rifleman;” one of which reports his having seized, on the 3rd instant, the Brazilian schooner “*Cinco Irmãos*,” for being engaged in the Slave Trade, and (as appears from his declaration, and the report of survey on her condition, also transmitted herewith) of his having destroyed her, as being unseaworthy.

The other letter, dated the 22nd instant, gives an account of a cowardly and wanton attack made upon a cutter’s crew of the “Rifleman,” which sought shelter from heavy weather, under the lee of a small island, situated about six miles to the eastward of the Island of Moela; and I regret to observe that one of the crew was shot dead in getting into the boat.

I have represented this outrage to Her Majesty’s Chargé d’Affaires here, but I entertain little hope that the Brazilian Government will bring the ruffians to justice. The locality of the slave-barracoons along the coast is infested by hordes of these piratical characters, and unless we had the power and permission to make a summary example of them, we must, I fear, expect a repetition of such violence whenever an opportunity is afforded to them.

I shall call upon Lieutenant Crofton to furnish me with a fuller detail of the circumstances, which, when I receive, I will forward to you for their Lordships’ further information.

I have, &c.
(Signed) B. REYNOLDS.

Inclosure 1 in No. 208.

Lieutenant Crofton to Rear-Admiral Reynolds.

Sir,

“Rifleman,” off Santos, May 20, 1850.

I HAVE the honour to inform you that on the evening of the 3rd instant, while cruising off Monte de Trigo, I seized the Brazilian schooner “*Cinco Irmãos*,” for being unlawfully employed in the Slave Trade; and that having carefully surveyed, and finding her unseaworthy to make the voyage to a British port, I deemed it my duty to destroy her. Inclosed is the affidavit and report of survey on her.

I have, &c.
(Signed) S. S. L. CROFTON, *Lieutenant and Commander.*

Inclosure 2 in No. 208.

Declaration of Lieutenant Crofton.

I, THE Undersigned, Stephen Smith Lowther Crofton, holding the rank of Lieutenant in Her Majesty’s Navy, and commanding Her Majesty’s steam-vessel “Rifleman,” duly authorized by the Convention between Great Britain and the Emperor of Brazils, dated the 23rd day of November, 1826, for the suppression of the Slave Trade, do hereby declare, that on the 3rd day of May, 1850, the islands called the Alcatrasses, bearing south, I seized the Brazilian schooner “*Cinco Irmãos*,” whereof João Richardo is master, for having violated the said Convention; and I further declare that the vessel had on board, at the time of capture, a crew consisting of seven persons, of whom six were white men; and no slaves; and I do declare that I found the vessel in the following state:—

A clear hold, right fore and aft, with a deck laid down ready to receive slaves, the accommodation for crew being on the upper deck.

A quantity of farinha and jerked beef, stowed in the fore-part of the vessel, so as to be got at through a hatch in the fore-peak.

Twenty-five large wooden mess-tubs, for feeding slaves.

An open hatchway abaft was concealed by the bed-place of the master of the vessel, and was evidently intended for ventilation, as no cargo could be struck down, from its confined position, and the bed-place was a temporary one.

The schooner was fitted for eight sweeps, which said sweeps were found on board her.

And I further declare that I had been cruising in Her Majesty's steam-vessel under my command, in search of this vessel, for several days, from information that I had received from Her Majesty's Vice-Consul at Santos, and other competent authorities, who were perfectly cognizant of her character, and of the service on which she was employed, which was, to cruise off the coast, and relieve expected slavers of some of their cargoes, and warn them of the vicinity of Her Majesty's steam-vessel "Rifleman."

On boarding the said schooner, the statement of the master, in answer to the questions put to him, were most contradictory; and on being asked for the vessel's papers, he stated that he could neither read nor write, at the same time producing a box of old letters, addressed to various parties, and desiring the boarding-officers to examine them; they proved to be private papers and letters, having no reference whatever to the vessel.

Having seized the said vessel, and removed some of the crew to the "Rifleman," the master stated to me that he had been hired to look out for a vessel daily expected on this coast from the coast of Africa, with slaves on board, and that he had a person on board who possessed letters for the said expected vessel, directing her where she was to land her slaves; but that on seeing the "Rifleman" in chase, this person had escaped from the schooner in a canoe.

And I further declare that the following was the vessel's dimensions:—Length, 58 feet; Breadth, 19 feet; Depth of hold, 11 feet.

Given under my hand, on board Her Majesty's steam-vessel "Rifleman," at sea, the 4th May, 1850.

(Signed)

S. S. L. CROFTON,

Lieutenant and Commander.

Inclosure 3 in No. 280.

Declaration of Survey of the "Cinco Irmãos."

IN pursuance of an order from S. S. L. Crofton, Esq., Lieutenant commanding Her Majesty's steam-vessel "Rifleman," and senior officer present,

We whose names are hereunto subscribed have been on board the Brazilian schooner "Cinco Irmãos," seized by Her Majesty's steam-vessel "Rifleman," and having held a strict and careful survey on her state with regard to seaworthiness and fitness to make a voyage to St. Helena, do declare that several of her planks are very defective, and that the vessel herself is very old, her rudder is sprung, and her frame-work very rotten. Her fore and main rigging is quite unserviceable, and her sails worn out. She is also in a leaky state.

Under these circumstances we are of opinion that she is not seaworthy, nor could she be made so without a thorough repair and overhaul. Her length is 58 feet, breadth 19 feet, depth 11 feet. And we have taken this survey with such care and accuracy, that we are willing, if required, to declare to the impartiality and correctness of our proceedings.

Given under our hands on board Her Majesty's steam-vessel "Rifleman," at sea, the 15th May, 1840.

(Signed)

J. HITCHINGS, *Second Master,*

P. COE, *Gunner,*

H. TIMMINS, *Carpenter's Mate, Her Majesty's steam-vessel "Rifleman."*

Approved.

(Signed)

S. S. L. CROFTON, *Lieutenant Commanding.*

Inclosure 4 in No. 208.

Lieutenant Crofton to Rear-Admiral Reynolds.

Sir,

"Rifleman," at Sea, off the Alcatrazes, May 22, 1850.

I HAVE the honour to report to you, that being officially informed of the expected arrival of two large ships on this spot, I have been vigilantly cruising to intercept them; and that on the evening of the 15th, the weather having cleared up fine, I detached the cutter, with ten men, under the command of Mr. Ryan, master's assistant, with orders to cruise between the Moela and Monte de Trigo, whilst the "Rifleman" watched to the southward of Quimada Grande, both being the expected points of arrival.

On the morning of the 16th the weather suddenly became bad, and increased to a gale, which obliged the cutter to run for the mainland, and seek shelter under the lee of a small island adjacent to a slave barracoon about six miles to the eastward of Moela. After securing their boat, the men being drenched with wet, they lit a fire on the rocks, and commenced drying their clothes and cooking their victuals, when suddenly they were surprised by a large party of men armed with muskets, not less than fifty, the majority white men, who at once attacked them, and unfortunately shot one

of our men dead in getting to the boat. Mr. Ryan weighed, and pulled out under a very heavy fire, the boat and the men's clothes being perforated with shot-holes; in consequence of this the boat was blown out to sea, and the crew exposed for three days to a heavy sea and rain.

This cowardly and unprovoked attack on men seeking shelter from the gale is in character with these ruffians, who are all slave-crew men waiting to assist, and, if possible, to defend the vessel, should they be molested by us in discharging their cargoes.

Mr. Ryan finally got into the entrance of the Bertioga River; and although he showed his ensign and pendant to the officer of the fort, he was detained, and treated with great incivility, notwithstanding his remonstrances that he was a British officer.

The schooner which I seized on the 3rd instant was employed by the owner of the barracoon near which this outrage was committed.

Mr. Ryan throughout has behaved with resolute firmness and discretion; in the first place in being prepared with his arms ready and in order, although totally unsuspecting of annoyance; and secondly, in defending his party with a few muskets until all were embarked and the boat out of gun-shot. My impression is, from my knowledge of these men's characters, that but for Mr. Ryan's coolness, the boat's crew would have been massacred.

On the weather moderating, I proceeded to the locality of the above outrage, and there discovered, in a house adjacent, the missing articles belonging to the boat, and the men's wearing apparel. Being satisfied from this, that these were the parties implicated, I destroyed the house as being the nest of a horde of pirates.

I have reported the entire circumstances to the authorities of Santos, through the Acting Vice-Consul, Mr. Glynn, and they appear to have taken it up very warmly. Of my proceedings in destroying the premises, the authorities expressed themselves gratified, as being part of the slave establishment at Perrequé.

I beg, Sir, to inform you that there are two brigs at Santos, both of them slavers, and ready to sail with the first fair wind; and that I have been watching for them in the offing for some days; their destination is the coast of Africa; and being the only cruizer on this coast, and other vessels daily expected at Perrequé, I shall remain on this cruising ground, and if necessary, shall purchase coals at Santos to enable me to intercept them, which I hope, Sir, will meet your approval.

I am, &c.

(Signed) S. S. L. CROFTON, *Lieutenant Commanding.*

No. 209.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received July 24.)

(Extract.)

Ascension, June 4, 1850.

A SMALL Brazilian schooner arrived yesterday, a prize to Her Majesty's ship "Philomel." She had been taken on the 9th May, with 245 slaves, in latitude 10° 30' south, longitude 14° 13' west, and sent by Commander Forbes, in charge of Lieutenant Helby, to St. Helena; but having, from light trade-winds, been unable to reach that island, and being nearly out of water and provisions both for prize crew and slaves, and, I regret to add, having experienced a fearful mortality amongst the latter from dysentery, and from their having been shipped apparently in a very emaciated state and horribly crowded in so small a vessel, 105 having died previous to her arrival, Lieutenant Helby bore up for the island. Having supplied her with everything required, and placed an assistant surgeon on board, I have sent her to Sierra Leone for adjudication.

No. 210.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received July 24.)

Sir,

"Centaur," Ascension, June 4, 1850.

I HAVE the honour to inclose, for the information of the Lords Commissioners of the Admiralty, a copy of a letter from Commander Selwyn, of Her Majesty's sloop "Star," and its inclosures from Lieutenant Vernon of that sloop, detailing the circumstances of the capture of the Brazilian brigantine "Vingador" by the pinnace of that sloop on the 2nd May.

I have, &c.

(Signed) ARTHUR FANSHAWE.

Inclosure 1 in No. 210.

Lieutenant Vernon to Commander Selwyn.

Sir,

"Star," Friday, May 2, 1850.

I HAVE the honour to inform you that I anchored in Old Benguela Bay at 8 P.M. on the 1st instant, weather thick and cloudy. About midnight it began to clear up, and at 3 A.M. the look-out man reported a vessel at anchor just within the point; I immediately weighed and proceeded towards her, which she observing, shipped and stood to the N.W., under all plain sail. I followed with sails and oars gradually gaining, the wind being at that time between 2 and 3; about 7.30 chase kept more away to the northward, and set port stud-sails; about 8, being then within range, I mounted the guns, and commenced firing shot at her, she not taking any notice of my colours or the muskets I had previously fired; 8.30, several shots having passed close to her, and one between her lower stud-sail and foresail, she shortened all sail and rounded to.

9. Boarded the Brazilian brigantine "*Vingador*," fully equipped for the Slave Trade, 35 days from Macahé, and detained her.

9.30. Observed Her Majesty's sloop "Star" to the S.W.

I have, &c.

(Signed)

HENRY R. VERNON,

Lieutenant in charge of Pinnace.

Inclosure 2 in No. 210.

Lieutenant Vernon to Commodore Fanshawe.

Sir,

"Star," Logito, May 5, 1850.

I HAVE the honour to report that about 5 P.M. on the 1st instant, Her Majesty's sloop, under my command, being 5 miles north of Novo Redondo, a suspicious-looking vessel was seen N.W. 13 or 14 miles, apparently steering for Old Benguela, there being a fresh breeze at the time. I immediately made all sail in chase, when I observed chase tack and stand to westward. Seeing that it was impossible to keep sight of her during the night, and feeling sure that if she was a slaver, she would after dark come in shore, at 6.30 P.M. I shortened sail, and running to the northward and hove-to 5 miles south of Old Benguela Head, the pinnace being in shore to the northward. At daylight on the 2nd exchanged colours with the French brig of war "*Argus*," and soon after observed a brigantine running out of Old Benguela to the northward, made all sail in chase. At 9.30 A.M. observed chase round-to and pinnace ditto. A copy of Lieutenant Vernon's report of the chase and detention I transmit for your information. At 12.15 P.M. I boarded and took possession of the two-topsail brigantine "*Vingador*," about 170 tons, 35 days from Macahé, fully equipped for Slave Trade. It appears that at 7 P.M. on the 1st, thinking we should chase to the westward, he again stood for the land, and anchored in Old Benguela Bay at 1 A.M. I dispatched her to St. Helena the same evening, under charge of Mr. Greet, midshipman, with a crew of six men, sending in her the portions of the schooner destroyed on the 25th instant.

I have this day landed her crew at Logito.

I have, &c.

(Signed)

F. SELWYN, *Commander.*

No. 211.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received July 24.)

Sir,

"Centaur," Ascension, June 4, 1850.

I HAVE the honour to inclose, for the information of the Lords Commissioners of the Admiralty, copy of a letter from Commander Wodehouse, of Her Majesty's ship "*Phoenix*," detailing the circumstances attending the capture of the Brazilian brigantine "*Dous Amigos*," on the night of the 12th of April.

I have, &c.

(Signed)

A. FANSHAWE.

Inclosure in No. 211.

Commander Wodehouse to Commodore Fanshawe.

Sir, "Phoenix," at Sea, lat. 5° 45' north, long. 3° 0' east, April 13, 1850.

I HAVE the honour to acquaint you, yesterday, Porto Novo bearing E.N.E., "Hecla's" prize in company, we observed a brigantine standing in for the land, who shortly after shortened sail, and stood out on the starboard tack; I then got the steam up, and went in chase; at 2 observed Her Majesty's ship "Hecla" astern; at 7.15 chase showed a light, took in studding-sails, and on our closing her, she put her helm up, and ran into us, either with the intention of crossing our bows or damaging us (perhaps supposing we were a paddle-box steamer); the consequence of this manœuvre was, he lost his bowsprit short off, and both top-masts; on our taking possession of her she proved to be the "Dous Amigos," of Bahia, belonging to Martinez. I held a survey on her with the officers and carpenters of both ships (one report I herewith inclose), and have put the prisoners in the "Hecla;" the only damage done to the "Phoenix" was birthing forward and accommodation-ladder. It was the most wilful thing I ever saw; luckily our engines were stopped, and we had way enough to answer our helm; we kept away eight points, or we should have cut her in half. She is an old merchant brigantine. We part company this afternoon for Fernando Po, with Mr. Becroft, the Consul, on board, and wait his convenience there.

I have, &c.
(Signed) GEO. WODEHOUSE.

No. 212.

Commodore Wyvill to the Secretary to the Admiralty.—(Received August 1.)

Sir, "Castor," May 10, 1850.

REFERRING to the third paragraph of my letter of the 3rd instant upon the subject of Slave Trade, I beg you will inform my Lords Commissioners of the Admiralty, that Major Hamerton, Her Majesty's Consul at this place, in compliance with my request, has succeeded in obtaining from his Highness the Imaum of Muscat, in addition to the Treaties existing, authority which enables Her Majesty's ships to destroy barracoons erected on shore between Sanga Manara and Cape Delgado. I am sorry to say that some have been erected near the latter place by Banyans.

With this power I hope to suppress the great Traffic in Slaves which has been carried on between his Highness's dominions to the north of Cape Delgado and Ibo in the Portuguese territories.

I beg to inclose a copy of the correspondence, together with a translation of the Imaum's authority; and I request you will be pleased to call their Lordships' attention to the copy of a letter I felt it my duty to address to Major Hamerton upon the subject.

I trust these proceedings will meet their Lordships' approval.

In conclusion, I have further to request that you will inform their Lordships that the important Protocol to the Portuguese Treaty, dated 12th August, 1847, for the suppression of the Slave Trade, will expire on that date this year, and I think it highly desirable this power should be renewed.

I have, &c.
(Signed) C. WYVILL.

Inclosure 1 in No. 212.

Commodore Wyvill to Consul Hamerton.

Sir,

"Castor," Zanzibar, May 1, 1850.

REFERRING to the Treaty concluded by you between Her Majesty and the Imaum of Muscat for the suppression of the Slave Trade, dated the 2nd October, 1845, I beg to inform you that I have reason to believe much of this trade is carried on between Cape Delgado and Guilloa (Keelwa), from which port his Highness has given permission for Her Majesty's ships to stop the export of slaves, but from the small force under my orders, I find it impracticable to detach a vessel to watch this coast for any length of time; and that then, unless authority be granted to Her Majesty's ships to enter the bays, ports, rivers, and creeks, in pursuit of slave-vessels, and also to destroy any barracoons or other arrangements which may be made on shore for purposes of Slave Trade, similar to that granted by Her Most Faithful Majesty the Queen of Portugal (in the Protocol dated the 12th August, 1847), which I beg to inclose for your information, the attempt to stop this illicit traffic would be futile.

I therefore think it would be highly desirable in carrying out the views of Her Majesty's Government that similar arrangements should be made with his Highness, and I beg to submit the same for your consideration, that if it be political you will move his Highness to grant such further power to Her Majesty's ships.

I have, &c.
(Signed) E. WYVILL.

Inclosure 2 in No. 212.

Consul Hamerton to Commodore Wyvill.

Sir,

Zanzibar, May 8, 1850.

I HAVE the honour to acknowledge the receipt of your letter of the 1st instant, and have the honour to inform you that I have succeeded in inducing his Highness the Imaum of Muscat to concede that authority you consider necessary for Her Majesty's vessels of war employed on this coast in suppressing the Slave Trade, viz.:

"To enter the creeks, rivers, bays, and ports between Sanga Manara and Cape Delgado, in pursuit of vessels engaged in the Slave Trade, and to destroy all barracoons or establishments found erected for the convenience of carrying on the Slave Trade."

With reference to your suppositions, mentioned in your letter now under reply, that the Slave Trade is carried on between Cape Delgado and the Imaum's dominions southward of Keelwa, I have to acquaint you that such is the case, and the slaves are taken from the ports in the Imaum's dominions to the Portuguese ports, and are collected near the mouths of rivers and creeks in barracoons for the convenience of being shipped on the arrival of the vessels. But this year, in consequence of the measures you have adopted, the Arab boats from the north, which have been in the habit of proceeding southward of Zanzibar, have this season returned without being able to procure slaves.

I have the honour to inclose a copy of the Imaum's letter, granting the required permission, with an English translation of the same; the copy bears the seal and signature of his Highness the Imaum.

I have, &c.
(Signed) ATKINS HAMERTON.

Inclosure 3 in No. 212.

The Imaum of Muscat to Consul Hamerton.

CONFIDING in the Almighty.

From the confiding slave of God's mercy, Saeed Ben Sultan.

To the dignified and exalted, and true friend, the kind and respected Major Hamerton, Her Majesty the Queen of England's Consul, may God preserve him, and render his times fortunate and happy.

Your excellent letter has reached, and your friend understood all you have mentioned, and with reference to the people of that quarter (place) from Sanga Manara to Tonghe, you say you wish permission for the ships of war of Her Majesty the Queen of England to enter the creeks, rivers, and harbours in which slaves are sold in violation of orders.

My dear friend, we and all belonging to us, even our countries, are at the disposal of Her Majesty, and should the men-of-war of Her Majesty the Queen of England require to enter the creeks, rivers, and ports, we are willing they should enter; we object not; and all ships or vessels found in those places to whomsoever belonging, if engaged in the Slave Trade, may be seized, and all barracoons or places erected for carrying on the Slave Trade may be burned or destroyed. We have no wish to the contrary of yours, and with respect to the Banyan we will send and have him seized. Whatever you require of us we are ready. The sign is with you.

Dated 23rd day of Jamadee-ul-Akhir, 1266 (May 6, 1850).

The humble and weak
(Signed) FAKIR SAEED,
With his own hand.

Inclosure 4 in No. 212.

Commodore Wyvill to Consul Hamerton.

Sir,

"Castor," Zanzibar, May 8, 1850.

I HAVE the honour to acknowledge the receipt of your letter of this date, with its inclosures, in reply to mine of the 1st instant, informing me, that in compliance with my request, you had succeeded in obtaining from his Highness the Imaum of Muscat, authority to enable Her Majesty's ships and vessels of war to enter the creeks, rivers, bays, and harbours, between Sanga Manara and Cape Delgado, in pursuit of vessels engaged in the Slave Trade to whomsoever belonging, and also to destroy all barracoons or other establishments erected on shore for purposes of Slave Trade.

It gives me very great gratification to convey to you my thanks and acknowledgments for the prompt and energetic steps you have taken in bringing this matter to a conclusion; and I beg you will inform his Highness the Imaum, that Her Majesty's Government will, I am sure, view with much pleasure and satisfaction this further manifestation of friendship; also the additional support his Highness has thus rendered to the suppression of the abominable Traffic in Slaves in his own dominions.

I have, &c.
(Signed) C. WYVILL.

No. 213.

Rear-Admiral Reynolds to the Secretary to the Admiralty.—(Received September 21.)

*"Southampton," at Sea, cruising off Rio de Janeiro,
June 22, 1850.*

Sir,

I BEG you to be pleased to inform the Lords Commissioners of the Admiralty that Her Majesty's steam-vessel "Sharpshooter" arrived at Rio de Janeiro on the 18th instant; and Lieutenant Bailey, being informed that I was cruising off the coast, put to sea again immediately, to join my flag, having previously captured the Brazilian slave-schooner "Malteza," which vessel, on being surveyed, was found totally unsafe, from the decayed state of her hull, and was consequently destroyed.

Whilst seeking for the "Southampton," Lieutenant Bailey captured another slave-schooner called the "Conceição," which has been sent to St. Helena for adjudication.

The "Sharpshooter" joined my flag to-day, and was taken under command agreeably with their Lordships' directions.

I have the honour to inclose Lieutenant Bailey's reports of the captures alluded to.

I have, &c.
(Signed) B. REYNOLDS.

Inclosure 1 in No. 213.

Lieutenant Bailey to Rear-Admiral Reynolds.

Sir,

"Sharpshooter," at Sea, June 19, 1850.

I HAVE the honour to report to you that at daylight on the morning of the 18th instant, when about twelve miles to the southward of Rio, a schooner was observed under the land, bearing N.N.W., and from her suspicious movements I was induced to give chase in Her Majesty's steam-vessel under my command; at 9.50 we came up with and boarded the Brazilian schooner "*Malteza*," A. J. Azevedo, master, from Rio, bound to Cape Frio, having on board a large quantity of slave provisions, with leaguers and pipes, that would hold thirty tons of water.

Under these circumstances, in pursuance of orders from the Lords Commissioners of the Admiralty, I proceeded to search the aforesaid vessel, and the following is the result of the examination, viz. :—

First. I found her papers to be imperfect, and some not authenticated.

Secondly. A much greater number of casks and vessels for holding liquid than required for the use of her crew.

Thirdly. The master had not the required certificate from the custom-house authorities, that that these vessels and casks were for lawful commerce.

Fourthly. A much larger quantity of jerked beef, salt fish, and farinha, than was mentioned in her manifest.

Fifthly. A carline fore and aft the hold, for laying a four-foot slave-deck upon.

Sixthly. A very large cooking apparatus.

Seventhly. A large hatchway.

Eighthly. She had Brazilian and Portuguese colours on board.

I therefore concluded, from the above circumstances, that the Convention between Great Britain and Brazil had been violated by the said schooner "*Malteza*," and consequently detained her; but on myself, officers, and carpenter's mate surveying her, she was considered totally unsafe, from the defective and decayed state of her hull, to proceed to St. Helena. I therefore took the master and crew on board the "*Sharpshooter*," and towed the vessel out to sea, where I destroyed her this morning.

I have, &c.

(Signed) J. C. BAILEY.

Inclosure 2 in No. 213.

Lieutenant Bailey to Rear-Admiral Reynolds.

Sir,

"Sharpshooter," off Rio de Janeiro, June 21, 1850.

I HAVE the honour to report to you, that at 10.30 p.m., on the 20th instant, a schooner was observed a-head on the starboard tack, to which I gave chase in Her Majesty's steam-vessel under my command, and at 11.30 came up with and boarded the Brazilian schooner "*Conceição*," whereof José Pinto Netto is master, having on board fifty-three water-pipes, which of themselves form a slave-deck with matting; together with a large quantity of jerked beef, without a manifest or clearance from the custom-house, in violation of the Treaty between Great Britain and Brazil, dated 23rd November, 1826, consequently amenable to seizure by Her Majesty's steam-vessel under my command, being duly authorized to carry into effect the aforesaid Treaty; I therefore detained her accordingly, and have therefore sent her this day under the charge of Mr. James Tuson, midshipman of Her Majesty's steam-vessel "*Sharpshooter*," with a crew of seven men, to the Island of St. Helena, for adjudication.

I have, &c.

(Signed) J. C. BAILEY.

No. 214.

Rear-Admiral Reynolds to the Secretary to the Admiralty.—(Received September 21.)

(Extract.)

"Southampton," off Rio de Janeiro, June 22, 1850.

I BEG to be permitted to refer to your letter dated 24th April last, transmitting for my information and guidance a letter from the Under-Secretary of State for Foreign Affairs, pointing out that there are not any restrictions as to the limits within which the search, detention, and capture of slave-traders under the Brazilian flag, or without any nationality, are to take place.

I have promulgated the information to the squadron under my orders; and have directed that, after such an explicit exposition of the law, they will be perfectly justified in seizing vessels fitted for, or engaged in, the Slave Trade in any of the "Brazilian waters or ports."

No. 215.

Rear-Admiral Reynolds to the Secretary to the Admiralty.—(Received September 21.)

Sir,

“Southampton,” cruising off Rio de Janeiro, June 26, 1850.

I BEG to transmit, for the information of the Lords Commissioners of the Admiralty, a statement from Lieutenant Bailey, commanding Her Majesty's steam-vessel “Sharpshooter,” of the capture of the Brazilian brigantine “*Polka*,” in the port of Macahé, on the evening of the 23rd instant, in pursuance of a standing order from me, founded upon the letter from the Under-Secretary of State, transmitted by their Lordships for my information and guidance, with your letter dated 24th April last.

This vessel is reported by Commander Schomberg in a “list of slavers which had sailed for the coast of Africa from Rio during the ten months previously to February, 1850,” as having sailed for the coast on the 1st of November, 1849, and there can be no doubt of her having been notoriously engaged in the Slave Trade.

I have, &c.
(Signed) B. REYNOLDS.

Inclosure in No. 215.

Lieutenant Bailey to Rear-Admiral Reynolds.

Sir,

“Sharpshooter,” off Rio de Janeiro, June 25, 1850.

I HAVE the honour to inform you that having received information that a brigantine named the “*Polka*” was fitted for the Slave Trade at the port of Macahé, and was nearly ready for sea; feeling myself justified by the standing order of the 22nd June, 1850, I received from you that same day, to capture slave-vessels in Brazilian ports; I arrived off that place at 3.30 p.m. on the 23rd instant, and dispatched two boats to communicate with the authorities, and examine the vessel sought after, which was observed nearly ready for sea, moored head and stern with four chains, at the mouth of the harbour, within pistol-shot of an 8-gun battery. The captain of the fort having reluctantly assented to her being examined, they proceeded to search; no captain or papers were to be found on board, but a slave-deck was found lying in the hold, a great number of muskets and other signals were continually going off on shore, during the search, and the officer in charge of the boats having doubts as to how he should act, returned for further orders. Whilst so doing, a party of soldiers marched into the battery and loaded the guns; I therefore proceeded in my gig, and having communicated with the officer in charge of the battery, proceeded myself to examine her. I now found a person who styled himself the captain, who produced papers which were far from being satisfactory, and on examining the vessel, found a regularly fitted slave-deck, fore and aft the ship, lying, without any attempt at concealment, on the top of a quantity of neatly-stowed firewood, also some large slave-mats; her royal gear and top-gallant studding-sails were bent, water on board, and also the captain's live-stock, stowed in baskets. She had no cargo, but a schooner, laden gunwale-deep with jerked beef and farinha, lay close alongside of her.

During my interview with the commandant, great excitement appeared to prevail on shore; one gun was fired out of a hedge immediately over my head, and the soldiers remained fallen in to their guns. Having looked well at the brigantine's fastenings, and considering the matter perfectly practicable, I returned to the ship, and after preparing the two whale-boats with the necessary apparatus for unshackling chains, manned them with fifteen seamen and marines, under Mr. Henry Ray, acting second master, and Mr. George Wills, gunner, 3rd class, cleared for action, and towing the boats astern, took up a position within musket-shot of the battery, to cover them in the event of their being seriously attacked, having first given most stringent orders to the officers and men not to fire, even if the boats or the brigantine were struck, but to reserve their fire until they were themselves personally injured. The boats left the ship at 6 p.m., and in twenty minutes the brigantine was slipped, and ran out of the harbour with a fine land-breeze. There was a perfect blaze of musketry and signal rockets fired by the populace as she did so, but at such a distance that none struck them. The battery fired two shots at her, which missed; the third flashed, and before any more could be brought to bear, she was running past our bows. I then steamed in across the line of fire, which was immediately discontinued, and both vessels proceeded safely to seaward. The following morning we towed her into Port Frio, where having ballasted and provisioned her, I dispatched her the same evening, with Mr. Thos. Milne, master's assistant, and seven men, to St. Helena, for adjudication. When the person who styled himself the captain saw the boats coming, he absconded with his papers. It was too obscure when I stood in and cleared for action to enable persons to observe our preparations, and whilst it was light, I kept the bulwarks carefully closed, for fear evident preparations might give offence.

I have removed three Negroes from the vessel for the security of the prize crew, and the boatswain, who, being wretchedly sick, wished not to go to St. Helena.

I hope you will allow me to call to your notice the clever manner in which Mr. Ray, Mr. Wills, and the men under them, carried out my orders, the temper they exhibited, and strict attention they paid not to fire unless at the last necessity, and in self-defence. The service was executed without exploding a cap on our side. I have further to inform you that having run close and attentively along the shore, from Cape Negro to the River Macahé, and carefully examined every inlet, I am convinced that the trade is there carried on most extensively; for every night there was a constant system of signalizing going on. I have furthermore boarded very suspicious vessels, but did not consider the grounds sufficiently strong to justify their detention. A most suspicious two-topsail schooner passed Port Frio on Monday morning, who, directly he closed the ship in with the land, bore away under all sail; but having neither fuel, bread, nor water on board, and being too fully occupied with the present capture, I was unable to pursue, as it was blowing fresh, and I did not consider I should overtake her.

I have, &c.
(Signed) JOHN C. BAILEY.

No. 216.

Rear-Admiral Reynolds to the Secretary to the Admiralty.—(Received September 21.)

(Extract.)

“Southampton,” Rio de Janeiro, July 6, 1850.

ON arriving at this anchorage to-day, I found the “Cormorant” here; and I beg you to be pleased to lay before the Lords Commissioners of the Admiralty the accompanying report (and its inclosures) from Commander Schomberg, which details the capture of five large empty slavers, and accounts for his having left his cruising-ground sooner than he otherwise would have done.

From the nature of my standing order No. 16, a copy of which I beg to inclose, I fully anticipated that great excitement would be created by the measures which that order authorized, but I did not altogether suspect that the Brazilian authorities would proceed to such an act of hostility as that which was adopted towards the “Cormorant.” From the protest of the Municipal Judge of Paranaguá, their Lordships will perceive that that functionary grounds his objections to our proceedings upon the fact of their being contrary to the Law of Nations; and from all I can learn of the opinions expressed by influential persons, that is the plea which will probably be advanced to justify the extreme measure of firing upon Her Majesty’s flag.

I beg to direct their Lordships’ attention to the fact that Commander Schomberg’s letter to the commandant of the fort at Paranaguá was sent on shore two days previously to the “Cormorant’s” moving down the river, and in that letter he fully explains the purport of his visit to the port, and requests the co-operation of the authorities to enable him effectually to carry out the combined views of their respective Governments.

The report of Commander Schomberg is so comprehensively written that I present it in an entire state for their Lordships’ information; and when I approved of the proceedings which it narrates, I desired that my approbation of the conduct of Lieutenant Luckraft, and of the other officers and men engaged in this service, should be conveyed to them, as I consider that it reflects great credit upon all who were employed in it.

Inclosure 1 in No. 216.

Commander Schomberg to Rear-Admiral Reynolds.

Sir,

“Cormorant,” at sea, July 5, 1850.

I HAVE the honour to inform you that I have returned from my cruising-ground, to make you acquainted with a violent interruption to my successful fulfilment of the orders I received from you for the suppression of the Slave Trade, exercised towards me by a Power forming a party to the same Treaty, on which those orders were framed, and from whom I consequently had a right rather to look for co-operation than insult and opposition.

The circumstance I have to report is an attack made on Her Majesty’s steam-ship “Cormorant” under my command, by the guns of the fort at the entrance of the waters of Paranaguá, on the 1st instant, while I was employed towing out to sea three slave-vessels fully equipped, which I captured

strictly in compliance with your standing orders No. 16, dated June 22, 1850, and acting under information received from Her Majesty's Chargé d'Affaires at Rio de Janeiro.

I shall best explain the circumstances by narrating regularly my proceedings during the short period since the 25th ultimo, when I parted company from your flag, during which time I have captured or caused to be destroyed five noted large slavers, as per last inclosed.

On the morning of the 26th ultimo, having received from Mr. Hudson, Her Majesty's Chargé d'Affaires, most promptly on my application, such information as he had been able to procure, I availed myself of the discretionary power sanctioned by you in my movements, according to the intelligence I procure, and steamed to the eastward, intending to visit and examine the noted brigantine "*Rival*," said to be lying in the harbour of Rio Frio, nearly ready to sail for the coast of Africa.

About 4.40 P.M., on approaching the entrance of Rio Frio (to the southward of which here is a fort, situated on a hill, mounting apparently 6 guns), I observed the mast of a fine brigantine of about 350 tons, over the land, a little way up the river, behind the hill on which the fort is erected.

About 5 P.M., being close up to the fort, I manned and armed two cutters and a whale-boat, putting them under the orders of Lieutenant Luckraft, 1st of this ship, sending Lieutenant de Kantzow in one of the cutters to the fort, to apprise the officer in command of my intention to examine the "*Rival*," which vessel I understood to be engaged in the Slave Trade. Lieutenant de Kantzow having given the officer a rough copy of my order to seize, under the Convention of 23rd November, 1826, between Brazil and Great Britain, to read, he kept it, and from the hostile appearance in the fort, he thought it useless to remain longer, so returned to the boat and joined Lieutenant Luckraft, whom I hailed to proceed and examine the vessel, directing him, if she were fitted for slaves, to bring her out. Observing them loading the guns at the fort, I went to quarters, taking up a close position commanding it and the entrance to the river.

In a few minutes the report of pistols apprised me that the boats had met with opposition: they were assailed by the vessel's crew in ascending her high sides, by large pigs of ballast thrown at them, one of which went through the whale-boat and rendered her unserviceable. A ball from Lieutenant Luckraft's pistol having wounded the slave captain in the face, as our men boarded, the rest of the crew of the vessel jumped overboard and swam ashore.

The vessel proving to be the "*Rival*," equipped for carrying slaves, was soon towed down the river by the boats, but there not being water enough in the passage at the time of tide, she grounded amidst the shouts of the slave crew assembled on the beach; observing which overland from my mast-head, I sent Mr. Carnegie, Mate, with an anchor to the assistance of the First Lieutenant, but receiving a message to say the tide was falling, and it being dark, and the banks of the river in the harbour becoming crowded with armed people, I directed Mr. Luckraft to burn her, which he quickly did, and having remained by her till she was past recovery, he made a judicious dash through the narrow entrance in the dark, returning a brisk fire which he received from the people behind the rocks, who thus annoyed him on his return on board.

Having received from Lieutenant Luckraft the necessary information for adjudication, I proceeded to the southward, according to your orders.

It is most gratifying to me to record the alacrity and zeal displayed by all on the little service, Lieutenant Luckraft on this, as on all other occasions, where his ability is required, proved his value to Her Majesty's service.

On the morning of the 29th ultimo, having arrived off Paranaguá River, distant 360 miles W.S.W. from Cape Frio, celebrated for being the resort of large slave-vessels, fitting out for Mozambique and South Africa, I took on board a country pilot who came off in a canoe and proceeded over the bar, a shallow bank with reefs breaking on both sides of it, about three miles outside the fort on Island do Mel, and having about $2\frac{1}{2}$ fathoms water on it at low water and about $4\frac{1}{2}$ fathoms at high water.

On passing through the narrow passage off the fort, about 9.30 A.M., I eased the engines to communicate with an officer who came off from the fort in a boat. I had a letter ready for him, had he asked me my object in entering their waters, but as he only asked me where I was going, I merely answered to Paranaguá, when he waived courteously, and I proceeded.

About 11.30 A.M., being about thirteen miles up this extensive sheet of water above the fort, I observed at anchor, in a bight off the west end of the Island of Cotinga, a cluster of vessels, which from their peculiar locality (separated by land from the shipping at anchor off the town of Paranaguá which I could see), and from the appearance of slave-fitting establishments on the shore, confirmed my suspicions of their illegal character, and determined me to examine them without delay. There were two ships, one barque, two brigs, a polacca brig and a brigantine, a large brigantine, and a small brigantine, all with Brazilian colours, a barque under Portuguese colours, and a barque under American colours.

The Brazilian barque, polacca brig, and the small brigantine, shortly got under weigh and quitted the locality, thus enabling me to judge of their legality by their separation from those that by their appearance left me little doubt of what they were.

At 12.5 P.M., being as close to the vessels as the banks would permit, in a very narrow channel, I stopped the engines, and anchored with my small bower cable to my stream-anchor, with a spring on it, in sixteen feet water, manned and armed the two cutters and gig under the command of my First Lieutenant, Mr. Luckraft, having under his orders, in charge of the other boats, Lieutenant de Kantzow and Mr. C. A. Buckley, midshipman, and sent him to find out, if he could, the "*Sereia*" and examine her, and if liable to seize her as a slaver to bring her out, and then to board and examine the other vessels having Brazilian colours, and to do the same with them. I then went to quarters, pointing what guns could be brought to bear at the shipping, loaded with grape and shell.

The boats rowing up through the anchorage with their ensigns flying received no molestation from the vessels, though they had numerous crews on board, arms, and ammunition on deck, and guns loaded. No doubt, had the "*Cormorant*" not been within range, they would have given them a warm reception.

The first vessel the boats went to turned out to be the "*Donna Anna*," formerly the "*Leonidas*," a well-known slaver, of about 356 tons, with cargo in, fitted for slaves, which vessel was soon under weigh, and towing down.

Lieutenant de Kantzow then went to the next brig, the "*Sereia*," of 298 tons, which proved to have fittings on board; her leaguers being of the following almost incredible dimensions, viz.,

length 10 feet, diameter at head 6 feet 2 inches, circumference at bung 24 feet, which must have been set up in her hold.

Lieutenant Luckraft then boarded the ship "*Hannibal*," which vessel I have long cruized for; but her slave-deck being a built one, as when she was a whaler, and probably down in her register, and not having taken any fittings in yet, I did not feel justified in seizing her, although in my own mind I am clear she is a slaver.

The next vessel boarded was the great ship "*Camponeza*," or "*Campeadora*," with the name "*Lucy Ann of Gunport*" on her stern, disguised with canvass, about 357 tons, fully equipped and sails bent, capable of carrying 1600 slaves from her build. She was soon under weigh, towing down also.

At 1-30 P.M., and by the assistance of the judgment of my excellent master, Mr. T. W. Sullivan, got closer to the vessels, expecting an attack from the shore on the boats, as most of the slavers' crews had landed, but there being too little water under our bottom, I thought it necessary to back, and drop out of the narrow passage, and anchor at its mouth in 9 fathoms.

I then hoisted out the paddle-box boats, and proceeded myself to examine the vessels, and assist Lieutenant Luckraft in the arduous operation of bringing down a channel so little known to us the vessels we had detained.

A custom-house boat having come alongside, at 2 P.M., with a verbal message respecting my object, I sent on shore by her the letter I had written, and addressed to the commanding officer of the fort, a copy of which I inclose.

The remainder of this afternoon was employed in shifting the berth and arranging the positions of the detained vessels, and in hoisting in our paddle-box boats, &c.

Several persons connected with the Slave Trade came on board, begging the liberation of the men I had thought proper to retain as prisoners, all of whom on signing a paper with their request to be landed, I allowed to go on shore.

One of these persons signed his name Gio Batta Rossi, but was called Franconi by those who came on board for him, and I have strong suspicions that he is a principal person in slave matters at this place.

On the morning of the 30th ultimo, the only remaining vessels with Brazilian colours, the "*Astro*," a brigantine of about 320 tons (which the "*Rifeman*" had so long blockaded in Santos, previous to her coming here for her fittings), was observed to have been sunk during the night. I therefore, taking with me Mr. Sullivan and the carpenter, proceeded to measure her, and inspect her situation. She was 36 feet between the masts, and, feeling satisfied that she was destroyed, we took part of her to send to the Court of Adjudication.

The whole of this day was employed in preparing the "*Lucy Ann*" to go with a prize crew to St. Helena, getting the vessels in good positions for towing, and preparing the "*Leonidas*" and "*Sereia*" for burning, when we got them out to sea, it being impossible, in their state, to send them to St. Helena.

At noon, a custom-house officer came on board with a letter for me, from the municipal authorities at Paranaguá, which I inclose, together with a copy of my reply, sent by the same person.

On the 1st July, 4 A.M., I commenced getting the prizes under weigh, and taking them in tow, astern the "*Lucy Ann*," with a hawser from the starboard side of the "*Cormorant*," the "*Sereia*," and the "*Donna Anna*" or "*Leonidas*," with hawsers on our portside, one astern of the other; and by 7-30 A.M., after much anxiety, owing to the tide and wind, the zeal and judgment of my first lieutenant and the master being most acceptable, I got my strings of vessels round the right way, and proceeded down the river.

At 9-30 I went to quarters and prepared for opposition in passing the fort, having learnt from a canoe, that the authorities at the town had desired the commanding officer of the fort to stop our progress.

At 10-10, being about a mile from the fortaleza, the fort fired a blank gun, and a boat left the shore; I eased the engines, being in a narrow channel with vessels towing astern, I could not stop altogether; the fort then fired a shot across our bows, and the shore boat put back; I ordered the men to their guns, in two minutes a shot from the fort dropped short under the counter, and a third passed over the fore-castle, when I opened a fire of round shot and shells from my starboard guns, going full speed with the engines; the firing now became general on both sides; and notwithstanding our rapid movement through the channel, some of our shot and shell told beautifully.

At 10-50 A.M., we had passed the front face of the battery, and being unable to return the raking fire from the sea face of it, in consequence of the vessels in tow, I was confined to shelling the fort from the stern gun, as the opening between the vessels would admit, the fort continuing to fire at the vessels astern, when the shot fell short of the "*Cormorant*."

At 11 A.M., our shells falling short, I ceased firing, and at 11-30 there not being water to cross the bar, I anchored, and sent parties to burn the two brigs I had in tow, which, drifting in flames on the reefs, soon dashed to pieces, in sight of the fort and the people on shore.

I regret to report the loss of one man killed, Richard Bowden, stoker, who was struck by a round shot, and two slightly wounded, Mr. William Donnison, assistant engineer, and Alfred Ward, midshipman's steward.

The damages are trifling: on examination of the hull, five shots struck the starboard side, the coppers on the galley damaged, and one of the cocks shot away, and the pipe on the lower deck, of Hearle's pump, shot away.

I have pleasure in expressing to you the zeal and activity which has animated all under my command during this interesting service, and I beg specially to record the ability and talent exercised by my first lieutenant, Mr. Charles M. Luckraft, both when in command of the boats and in rendering me much assistance in our operations on board the ship.

The coolness and judgment of Mr. Sullivan, the master, in the various shoal places we have had to visit, and particularly in conducting the "*Cormorant*," with the prizes, through the intricate passage, past the fort under fire, renders the assistance I received from him worthy of my warmest acknowledgment.

At 4-30, I weighed and proceeded towing the detained ship across the bar; and on the morning of the 2nd instant, having given Mr. John Carnegie, mate, his sailing orders, and all the documents

necessary for the Queen's Proctor to possess, relative to the vessels destroyed, I dispatched him with Mr. E. C. Smyth, master's assistant, and a crew of ten men, to St. Helena, proceeding in the "Cormorant," to rejoin your flag and report my proceedings, which I have the honour to do this day, having communicated with the Acting Consul at Santos, on the 3rd instant.

I have, &c.

(Signed) HERBERT SCHOMBERG.

Inclosure 2 in No. 216.

LIST of the dimensions and causes of seizure of the brigantine "Rival," at Rio Frio, on the 26th June; the "Sereia," and "Donna Anna," brigs; "Lucy Ann," ship; and destruction, by my own crew, of "Astro," brigantine, off Cotinga, Paranaguá River, June 29, 1850.

"RIVAL."

Dimensions.

								Ft.	In.
Length along deck	...	...	...	...	...	...	...	108	0
Mean breadth of these measures	...	...	...	...	...	...	...	25	0
Depth down pump-well	...	...	...	...	...	...	...	16	6
Length of rise on deck	...	...	...	...	...	...	...	15	0
Depth of ditto	...	...	...	...	...	...	...	5	0
Breadth of ditto	...	...	...	...	...	...	...	14	0

Causes for Seizure.

1. Cant for laying slave-deck on complete, fore and aft.
2. After-part of slave-deck laid complete, as far forward as after-part of main-mast, under which were:—
3. Large leaguers, capable of holding 200 gallons each.
4. Numerous necessary-tubs.
5. Provision-tubs.
6. Slave-tins.
7. Dark binnacles.
8. Large open hatchways, four in number; main-hatchway, 14 feet by 8 feet, before which was a—
9. Large space on the deck, coppered; fitted, and capable to receive slave-coppers of the largest dimensions.
10. Grating-hatches.
11. A rise on deck of 15 feet by 14 feet, the top of which being removed, exposed a place for air larger than main-hatchway.
12. The usual slave-vessel smell.
13. The vessel was defended, and one boat sunk by the crew, to prevent boarding, by throwing iron pigs of ballast, and other missiles, into her.

"SEREIA."

Dimensions.

								Ft.	In.
Length along deck from fore-part of stern-post to after-part of stern	...	...	...	...	...	...	...	112	4
Mean breadth of these measures	...	...	...	...	...	...	...	24	0
Depth down pump-well to under-side of deck	...	...	...	...	...	...	...	14	5

Causes for Seizure.

1. Large open hatchways.
2. Cant and planking for slave-deck complete.
3. Full of large leaguers, too large to go down hatchways.
4. A quantity of bags of farinha.
5. Dark binnacles.
6. Two guns loaded with grape.

"DONNA ANNA," alias "LEONIDAS."

Dimensions.

								Ft.	In.
Length along deck from fore-part of stern-post to after-part of stern	...	...	...	...	...	...	...	112	9
Mean breadth of these measures	...	...	...	...	...	...	...	24	4
Depth down pump-well	...	...	...	...	...	...	...	16	11

Causes for Seizure.

1. After slave-deck laid and stowed with farinha.
2. Tiers of large leaguers of water.
3. Quantity of plank for remainder of slave-deck, and cant complete for same.

4. Upper deck fitted to receive slave-coppers.
5. Large open hatchways.
6. Dark binnacles.
7. Full of farinha, rice, &c., in bags.
8. Two guns, loaded with grape.

"CAMPONEZA," *alias* "CAMPEADORA," *alias* "LUCY ANN."

<i>Dimensions.</i>								Ft.	In.
Length along deck	...	...	...	...	...	...	...	98	11
Mean breadth of these measures	...	...	...	...	...	...	...	23	10 $\frac{3}{4}$
Depth down pump-well	...	...	..	...	...	...	...	19	9 $\frac{1}{2}$

Causes for Seizure.

1. Fine large hatchways.
2. Full of leaguers with water in.
3. A complete slave-deck, fitted and laid.
4. Dark binnacles.
5. One gun, loaded with grape and canister.
6. Several stand of arms, loaded with ball, and primed.

"ASTRO," *alias* "FLORA." (Sunk by own Crew.)

<i>Dimensions.</i>								Feet.	
Length of deck, as near as could be taken from the position of the vessel, being sunk in 6 fathoms	...	...	...	...	...	...	...
water	...	...	...	...	...	...	...	105	
Breadth about midships, as near as could be taken	...	...	...	...	...	...	...	24	

The vessel when the above measures were taken, was sunk in 6 fathoms water, soft muddy bottom and the spars above water were as square as those of the "*Leonidas*."

Evidence.

Being deserted and sunk in the night by her crew, before I could board her, in the waters of Paranaguá, off Island of Cotinga, my boats being occupied in seizing and securing other vessels at the same anchorage, I can only transmit a part of the vessel, which I witnessed taken from her when under water, on my visiting her for examination on the morning of 30th of June, having seen her all ataunto the evening before, and as she had lately been blockaded in Santos harbour, by both Her Majesty's steam-ships "*Rifleman*" and "*Cormorant*," previous to her escape to this anchorage as a slaver, about to sail with fittings for slaves, and reported to me by Her Majesty's Vice-Consul at Santos, as such, and stated by some of the crew of the captured vessels, who afterwards left at their own request, to be so, and also being down in all slave information lists as one of Pinto's regular slavers.

This act in my presence, under the circumstances, is offered as evidence of her being a slaver, destroyed to prevent my receiving the benefit of her capture, previous to sending her for adjudication.

I have also to add that she was landing things all the afternoon, whilst my boats were seizing the other slave-vessels.

(Signed) HERBERT SCHOMBERG.

Inclosure 3 in No. 216.

QUESTIONS asked by Brazilian boarding-boat, and answers given, both parties speaking French.

Q. The name of Vessel?

A. "*Cormorant*."

Q. The name of the Commander?

A. Captain H. Schomberg, R.N.

Q. Where are you from?

A. Rio de Janeiro.

Q. How many days or hours of passage?

A. Three days.

Q. What is your object in coming here?

A. For the reason I said before, in obedience to the orders of his Excellency the English Admiral, Commander-in-chief.

Q. Have you come for any other reason?

A. None.

Q. Do you intend to land, or have any affairs with the shore here?

A. No.

Q. Have you any sickness on board?

A. None.

(Signed)

HERBERT SCHOMBERG, *Commander.*

"Cormorant," off Island of Cotinga, Paranaguá River, June 29, 1850.

Inclosure 4 in No. 216.

Commander Schomberg to the Commandant of the Fort at Paranaguá.

Sir,

"Cormorant," off Paranaguá, June 29, 1850.

HAVING instructions from the British Naval Commander-in-chief on this station to examine all vessels suspected, and to seize all that are engaged in the Traffic of Slaves, wherever I meet them, in furtherance of the perpetual joint Convention of 1826, between the Governments of the Brazils and of Great Britain, I beg to state that my object in entering the port of Paranaguá is the examination and prevention of any further Slave Traffic by the well-known slave brig "*Sereia*," of whose approaching departure from this harbour with impunity, I have been apprised, and begging at the same time to mention, for your information, the constant sailing of slavers from Paranaguá under Brazilian colours.

I trust a mutual effort and co-operation on your part for the accomplishment of the spirit of the Treaty, may strengthen my exertions in this vicinity in carrying out the combined views of the two Governments according to the said Convention.

I have, &c.
(Signed) HERBERT SCHOMBERG,
Commander.

Inclosure 5 in No. 216.

The Municipal Judge of Paranaguá to Commander Schomberg.

(Translation.)

Paranaguá, Province of St. Paul's, June 30, 1850.

THE Undersigned, municipal judge of the district of Paranaguá, in the Province of St. Paul's, having witnessed the iniquitous act practised yesterday afternoon in the port of this city, by the Commander of Her Britannic Majesty's steam-vessel "*Cormorant*," who, without the least attention or respect for the national flag, captured within the said port three Brazilian vessels anchored in it, conceives it his rigorous duty to protest against the said Commander of the "*Cormorant*" for the losses and damages incurred by the subjects of the empire on account of the said capture. The very aggravating circumstances which preceded this unheard-of act practised by the Commander of the "*Cormorant*" are of such weight, that the Undersigned would be compelled to qualify the said act as deliberate piracy, were he not restrained by the respect due to the English flag, when under it acts have been practised of a very different nature to those alluded to.

It is impossible for the Undersigned to believe that the Commander of the "*Cormorant*" is ignorant of the most essential principles of international right, and consequently of the rigorous obligation of that said officer to observe and respect the territorial waters of a friendly nation.

It was therefore with the greatest surprise, that the Undersigned received a verbal communication from the *guarda mor* (chief officer) of the custom-house of this city, informing him that the Commander of the "*Cormorant*" had told him that he had come to this port to detain or capture any vessel engaged in the illicit Traffic in Africans; adding, that for this proceeding, he was not called upon to give any satisfaction to the authorities of the place. The Undersigned would be wanting in his duty were he not to repel, in the hypothesis of this communication being true, such unmeasured arrogance; and in fact he does repel it, because soon afterwards he saw it realized. The Undersigned also hastens to make known to the Commander of the "*Cormorant*," that even though it be proved that the vessels now captured are engaged in the illicit Traffic of Slaves, as they are anchored within the port of this city, it becomes the duty of the authorities of the country to proceed in conformity with the laws concerning the Traffic.

The Undersigned regrets extremely, that as the Commander of the "*Cormorant*" has practised acts herein set forth, against the sovereignty and dignity of his nation, he is not empowered to repel such acts, except by means of the protest which he now makes.

Finally, the Undersigned has to request the Commander of the "*Cormorant*" to have the goodness to acknowledge receipt of the said protest.

(Signed) FILESTRIO NUNES PIRES.

Inclosure 6 in No. 216.

Commander Schomberg to the Municipal Judge at Paranaguá.

Sir,

"Cormorant," off Cotinga, June 30, 1850.

IN reply to your despatch just received, I have only to express to you, that in seizing Brazilian or English vessels, or vessels without any nationality, in the waters of Paranaguá, or anywhere in
CLASS A.

the ports or roadsteads of Brazil, engaged in or fitted for the Slave Trade, I am executing the strict orders I have received from the British Naval Commander-in-chief on this station, to whom I shall lose no time in referring your protest.

I have, &c.
(Signed) HERBERT SCHOMBERG,
Commander.

Inclosure 7 in No. 216.

Orders issued by Commander Schomberg, &c.

YOU are hereby required and directed to take charge of the captured Brazilian slave-ship "Lucy Ann," *alias* "Camponeza," *alias* "Campeadora," with Mr. Smyth, Master's Assistant, and the men named in the Prize List, with whose assistance you are to navigate her to the Island of St. Helena.

Immediately on your arrival there you will report yourself to the Governor, and to the Senior Naval Officer present; and you will deliver to Mr. Knipe, Queen's Proctor, the accompanying despatches, numbered 1 to 6.

You are to pay strict attention to the *discipline* and *health* of the men *under* your charge, and to inspect their arms, &c. daily.

You will take all possible care of the vessel, furniture, cargo, &c. For the prevention of embezzlement, excess or irregularity of any sort, you are to take an inventory of the same as soon after leaving this place as possible; and if you find any papers you will preserve them to produce at the trial.

You will keep a Log of your proceedings, and return to Rio, to rejoin your ship, with Mr. Smyth and the men, by the first opportunity.

You are supplied with forty-nine days' provisions, which you will take all possible care of, and issue according to the Queen's Regulations.

Given on board the "Cormorant," off Cotinga, the 30th June, 1850.

(Signed) HERBERT SCHOMBERG.

To Mr. John Carnegie, Mate of H.M. Sloop "Cormorant."

Inclosure 8 in No. 216.

Order issued by Rear-Admiral Reynolds.

(Extract.)

(No. 16, Standing Order.)

Southampton, off Rio de Janeiro, June 22, 1850.

THE following extract from a letter dated the 22d of April, 1850, addressed by the Under-Secretary of State for Foreign Affairs to the Secretary of the Admiralty, is promulgated for the information and guidance of the squadron under my orders, when cruising for the suppression of the Slave-Trade on the coast of Brazil:—

"The Acts of Parliament of 1839 and of 1845 contain no restrictions as to the limits within which the Search, Detention, and Capture of Slave-Traders under the Brazilian Flag, or without any Nationality, are to take place; and therefore such proceedings may be had at any place within the Brazilian Waters, as well as on the High Seas.

"H. M. Government would not feel any greater difficulty in replying to Representations from the Brazilian Government against Captures of Slavers made in Brazilian Waters, or Ports, than they would in replying to representations against such captures made on the High Seas."

And the Squadron is hereby further apprised of a practice which has lately been extensively pursued of transporting slaves from the coast of Brazil to the Island of Cuba; and it is said that the Brazilian ship "Tentation" landed 800 slaves on the coast of Cuba in the month of February last.

(Signed) B. REYNOLDS, *Rear-Admiral.*

To the respective Captains, &c. on the South-East Coast of America.

No. 217.

Rear-Admiral Reynolds to the Secretary to the Admiralty.—(Received September 21.)

Sir,

"Southampton," Rio Janeiro, July 11, 1850.

I BEG to transmit for the information of the Lords Commissioners of the Admiralty, a report from Lord Francis Russell, of having captured and scuttled the Brazilian schooner "Velho do Dia."

This vessel has been reported twice lately in the lists furnished to me by Her Majesty's Chargé d'Affaires, of vessels engaged in the Slave Trade, and from the accompanying report it would appear that her master acknowledged himself and crew to be engaged in the Slave Trade.

I have, &c.
(Signed) B. REYNOLDS.

Inclosure in No. 217.

Commander Lord Francis Russell to Rear-Admiral Reynolds.

Sir,

"Tweed," Rio de Janeiro, July 8, 1850.

I HAVE the honour to inform you of my arrival at this port, having cruized as directed by your orders of the 25th May last, in suppression of the Slave Trade.

On the 5th instant, I am happy to inform you, when in latitude 23° 20', and longitude 43° west, I fell in with a very suspicious looking schooner, and as there was little or no wind at the time, I dispatched a boat in charge of Lieutenant Loch to board her, which he succeeded in doing without the slightest opposition being shown. She then hoisted Brazilian colours, and she proved to be the "*Velho do Dia*," of Rio de Janeiro; her master, a Portuguese, by name Antonio Germano Soares, produced his papers, and stated that he was a coaster, bound to Campos; but as everything on board her was suspicious, Lieutenant Loch detained her until I closed, when I immediately went on board and made a very rigid examination of her, and found as follows:—

Her hatchways were all unusually large, her main hatchway being ten feet long, and in addition to the regular number of hatchways she had five large scuttles cut in her deck.

The galley, or fireplace and fittings, were excessively large, such as generally used in slave vessels.

Below it could be distinctly seen that her slave-deck had but recently been taken up, as the marks of the cleats and the whole line of deck could be plainly traced, and the streak was numbered from one to fourteen for relaying the slave-deck, besides which the disagreeable effluvia below clearly proved that she had had slaves on board but a short time before.

No log could be produced, and the master denied having a chronometer on board, but nevertheless one was found hidden in the sand forming part of the ballast.

She had nothing in the shape of cargo but a little sand for ballast, and a quantity of fixed iron ballast, which, however, was scarcely enough to keep her upright under canvas; her tonnage was about 150, and she was equipped with spare sails, spars, and flying kites of every description, and she had seven ports cut in each side for sweeps.

On my acquainting her master that I intended to send him to St. Helena for adjudication, the whole of her crew said that she was unsafe to go to any distant port in her present condition, and without more ballast she would most certainly capsize, and the master said that he was well aware that he stood no chance in defending the vessel, and acknowledged himself and crew to be engaged in the Slave Trade, and that he was bound to Campos to complete his equipments, and that he would give me a certificate to that effect, which I procured; I then directed a survey to be held on the vessel, to ascertain her seaworthiness, and the report was that she was very crank, and that it would be placing the lives of the prize crew and prisoners in jeopardy to send her to any port for adjudication. I therefore had her scuttled, together with everything on board, having previously removed the prisoners to Her Majesty's sloop under my command.

The crew consisted of nine persons, including the master, and I soon discovered that they were anything but strangers to Her Majesty's cruisers; one, in particular, who spoke a little English, confessed he had made twenty-three voyages to the Coast, out of which he had been captured seven times, enumerating the vessels which had taken him; the master even acknowledged that he had been taken by the "*Contest*." Waiting your further directions,

I have, &c.
(Signed) F. J. RUSSELL, *Commander.*

No. 218.

Rear-Admiral Reynolds to the Secretary to the Admiralty.—(Received September 21.)

Sir,

"Southampton," Rio de Janeiro, July 13, 1850.

I BEG you will lay before the Lords Commissioners of the Admiralty an extract from the proceedings of the "*Cormorant*," on a cruize between the 7th and 13th instant, from which it appears that the Sub-delegado of Police at Guarapari threw the protection of the Brazilian Government over a slave schooner which was boarded by the boats of the "*Cormorant*" in Guarapari Bay.

If there were any reason to hope that the Brazilian Government would carry the law into effect, and deal with the crew of the "*Feiticeira*" as pirates, I should hail this interference of the Sub-delegado of Police as a movement in a right direction, but it will prove a protection of the slaver rather than a punishment of the pirate; however, in the meantime I have represented the case to Her Majesty's Chargé d'Affaires, and I have also approved of Commander Schomberg's having recognized the claim of the Government under the circumstances, as I consider it desirable to avoid giving any just cause of complaint of disrespect to the authorities of the Government.

I have, &c.

(Signed) B. REYNOLDS.

Inclosure 1 in No. 218.

Commander Schomberg to Rear-Admiral Reynolds.

(Extract.)

"*Cormorant*," *Rio de Janeiro*, July 13, 1850.

ON the 10th, at about 11 A.M., I observed through an opening over the island forming Guarapari harbour, the masts of a schooner wearing a Spanish burgee. Having cleared for action, and shotted the guns, I steamed into the Bay of Guarapari; and discovering the very small entrance of the river (which, within its mouth, forms a small harbour, having about four fathoms water abreast the houses), I stopped the engines, and sent Lieutenant de Kantzow in a whale-boat to reconnoitre the mouth of the river, and take a view of the harbour; he observed three soldiers going towards the vessel near the point.

Having hoisted out the starboard paddle-box boat, I sent the first lieutenant, Mr. Luckraft, with her, and two cutters, armed, with officers in them, to examine the schooner, and anything else which looked suspicious up the river, placing the "*Cormorant*" in a covering position, and anchoring.

About the time the boats shoved off, the schooner was observed from the ship to have a pendant up, and she wore Brazilian colours.

On the boats arriving near the schooner, they were hailed by a man from the shore, cautioning Lieutenant Luckraft to mind what he was about, the vessel being in charge of the Brazilian Government.

On going on board, three soldiers were found in charge of her, and one of the crew was on board. On asking him her name, he said the "*Velho do Dia*," and on inquiring of the soldiers, they did not know.

On Lieutenant Luckraft examining her, he found a cant all round for the slave-deck, deck fitted for large coppers, large hatchways fitted for gratings, and hair of negroes sticking to beams above where her slave-deck had been, with the usual smell of slavers.

Her papers, which were found in a locker, were not in the custody of any Brazilian officer. Among them was a manifest, dated in 1849, stating her cargo to be fifty casks of water as ballast, farinha, beans, arms, &c., with medicine-chest for Campeché and Sical.

One of the soldiers said this vessel had been in their custody four months, another four days, and the other two days. On Lieutenant de Kantzow landing, he was informed by one party that her name was the "*Brazil*," and by another man, who seemed to be the captain or supercargo, that it was the "*Feiticeira*." He was also abused because the English came into their harbours and burnt their ships. This man said that the vessel was built at Mangaratiba, and the only voyage she had made was to Vittoria; and having lost her masts she put in here, and to-morrow was going with a cargo of wood to Rio de Janeiro.

Lieutenant Luckraft having waited for my instructions, when I went on board I looked at her fittings, and received her papers from him; and having heard his statement of the condition of the vessel, I proceeded, taking with me Lieutenant de Kantzow, who speaks Portuguese fluently, to the house of the Sub-delegate of Police, who told me the vessel had been there four months, and that, suspecting her of Slave Traffic, he had yesterday taken possession of her in the name of the Brazilian Government (though Lieutenant de Kantzow heard him say to another person, that he only came down from the mountains this morning).

He remonstrated with me on interfering with the vessel which was in his custody, and said he would put ten men on board at night-time for her safe custody, from her crew. I told him that she was a slaver, and that I must take her, unless he would give me an official document to produce to the British Naval Commander-in-chief, stating that she was in his custody, on behalf of the Brazilian Government, which circumstance would be reported to his Government by my Admiral, on my arrival at Rio.

The Sub-delegado, who wore a ribbon, and had a black secretary by him, requested me to state in writing what I had said, which having done (as per copy of letter inclosed), he wrote me an answer, a copy of the translation of which I inclose, and asked me for the ship's papers, which I then returned to him, saying, the British Government would require of his Government the condemnation of the vessel I had left in his possession, as a slaver, in fulfilment of the Treaty. He said he would be tried by their laws, the result of which he could not predict.

Having taken leave from the vessel of the Sub-delegado, who was standing on the beach, I returned with my boats to the "*Cormorant*."

The measurement of the vessel was as follows:—

Length	.	.	.	.	80 feet.
Breadth	.	.	.	.	21 "
Depth of hold	.	.	.	.	10 "

and her registered tonnage in her papers, 95 tons.

Now, Sir, from the various explanations received from each party, so opposite in their nature, the confusion of the parties concerned, the appearance of the place and its inhabitants, and the conclusive liabilities of the vessel to condemnation in a British Admiralty Court, as being engaged in the Slave Trade, I feel quite confident in pronouncing her to have been lately engaged in the West India Slave Trade, and most probably one of those vessels I am directed to look out for, in the latter part of your Standing Order No. 16; and nothing but an extreme deference to the dignity of the nation having a part in the Convention of the 23rd November, 1826, could have induced me to relinquish under such circumstances, to Senhor Joaquim Ramalhete Maya, Sub-delegate of Police at Guarapari, the possession of the Brazilian schooner "*Feiticeira*," which he, in his official capacity assured me, both verbally and in writing, was at the time she was boarded by my officer, in his custody on behalf of the Brazilian Government, on suspicion of being engaged in the Slave Trade.

Inclosure 2 in No. 218.

Commander Schomberg to the Sub-delegate of Police at Guarapari.

Sir,

"*Cormorant*," off Guarapari, July 10, 1850.

ON receiving a written statement from you for the British Naval Commander-in-chief, that the slave-vessel "*Feiticeira*" is detained by you in the name of the Brazilian Government, I shall have much pleasure in leaving her in your possession, reporting the same to your Government. through my Admiral, on arrival at Rio de Janeiro.

I have, &c.

(Signed) HERBERT SCHOMBERG, *Commander.*

Inclosure 3 in No. 218.

The Sub-delegate of Police at Guarapari to Commander Schomberg.

(Translation.)
Illustrious Sir,

Sub-delegacy of Police of the Town of Guarapari,
July 10, 1850.

I ACKNOWLEDGE receipt of your letter dated to-day, in which you ask me whether I have captured the schooner "*Feiticeira*," lying at anchor in this port, and which put into this port in a damaged and leaky state, having lost one mast, and had sailed from the city of Victoria. In reply I have to state to you, that the said schooner is under the surveillance of the police, upon suspicion of being employed in the illicit Slave Trade. I have further to inform you, Sir, that the said vessel's case has been submitted to the consideration of the Government of this province, and therefore I have to request that you will return the papers of the said vessel which were delivered to you.

God preserve, &c.

(Signed) JOAQUIM RAMALHETE,
Major, Sub-delegate of Police.

No. 219.

Rear-Admiral Reynolds to the Secretary to the Admiralty.—(Received September 21.)

SIR,

"*Southampton*," Rio de Janeiro, July 23, 1850.

I BEG you to be pleased to lay before the Lords Commissioners of the Admiralty the accompanying correspondence, which has passed between me and Commodore George W. Storer, commanding the United States' Naval Forces on this coast, upon the subject of the "*Cormorant*" having fired a shot to bring-to the American steam-vessel "*New World*;" and the "*Spider*" having boarded the American barque "*Kingston*," to ascertain her nationality.

In my desire to prevent the Commodore from having any case on which to base a complaint to Her Majesty's Government, I have treated this subject with a seriousness quite beyond its merits, for neither the "*Cormorant*" nor "*Spider*" did anything beyond what is fully authorized by their Lordships' instructions for the guidance of officers employed in the suppression of the Slave Trade; and considering that the Government of the United States is represented in those instructions as "far from claiming that the flag of the Union should give immunity to those who have no right to bear it," I cannot understand upon what pretence the Commodore can designate the act of the "*Cormorant*" as an outrage

upon the flag of the United States, and request of me that the officer responsible for the act should be "suitably punished."

I would beg to call their Lordships' attention to the capture of the slaver "*Paulina*," reported in my letter to you of January 22, 1850, where the vessel was very nearly given up, in consequence of the impudent assumption of American nationality by a man named Murray, who professed to be her captain and a native of the United States; and as their Lordships are aware, the ordinary practice of slave-vessels, both on this coast and on that of Africa, is to hoist American colours, with the hope of escaping being overhauled. Under these circumstances it is evident that if the views of Commodore Storer were enforced, the Slave Trade might proceed almost with impunity.

I hope the conciliatory tone of my last letter to the Commodore may have the effect of terminating the correspondence; but I was equally sanguine when I desired Commander Schomberg to furnish direct to the Commodore (as the "*Cormorant*" was then in company with the "*Brandywine*"), a statement of the firing a gun to bring-to the American merchant-steamer, which I expected to prove satisfactory; and in the event of the Commodore remaining still dissatisfied, I beg to decline any further correspondence, and shall be happy to receive their Lordships' directions upon the subject.

I have, &c.

(Signed) B. REYNOLDS, *Rear-Admiral*.

Inclosure 1 in No. 219.

Commodore Storer to Rear-Admiral Reynolds.

Sir,

"*Brandywine*," *Rio de Janeiro*, March 12, 1850.

I HAVE the honour to inclose a copy of a letter from E. Wakeman, commanding the American steamer "*New World*."

Presuming that the steamer which fired the shot belonged to Her Britannic Majesty, from the circumstance of her having English colours flying, I have to request that you will be pleased to examine into the fact, whether this outrage upon the flag of the United States was perpetrated by one of Her Majesty's vessels; and if it should prove to be the case, that the act be promptly disavowed, and the officer responsible for it suitably punished.

I have, &c.

(Signed) GEO. W. STORER,
Commanding United States' Naval Forces, Coast of Brazil.

Inclosure 2 in No. 219.

Mr. Wakeman to Commodore Storer.

Dear Sir,

Quarantine Ground, Rio de Janeiro, March 12, 1850.

ON Sunday the 10th of March, at 10 A.M., having just left soundings in six fathoms water off Cape St. Thomas, discovered the upper spars of a large steamer, bearing south. At 10.30 A.M. saw her lower yards: made her out to be a barque-rigged steamer, steering eastward, with all her canvass furled. At this time he hauled up to the northward, and set his jib; wind from north and east—found he was steering direct for us. At 11 A.M. he had neared us considerably, bearing S.E.; he showed an English ensign at his mizen-peak. I hoisted the American ensign at our mizen immediately, and being very short of coal, having only enough to run the "*New World*" into port, I concluded to lose no unnecessary time. At 11.30 A.M. I could see his copper plain from the deck. Latitude at noon 22° 23' south; at this time he fired a blank cartridge from one of his starboard forward guns. Finding that he intended to stop us, we opened her for a few minutes, just to let him see what an "American engine" could do. He soon found himself rapidly falling astern, when he kept her off "two points," and fired a shot at us, which fell short of us about 500 yards on our larboard quarter; the wind increasing from N.E., he hauled up again, and set all sail in chase; in one hour he was "hull down," but still continued the chase. At 2 P.M. he hauled upon the wind and gave up the chase, head in shore. She was a very fine clean-looking full-rigged barque, with white tops to her wheel-houses. She looked in every respect like one of Her Majesty's "war-steamers" on the look out for slavers. I should suppose her to be a vessel of about 2000 tons, wearing heavy ordnance.

(Signed) E. WAKEMAN,
Of steamer "New World."

Inclosure 3 in No. 219.

Rear-Admiral Reynolds to Commodore Storer.

Sir,

"Southampton," Rio de Janeiro, April 1, 1850.

ON arriving here this afternoon I had the honour to receive your letter dated the 12th ultimo, requesting me to examine into the case of a steamer of war, under English colours, having fired shot at the United States' steamer "New World," on the 10th ultimo.

I beg to inform you that I have not heard anything of the circumstance, but will take the earliest opportunity of making the necessary inquiries.

I have, &c.
(Signed) B. REYNOLDS,
Rear-Admiral, Commander-in-chief.

Inclosure 4 in No. 219.

Commodore Storer to Rear-Admiral Reynolds.

Sir,

"Brandywine," Monte Video, June 18, 1850.

I HAVE the honour to acknowledge the receipt of your communication of April 1st in reply to mine of March 12th, in relation to a steamer, under English colours, firing a shot at the American steamer "New World."

I herewith inclose a communication from Commander Herbert Schomberg, of Her Britannic Majesty's steamer "Cormorant," which reached me on the 15th instant; a letter which I deem exceptionable. I cannot carry on a correspondence with a subordinate officer upon so grave a subject, and therefore again request your attention to my communication of March 12th. Inclosed is a copy of a letter addressed to me by Thomas Patrick, master of American barque "Kingston," to which I beg to call your attention.

I am, &c.
(Signed) G. W. STORER,
Commanding United States' Naval Forces, Coast of Brazil.

Inclosure 5 in No. 219.

Commander Schomberg to Commodore Storer.

Sir,

"Cormorant," Rio de Janeiro, May 13, 1850.

IN communicating yesterday at sea with my Commander-in-chief, Rear-Admiral Reynolds, I was not a little surprised at having it intimated to me, by him, that a circumstance which occurred during a cruize of Her Britannic Majesty's steam-sloop "Cormorant," under my command, in the Bay of St. Anne's, on the 10th of last March, as related to you in a letter of the 12th of that month, from Rio de Janeiro, signed by a person named E. Wakeman, of the steamer "New World," should have caused you to report my conduct to my Commander-in-chief, as an outrage on the flag of the United States, a flag for which I have always felt the greatest respect.

Rear-Admiral Reynolds further informed me that he had forwarded to me, on the receipt of your communication, written directions to wait personally upon you at that anchorage, and explain in detail the circumstances of the case, which I am only prevented from fulfilling by my departure from Monte Video, previous to the receipt of his despatch. I however hasten (in compliance with my Commander-in-chief's directions) to narrate the circumstances in writing.

On the 10th March I was cruising in Her Britannic Majesty's steam-sloop "Cormorant," with my engines disconnected, between Macahé and the shoal off Cape St. Thomé, where several cargoes of slaves were at that time expected, closer in shore than the general track of vessels bound round Cape Frio. About 11 A.M. I observed a steamer to windward, coming down along shore, apparently steering for the bottom of the bay. Not feeling justified in allowing a vessel of her description to pass by me without endeavouring to make myself acquainted with her nature, particularly as steam-vessels have been remarkable for their Slave Traffic on this coast lately, and as this vessel appeared to have an engine of high pressure, working an unusually long connecting-rod above the deck, which gave her great speed, and was in a very suspicious neighbourhood; I therefore connected my engines, and drew forward the fires of two of my boilers, and neared her so as to show her my wish to communicate. On my hoisting the British ensign and pendant, she showed American colours.

I think, Sir, in the course of conversation with you formerly, I have expressed how very difficult it is when employed for the suppression of the Slave Trade, to satisfy oneself that deception is not exercised by vessels in their assumption of American nationality; and, indeed, I very lately, by the direction of my Commander-in-chief, offered you a delinquent (Murray), who nearly succeeded in deceiving me, on my capture of the "Paulina" slave-barque, by false claims to the protection of the United States.

Having experienced such practical deceptions, you cannot wonder that I felt desirous to ascertain the legal character of this stranger, for which purpose I steered a course which I thought would cut her off, under easy steam, and no sail (except fore and aft), wishing to avoid causing her to deviate more than possible from her course, and also being desirous to adopt such means only as might enable me to attain my object, without appearing coercive, naturally supposing, if a lawful trader, she would not endeavour to avoid me. About 12.40 P.M., finding my delicacy was misplaced, I fired a blank cartridge from a foremost broadside gun, yawing, which being unheeded, I steered

after her, and fired a shot wide and short of her, to strengthen my first appeal; and as a proof of being actuated by more forbearance than such conduct deserved, I did not even clear away my heavy chase gun, with which I might have reached her, had I wished. I thought it as well to make sail, on the breeze freshening, and chase a little to see if she would alter her mind, which, however, she did not do, but on the contrary seemed to feed her fires, to show off her engines extravagantly,—far from economizing, as the state of her coal bunkers in her letter to you would lead you to expect. In her narrative to you I observed no hint at any injury received, but the written exhibition of her feat seems exultingly tinctured with her defiance of that legal maritime authority to which, when in distress, it often seems so convenient to refer.

In the proceedings of my cruising, which had not reached my Commander-in-chief at the time he wrote my directions to wait upon you, I had stated the little satisfaction I felt in the forbearance I had shown when endeavouring to communicate with a vessel showing American colours, of whose nationality, from his own conduct, I felt some suspicion.

Now, Sir, having fully stated all that can be necessary, I trust it will appear to you that the motives which governed my proceedings have been misconstrued by you; and I trust that I have made it manifest to you, that no intemperate assumption of authority has been exercised by me towards a vessel bearing the flag of the United States.

I have, &c.
(Signed) HERBERT SCHOMBERG.

Inclosure 6 in No. 219.

Extract from Log of the "Kingston."

Monte Video, April 8, 1850.

THE following is an extract from the log-book of the American barque "Kingston," dated March 13, 1850, in relation to that vessel having been boarded by an English cruiser or mail-packet, supposed to be the "Spider," as well as the remarks of Captain Patrick on that occasion.

Extract from the Log, March 13.

These twenty-four hours commence with light winds from the southward, and cloudy; at 3-20 P.M., a sail in sight on the lee beam, at 3-30 she showed English colours, which we answered by showing the American colours, and hauling up the mainsail, ready to heave the after-yards aback; at 4 P.M., fired a signal gun for us to heave-to, which was done immediately, when they lowered a boat, and sent an officer on board, who examined some papers, and passed some remarks with the captain, and left us to proceed on our course.

Remarks of Captain Patrick.

At about 3-30 P.M., on the 13th March (sea account), I was called from the cabin by the first officer, who reported a sail on the lee-beam, showing English colours; I immediately went on deck, when things proceeded as per log-book.

The officer who came on board said he had come to have a look; I replied, Here she is, you can look at her; he glanced his eyes around. I then asked him if there was anything more to be done, he said he wished to see my last clearance, which I showed him; my register was laying on the table, which he also looked at, and noted her tonnage, class, my name, where she belonged to, &c., in a note-book which he had in his pocket; he then passed some temporary remarks, and apologized for the detention, and left me.

I would here remark, that throughout the whole occasion the officer acted in a very gentlemanly manner.

(Signed) THOS. W. PATRICK,
Master of the barque "Kingston."

Inclosure 7 in No. 219.

Rear-Admiral Reynolds to Commodore Storer.

Sir,

"Southampton," Rio de Janeiro, July 22, 1850.

I HAVE the honour to acknowledge the receipt of your letter dated the 18th ultimo, and I regret that the statement Commander Schomberg made to you should be deemed exceptionable, for that explanation gives the most explicit assurance that he has always entertained the greatest respect for the flag of the United States; and I feel confident that every officer under my command, agreeably with my stringent orders upon the subject, would cordially co-operate with me in avoiding any act which could be construed into a want of consideration for that flag.

I think, Sir, that you must be aware that two-thirds of the Traffic in Slaves on this coast is carried on by vessels fraudulently assuming the American flag, and that consequently Her Majesty's cruisers are compelled to board vessels to ascertain their nationality, or otherwise to allow slavers to escape when they illegally hoist an honourable flag; and nothing more than this was desired in Commander Schomberg's wishing to communicate with the "New World."

With respect to the "Spider's" boarding the "Kingston," it appears to have been done in a courteous manner; and Captain Patrick bears testimony to the gentlemanly conduct of the boarding officer, and kindly furnished him with several late newspapers.

In conclusion, I beg to assure you that I will reiterate the cautions I have given, that every care be taken not to cause delay to the merchant-vessels of the United States.

I have, &c.
(Signed) B. REYNOLDS,
Rear-Admiral, Commander-in-chief.

No. 220.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received October 23.)

Sir, "Centaur," West Bay, Princes Island,
July 19, 1850.

I HAVE to request you will do me the honour to lay before the Lords Commissioners of the Admiralty, the accompanying copies of a letter and journal which I have received from Lieutenant Forbes, of Her Majesty's brigantine "Bonetta," detailing the particulars of his late mission with Mr. Beecroft to the King of Dahomey, with a statement of the expenses incurred by him.

Although the mission has not had an immediate satisfactory result, I still entertain a hope that it may lead to measures which will cause the abolition of the Slave Trade in the King's dominions.

The decision and intelligence manifested by Lieutenant Forbes on this occasion, quite confirm the opinion which caused me to select him for the service, first to accompany the late Mr. Duncan, and I beg therefore to recommend him as an officer deserving their Lordships' approbation.

Lieutenant Forbes is the bearer of Mr. Beecroft's despatches to the Foreign Office, and also of a letter from the King of Dahomey, and a present from him of two country cloths to Her Majesty the Queen.

I have, &c.
(Signed) ARTHUR FANSHAWE.

Inclosure 1 in No. 220.

Lieutenant Forbes to Commodore Fanshawe.

Sir, "Bonetta," West Bay, Princes Island, July 8, 1850.

IN inclosing my journal reporting my proceedings on my late mission to Dahomey, I have the honour to state that, May 14th I landed at Whydah with Mr. Consul Beecroft, and arrived at Abomey May 26, where I remained six weeks; returned to Whydah and re embarked, July 12, on board the "Bonetta," and resumed the command of her.

Having had several interviews and conversations with His Majesty the King of Dahomey and his Ministers, I have formed the following conclusions:

1st. That the King of Dahomey will not give up the Slave Trade without some show of coercion.

2nd. That His Majesty's Ministers are one and all slave-dealers, and if the King was willing, he has not the power to treat.

3rd. That His Majesty's wealth has been much exaggerated.

4th. That there is no Dahomey nation, but a few chiefs holding feudal rights under a high chief, Gézo. The case of Jim McCarthy, mentioned in my journal of proceedings, will point out the fear entertained of the stoppage of all trade.

His Majesty's recommendation to the Queen to stop the trade in the ports from Quittah to Lagos, illustrates the efficiency of such a demonstration on Whydah.

The King is about to make war on Abbeokuta; Mr. Beecroft and myself have explained to him that in Abbeokuta dwell many British subjects, and that Sagbua, the chief, has sought British protection.

If it were represented to King Gézo, that if he makes war on Abbeokuta he declares war upon England, it would perhaps save Abbeokuta, or enable you to stop the trade at Whydah, which, if the King does not open by relinquishing the Slave Trade, will in a very short time ruin the country.

A present of powder and musket-balls would raise the confidence of the Abbeokutians.

I have, &c.
(Signed) F. E. FORBES, *Lieut.*

Inclosure 2 in No. 220.

Journal of Lieutenant Forbes, on his Mission to Dahomey.

(Extract.)

May 13.—Arrived off Whydah, and embarked on board Her Majesty's ship "Phoenix," where I had the honour of being introduced to Mr. Beecroft.

May 14.—Landed, surf rather high, one chest of muskets; twenty lost. Her Majesty's ship "Kingfisher" saluted, twenty guns. British fort saluted as we entered the town of Whydah.

CLASS A.

May 15.—6 A.M. Visited Viceroy, and introduced Mr. Beecroft as Her Majesty's Consul, and explained to him our position as Her Majesty's Plenipotentiaries. Took private apartments in the British fort.

May 16.—Viceroy sent to apologize, as a King's messenger had arrived, that he could not call.

May 17.—Viceroy called. He starts on 20th; we are to start 21st. Isidore da Souza is Charchar, Ignatio da Souza, Cabooceer, Antonio da Souza, Amigo del Rey; three appointments out of one that their father enjoyed—the reason obvious: His Majesty receives three presents.

May 18.—Called on the Charchar to thank him for the use of his canoes to land Her Majesty's presents. All appeared poverty and decay.

May 19.—Sunday.

May 20.—Received 2 casks 80 dollars of cowries.

May 21.—Sent on baggage.

At 5 started, and at 9 arrived at Torree.

May 22.—Arrived at Allahdah. In the evening, Charchar and Ignatio da Souza arrived with the ostentation, dirt, and display of African officials.

May 23.—Arrived at Wybagou.

May 24.—Crossed the swamp, rather bad; arrived at Zobardoh, and put up in a neat farmhouse in a fine cultivated country.

May 25.—Arrived at Canamina. This being the same route I took in my last mission, I do not describe it. Cana deserves a line in praise. The level park lands, the high state of cultivation, neatness and cleanliness of habitation, aged of both sexes, serenity of atmosphere, all combined, lead the ideas far from Africa, slavery, and sacrifices. Dahomey, carrying war and devastation into all the neighbouring countries, has herself enjoyed the sweets of peace. It is not the Dahomans who war, but forced mercenaries; nor are the Dahomans much the gainers by these harassing slave-hunts—old age is decapitated to ornament the Palace, strength and youth sold to enrich the Brazils, their proceeds wasted at the horrible and ridiculous customs of Hivae noo ee wha, occurring once a-year. Charchar arrived. Sent to Abomey to report our arrival; received in answer that we rise at cock-crow and proceed.

May 26.—At 7 arrived at Abomey. Immediately inside the gate, on wheels (a present from the late Charchar), was a brigantine about twenty-eight feet long, well rigged, under all plain sail, union-jack at the fore, French tricolor at the peak. Dressed in full uniform, Charchar and Brazilians arrived and took ground a-head of us, attended by 140 armed slaves in Dahoman uniforms. At 9 we were met by the Cabooceers. I have described a meeting before. The Charchar was bent on giving us his left, in which he failed, and to show his bad taste muttered audibly, "politico, politico." A messenger arriving from the King addressed him, in hopes that he and his "whites" were quite well, he was constrained to pass on to us and thus showed we were two parties. It is somewhat odd that the late Da Souza was the patron of nearly all English visitors to Abomey, Mr. Duncan, Dr. Dickson, and nearly so to Mr. Cruickshanks. Forming procession, the Cabooceers preceded them, Mr. Beecroft and myself followed by the Charchar, the guns of the saluting battery firing twenty-one guns in honour of Her Majesty Queen Victoria, and thirteen each for Her Majesty's Plenipotentiaries. The King's reception was much the same as described in my former mission, we were received first, and the Charchar "passed" first; honours were divided. The court-yard was decorated with flags of all colours, among them many union-jacks, intended doubtless as a compliment, although the only other great display was of human skulls. I remarked last journal, that the skull-ornaments of the wall were in many parts blown down; now there are few left, and the King has no intention of renewing them; yet how inconsistent! the Palaver-House in the centre of the square was ornamented with 148 newly cleaned from the Okeadon war (one of the most cowardly acts that ever disgraced a tyrant); the only other ornament was a gaudy tent in front of the Palace, under which was a state chair. At noon we were permitted to retire to our new home in the Mayo's palace, having taken a mixture, in the United States called "stone wall," of rum, gin, brandy, beer, hock, limonade gazeuse, besides liqueurs. In the evening the Mayo visited.

May 27.—The Mayo visited and invited us to be present at his levee.

The Palace of Dangelahcordeh has many gates; to-day at each gate a Minister held his levee. At 2 P.M. we arrived at the Mayo's, whose canopy of umbrellas formed the apex from which a ring was extended here and there studded with umbrellas and banners: on a high stool of state sat the Minister, surrounded by his officers, who left a lane in front for new-comers to advance through and salute the chief. On our arrival we were seated on his right, and exchanged compliments in a glass of Frontignac. In the ring were two bands, and in gaudy attire two troubadours (the only appropriate names for them; they were not minstrels and certainly not ballad-singers, but between the two); each carried a staff of office,—a blue crutch stick with a device carved in the staff, and to each stick was a yellow handkerchief. They sang about the wars of the Dahomans and histories of the Kings of Dahomey; in this way only are the records kept. The troubadours were father and son, and the office is hereditary and lucrative; if failing male heir, by adoption. First, the elder sang how the King had conquered Attahpam; but the greatest achievement appeared to be in the capturing of a lady, on which he had bestowed a largesse on the troubadours; then how the King had killed Achardee, King of Jena; and, pointing to a handsome tunic and Damask-silk crimson Turkish trousers, gave me his clothes. He then sang at length in praise of Queen Victoria, the friend of Gézo, for which we gave him a breaker of rum. A court fool, with whitewashed face, surmounted by a slouched hat, exercised his ingenuity; but not being initiate in the idiom of the language his witticisms were lost to us.

About an hour after our arrival, headed by guards, banners, and official emblems, arrived His Majesty's sisters and daughters, followed by bands of discordant music and attendants carrying changes of raiment, gaudily dressed in cotton cloths and coral and Popoe beads. The Princesses, about thirty in number, took possession on our right in front, and made it very warm. The elder troubadour was soon dismissed, the younger pleased better. After remaining about an hour, the royal ladies rose *en masse*, and each producing a small decanter, which it appeared was her prerogative to have filled with rum, assailed the aged Minister. A scene followed, highly derogatory to the dignity of royalty. As soon as all were satisfied, they took leave, and forming procession marched off to the next gate, where a similar scene followed. During this time the Mayo received his friends, and

French flag last visit was white.

Antonio did not accompany the other Da Souza, he remained to ship slaves for the family, but fortunately the "Gladiator" took the slaver. She was consigned to the Charchar.

entertained each with a glass before he dismissed him; all knelt when approaching him, and threw dirt on their heads. Taking leave, we called in at the Viceroy's levee, who regaled us with beer and effervescing lemonade. These levees are called *Zandro*.

May 28.—At 8 A.M., in full uniform, we were commanded to the Palace, and according to the court etiquette, were gazed at by the many-headed for an hour. During the customs each Minister, Cabooceer, or military officer, has to assemble his men at 6, and when dressed and ready (every morning), to make the circuit of the Palace Square in procession three times. At the arrival at the gate in each round, he has to prostrate, while his retainers fire, dance and sing; this finished, if on duty, he places his insignia of office under a long tent, and stretches himself on a mat until required; if not, he plants his umbrella, and, seated on his stool, holds a short levee, and then retires. At 9 we entered the Palace, and were shown to the *entrée* of the audience-chamber; His Majesty lounged on a bed. There were present, the Mayo, Eeavoogau, Camboodee, Toonoonoo, and Maehaepah, Minister of Foreign Affairs, Viceroy of Whydah, Treasurer, Head Eunuch, and the Amazon Grand Vizier. The seal of Her Majesty's letter having been broken by the King, Mr. Beecroft read it in short sentences to the interpreters (three, and unfortunately none of the best).

As far as could be judged, His Majesty received its contents with pleasure; promised to consider the question. Directed us to view his customs well.

From certain remarks elucidated concerning the emoluments of the Slave Trade, we considered it prudent to acquaint His Majesty that we were authorized to offer a subsidy, and we were in power to put it in force immediately His Majesty should enter into treaty; but that it was impossible to pronounce the sum until we had witnessed his disbursements.

The interview was flattering. On our return sent the Queen's gracious presents. (List annexed.)

The Ministers and Cabooceers paraded the town at the head of their bands and retainers, firing constantly.

May 29.—At 7-30 we were again ushered into the audience *entrée*, now occupied by Maehaepah, very busy winding up, one after another, eight Sam Slick's clocks, some upside down, others on their sides, and one, by mistake, in its proper position; from this state we rescued them, but not before I had horrified the stately dame by placing one foot within the sacred precincts of the Harem. To prevent so unprecedented an occurrence, the Maehaepah and Toonoonoo knelt one on each side the threshold, and thus exhibited clocks, musical-boxes, watches, &c., on the particular efficacies of each of which we were called upon to dilate.

At 10 we passed through another gate, entering a large court-yard; on the opposite side, under a canopy of umbrellas of every colour, and ornamented with strange devices, sat the King on a sofa, and over him a small European parasol of crimson velvet and gold. His Majesty wore a blue flowered satin robe, a gold laced hat, and sandals ornamented with silver, round his neck a neat gold chain.

On the side of the court occupied by the throne sat the royal wives and female officers, all well dressed in a variegation of silks, cloths, &c., and the Amazons in full uniform, all seated on their hams, rested the stocks of their long Danish muskets on the ground, while the polished barrels stood up like a forest. In one part of the female group sat twenty-eight with blue crutch sticks, each ornamented with a yellow handkerchief; these were the sticks of office of the female troubadours, and each was to relate in her own way the romance of history of Dahomey.

Standing facing the throne (the Mayo, Eeavoogau, and Cabooceer of the British fort, Heechelee, lay prostrated, throwing dirt on their heads), we bowed three times to the King. This was a neutral ground, and was occupied during the day by the Maehaepah and Toonoonoo, or the female grand vizier and head eunuch, who, on their knees, communicated the royal pleasure or any message; the King, being guarded by his Amazons, could not be approached by one of the opposite sex. On this neutral ground were the skulls of kings in calabashes, surrounding a newly-turned heap, which contained the head of a victim sacrificed last night, his body to be buried under the tent (pole) to be used by His Majesty to-morrow. Some of these skulls were ornamented with brass, copper, coral, &c.; one in a copper pan illustrated a fearful tale of treachery and murder, the skull of Ahchardee, Chief of Jena. The history may not be out of place in this journal.

Onsih, King of Jena, died; and Dikkon, heir-apparent, hated, was rejected. He escaped to Dahomey, then reigned over by Adonooza, and implored him to march upon Jena; Adonooza refused, his mother being a Jena woman. Ahchardee (until they should choose a king) was nominated President; Adonooza deposed. Gézo marched an army three successive years against Ahchardee, and was each time defeated. Resolved to effect by stratagem what he had failed to do by open war, Gézo invited Ahchardee to Dahomey to witness his customs. Receiving hostages and presents, he came, and was returned loaded with presents. A second year he was allowed to go back unmolested. The third, he came with near a thousand traders, at the custom called "Ek anee noo ah toh meh." He was thrown with the victims, sacrificed, his people taken into slavery.

After saluting the Monarch we turned round, and on the opposite side were from 300 to 400 males, Ministers, Cabooceers, officers and soldiers. As with the Amazons, in one part were twenty-eight sticks belonging to troubadours; all were shaded by large umbrellas. Immediately opposite the throne were chairs and a table set with decanters and glasses for ourselves, under a canopy of handsome umbrellas; on the right sat the Charchar and the Brazilians, similarly accommodated.

Taking our seats, the *coup-d'œil* was very pleasing; all were well dressed; the Ministers and Cabooceers in flowing robes. Besides the diversity of colour in dress and umbrellas, there were also numbers of banners and Fetish ornaments. The day's jubilee is named "Eh nah ek beg'h" (the day of giving).

Business commenced by two male troubadours introducing themselves; then one at a time recited the exaggerated accounts of the wild warlike adventures of Gézo and his ancestors; interlucant praises and visionary accounts of the future. As though gratifying to the Monarch who had deposed him, they desecrated the name of his brother Adonooza, as totally unfit to reign over a powerful and brave nation such as the Dahoman. At the mention of the name of any member of the Royal Family deceased, all the Ministers, Cabooceers, and officers, male and female, had to prostrate and kiss the dust, &c. The troubadours by no means spared them: they hailed Gézo as the greatest of

African Monarchs; he had only to command and it was done; enumerated all the conquered states. That any country that insulted Dahomey must fall; and there still remained three to conquer, Tappah, Yaruba, and Abbeokuta. (In the Jena war, the Yarubas—a part of whom the Dahomans consider a separate nation from the Abbeokutians—assisted against Dahomey. In the Okeadon war, in 1848, the Abbeokutians took an Amazon general (umbrella) and standard and regiment, and, as the Dahomans term it, “made children for them.”) Two Amazons next spouted their visionary lore, amusing themselves at times calling on the multitude to laugh for joy at the recital of the King’s exploits; when first, the females would exercise their risible faculties, then the males give a sort of Irish howl; now and again the singers called on the multitude to join chorus, which was readily complied with. As each two were attended by a discordant band, there was no lack of music.

The only innovations were: 1st. Ahhopeh, the King’s brother, spoke of the impropriety of removing cowries, to be distributed from the market at night, stating that as there were so many strangers in the town, it would be dangerous to tempt them, particularly as the penalty, even to a Prince, would be death. The King concurred, and agreed that the cowries should be distributed on the 31st, and removed at 4 A.M. of that day. 2nd. At noon His Majesty crossed over, and took a glass of liqueur with us (being covered by cloths while he did so). Guns fired, Ministers and Cabooceers danced, and all huzzaed.

As each two, male or female, of the troubadours finished their lays, they received a present for themselves and bands, in all about thirty, thus:—

Cowries, 28 heads or dollars.
Cloth, 28½ pieces, or 28 dollars.
Handkerchiefs, 4 pieces.
Rum, 2 gallons.

The total expense of this day by my calculation was, cowries, 784 dollars; cloth, 784 dollars; handkerchiefs, 102 dollars; rum, 28 dollars: in all 1698 dollars.

At 3 P.M., raining hard, we were commanded to retire.

Seated five hours over damp ground. Had it not been for the novelty, would, doubtless, have been irksome.

In the evening, the Mayo, Eeavoogau, and Nearwhey, attended by the royal command to explain to us the expenses of the day, and brought strings of cowries, which we had to count, to satisfy ourselves of the correctness of their statement, which ran as follows: cowries, 7,540 dollars; cloth, 644 pieces; iron armlets, 92 in number; rum, 140 bottles. Further, that His Majesty had that morning thrown away 400 dollar heads of cowries, and 40 pieces of cloth, and intended that night to throw away 800 dollars heads of cowries; that the sum total of the day’s expenses was 26,000 dollars in value.

At 3 P.M., when we left, only four males and four females had been paid; we allowed all to be paid, and that would have taken till at least 8 P.M., and these officers were with us at 6 P.M. His Majesty, we had expected, would take every advantage of us; but this was rather too much; it reminded me of the stories handed down by the late Da Souza, with which he fed English visitors. And well may the Royal Exchange be laid at 300,000 dollars per annum, when (at the most liberal allowance) the expenses, actually 1698 dollars, are given as 26,000 dollars. The description of the “Ek gnee noo ah toh meh” will, I trust, prove, together with Abhohpeh’s speech, that neither the 800 nor 400 dollars were distributed; whilst the custom called “Ak bah tong ek beh” will pretty well illustrate the impossibility of the gross sum, 26,000 dollars in cowries and cloth, being distributed in one day by the Dahoman Monarch.

Before leaving, the Mayo solemnly charged us, that neither ourselves nor our servants be found in the streets to-night; His Majesty was going to sacrifice to the manes of his ancestors.

May 30.—At 7:30 we started for the Palace. At a little distance from our house, the road was fenced off; the King’s wives were going to carry goods to market, and no one might meet them.

At the foot of the ladder ascending to the Palaver-House, in the square of the Palace of Dangelahcordeh, lay six newly-cut-off human heads, the blood still oozing; at the threshold of the entrance gate was a pool of human blood. Within, the scene was entirely different from yesterday: in the centre of the Palace court stood a huge crimson cloth tent, forty feet high and of forty feet diameter, ornamented with devices of men cutting off other’s heads, calabashes full of human heads, and other emblems of brutality and barbarity; on the top stood the figure of a Dahoman, with half his head shaved, supporting a staff from which flew a white standard; on it was emblazoned a jar having one skull for a stopper, standing in a large dish on three other skulls (blue). Although the King had not arrived, we had to pay the same compliment as yesterday (similarly attended) to the throne, which was inside the tent, around which were the Amazons, wives, &c. On the neutral ground were the same skulls. Turning round our position faced His Majesty’s, and about were the Ministers, &c., all dressed, as near as possible alike, in red striped flowing robes, and laden with necklaces. In a short time His Majesty arrived dressed in a coloured silk robe and laced hat. Having taking his seat on the throne under the tent, the business of the day commenced by a procession of fifty-eight Ministers and Cabooceers, each carrying a sword, a scimitar, and a club; after passing the throne three times, all prostrated and threw dirt on their heads.

To give the whole account would be to make this journal prolix; I shall therefore annex a programme of the processions, which lasted till 3 P.M., and comprised between 6000 and 7000 people, and here merely make a few comments.

The day’s custom is called “Ek bah tong ek beh” (carrying goods to market), and is really a display of as much of the whole wealth of the Monarch as can be, without material damage, drawn or carried to the market of Ahjahhee and back, a distance, both ways, of about a mile. The day was cloudy, and the dresses by no means good. From the programme a very fair calculation of the actual wealth of the King may be made: 1793 women carried cowries, each three heads, on an average, some not more than half a head; being in total 5,379 heads of cowries or dollars. Among the display of wealth were many articles of little value—some 50 pots-de-chambre, to wit—His Majesty could not be aware of the use of; 90 women carried common jugs; 170 carried each one piece of

cloth cut in two and roiled; 46 ditto white baft ditto; 47 carried each six Dutch pipes; 70 ditto empty blue bottles; 50 carried a washing-jug each. It has been frequently related to me, that His Majesty possesses whole services of plate. How ridiculous! All his silver ornaments were displayed to-day, and his artisan brother, Sohsar, and Hatongee, the silversmith, were by command seated near us to explain their value. In all they were 90 in number, carried by as many women; among them coffee-pots, tea-pots, cream-jugs, and baskets of European manufacture; 33 were silver-headed canes, and the remainder large hollow ornaments of native make. Of the fashion of His Majesty's knives and forks we had a daily sample, and certes, they would be of equal curiosity in England as Dahomey, of iron.

At least so we were told, but they were wrapt in cloths.

The collection of a country fair, carried in a similar manner, would have far exceeded the wealth displayed in value and appearance. The dresses of a minor theatre would have excelled.

In a country like Dahomey it is an immense collection, but when the exactions of the Monarch are considered, scarcely to be wondered at; if a Dahoman receives a present he must lay it before the King, and if admired, even the Prime Minister would find it more to his interest to forego it.

Besides goods carried, there were several bands of troops, male and female, and several tasteful groups at different periods took position, danced and sang before the King. Bands were playing in all directions; dwarfs, hunchbacks, court fools, albinos, besides an ostrich and an emu, and several dogs of strange breed strolled about the neutral ground; lastly came the ancient ladies, and those holding offices of regal rank, with the insignia of their separate offices; among them numbers of human skulls in drums, banners, knives, &c. These were disgusting enough, but to behold twelve unfortunate human victims for to-morrow's sacrifice—carried round, eight on men's, four on women's heads, bound hand and foot and tied in small canoes, dressed in white with high glazed red caps, followed by an alligator and a cat, also for sacrifices,—was fearfully so. As the victims passed the throne of their superstitious tyrant they were halted, and addressed by the Mayo on the munificence of the Monarch, who sent them each a head of cowries wherewith to purchase a last meal.

Once during the day the King left his tent to pay us a visit and drink a glass of liqueur.

As yesterday, the Maehaepah and Toonoonoo were continually engaged, and each point of the proceedings was explained to us through this channel from His Majesty.

At 3 it rained hard, and we were allowed to leave, with much to reflect upon.

Rum was distributed in bottles to the different companies, and about 800 dollars in cowries.

May 31.—At 7 A.M. we were summoned to witness the custom called "Ek gae noo ahtoh" (throwing away cowries from Ahtoh).

As we left our house His Majesty was passing, and sent us a bottle of rum. Joining in procession we were followed by the Amazon host. Passing round the walls of the Palace of Dangehlab-cordeh we arrived on an open ground called Ahjahhee, at once the market-place and parade-ground, and now occupied by a huge raised platform, hung with cloths and ornamented with banners of every hue, among them two union-jacks, and surmounted by huge umbrellas and small tents. On the west side of this platform of Ahtoh was a fence-work of prickly acacia, outside of which was a band of soldiers, inside fourteen human beings for sacrifice. As soon as the King arrived he ascended the Ahtoh, and immediately several bands of naked men (unless a grass cloth bag round the waist be termed clothing) marched past; in each band several rode on the shoulders of others; headmen; these were the soldiers of the King, his sons, the Ministers and Cabooceers.

I believe it has hitherto been supposed that on this particular day of the customs, His Majesty enjoys a species of liberality unknown in the annals of the histories of any other known nations, in the scrambling to his people, goods of all descriptions,—cowries, silk, tobacco, rum, &c., and also live sacrifices. I say I believe so, for such has been my own opinion, deduced from Dalyell and from report. Such is by no means the case.

The public are not admitted to the scramble, and the whole performance is a cheat. The scramblers, as has been stated, are the soldiers (about 300), and the goods are their pay, and this day did not amount to more than 1000 dollars in cowries, and 300 dollars in cloth. The throwing away occupied between seven and eight hours.

Taking seats on the left, the King (all being hustled together) addressed the scramblers, directing them not to fight or quarrel, and having thrown a few by way of trial, commanded us into his presence. Ascending the Ahtoh, the scene was extraordinary: the floor was laid with rushes, and on it about 3000 heads of cowries, and 500 pieces of cloth, besides rum and tobacco; at one end, under a gorgeous umbrella, dressed in a black waistcoat, a cotton cloth round his loins, and a white nightcap, stood the King, labouring hard "throwing goods." Under a range of umbrellas, facing the multitude, stood the Ministers and Cabooceers, one of which remained vacant for our use; the back part of the Ahtoh was occupied by small tents for the ladies of the Harem; while, as we entered, under separate canopies, were two tables set with decanters, &c., for ourselves and the Charchar to retire to.

Taking our stand under the umbrella, the crowd appeared to be one living mass of humanity. Cowries became the property of the lucky ones who caught them; but not so the cloths,—no sooner caught, than if not handed to the headmen riders, a fight ensued terrible to behold, the riders running over the mob as if on dry land, and it was sure to be found.

As the mass oscillated, it emitted an effluvia only to be compared to the fetid vapour that rises from the over-crowded decks of a slave-ship, and a steam arose as dense as the miasm from a swamp. A guard of soldiers paraded the area during the day.

Soon after our arrival, His Majesty sent us a present of ten heads of cowries and two pieces of cloth.

During the day, as will be seen by the programme, several presents were given, altogether to the amount of 1000 heads of cowries, and about 200 pieces of cloth, a little rum and tobacco. Among the recipients were two Kings, an Ashantee ambassador, a head mallow, &c.

About noon the brigantine before alluded to was drawn up, and a lane made through the mob; a boat on wheels put off to land her cargo of rum, cloth, and cowries, &c. At 10 we breakfasted, supplied by His Majesty, and after breakfast joined the King in "throwing away." It was easy to observe that one party was the grand receiver, and that party the King's. Acting on this, a man named Pohvehsoo, captain of musketoons and court fool, and as we have since heard, headsmen, had ingratiated himself; knowing him to be the King's friend, we aimed three cloths filled with cowries at him; having received the third, His Majesty ordered him off, as having had enough.

If I were to conclude the history of this day's customs here, I should merely remark that there might be a policy in making appear munificence, the distribution of a sum of money, that if doled out to each individually would prove a miserable pittance, although it tendered much to debase the minds of his people, if that were possible. But what follows is almost too revolting to be recorded.

As if by general consent, and evincing a slight dawning of decency, hardly to be expected from these truly barbarians, silence reigned, and when broken, the eunuchs would strike a metal instrument each was supplied with, to enforce it, sounding the knell of eleven unfortunate human beings, whose only crime, known to their persecutors, was that they belonged to a nation Dahomey had warred against, Attahpam. Out of fourteen now brought upon the platform, we, the unworthy instruments of Providence, succeeding in saving the lives of three. Lashed as described in yesterday's journal, except that only four were in boats, the remainder in baskets, these unfortunates, gagged, met the gaze of their enemies with a firmness perfectly astonishing;—not a sigh was breathed. One cowardly villain put his hands to the eyes of a victim, who sat with his head down to feel for moisture; finding none, he drew upon himself the ridicule of his hellish coadjutors.

Ten of these human offerings to the vitiated appetite of his soldiers, and the alligator and cat, were guarded by the male soldiers, and to the right of the King; four to the left were guarded by women.

Being commanded into the presence, the King asked if we wished to be present at the sacrifice; with horror we declined, and begged to be allowed to save a few by purchasing. After a little hesitation, we were asked which we would have; I exclaimed the first and last of the ten, while Mr. Beecroft claimed the nearest of the four, and 100 dollars being stated as the price, was gladly accepted. In all my life I never saw such coolness so near death: the most attentive ear could not have caught the breath of a sigh—it did not look reality, yet it soon proved fearfully so.

Retiring to our seats, the King insisted on our viewing the place of sacrifice. Immediately under the Royal canopy were six or eight executioners, armed with large knives, grinning horribly; the mob now armed with clubs and branches, yelled furiously, calling upon the King to "feed them—they were hungry."

Scarcely had we reached our seats, when a demoniac yelling caused us to look back. The King was showing the immolations to his people, and now they were raised high over the heads of their carriers, while the Monarch made a speech to the soldiers, telling them that these were of the prisoners from Attahpam; he called their names. The Charchar left at the same time with ourselves; but Ignatio and Antonio da Souza remained spectators.

The unfortunate being nearest the King, stripped of his clothes, was now placed on end on the parapet, the King giving the upper part of the boat an impetus, a descent of twelve feet stunned the victim, and before animation could return, the head was off; the body, beaten by the mob, was dragged by the heels to a pit at a little distance, and there left a prey to wolves and vultures.

After the third the King retired; not so the slave-merchants. When all was over, at 3 P.M., we were permitted to retire; at the foot of the ladder in the boats and baskets lay the bleeding heads. It is my duty to describe; I leave exposition to the reader.

The expenses in money, &c., expended this day was 2,700 dollars; out of the 3000 heads on the platform, 1000 remained when all was over.

June 1.—At noon we sallied forth to witness a novel sight; a review, half males, half Amazons. The custom is called "Eh dah sol ek begh" (firing guns). The parade-ground in the Ahjahhee market-place was now clear, the Ahtoh had disappeared, and all that remained to mark the fearful tragedy of yesterday, were the stains of blood emitting a pestilential stench.

Having taken our seats under some shady trees, the troops marched past in the following order. First came the Cabooceers and their retainers, some 300; lastly, the King's levees, and those of the Royal Family, in all 4,400 men; then came the Amazons in the same order, 2,400. In each regiment or company, first came the armed, then the banners, stool of office, followed by the officers under umbrellas; lastly, the band. In the rear of each of the King's levees, male and female, was an equal number of stools, banners, drums, and umbrellas, all ornamented with skulls and jaw-bones.

At 12:30 His Majesty arrived, and took his seat on a high stool under a canopy of umbrellas. On his left the Charchar; on his right Mr. Beecroft and myself. Under the canopy were none but males. Toonoonoo remained outside, and Maehaepah hovered in the neighbourhood, ready to communicate, if required.

The King must be aware of the consequences of too often raising the evil passions of men, and too long indulging his people with murder. As if by the power of Aladdin's lamp, to-day they were a changed nation, totally military; the King was a soldier, in French grey tunic, short trousers, and fur skull cap, no sandals and no ornaments except a neat cartouche-box and other military apparel. The hunchback and dwarf vied with the court fool in military address; in all this there was nothing very extraordinary; but when, in the midst of the Amazons stood the royal mother, wives, female ministers, all in uniform, and armed each with a musket, sword, and club, and which each by her actions showed she knew well how to use, the Monarch looked to us, as if to say, "Did you ever witness the like of this?" All were well, and many handsomely, uniformly, dressed.

The whole marched past a second and a third time. 77 banners and 160 huge umbrellas flirted by the bearers, muskets ornamented with ribbons, flying aloft to be caught again, together enlivening the scene; while 55 discordant bands, and the shouts of soldiery as they hailed the Monarch, almost deafened the observer.

The retainers of the Ministers and Cabooceers now occupied the ground at the farther end of the field, when first the royal male levees (headed by an emblem of a leopard killing a snake, on a staff) advanced, skirmishing to the foot of the throne, keeping up a constant fire. In front was a regiment of blunderbuss-men, bush-rangers in green grass surtouts. Halting in front, they gave the salute, holding up their muskets with their right hands, their left rattling a small metal rattle each soldier wears round the neck; while some, having light pieces, flung them aloft to catch them again; all the officers prostrating, and throwing dirt on their heads.

The King rose and left the canopy, said one or two words to them, and receiving a light musket from an aide-de-camp, fired it, and received one of many now offered. He then danced a war-dance. It commenced with a quick-step march; presently he halted, and putting his hand over his eyes, scanned the distance, sent out scouts; danced again, again halted; now certain the enemy was in

sight, fired his piece. The soldiers shouted, fired, advanced, and retired, and the King returned to his seat, shaking hands with us, telling us he had been to war.

Domingo José Martins arrived (sixteen hours from Whydah). The soldiers sang, and in their song thanked Martins for some powder and muskets he had given last war. As these marched off, the Amazons advanced in the same order, keeping up a constant fire from muskets, blunderbusses, musketoons, and wall-pieces; forming a half-circle in front of the canopy, they saluted the King, who, after a parley between those two grave reasoners, the Machaepah and Toonoonoo, again quitted the stool and performed a war-dance. The Amazons now sang, and introduced Domingo, for the same reason, in the following verse, which they repeated several times:

Tune—"Jim along José."

Dae mee goo o
Sooto ah noo o
Ah dae mee Gézo.

(Domingo gave us muskets to fight for Gézo.)

After much dancing and singing, they marched off and took ground to the left, forming a canopy of umbrellas in their centre for the officers, all seated on their hams, their Danish muskets on end, became spectators of the remaining part of the review.

The remainder was a sort of presentation of chiefs and officers to the King, while the retainers marched past, firing constantly. The order was as follows:—First, the retainers enfilading between two Fetish-houses, about 200 yards from the throne, would commence firing, and march, edging to the right; the Cabooceers and officers would leave the body, and, arrived at the foot of the throne, prostrate, and throw dirt on their heads, while the Toonoonoo called their names and rank. The Cabooceer then knelt, and receiving a bottle of rum, followed his retainers. All the Cabooceers having passed, among them Ignatio da Souza (who stood), to whom the King went out, and he having declined to dance, His Majesty shamed him into doing so by setting him the example. The Ministers went through the same ceremony. The only other time the King left the tent was to throw some rum on a black pudding of human blood, carried by Fetish-men. At 6:30 the review ended, and we were permitted to retire, much pleased with the day's amusement.

During the whole proceedings, order and discipline were observable; the uniformity of dress exceedingly striking. The show of colours, variety of the flat-topped umbrellas, various devices and emblems like the eagles of the Romans, the highly-polished muskets, all combined,—the effect was as pleasing as it was novel.

I am now accustomed to skulls, but a sense of disgust arose when the King sent the Meigau's drinking (war) cup for our inspection—it was a polished human skull. The Meigau, the highest officer in the realm, holds, among other offices, that of hereditary headsman,—under a Dahoman Monarch, no sinecure, although he has a band of subordinates.

The 6,800 soldiers reviewed, with perhaps an equal number on the frontiers, form the standing army of Dahomey; certainly not more than 14,000 male and female, and nearly all foreigners, bought, or prisoners of war. When the King makes war, he levies, according to its capabilities, from each town and district; but, I should say, never marched more than 20,000 to war, leaving about 8000 armed men under the Mayo to protect his capital and frontiers.

I do not think His Majesty gave us credit for being able to count his troops, but we had done so before he arrived on the ground; and luckily we had, for afterwards several of the largest regiments would march past twice, and one of them three times, thus swelling out the apparent numbers.

During the day he appeared anxious we should have every information, and frequently sent the names of the chiefs as they passed.

June 2.—Sunday, and luckily a quiet day. The Mayo called, conversed on trade, but I am not of opinion we made much impression on the Minister, who, besides being himself a slave-dealer, is too old. He did pretty well by his visit in obtaining two gold rings and a new silk handkerchief as a present. His call was to ask us to obtain for His Majesty some silk of a certain pattern the King had had twenty years.

June 3.—Again the custom called "Ek bah tong ek begh," and preceded as before by six human sacrifices, which lay in two heaps under the steps of the Palaver-House, as we passed into the court of the Palace of Dangelahcordeh at 7:30 A.M.

The day was fine, and the dresses beautiful in appearance; the tent and positions the same. The opening scene, the procession of Ministers and Cabooceers, was as splendid as it could have been: all wore crimson and yellow slashed silk robes, and over these the Ministers wore crimson silk-velvet cloaks trimmed with gold. Bands of singers, males and females, dressed in scarlet tunics and many silver ornaments, were grouped in different parts. The procession was mainly the same, the dresses of the carriers finer or rather more gaudy. Several carriages and wheeled chairs were drawn past, and cloth, velvet, silk, coral, &c., took the place of cowries. As the procession passed, ladies (attended by guards of Amazons) magnificently dressed in the most showy silks, satins, and velvets, with hats and plumes of the time of Charles II, would take position opposite the throne, and sing and dance before the King, who was habited in a black slouched hat almost covered with gold embroidery, a blue and white robe, and sandals. His Majesty seldom left the tent. A great part of the Amazons were in scarlet or crimson tunics.

The aged ladies, dressed out in scarlet, crimson, or light blue, as they passed in procession, attended by a paraphernalia of skull ornaments, as banners, drums, &c., had their trains borne by maidens in gaudy attire, and were each followed by a guard of Amazons.

Among the groups the most showy were the Paussee six ladies; one wore a Charles II hat and milk-white plume; the other five wore gilt helmets with red and green plumes, tunics of scarlet and gold, with bands of green satin, and waist-belts of blue and green silk; coral bead necklaces, silver gauntlets and armlets, attended by 200 Amazons under arms in scarlet tunics; also a group of six ex-ladies of the royal chamber, all mothers by the King, and his present favourite wife, in tunics of country cloth, and similarly ornamented as the above, except that each wore at her girdle a polished human skull-cup, and each wore a white slouched hat trimmed with gold lace. The scene was much more brilliant than on the last day.

Let it be remembered that these customs occur only once a-year, and have been annually for May 30.

Bringing his piece to the shoulder.
He had hammock-men all along the road.

To leave the frontiers open, said the King, would be to invite an attack.

100 years, and that many of the dresses (which are worn on no other occasion) are much older. I had almost forgotten to mention that these dresses did not save the eternal prostration.

One article deserves attention; the programme must be referred to for the rest. A model of a hill in Kangaroo, taken by storm by the Dahomans; by command it was placed near our position, and those two important functionaries, the Maehaepah and the Toonoonoo, knelt with their heads locked for about half an hour, when the mystery was explained to us. The late Mr. Duncan, in his travels to the mountains of Kong, being in the vicinity, asked permission to ascend the hill, which was refused; this, as Mr. Duncan was travelling under Dahoman protection, was construed into an insult. Kangaroo Hill was surmounted by a large town, supplied for a siege and with large tanks of water; the rear was a perpendicular, the front was a slope, round which was a high wall and gate. This wall was escaladed by Eeawae (the English mother), at the head of a party of Amazons, and her stick of office was placed in honour on the model, where it looked very much out of proportion. Several musketoons, wall-pieces, and a five-barrelled blunderbuss, all English, were shown us; and His Majesty sent to say, as these were getting old, he would be obliged if the Queen, his friend, would send him more, particularizing that flints were preferred. We made a note of it.

Before going away, His Majesty invited us into his tent, to the too well expressed astonishment of 200 ladies, who must have thought the King had parted with his senses when he admitted men and strangers into their sanctuaries. His Majesty proved himself to be sane, by telling us that to-morrow he wished us to measure the tent, and put down in our note-books that he wanted two, and two sofas.

Inside, the tent was supported like an umbrella, and apparently very old; in the centre was the sofa, and over it a white umbrella; on the sofa were child's toys.

At 5:30 we left, having sat too long over damp ground. At 7 we were again commanded to attend the King to an evening custom, "El doo beh pal meh," "Go to pah meh" (to eat). His Majesty went in procession, attended by all the Ministers, wives, Cabooceers, and both armies.

Arrived at the market, some edibles were brought to us; but as it was very dark, we did not eat of them. The King was said to be throwing away eatables to the people; we did not see or hear it. His Majesty sent us four heads of cowries each, and permitting us to depart, we reached home at 10.

June 4.—Measured the tent and sofa. In the yard lay 800 heads of cowries, said to be to pay parties employed yesterday, but I much doubt that more than 200 were paid away, we witnessing that payment, and the rest remaining when we left. In the evening the Mayo brought the three (saved) victims, one ill. Gave him some medicine, and clothed the whole.

June 5.—One of the King's brothers called, and seeing we were employed, said, "I am a working man, and when employed do not like visitors; I therefore take leave."

June 6.—Most of the town was closed to-day, as the ladies of the Royal Harem went forth to bathe. Mr. Brown arrived.

June 7.—At 9:30 we entered the Palace of Dangelahcordeh to witness the first day of the customs called "Se que ah nee" (throwing water).

Passing through the first court we entered an interior court-yard by a gate ornamented with two human skulls, in shape a parallelogram; at the further end were three small tents, the centre surmounted by a large silver ornament, each of the other two covering a large glass chandelier. The right was formed by a long low shed-like building, in which were two canopies; under the central one, on a couch of crimson and gold, lay the King, while in front was a crimson damask cloth for the recipients of the royal bounty to kneel upon; under the second were the females of the Royal Family; while under the shed and immediately in front, were Amazons under arms, and other ladies of the Harem. Again, in front, were the skulls; a space of twenty yards (a neutral ground) was unoccupied. Facing the throne, beyond this, was a band of minstrels, and in their rear, Ministers, Cabooceers, military officers, and visitors. Scarcely seated when the business of the day commenced.

A crier stepped to the neutral ground and called by direction of the Maehaepah, the Toonoonoo and Camboodee; the three then seated themselves on the edge of the crimson cloth, and the Meigau was called; he being sick, ten heads of cowries were sent to him. The Mayo being called, went through the following ceremony, which was followed by all, and a reference to the programme will give the names of the recipients and sum received by each. Prostrating at a little distance from the throne, he crawled on to the crimson cloth, and there received in his robe, poured from a basket by the Royal hand, eight heads of cowries (eight dollars), which he carried away, staggering round the yard as if under the enormous weight. After having counted them he returned, again prostrated, and covered himself with dirt.

I have before mentioned a man, Pohvehsoo; it may be necessary here to describe him. His origin is humble; he was a carrier of Whydah; he is now a captain of musketeers, a headsman, and a privileged court fool; he has a coadjutor in the Amazon ranks; they dress meanly generally, and have their faces with whitewash, like a skull; take great liberties with the Monarch and the nobles; and for a headsman, or even otherwise, I never saw so benevolent a black countenance; in age he is about sixty. To-day they executed every ingenuity to obtain largesse. At one time Pohvehsoo was rolling about in a bag, imitating the call of the guinea fowl, the King feeding him with cowries, causing the court fools and sycophants to exclaim, "Was there ever so generous a Monarch? See, he throws away cowries like corn." At another, with a mask of a monkey, he would be dipping his paws into baskets of oranges, corn, &c., and removing their contents. But the main cast was Pohvehsoo and his coadjutor, each made a present to the King. From each end of the yard a party heavily laden arrived (apparently), and it required all the care and attention of each to get his or her party before the King, the weights appeared so excessive, that the carriers had to be wiped down and fed with corn; at last they reached the foot of the throne, and the King made a present of cowries in return, when on examination, two huge baskets of shavings and two huge stacks of the pith of the bamboo, assimilated a like quantity of corn and firewood.

In the middle of the disbursements, the Charchar, his two brothers and ourselves were called, and received six heads of cowries each, and drank with His Majesty, amid firing, &c. Altogether he disbursed 600 heads.

Two crown birds and a beautiful gazelle played about the yard. In the intervals the minstrels took advantage and praised the King in a most disgusting manner; when one band had sung their praises they were paid, and another took their places, and either sang or danced, and some both. At 2 we took leave, and going home I asked my interpreter how many heads had been given away,

Dresses by no means good, as nearly all had to prostrate.

Eunuch treasurers.

during the day ; at first he would not answer, but being pressed, gave it as his opinion, 10,000 dollars. Such is the idea the Dahomans have of the liberality of their Sovereign. Visited the Ahjahhee market, a four-day market, well supplied as far as variety of articles was concerned, but with little of each.

June 8.—Visited the Behkon market, a four-day market, also just outside the Cumassee gate, Hungoolah. similar to Ahjahhee. Called on the Mayo, who reclined on a mat in the shed before described for the Ministers and others on duty at the Palace.

June 9, *Sunday*.—The Charchar, his brothers, and Domingo, have been closeted all day with the King. The late Da Souza's debts are said to be the palaver.

June 10.—At five miles north-west of Abomey is a beautiful view, which we visited this morning. Leaving the town, the ground gradually rises until suddenly the road opens on a deep extensive valley of undulating ground. Far as the eye can see are the Dabadab mountains, looking blue in the distance ; our eye having been so constantly accustomed to level views, looked upon this as magnificent, and the keen air blowing clear from such a distance, gave us an excellent appetite for a picnic breakfast ; on the upper ground was clay with ironstone, sandstone, conglomerate, and chalk. Descending into this valley, a walk of a mile and a half brought us to a swamp of discoloured water, the only watering-place of Abomey, and from here the water is carried on the heads of women. In the valley the soil is oozy and fertile, but unfortunately, except here and there, miles apart, there are no habitations.

Passing the Palace of Dangelahcordeh, on our return, His Majesty was taking formal leave of Domingo José Martins, honouring him with a review of two regiments of Amazons. According to etiquette we had to descend from our hammocks and make our bow. Having drank with His Majesty, he asked us if we had brought him any specimens from the bush ; we told him our canteen was gone on, but we would bring him some after we had dressed. Taking leave, we returned with five breakers of rum, two large case-bottles of gin, and two of liqueur. Domingo had left, and the King entertained us with some very good dancing, first by men, then by Amazons. The dance offered great variety of positions, and was very spiritedly performed. The band was not so good as it might have been, and one of the dancers would now and again sound them the tune. At 5 A.M. sent us two bullocks, some flour, peppers, and salt. In the evening His Majesty passed our gate in procession to the Palace of Dahomey. First came the Cabooceers and all their pomp and array of war ; then the Ministers, the King's levees, the King in a hammock (who halted and sent us a bottle of rum), followed by skull ornaments, as instruments, banners, &c., (a space), then the Amazons, Cabooceers, Ministers, main body, and a similar hammock, skull ornaments, &c. ; lastly, the Camboodee and his retainers.

In the evening, Domingo José Martins, the greatest slave-dealer in all Africa, called to take leave. He remained upwards of an hour, and, in conversation, told us that last year, by palm-oil alone, he cleared 70,000 dollars, and shipped in one month from Porto Novo, 300 tons of oil, or 10 tons a-day. In conversing about the Slave Trade, he said the only thing that supported it was its being contraband. In speaking of his individual position, the monopoly of Porto Novo, that one trade helped the other.

June 11.—As an introduction to the day's proceedings (the commencement of the War Palaver), it is necessary to give some account of the present state of the Dahoman army, which is at once divided into two divisions, the right and the left, the advanced and the rear, or the Meigau's and the Mayo's, or the generals' titles, the Agaous and the Passoos. In each of these two divisions is a battalion of males and one of Amazons.

The army has another extraordinary division—the male and the Amazon. In each army is a Meigau, a Mayo, an Agaou, a Passoo ; and each male officer or soldier has his equivalent in rank in the Amazon lines, termed "mother." The Meigau's levees are 140, the Mayo's 300, &c. ; those of their coadjutors are equal numbered, or nearly so. The Charchar and all visitors have "mothers" also. Our "mother," the Eeawae, is a most distinguished soldier.

Their pay is precarious ; clothed and fed ; armed and supplied with powder ; as will be seen, they swear to conquer or die. Prisoners and heads are purchased from the captors, and the reward at the customs depends on the success in the war.

In or about 1625, Tahcohdohnoh, King of Tahhee, marched upon a small town (now called Abomey), and accomplished a vow to the Fetish by ripping open the belly of the captured Prince, and placing his body under the foundation of a new palace, which he appropriately called Dahomey, or Dah's belly : hence the name also of the Kingdom of Dahomey.

At 10 A.M. we entered the of Palace Dahomey at a gate called Ah goh doh meh. The King reclined under a canopy in a low shed-like building ; the positions were similar to those described on previous days. In our rear were the mausoleums of Kings—small thatched round houses, each surmounted by a silver ornament of large size ; in front of each was a heap of human skulls and bones, and at the door of each a pillar of cloth shaded by an umbrella. On the neutral ground was strewed cooked meat, &c., and hundreds of turkey buzzards flew about with sickening familiarity.

The custom called "Seh que ah ee" (watering the graves) is in honour of Tahcohdohnoh and his successors.

Singing had commenced ; and shortly after, from the tenor of the song, a dispute arose which became a war palaver.

Ahpahdoonoomeh, an Amazon general, addressing the singers ; she said Attahpam was conquered, the town taken and destroyed. But it was the Amazon who saved the war !

Ahhohpeh, the King's brother, said that her speech was true.

Ahpahdoonoomeh. The Attahpams have sought refuge in Ahjah ; let the King make war upon Ahjah.

Ahhohpeh. True, the Amazons saved the war : some of the King's sons gave way.

King. My opinion is, that their Chief knows more about counting cowries than the art of war. If men run away like goats, unless followed, it is not likely they will be caught.

Ahpahdoonoomeh. I cautioned them to be wary.

An Amazon. If the King eats out of a plate, it must be cleaned before it is used again. After use, my musket requires cleaning.

The party of soldiers charged with neglect advance to the neutral ground, and their remuneration, some pieces of cloth in six bags, is placed before them ; they kneel and throw dirt, while a sort of trial takes place, to discover if they are worthy of the royal bounty, in which great liberty of speech is used by all classes, and any one may give his opinion.

CLASS A.

Idiom.
Male soldiers.

Alluding to the few
prisoners.

Abbeokuta.

An Amazon. Let the King give us Bah to conquer.

Another. Let Ahjah be the seat of war; let the Mayo lay this request before the King, who will cause him to send messengers into Attahpam, calling upon the people to return and fight again on pain of being attacked in Ahjah. Did they not invite Gézo to war, and then ran away?

Mayo. I have already sent messengers, telling that if the Ahjahs protect the Attahpams, the King will annihilate them.

Alluding to the small booty at Attahpam.

An Amazon (addressing the King). For my part I am in debt for provisions for last war, and must go again to get money, whether you give Bah or Ahjah. If a bone is thrown to a dog he will break it and eat it: so will we either.

A procession of fourteen *demoiselles du pavé*.

Mayo (to the Amazons). Don't beat about bush, but come to the point. Your charge? Explain at once your wishes. If this is to be a war palaver, the Agaou should be present.

A stormy debate ensues. The Amazons supporting their charge that the males behaved cowardly, and left the brunt of the action to them, saying, to be overloaded is to be made a laughing stock. The men try to cry them down, when they resort to singing "If the King's soldiers go to war, they should conquer or die."

Male Officer. The Amazons are "sweet-mouthed." If the King commands, the Agaou will see the work done.

Passoo. If the King sends me I shall do my best: there has been too much palaver about nothing.

An Officer. The King made sacrifices to the River Mono. We are ready to return, re-conquer the Attahpams, or die.

Ekbobsah, captain. If we are not able to go to Bah, we should say so, and let some other party go.

Truth.

Tookonoovehseh, another officer. Goat's blood is goat's blood. Ahpahdoonoomeh, you had better have held your tongue.

Ekbobsah. To interfere in a palaver is not right; I do not make war; the King makes war. The King knows how the Attahpams escaped, and who is in fault. If the King hears for certain where the Attahpams have sought refuge, that place will be destroyed. As for myself, I think more about the matter than I am able to express, therefore finish my palaver. I did not come here to quarrel; where the King sends me there will I fight. Is this a day on which to find fault? If I am not fit for my situation let me be degraded. If my actions are not right, let my accusers look me in the face and make their statements. I will not allow my name to be banded about because a part of the soldiers did not do their duty. I call upon my "mother" to say what she knows.

Ahpahdoonoomeh. I will explain myself and my reasons for requesting the King to give us Bah. [Interrupted by Bohnohmahseh (male officer), who says where the King's sons (male army) are, there the fighting will be. What I speak in the house I will enact in the field. There is a fish in the river called Pah tah seh hed (this fish has a natural protection) [Loud cries, you talk too much.]

An Amazon. What right had you to interrupt? What are your reasons? Does one do wrong, if in seeking a livelihood one gives a part to the King?

Mayo. The King has said, If a man eats too much supper he is heavy-headed in the morning; that man's a fool.

Alluding to Attahpam.

King. If a man be too lazy to labour for his livelihood, he is of no service to his King. If one leave a country (partly destroyed) he is not likely to return in open day. He will return in the dark.

Males and females.

Hoomahee, drum-maker. If the King's daughters go to war the King's sons will go also. I and my "mother" will go together; where war is, there the drum will be, and I am the drum-maker. The army was six days in Attahpam without seeing anybody, yet there is one who calls himself King there.

Sings. All join, males and females,

Alluding to the Attahpams having challenged.

So wae ee jar
jor gee
Ah jor gee sar.

(If a man cries his goods in the market he will meet a sale.)

Bahsolsar, one of the singers. When the King gives us Bah I will speak; we can go to war with our clothes on (no preparation). Ahpahdoonoomeh has raised this palaver.

Meaning the men can take one, the Amazons the other.

Ahpahdoonoomeh. If I am the cause I will have my say; if the King decides against the Attahpams we can have Bah also.

Hoomahee. Where the women go the men must go also.

Ahpahdoonoomeh. Who are you, to speak thus confidently? Are you the Agaou?

Another singer. In time of peace my eyes are everywhere, in war concentrated into one focus. I wish to speak to the Meigau and Agaou. Why are they not here? It was not yesterday we returned from Attahpam; why bring that palaver in question now?

An Amazon. If men give cause for a palavar, do they think a woman can hold her tongue?

Hoomahee. If Attahpam sent parties to treat, their feet would blister on the road; let the King follow and take all.

Another drummer. The reason we talk about Bah, is, that the Bahs have insulted the King and killed Dahomans. (A general murmur.)

Toonoonoo. Why is this man not allowed to speak?

Ahpahdoonoomeh. After a great deal of flattery says, the Amazons are the King's sandals.

King. (Not loud enough to be heard.)

All held up their muskets and saluted the King.

Two of the King's brothers held a palaver on the agricultural state of the country, that but little grain is grown in the neighbourhood of Abomey; formerly they brought from Ahjah, now they cannot. Hungbahgee, one of the King's officers, says formerly goats were plentiful, now there are but few in the market. Fowls are dear. The roads are uncleaned.

Singers sing. Tehpehseh and the party of soldiers in disgrace have a parley with Hungbahgee, who says they do not deserve their pay; they appeal to their "mothers" in the Amazon army, who say they deserve it, as their party killed the King of Leffefoo (another war). One Amazon questions

Hungbahgee's right, and another represents the present being given to Tohkohnohvehseh. The King confers the present on Tehpehseh and his party. A long parley ensues, and they take it. Some cowries are now distributed, among them two heads (dollars) to the Royal Family. Much rain. At 3 we left. Before breaking up, four human beings were sacrificed (decapitated). The cowries distributed did not exceed 30 dollars (heads).

June 12.—A respectable liberated African woman called to say that her husband, also from Sierra Leone, was a prisoner of war. Her story is as follows: Ten years since they came to Whydah. Her husband has been much subject to the whooping-cough, and hearing of a doctor (native) in Attahpam, went there. War came, and both he and the doctor were taken prisoners. We promised to intercede. His name is John Mc Carthy.

June 13.—At noon I arrived at the parade ground; Mr. Beecroft unwell. His Majesty occupied a similar position to that of June 1, and I joined him under his canopy: on his right, under canopies of umbrellas, were the principal ladies and Amazon generals, &c.; scattered over the field were the different regiments of Amazons, one had passed and another was advancing to the foot of the throne. The custom was the Amazons swearing to be faithful next war. In these swearings it is customary to ask for a particular place for attack, and if asked for three times it is generally granted. Bah or Abbeokuta has been asked for twice; first the King went to Kangaroo, then made a feint, and fell upon Okeadon; now they ask confidently. The language was constantly in parables and metaphors, continually a crier hailed the King as

“ Ah hau soo lae hee Hausso.”

Oh! King of Kings.

The regiment now before the King was of bushrangers, with three stripes of white-wash round each leg; they first saluted their officers, then the King, when one after another three stepped forward and swore in the name of the regiment to conquer or die.

The first spoke of the Mohee wars; how Dahomey conquered. If we don't, let us die.

2nd. Of the Attahpam war. The Attahpams fled; if we flee, let us die; whatever the town be we will conquer or bury ourselves in the ruins.

3rd. We are eighty, and of the advanced guard; never turned our backs; if any one can find fault with us let him do so.

A male officer about to speak is interrupted by a Fetish-man, who says, “ You cannot speak; that woman is Fetish, you are not; we marched against Attahpam, thinking them men; we found them worse than women.” Sing, in derision, salute, and march off.

Parts of two regiments now advanced, one called Ahbohghoh (firehorn), the other Ahkoongah dol (turkey buzzard); appropriate names, as they are also bushrangers.

One says, I have nothing to say, I will be proved by action.

2nd. By the King's children I swear never to retreat; if I do, let me die.

3rd. Without war there are no clothes or armlets; let us conquer or die.

4th. I am a wolf, the enemy of all I meet who are not the King's friends.

5th. Calls the names of all the conquered countries to Eeawae, who repeats them to two criers, who cry them. She then says, “ Let us catch elephants if we can; if we cannot, flies; we cannot come home empty-handed; if we do we deserve to die.”

The colonels now step forward.

1st. Clothes are made by fingers, we are the King's fingers.

2nd. Carriages cannot be drawn without wheels; we are the wheels both; we have destroyed Attahpam; let us go to Bah; if we don't conquer let us die.

The King tells them to finish their speeches and reserve themselves for war. They dance, sing, and salute the King, then crawl off on their hands and knees; at a signal give a yell and then scamper off.

The King's own regiment now advanced and deposited their Fetish in front (about 300). They are joined by about 200 women belonging to the late Charchar, who state they are young soldiers and are come to witness the review. All sing (to the King) “ you alone on earth we will serve.”

The colonel advances and prostrates, then says, The Attahpams wanted strength to fight against Gézo. Let us go to Bah, and if we do not conquer, our heads are at your disposal; they will run: if into water we can follow, if into fire or up trees, we can catch them.

Another. There is a town standing that must fall, it is Bah. (All dance and sing.)

Another. Attahpam is destroyed, let Bah be also; a man entered a room where lay a corpse, he lifted up the clothes and was asked why; he said he wished to be where that man was; we must go there or take Bah.

Another. Talk of Attahpam, it was unworthy of our arms; as grass is cut to clear the roads, so will we destroy the Bahs.

The Standard-bearers. If we lose the flags, let us die. (All salute and retire at the double.)

King's daughters' regiments. One. The King is like a hen; when the rain comes she takes her young under her wings; we are under his protection; if we don't fight, let us die.

The King now rose and drank with me, and gave the Passoo of the male army a tumbler of liqueur. An Amazon steps out and says, If the Passoo heads us in war, let us die. Send us to Bah, and we will conquer or die (a male officer tells them, “ if you don't you will lose your name”). The King has borne us again; we are his wives, his daughters, his soldiers, we are men, not women.

Another. I am the King's daughter; the King gave me the Charchar; he died. I now belong Title. to Antonio; let me go to Bah; if we don't conquer we'll die.

The Colonel. These soldiers have done nothing yet, send us against the strongest; war cannot suffice us; wherever they go I will be at their head. Although a snake casts away beads, it never changes its colour; I cannot change my tongue; what I say here I will do in war.

Another. Attahpam is no more, let Bah be likewise. (Salute and scamper off.)

Another regiment, attended by the present Charchar's head wife, ornamented with much gold. They salute me and beg me to convey their thanks to Her Majesty for 2000 caps sent them by Cruickshanks; wherever they wear them there they will be victorious. One in the crowd of courtiers made a remark that hit the Toonoonoo, who said sharply, “ if you have anything to say, here is the King, say it to him.”

An Amazon. The horse has broken its halter, and the robber knows he is loose. Open Bah to us and we will take it; if any one return, and not a conqueror, let that one die.

There is a tradition that the Popoe bead is cast away by a large snake.

All 2000 Amazons assemble in front of the throne. "If beans be dried in the fire, cannot one put her fingers in to take out to eat." All sing. When we went to Attahpam we found nobody; all ran away; if they reached the water (sea) they will be turned into salt. At Bah let the rear be the advance.

It rained hard, and a mat was sloped over the King and myself; still the Amazons kept their ground, and as they were not likely otherwise to be heard, several danced while all sang, after which they swear again.

One. We will pass through fire to Bah.

Another. Fetish-men never initiate the poor; there is no use fighting without booty; Attahpam is totally destroyed; let us have Bah.

Souza's women sing. See the Amazons are ready to die in war; now is the time to send them.

Toonoonoo tells them, When you go, make good use of your arms.

All. They are the King's, and with them we must conquer. All sing and dance. The generals and ladies have their stools and join; all salute the King. A girl six years old came forward and said, The King opened his mouth three times when he spoke of war, once now will be sufficient; let that once be on Bah. All call on Souza to act like his father, and get plenty of ships for the King, "when the porcupine sheds a quill another takes its place." All prostrate, and throw dirt, while criers call the King's names. He receives a new one for the Attahpam war, of "Hausso Ghah Glah," King of Chimpanzees, that drives men from their farms.

2,600

An Amazon. As the blacksmith takes an iron bar and fashions it, so have we changed our nature; we are men. We have powder, and the King has promised to tell the Agaou the intended seat of war; we have been waiting long; let us lead at once to Bah. The King gives us cloth, but thread is required to make the garments; we are the thread. Corn put out to dry should be looked to, or the goats will eat. Look to Bah, lest like the Attahpams they remove all their treasure. A cask of rum cannot roll itself. A table in a house becomes useful when anything is placed on it. The Dahoman army without the Amazons are as both.

Another. If one does not spit, the belly is uneasy; if the hand be not outstretched it receives nothing.

All the officers stand in front; all the Amazons raise their muskets and shout—

"Soh jae mee."

(May thunder kill us if we break our oaths.) They hail the King as Kokparsalme (the eagle). As he leaves the canopy, all prostrate, and rise as His Majesty receives an ebony club. He then addresses them: "If a hunter buys a dog and trains him, he takes him unto the forest without telling him his errand; if he sees a beast he sends the dog after it; should the dog return without the game, the hunters kill him, and leaves his carcass to the turkey buzzards. If I tell my daughters to put their fingers in the fire, they must obey; if I order you to clear the bush and you do not do it, what will I do to you? Do you think I will not punish you? If you are taken prisoners you know my fate? Your heads become ornaments and your bodies feed the wolves and vultures. Where you are sent there you must fight." King dances and drinks; then hands round rum in a tin dish. Amazons drink. He returns to the tent, and all march off.

June 14.—The sham fight. At 10 the Ministers and Cabooceers, attended by their retainers, &c., arrived by the left, and had scarcely all reached the ground, when the King, attended by about 600 armed soldiers appeared on the right, the Amazon army marching by another road in front. The ground was the same before described, the Ahjahhee market, and His Majesty took up a similar position; on his right were his own male troops; on his left, in front, a court of ladies and Amazon generals, &c.; on the left, Cabooceers and retainers; in front, the Amazons; in the rear, a stockade made of palm-branches; and in the rear of that again, three towns full of slaves. Around the King, besides the Charchar and ourselves, were courtiers, eunuchs, fools and hunchbacks, all *en militaire*.

The King's male soldiers advanced and saluted, flirting umbrellas and banners, and throwing aloft the light ornamented muskets, then retired. Next, all the Ministers and Cabooceers prostrated, and threw dirt on their heads. One of the King's brothers produced some tools, which he explained wanted repair. The King having given the order, Toonoonoo was directed to command the Amazons to advance, who alone took part in the day's performance.

First came an advanced guard in single file, followed by two battalions in open order, their muskets over their shoulders, muzzles in front. As the first passed they planted sentinels, which were relieved by the second, and sent on to report; next came the Fetish gear, the King's stools, horse, and body-guard; last a reserve and the Commissariat.

Criers crying: "Oh! King of Kings, war is coming, let all come and see it."

A servant of the Mayo's enters the tent with dirty clothes on. Toonoonoo tells the Mayo he ought to know better.

The Amazons marched past a second and a third time, having reversed their muskets. The Eeavoogau's mother leaves her ranks and says, "I am ready to serve the King. You (to the Eeavoogau) cannot hear badly of me." Heechechee's mother says the same. The pioneers now advance with a spy; sit down and hold a palaver; scouts are sent out, who soon return with six prisoners, who are examined before the Council.

His Majesty was joking to his courtiers all the day, who laughed immoderately at the royal wit. On one of these occasions His Majesty coughed. It is not to be supposed that the Kings of Dahomey cough; all hummed and sang and danced to drown the noise.

The prisoners are marched off to the main body; a council of war attend at the foot of the throne; the position of the stockade, &c., is explained, and the King orders the latest levees to attack first. We now change position to the line of the stockade, and the King goes close to superintend the manœuvres. The remainder was very tame, and more like a school of war than a sham fight. As the troops advance the slaves cry "war is coming." A gun fired at 12, and opening the palm-branches a party entered and presently returned with slaves and tufts of grass to imitate heads. Again a gun fired, and several regiments entered; the slaves break out from the towns, and a regular slave-hunt ensues; all being caught, they retire. Again a musket is fired, and rushing at the stockade by force of weight, down it all comes. At 2:30 the King returned to the canopy, the whole Amazon army formed in front. A man asks leave to kill a snake, which he says has crawled into the tree; he fires, and down falls a large yellow snake, which has been killed for the occasion. Amazons take a circular position, surrounding the country; the slaves are loosed again, and at the firing of a

musket there is another slave-hunt. A tornado coming on, the King presents us with some food used in war, dry cakes of beans, palm-oil, salt and pepper, &c., and we take leave*.

June 15.—The *Se que ah ee*, to the memory of Agahgah Dasso, great grandfather to Gézo, look place to-day in the Palace of Ahgrimgohmeh, adjoining Dangelahcordeh. The description of the position on June 11 will save a repetition; there were similar mausoleums, &c.

As we made our bow to the King the singers hail the advantages to trade (all trade), that brought white men to their customs, for which the Mayo, the Eeavoogau, Heechelee, and all the traders from Whydah, had to prostrate and throw dirt; they then sang in praise, and asked the King to come forward and dance. Maehaepah tells them the King hears; they call for Ahphohdohnohmeh, an Amazon general, and sing the praises of the Amazons.

The Maehaepah, with a sly look, leads forth two coy maidens, each bearing a glass of rum; she then calls Heechelee and Ahkootoo, who very sheepishly prostrate and receive each a glass. Two Cabooceers. Henceforward these are their wives.

A slight *divertissement* takes place. The Cabooceers advance to receive some cowries for the singers, when one of the royal nephews is found among them. On suspicion that he intended to defraud the King, he is seized, and ordered to immediate execution. Ahhohpeh, the King's brother, takes him in charge, and with assistance is marching him off, struggling and begging for mercy. Pohvehsoo, the headsman-fool, is exercising his wit on the opposite side of the yard, sees his prisoner, and with eyes dilated and horrible countenance rushes at him; a party attempt a rescue, when the King grants a parley; the headsman resists, until one of the party wrestles with him; the headsman is nearly down, when the King, having forgiven the prisoner, he rushes to his assistance and throws his antagonist. All laugh. Singers sing praises.

The King came forth to dance, Toonoonoo carrying his distaff, surmounted by the skull of Kohcharnee, King of Anagoo. Criers, crying "Oh! King of Kings!" Expenses to the singers about 30 dollars. During the day much food given away. Nothing but singing praises; no palaver.

June 16.—At 10 we again entered the Palace of Ahgrimgohmeh. Positions, &c., the same as yesterday. Singers singing in praise, hail the King as "Paugh" (a leopard), the Dahomey Fetish. There was not a well-dressed person in the yard. Singers address the Mayo on some rum having reached Abomey watered, and caution him and the Eeavoogau to be more careful; both have to prostrate, and throw dirt. In another part they attacked the Ministers for not repairing the Palace walls, in which they are joined by an old soldier, who comments on the absence of the Meigau and Agaou: "If they are sick, why do they not daily report the state of their health? If a house catches fire, one does not run away, but endeavours to put it out, and re-thatch it in case rain comes."

Mayo acknowledges the speech.

Toonoonoo. The King is already aware of the state of the walls, and has told the Mayo how to act.

Ahhohpeh, King's brother. I spoke to the Saugau, and he said he had not time.

Saugau. I have other work in hand; when that is finished, I will take the walls to repair.

Mayo. All my men are at the King's command.

Hungbahgee, a military officer. I will undertake to repair them myself.

Mayo, in a rage, defies him; says he talks too much. Singers sing of Attahpam and Bah.

An Amazon Chief. Tells them that Gézo alone of all the Kings of the earth, has an army of women; there is no King like him.

A muster of all the Amazons who had taken prisoners last war. They advanced in parties of fifteen; two officers attend, while one of the generals kneels before the King, repeats the name of the soldier and of the prisoner, adding, "Given to the King to sweep the yard Bologee," these are 425 in number. Then come thirty-two who have brought heads of enemies, "Lau see dee." During the muster, three women were introduced to us as having received very severe wounds in war; one, named "Seh dong hung boh" (God speak true), had a fearful scar on her head.

The King left his throne and danced, then came over and drank with us, pointing out that a stick he held belonged to the Chief of Attahpam.

Maehaepah makes a long speech to a party of soldiers, and gives them food for themselves and families; after which several bands advance, play, and are replaced, one called "Hausso Hwae" (the King's birds). At 5 the King gave us leave to go, after asking if we wished to witness the human sacrifice. I regret to state that Ignatio and Antonio da Souza remained. It is the duty at this day's custom, of the Mayo and the Eeavoogau to decapitate each one victim; they receive each one head of cowries. The Mayo performed his; the Eeavoogau paid 15 pence to the public executioner.

June 17.—Again the *Se que ah ee*, held in a ruinous court in the Palace of Dangelahcordeh, called Ahdohnoh. Ahdohnoh was the mother of Ahgarjah Woosoo (1730), and her name is now a title in the Royal Family. The positions were similar, except that the King sat in a high-backed chair, and in his rear stood a guard of Amazons; on the neutral ground was a heap of 400 heads of cowries, and besides, lay strewed 430 more. Facing the King was a band of singers, and each recipient of the royal bounty had to dance, kneel, and receive the cowries first on his head, and then the rum, which he carried off. A reference to the programme will show the numbers, &c. After the disbursement, a palaver ensued; during which there were two interruptions: first, a procession of public strumpets; 2nd, two countrymen arrived, each with a boiled man's head, and, prostrating, told their story. A party of horsemen from Abbeokuta had attacked a small town in Anagoo, which they had taken and destroyed; a few stragglers detached and foraged in a country called Tossoo; the two whose heads they now held up, they had shot. His Majesty gave them half a piece of white baft and two heads of cowries each, and a keg of rum for the headman of their town.

Mayo. Go to my house and receive powder, as you have killed these two so well; the King kills all. A party of Cabooceers and officers prostrated and kissed the ground, and then opened the palaver. The 400 heads by custom have for years been carried to the house of Ahlohpeh (who distributed them to parties not attending the customs), who, it appears, ran away last war.

Ahkahtoo, military chief. Ahhohpeh proved himself a coward in Attahpam, and does not deserve to have the distribution of these cowries.

* There was a method said to be for measuring time by threads and two sticks, at twenty paces distant, but I could not make it out, nor could the interpreters explain, nor again did the King refer to it. I therefore think it must have been a blind.

I do not feel at all certain that this was not a scene to cause us to believe that the Abbeokutians were the aggressors.

Mayo concurs; and as Ahlohpeh belongs to my party (the left), they should go to my house.

A Military Officer. If Ahlohpeh is unworthy, it is Tingahlee's right.

Toonoonoo. They shall not go to Tingahlee's; the Mayo is the head man.

Bookohmaoosonoo, military chief. Ahtingalee is one of the Mayo's servants. Why should they be sent to the servant, and not to the master?

Hwaemazae, an Amazon chief. As in former customs, so let it be now. Ahlohpeh has the hereditary right.

Ahlohpeh. I have heard all the dispute, and still claim my right; it belonged to my father, and descended to me. If I did wrong in war, why was I not accused—I and all my people? It was not yesterday we came from war, nor is this a time to rip up old grievances. I will not yield my right to the Mayo.

The Mayo rushed at him and dealt him several severe blows; then arrested him, and in a moment he was forcibly removed. The whole yard was instantly in an uproar; several armed Amazons ran across; all clamoured, yelled, and shouted, when the King ordered Ahlohpeh to be brought back. The Mayo then impeached Ahlohpeh as a coward, and said that he nearly lost the Attahpam war, and that his head was forfeited.

King. You had no right to strike him.

Mayo. I was irritated at the man's presumption.

King. If you had reason to find fault with him about the war, you should have done so before, and not now.

Ahlohpeh. I was only protecting my hereditary right; the cowries ought not to go to the Mayo.

The Mayo again flies into a passion, and tries to speak, but is cried down.

Ahlohpeh. As I behaved, so did my people; I am not one in the war.

King. Come to some determination, and be less personal.

Ahlohpeh. The people call me a coward, and will not let me speak out. If they cannot be taken to my house, let them go to Sohgausar's.

Bohkohmoosonoo. They cannot go to Sohgausar's; he is as much to blame as Ahlohpeh; let them go to Ahtingahlee's.

Ahkootoo. After a long speech, says the Mayo, as head of Ahlohpeh's party, is the proper person. After many opinions, some for the Mayo, others for Ahtingahlee.

King. You will not decide, I will; let them be carried to Karmardigbee's house and there distributed. The Mayo did wrong in striking Ahlohpeh. If any one interferes I can punish him; for the future, if a man acts badly in war, let him be charged at once, and not afterwards, to serve other purposes.

Lehpehhoo, King's brother, intercedes for Ahlohpeh.

King. It is no use talking now; Ahlohpeh must reflect on his past conduct, and endeavour to do better in future.

Mayo warns Ahlohpeh to beware for the future.

King. We have heard enough of Attahpam, that is finished; the country overrun, the town destroyed, and the King killed. Attahpam is no more.

Bohkohmoovehseh.—Ahooesooee behaved ill last war, I charge him.

King. There is, I say, too much palaver about it. I asked the Mayo why he attacked Ahlohpeh; if you wanted to quarrel about the last war, there was a time for it. I have heard all the war palaver.

Several Amazons, Ahooesooee is a brave man.

King. The palaver is that Ahlohpeh had 80 men; Ahooesooee 80 men; the latter charges the former with not coming into action, therefore he could not act.

Ahpohdoonomeh, Amazon Passoo, charges Haetungsar, the Amazon Agaou, and her party, with cowardice and running away.

King. I am aware of it. (Calls three Amazons.) These without arms took prisoners, thus I can reward them. Gives 10 heads of cowries. (A great deal of self-praise and much recrimination takes place for some time.)

Kohkohahgee, chief of the Camboodee's levees, makes a long speech in his own praise; hints he is better than his neighbours.

Hungbahgee, chief of the King's levees, challenges him to single combat on the spot.

Kohkohahgee. I will take my gun to Bah, and there take more prisoners than you.

From the conversation that ensued, it appeared that this was an old sore.

Ahlohpeh, the King's brother,* tells the King that they hate each other, who dismisses them.

An Agaou addresses the meeting, and recommends less quarrelling and more reasoning, as they are going to war against a people that can fight. Bah.

This speech being distasteful, all yell and shout, then sing: "The Wolf will be abroad, let the sheep fly." A lengthened palaver ensues, each party praising his coadjutors in the Harem; and *au contraire*, when the King says, "You had better reserve your strength for war, and not exhaust it in palavers. If any one distinguishes himself, I can hear of it and reward it; if any one disgraces himself, let me know at once, that I may punish him."

At 4 we left, the King making us a present of 10 heads and 3 gallons of rum.

June 18.—Again the Se que ah ee, to-day in the court called Ahlohwargaelee, after the mother of Toocodoonoo (1625), the founder of this palace of Dahomey. Position similar to yesterday. As we entered, a strong and stormy debate on the late war occupied all parties.

Tohkohnoveehsee and Tohvohvesar, two officers, say the Agaou is sick†; "we can hear for him and explain what passes. Last war the troops were badly generalled; the Agaou must do better next war."

Ahhohpeh, King's brother. With regard to yesterday's palaver, Ahooesooee is not guilty; there is no necessity to try him.

Haetungsar, the Amazon Agaou. What the King said yesterday we heard. We are the King's

* As the names are so nearly alike, I make a note, "Ahlohpeh" is the coward, "Ahhohpeh" the King's brother.

† The belief is that the Agaou is killed. The fashion is, if a high officer is killed, to report him sick, and some time afterwards to say he has died.

As will be seen by the palavers, there is great doubt upon the matter.

The Amazon Mayo was killed; the Amazon Agaou ran away; at meeting the King she was sent back again.

wives, daughters and soldiers, and must endeavour to do our duty ; but our load ought not to be more than we can carry.

Aheersartong. If the Agaou's people did not do their utmost, the Agaou is not to be blamed.

Saugausar, M. Chief. If I behaved like a coward, I must die ; I could not ask for mercy. Ahlohpeh would have lost his head, had not the King interceded. Although Ahlohpeh was not arrested yesterday, the matter is not settled ; it is our duty to find if he is guilty or not. I call upon Ahlohpeh and the five men charged to appear and answer for their conduct. (They come forward, and prostrate, throw dirt. After a stormy debate, in which the prisoners join, far too quickly spoken to be understood, he continues) They are guilty, and should be disgraced, let the King take two as headsman, and give two to each, the Meigau and the Mayo.

Another soldier is brought forward, stript of his arms and accoutrements, tied. Again a long palaver, in which Saugausar tells the King he buys slaves and makes them soldiers. He must expect good and bad.

King. Ahlohpeh is not so much responsible as may be supposed ; he was headman of eighty ; his people left him to forage, against his orders. Ahooesooee swore by the Fetish to conquer or die ; Ahsohne swore also ; she saved the war. Let Ahlohpeh and the five be disgraced ; let them be taken away and their heads shaved.

Ahhohpeh. Saugausar has spoken well ; who but him could have spoken so firmly ?

King. The man before me I tried on the field ; I cannot try him again. His story is this : He was second of eighty ; the Chief fell, and this man fighting, was separated from his party. Let him be released.

Ahlohpeh and his party return with their heads shaved, and armed with clubs as headsman ; all prostrate, and kiss the dust, throw dirt on their heads.

One of the three Amazons who received ten heads of cowries yesterday. I cannot return this basket ; I will take it to Bah and fill it with heads of the enemy. If I do not, may I die of small-pox !

Ahlohpeh again comes forward and receives the name of "Garjardoh" (fallen house).

Ahhohpeh, apostrophizing, says, "No sooner is one man fallen than another is ready to take his place."

Ahlohlohpolnokou, next to the Passoo (in the left or Mayo's army), is now called, and his people swear in a similar manner to that described of the Amazons, to conquer or die, ending by all saluting and singing, "if we don't conquer, may we lose our lives."

June 19.—This day Se que ah ee took place in the court, named after the King's great grandmother, of the Palace of Dangelahcordeh. The Jahbee is a title, and the lady enjoying it sat to the right of the throne, in crimson velvet ; the only showily dressed person present, otherwise the positions were the same as yesterday. The day's proceedings commenced with more swearing fidelity on the part of the male troops, and much braggadocio. Having an attack of ague, I had to leave at noon ; after which the swearing continued, and the King presented eight boys to the yard ; stating that his grandfather was beaten by the Attahpams, now that he had conquered them, he gave these boys to keep his grandfather's yard in order. Several presents of goats, &c., were given to the King.

June 20.—Mr. Brown had an interview with the King. Charchar, Ignatio, and Antonio da Souza received a present of three bullocks. The captains of Charchar's troops told one of our interpreters to tell us if there were any whites in Abbeokuta we had better warn them, as the King intended to make war on Abbeokuta.

June 21.—The Se que ah ee was performed in a court called Sehnoomeh, named after the King's grandmother.

Outside the gate was an oven of earthenware, inside which was a duck alive ; on the top in a dish three human skulls covered with palm-oil. The yard and positions much the same as yesterday. The Sehnoomeh (represented) was dressed out in crimson velvet, attended by the lady enjoying the title of King's mother, and many other ladies of rank. Among the skulls displayed was one ornamented by a string of coral beads. Besides the band of singers and players, all the Amazon officers and a band knelt before the King, sometimes speaking and singing in praise of the King, his ancestors, and his family.

Toonoonoo. The songs you sing about the King are sweet to hear ; sing again.

Amazon Meigau. Sing again and sing well ; you know if you do not, it is in the King's power to decapitate you.

Mayo. The songs you sing are sweet ; sing again.

Toonoonoo. The King is wise ; hence wisdom is diffused through the nation.

Crier cries. The King is wise ; hence so is the nation.

Lehpehho, King's brother. Toonoonoo spoke truth when he said Gézo is wise.

Amazons sing. This house is in charge of Sehnoomeh, and she must take care of it.

Mayo. There are not enough in your band.

Toonoonoo. Mayo says true ; it should not be.

Amazon Meigau. The band is the same, but they don't sing properly ; hence the band does not sound well.

An Amazon Officer. If we don't sing properly you can correct us.

Ahcordemeah, Amazon, head of the band. The Meigau spoke truth ; they don't sing properly. It is the singers, not the band.

Amazon Officers sing, and call upon Sehnoomeh to dance. Her train borne by a maiden, she dances. They receive five heads of cowries.

Sehnoomeh. If the King comes to the house and does not speak, who can know he is there. To-morrow let him go to the house of her that gave him milk.

Ahhohpeh. To-morrow you must sing in favour of her that gave birth to Gézo. If you have any song about the people beyond the Agonee River sing it, for in three days comes the Fetish custom.

Abbeokuta.

Maehaepah gives the Amazon officers and their coadjutors food, over which there is much palaver about what they will do next war. Interrupted by a procession of public trumpets. King tells the soldiers to retire and eat. All sing, "Gézo is the King of Kings ; what King so liberal ? we are his soldiers ; under him we are not men, but lions." More praise in which Kohkohagee and Hungbahgee again come to a war of words.

The similarity of the two names I deem it necessary to explain : "Ahhohpeh" is the King's brother ; "Ahlohpeh" the condemned.

The Saugau receives a glass of rum from a delicate maiden, led by the Maehaepah; as he sips it the Maehaepah tells him he cannot divide it, nor even let one of the Cabooceers taste it.

Sehnoomeh received seven heads of cowries, and marches off, attended by her paraphernalia of skulls, &c. Band advances and sing in praise of Gézo, who comes out and dances; drinks, guns fire, Cabooceers dance, &c. Crier cries "Oh! *King of Kings* that can take all other *Kings* and sell them for RUM." The band is replaced. After singing about the King, the leader calls for Ahlohep and the others in disgrace, and asks his name; then sings—

Oh fallen house! "Gar jar doh"
That was once considered worthy to carry arms,
Be thou now disgraced to carry a club.

Garjardoh kisses the dust and throws dirt, &c. King comes out again and dances; then drinks with us; after which we retire.

June 22.—At 10:30 entered the Palace of Dangelahcordeh at the King's mother's gate, called Ahcontehneh; the position much the same as before. At the gate was a similar oven similarly ornamented. Under two umbrellas, to the left of the King, sat the Ahcontehneh, and one lady handsomely dressed. First passed a number of Amazons, band of music playing, and receiving a few heads of cowries; then the Amazon officers advanced and saluted the King. Sung—Called upon all eyes to behold the glory of Gézo, there are not two but one, one only in the world—Gézo. Every nation has its customs, but none so brilliant or enlightened as Dahomey. See, all nations send their ambassadors, black and white.

Chorus.

Look round and behold
Ambassadors of all nations.

All officers, male and female, prostrate, and throw dirt.

All Amazon officers sing. Yarubas lied when they said we could not conquer them. When we meet we will make their day as night. Let the rain fall quickly, that the river may be dried soon. Yaruba and Dahomey cannot drink out of the same glass; two rams cannot drink out of the same calabash. The Yarubas must have been drunk when they said they would conquer Dahomey.

An Amazon. In days gone by, the white trader brought good articles; they do not do so now. Then a musket lasted twenty years; it now lasts three.

Deputation of public women.

Toonoonoo. You have sung sweetly; sing more.

All sing (Amazons). There's a difference between the King and a poor man. There's a difference between the King and a rich man. Let a man be ever so rich, and Gézo is still King over him. All guns are not cast alike; some are long, some are short. If men are drunk they are not fit to live. There is a nation that must fall: Abbeokuta. Thus we will dance before all. (Dance.) Criers cry the King's names, and say there is a leaf called Eeaboo: let the King cause a Fetish to be made with it, and Bah must fall. Everything Gézo does is well done. His power is supreme over the male and female of all kinds.

Mchtoseh, Fetish Chief, addressing the Amazon officers. Your songs have been pleasing, you cannot do better than sing again.

All Amazons sing. With these guns in our hands and powder in our cartouche-boxes, what has the King to fear? When we go to war let the King dance, while we bring him prisoners.

One Amazon officer calls the King's sons and sings to them. Pray to Seh (God) that your father's days may be long in the land. Let all the King's family pray to their ancestors for long life to Gézo. If a leopard kills her prey, does she not feed her young first? If a deer bears young, does she not chop the grass for it?

Bondohoo, the King's eldest son. All the days of my life I shall pray for longer life for my father.

All officers of both sexes salute the King.

Tohdarsar, King's mother's sister's daughter, to the Amazon officers. If you try to take the honeycomb, you must be wary; go to work carefully, or you will be stung.

The Ahcontehneh and her companion, attended by four other ladies, come forward and dance, each bearing a skull. Tohdarsar receives three heads of cowries, half piece of cloth, and a bottle of rum, and is told by the Amazon Meigau that the cowries are to buy some food for her mother.

Amazon officers sing. We have sung our lays, now we are going; let Seh (God) bless the King and the people.

The Ahcontehneh marches off with fourteen heads of cowries, attended by her paraphernalia of human skulls and bones, &c.

A Toby Philpot's jug and a dog musical toy being sent for the Ministers and Cabooceers to admire, all prostrate, and throw dirt, prior to the inspection. Food is distributed to all present, a band of singers singing in praise of the royal liberality.

A long inaudible conversation takes place between the Maehaepah and the Toonoonoo, relative to the distribution of some liqueur in the bottles of two cruet-stands, and some more equally curious decanters, which ultimately go to the Ministers and Cabooceers. The Maehaepah makes a speech to Lehpehoo, the King's eldest brother, and presents him with a sample of every kind of liqueur the King has drunk during the customs, in a small box of phials. All the men and women belonging to all the bands that have played during the customs assemble, and are fed (300). Ignatio and Antonio da Souza receive ten heads of cowries each. Singers sing: "Oh, wonderful King, to purchase cowries from the white man, and give them back again." Gives 160 heads to the Ministers to make Fetish with, to clean the town after the custom; gives 60 heads to the soldiers*.

Another palaver commenced, but the yard was too much crowded for us to hear much of its

* A word or two more about the customs will not be out of place. All night a crier paraded the Palace walls, calling "Hausava Haussoo," King, Kings: the names of the conquered nations and the King's names.

The rum distributed was in very small quantities (about half a tumbler to each).

The food was always craved after, and devoured rather than eaten.

There was a rule in all, and except the Ministers, Cabooceers, and merchants, no one received more than 1s. at a time,—4s. in all.

Mr. Brown left. I have no reason to alter my opinion expressed in last journal; indeed it is much strengthened.

Alluding to the saying that the Yarubas must have been drunk to say they could conquer the Dahomans.

Poison, perhaps.

meaning; it was a war palaver. Hungbahgee and Kohkohahgee became personal, and the King cautioned them not to promise too much. The Amazons, like turkey buzzards, preyed upon the fallen; in short, there was the usual quantity of squabbling, yet it had to us one glorious lustre, rendering it more valuable than the diamond to the miner. From the conversation, it appeared that this was the last of the *Se que ah ee*; nor do I envy any future visitor that may have again to set out the *Hwae noo ee wha*.

The expenses of the above custom, by my calculation, were as follows:—

Cowries	.	.	.	.	.	5,889
Cloth	.	.	.	.	.	1,551
Rum	.	.	.	.	.	0,766
						8,205
Food	.	.	.	.	.	1,500

actually given away under our eye. 9,705 dollars.

The account we gave the King, admitting in some measure his exaggeration, was:—

Cowries	.	.	.	.	.	7,215
Cloth	.	.	.	.	.	2,000
Rum	.	.	.	.	.	1,400
Food	.	.	.	.	.	1,500

12,115 dollars.

June 23.—Three hours were spent in the Palace of Dangelahcordeh, while the Amazons arranged 924 heads of cowries and one pipe of rum, in portions, for about 1000 different people from distant towns. As it rained much, we counted them and left.

June 24.—Mayo called and told us that the watering of the graves being finished, the King not wishing to keep us longer, he would soon appoint a day for a palaver.

June 25.—Mayo called, and reported that the King was about to make a Fetish, and that it would be perhaps fourteen days before we could hold a palaver. Visited the Fetish custom. About 100 women in a variegation of cotton clothes, and decked out with strings of cowries, dancing. Present, Lehpehhoony, the King's brother, and three other Cabooceers. Among the dancers was one of the King's daughters. Gave them a keg of rum in return for some gin and liqueur set before us.

June 26.—Mayo, Eeavoogau, Charchar, and Ignatio da Souza, were closeted all day with the King. Grand Fetish-dance, and sacrifice of a bullock, some goats, &c.

June 27.—Visited the Palace of Bahdahhoony, the heir-apparent.

June 28.—Eeavoogau called in the morning; Mayo in the evening. Conversation on the Slave Trade; both slave-dealers on a large scale. The Charchar, Ignatio, and Antonio, have been closeted all day with the Mayo.

June 29.—Mayo called in His Majesty's name to receive our account of the expenses of the customs, which we gave as follows:—

Cowries	.	.	.	.	.	7,215
Cloth	.	.	.	.	.	2,000
Rum	.	.	.	.	.	1,400
Food	.	.	.	.	.	1,500

12,115 dollars.

Having been closeted all day with the Mayo, the Charchar left for Whydah*.

June 30.—Sunday.

July 1.—Mayo called to inform us he was going to the King to ask him to appoint a day for a palaver. In the evening he returned, and informed us the King would appoint an early day. We had a long conversation with him about the Treaty.

—This morning a chief of the Maha country, who had not before sworn allegiance to the King, arrived with the sign of subjugation, a wreath of palm-leaves round his neck. Lehpehhoony, at the head of the Cabooceers, received him at the gate of the Palace of Agringohmeh. Having marched three times round the square, he prostrated and kissed the dust, together with his three attendants. In front of the Cabooceers was a party of soldiers, headed by Pohvehsoo, armed besides their muskets with clubs; having prostrated and thrown dirt three times, the soldiers beat the ground with their clubs to signify they must go through the ceremony again. This they did several times.

July 2.—Mayo and Eeavoogau called to give us the King's account of his expenditure during these customs, first explaining that there were seven more to go through: the cleaning of the ship—dancing and singing at the Dangelahcordeh gate—dinner and firing guns along the road to and from Whydah—war palaver at Cumasse—custom to his father at Ahgongroo—the war—Fetish custom, which last up to the time of the next watering the graves. They brought 16 strings, each containing 2000 cowries and 26 odd cowries, or the whole expense for everything, 32,000 heads of cowries, or, deducting one-fourth the difference, 26,000 dollars.

This was an exaggeration, but only proves that His Majesty has some idea of the use of note-books, since the reader may remember that the first day we were told 26,000 heads or 22,000 dollars had been that day and night distributed, which we most positively explained was not the case. Again a long palaver about the Slave Trade. On leaving they told us they were going to the King to explain to him our conversation.

July 3.—Mayo and Eeavoogau called to tell us the King would see us to-morrow, and brought

* Antonio da Souza had been absent some days; he returned to-day. It appears that he went to Whydah to meet a schooner, and arrived on the 22nd, in time to see her taken by the "Gladiator" on the 23rd, in Whydah roads.

accounts that the remaining customs would cost 11,800 heads of cowries, making in all, by his own account—

32,000
11,800
43,000 heads of cowries.
6,257 difference one-seventh.
37,543 dollars.

They added that the King desired them to explain that if one ship comes to Whydah, the King monopolizes one-half the trade; that of three he take two. Much rain.

July 4.—At noon (it had rained hard all the morning) we arrived at the Palace, and at 1 P.M. were ushered into the audience *entrée* before described. There were present the Mayo, Camboodee, Eeavoogau, Toonoonoo, and Caoupeh, and their coadjutors in the Harem, and also Maehaepah, all slave-dealers of a large scale. Besides there were Mudiki, Narweh, Magelika, and John Richards, interpreters. Narweh, one of the greatest slave-merchants, *soi-disant* servant of the English Fort, told Mudiki in conversation, that he was working against his own interest in explaining matters to us, saying that the Slave Trade was sweet to him: however, a true translation was given both ways by John Richards. After the usual compliments, the King asked us to make our statement, which was as follows:—

“We have seen your customs and know your amount of expenses. Her Majesty the Queen of Great Britain, for the welfare of the human race, is anxious to stop the trade in slaves, and knowing you cannot relinquish it without an equivalent, has sent us, her Plenipotentiaries (“Ah Hausso Noo beh,” the Queen’s mouth), to endeavour to arrange a Treaty. In the first place we recommend you to cultivate the soil; all the palm-oil and cotton you can produce cannot supply the British trade, and the present duties on vessels employed in legal trade being (if you stop the other) insufficient, we recommend you to raise it one-half. If you have enemies and are induced to war, make a treaty of trade with the chiefs of those countries, and instead of destroying, cause them to be tributary, and make you prisoners of war the means of enriching your own country by the cultivation of the soil. Beyond these means of making your country rich and your name everlasting, Her Majesty, for the term of five years will yearly send you a present.

“The Treaty, if entered into, to be subject to ratification, and not to commence until the first instalment was received.”

In answer, His Majesty gave us a history of the foreign trade of Dahomey, from its earliest dates, and the continued good feeling that had always existed between his ancestors and the former Kings of Great Britain; that throughout the Dahomans had sold slaves. He continued, “my people are a military people, male and female; my revenue is the proceeds of the sale of prisoners of war. Did you, after you passed the swamp, except in the neighbourhood of towns, meet any farms? Other nations deal in slaves, but not like me; they keep all the proceeds to themselves; I give mine to my people. I would wish the ports of Little Popoe, Ahgweh, Great Popoe, Porto Novo, and Lagos, to be forced to stop the Slave Trade, before I could treat. In the meantime, let the port of Whydah be thrown open to my Slave Trade; not to all the merchants there, but to my agents, Charchar, Domingo José Martins, Joaquim Antonio, Ignatio and Antonio da Souza; let the ships belonging to these five pass free.” We explained to him that what he asked was impossible; and the interpreters wishing it to be put down in a letter to the Queen, we gave them the short negative, which the King understood, and said—

“Charchar has given me one ship, Domingo and Joaquim also one each, make a letter to the Queen to grant me a flag and protection for these three.” We explained that such was impossible, and again had to be expressive and say, No.

At this moment the King’s countenance was almost blanched, his head down, his right hand rubbed his forehead, while his veins swelled, and in a tremulous voice he added, write to the Queen and ask her to direct her men-of-war to allow “one” ship to pass in my name to the Brazils, to carry a cargo of slaves, and bring back goods for me.” Again we answered, No; the removing of one slave would not be allowed if it could be helped.

“If I stop the Slave Trade how can the Meigau, the Mayo, &c., each of whom, and the merchants, Narweh, Ahjohbee, Queming, &c., who pay me 5000 dollars annually (considerably exaggerated), duties and presents, afford to pay their customs. I cannot send my women to cultivate the soil, it would kill them. My people cannot, in a short space of time, become an agricultural people. War has destroyed all the neighbouring countries, and my people have to go far for food. All my nation—all are soldiers, and the Slave Trade feeds them.”

We now explained to him that if he made his prisoners of war cultivate the soil at home instead of selling them to enrich a foreign land, they would soon be rich; and read to him a second time the Articles offered. Finding we could make no impression, we asked him to dictate a letter in answer to Her Majesty’s oft-repeated request, telling him that his wishes regarding the flag and free egress from the port of Whydah were impossible to grant. The Mayo explained that if the Slave Trade was stopped, the King must send to the beach for sand to feed the people on. After some dispute he dictated as follows:—

Abomey, July 4, 1850.

From Gézo, King of Dahomey, to Her Majesty Queen Victoria.

Being desirous that the Slave Trade should be stopped in the minor ports prior to my entering into a Treaty, I have to request that you will endeavour to blockade the slave ports between Quittah and Lagos, and then I will endeavour to enter into an agreement for the stoppage of the Slave Trade in my own country.

At present my people are a warlike people and unaccustomed to agricultural pursuits; I should not be enabled to keep up my revenue, were I at once to stop the Slave Trade.

I am always desirous of being at peace with Great Britain.

I am anxious that some person should be sent as Governor to the Fort at Whydah; and having known him, should wish for Lieutenant Forbes, R.N.

Some years ago I entrusted two girls and one boy to the care of Mr. Freeman, I am anxious they should be returned.

I am anxious that missionaries should settle at Whydah.

(Signed) GEZO ✕, ^{his} King of Dahomey.
mark.

Witness to the royal mark.
(Signed)

JOHN BEECROFT, *Consul,*
Bights of Benin and Biafra.
F. E. FORBES, *Lieutenant and Commander,*
H.M.S. "Bonetta."

This letter having been read to the King, Mr. Beecroft produced a copy of a letter from the Earl of Chichester, to Sagbua, Chief of Abbeokuta; we explained to His Majesty it was too evident he was going to war with that people, and that they were friends of the English people, and that English missionaries resided there. The King answered that he intended making war upon Abbeokuta, and Mr. Beecroft had better warn the white men to leave. (I am convinced he intends to attack Abbeokuta after these customs.) The Mayo declared that the two Kroomen I had seen last visit had not been found. The next question was concerning the imprisonment of John Mc Carthy; the King, evidently annoyed at these questions, ordered the Mayo to inquire about him.

Thus ended the palaver; and I am of opinion that future attempts, unless by force, will fail in causing Gézo to give up the Slave Trade, or his pride admitting him to accept a subsidy. What he recommends to be done to other ports, stopping all trade, if enforced at Whydah, and Lagos be destroyed, the Slave Trade in the Bights will be at an end. The King's selfishness does not save his agents. Little Popoe is almost a monopoly of the Charchar's; Great Popoe is of Joaquim Antonio; Porto Novo an enormous monopoly of Domingo José Martins.

In everything he said he illustrated simply a desire to enrich himself at the expense of his neighbours.

If his trade be stopped his power is done. At the head of a military nation surrounded by enemies, he must have money, and would then treat for any trade.

In a word, nothing but coercive measures will cause Gézo and his Ministers to give up the Slave Trade.

July 5.—Mayo, Eeavoogau and Caoupeh came to deliver His Majesty's present, which was as follows:—For Her Majesty's, two pieces of cloth; Mr. Beecroft and myself, each one girl to wash our clothes, one Cabooceer's stool and foot-stool, one piece of cloth, ten heads of cowries, one keg of rum; Mudiki, four heads of cowries, one piece of cloth, one bottle of rum; Richards, two heads, one bottle; hammock-men, two heads, one bottle. After the present, they explained that His Majesty had given last war 4000 muskets to his soldiers, 4000 to the Agonee people, and 4000 he had to give to the new war men, and that he had equipped these 12,000 soldiers (humbag); asked when we would start, as he wished to salute Her Majesty and ourselves. The wife of John Mc Carthy being present, the Mayo took her to recognize her husband, promising to produce him.

July 6.—A 7 A.M., the Mayo, Eeavoogau, called, and at the same time the battery fired a salute of twenty-one guns in honour of Her Majesty Queen Victoria, and thirteen each to Mr. Beecroft and myself. Drank the health of their Majesties of England and Dahomey.

The Mayo told us that John Mc Carthy would be sent to Whydah as soon as the King gave orders for his release.

I now asked the Eeavoogau whether, in case Mr. Beecroft and myself coming to Whydah, he would be ready to produce the said John Mc Carthy; he evaded the question, telling me it was a small palaver, and that the man would be sent.

I then addressed both thus: "I am going to England, and shall acquaint Her Majesty that the King of Dahomey holds a British subject prisoner: you know the consequences to your trade." The shock was electrical; and they begged of me not to be angry. I then threw myself into a passion; dashed a book on the table; and told them I should act as I had told them. They looked much disconcerted.

At 10 started *en route* to Whydah. Arrived at Cana. One of the purchased men was so ill he could not walk, and it occupied me two hours to obtain two men to carry him; and then only because I had declared he should be carried in my hammock if I did not succeed. After leaving Cana, at 4 P.M., a messenger overtook me, and desired me to stop, explaining that Narweh and a King's messenger were on the road and wished to speak to me. In a short time they joined, with Mc Carthy and his wife, and a message from the King, saying that he could not keep a British subject in prison. The wife had been stripped and ironed in the condemned cell.

Narweh hinted that a present would be acceptable to the King, which was sent from Whydah. (See list.) Arrived at Tooboodoo.

July 7.—Crossed the swamp; twelve hours on the road. Arrived at Whybagon.

July 8.—This morning, outside our door, was a party of soldiers guarding two dead bodies of Cabooceers. All headmen are buried at Abomey. Besides that the generality of them have their ancestral houses there, it is a more sure report to the King. Arrived at Allahdah.

July 9.—Arrived at Whydah, and found Her Majesty's ship "Bonetta" had anchored the day before.

July 10.—Paid all debts of the expedition. (See list.)

July 11.—Embarked in one of Mr. Hutton's canoes, with our hammock-men, all others being directly refused by all parties.

Leaving the fort, a Fetish snake had, during the night, killed a cat in the kitchen, and had swallowed all but the two hind legs and tail, which remained ungorged; a Fetish woman was sent for to remove it.

(Signed) F. E. FORBES,
Lieutenant, commanding H.M.S. "Bonetta."

No. 221.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received November 4.)

Sir,

“Centaur,” Cabenda, August 3, 1850.

I HAVE to request you will be pleased to lay before my Lords Commissioners of the Admiralty, the inclosed report relative to the Slave Trade, which I have this day received from the Hon. Captain Hastings, of Her Majesty's steam-ship “Cyclops,” senior officer of the South Division, on my return to it; and I beg you will state to their Lordships, that I quite agree in Captain Hastings' opinion, relative to its being most desirable by any means to check the exportation of slaves from the Portuguese territory; but I do not concur with him in thinking that 11 cruisers will be sufficient for suppressing the Slave Trade on the coast from Cape Lopez to Elephants Bay, or rather to Cape Negro, but am of opinion that it would require 14 cruisers for a time to effect that object.

I have, &c.

(Signed) ARTHUR FANSHAWE.

Inclosure in No. 221.

Captain the Hon. G. F. Hastings to Commodore Fanshawe.

Sir,

“Cyclops,” off Cabenda, August 3, 1850.

IN transmitting you a return of the stations of the cruisers which you have placed under my orders on the South Division of the African Station for the suppression of the Slave Trade, I avail myself of the opportunity to submit the following observations to your notice.

Since the month of March, the date of the last returns, 14 captures (3 full and 11 empty) have been made by our cruisers, also 1 capture of a large slave-ship by the United States' brig of war “Perry.” Nine of these captures have been made off the coast of the Portuguese Province of Angola (2 with slaves on board), off which coast until the middle of July I was only enabled to employ two cruisers, but in consequence of the frequent captures, 9 being made in four months, and from the information received, I was induced to send an additional cruiser as soon as I could, between Point Palmarinha and Old Benguela Head.

The three cruisers, therefore, at present stationed south of Loanda are the “Rattler” steam-sloop, “Waterwitch,” and “Spy,” and another vessel could well be employed there with them, as the Slave Trade within the last few months has removed to the southward of Loanda, where the Portuguese authorities seem to give it every encouragement. I have addressed the Governor-General of the province on the subject, but, as you will perceive, with no success.

Three steam-vessels, namely, “Cyclops,” “Rattler,” and “Pluto,” have been stationed since March to the 16th July, between Dande Point and the River Congo, from which part of the coast the Traffic had been principally carried on up to April with great success, generally by neutral vessels; but from the numerous captures of fraudulent vessels that have been made, who attempted to assume neutral colours, and the re-appearance of the French and American cruisers on this coast has, I think, for a time suppressed the Slave Trade in the localities before mentioned.

No shipments of slaves have taken place between the River Congo and Dande Point since the escape of the American schooner “Chatsworth,” of Baltimore, in March last; and I am informed there are at present upwards of 4000 Negroes ready for embarkation at Ambriz.

Four captures have been made since March between the points above mentioned, namely, from Dande Point to the River Congo; but I think the knowledge of the positions of the steam-vessels has greatly deterred the slave-merchants in the Brazils from risking their vessels between Ambriz and the Congo; and although not many captures have been made by our steam-vessels on this line of coast, we have the satisfaction of knowing that no shipments have taken place therefrom.

The Slave Trade hitherto carried on in the Congo seems to be removing to the northward of the river, owing to its being now so effectually blockaded, and two additional cruisers could with advantage be employed between the Congo and Mazumba, where there is only one at present stationed, namely, “Philomel,” which has recently captured a very fine brigantine of 236 tons, off Loango, from which place I fear a few successful trips have been effected within the last four months.

During the first twelve months' service on the African station my observation led me to think that no efforts on the part of our cruisers could suppress the Slave Trade; but after further experience, and having now the active co-operation of a cruiser of the United States, under which flag the Slave Trade had been previously principally carried on, and thus baffled our best exertions, I am induced to alter my former opinion, being convinced that if from eleven to twelve British cruisers could be maintained on the south coast, namely, from Cape Lopez to Elephants Bay, together with the presence of a French and an American cruiser, and also by exposing every shipment of Africans that took place from the coast of the Portuguese Province of Angola immediately to the Portuguese Government at Lisbon, that the Traffic in Slaves would soon be entirely extinct, so long as the squadron was maintained on the coast; but of course on the withdrawal of our forces a revival of the Slave Trade would take place, unless the slave-growing countries found some cheaper method of labour than the employment of Africans.

If the present division could be increased by two vessels, I would recommend an inshore blockade, the distance from the shore not to exceed six miles, and by detaching boats to the principal shipping points, the steamers might then be ordered to cruise under sail only, for as long as the blockade was closely kept, the chases to seaward of suspicious vessels, except for profit, would not be of much consequence, unless it could be done without losing position, or leaving unguarded any portion of the coast.

I have, &c.

(Signed) GEO. F. HASTINGS.

No. 222.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received November 7.)

Sir, "Centaur," Cabenda, August 3, 1850.

I HAVE the honour to inclose for the information of the Lords Commissioners, a letter which I have received from Commander Quin, of Her Majesty's sloop "Waterwitch," reporting especially on the capture of the Brazilian brig "Encarnacion," with 860 slaves, on the 3rd March; and one from Commander Patey, of Her Majesty's sloop "Flying-Fish," the capture of a launch without name, papers, or colours, with 180 slaves on board, on the 31st May, and his subsequent proceedings with her.

To the latter case, in which the slaves were shipped in Portuguese territory, and carrying coastwise to another part of it for re-shipment, I beg to call their Lordships' special attention. I have much reason to believe the vessel was owned by a Brazilian merchant at Loanda, though the knowledge of her is disclaimed by the Portuguese authorities.

I have, &c.
(Signed) ARTHUR FANSHAWE.

Inclosure 1 in No. 222.

Commander Quin to Commodore Fanshawe.

Sir, "Waterwitch," at sea, March 3, 1850.

I HAVE the honour to inform you that on the 2nd March, at 10.40 A.M., a sail was reported on the weather-bow, about 15 miles off, which I immediately chased. At 12, having brought the chase a-beam, I tacked; she was apparently from her appearance, I considered, a large American brig. During all the afternoon we were fore-reaching and weathering on her very fast. At 5.30 P.M., I tacked again, in the hope that he would consider that I had given up the chase; as he passed our weather-beam, his hull was just seen rising from the gangway. At 6.30, having lost sight of the chase, I tacked again, and kept as near as I could judge on the same course that he appeared to be steering in the morning. At 10.30 P.M., the moon having risen, we again observed the chase on the weather-bow, and were evidently gaining on her. At 2.30 A.M., of the 3rd, we began firing muskets at her, to induce her to heave-to, but that not having the effect, I fired two shots over her, but she still kept on, under every studding sail she could set, and it was not until we were close under her lee-quarter, and a musket being fired right at her, that she rounded dead-to. On boarding her we found her to be the brig "Encarnacion," of about 400 tons, without either colours or papers, and having on board about 860 slaves, which she had shipped at Lobito. We had chased her eighteen hours, and ran 118 miles. My conjecture was right, as I was informed that when we tacked they thought we had given up the chase. All the information I could obtain was, that she had come from the Brazils, under American colours and false papers, and had kept them on board until Friday night, at 11 o'clock, when she shipped her slaves from the spit forming the harbour of Lobito. The crew said they had been twenty-five days hovering about Elephants Bay and Salinas, watching their opportunity, and that 500 slaves had been ready for embarkation at Elephants Bay, but they refused to take them, as the number was too small for such a large brig. She was a remarkably fine vessel, and could have easily stowed 1000 slaves; her measured length from the taffrail to inside the ring-heads was 115 feet, beam 30 feet, and her masts and yards in proportion. At 9 o'clock on the morning we took her, she parted company for St. Helena. I am now on my way to Benguela, to land the slaver's crew.

I have, &c.
(Signed) RICH. ROBT. QUIN.

Inclosure 2 in No. 222.

Commander Patey to Commodore Fanshawe.

Sir, "Flying-Fish," St. Paul de Loanda, June 9, 1850.

IN continuation of my letter of the 3rd May, I have to inform you that after proceeding to my appointed rendezvous by the Hon. Captain Hastings, of the "Cyclops," for the 1st of June, and waiting until the morning of the 2nd, in hopes of seeing that ship, but failing to do so, I proceeded with vessel I had captured, with all possible dispatch for Loanda, and arrived at this place about noon of the 6th instant, when I immediately communicated with the Governor, and requested he would take steps to ascertain if the schooner was Portuguese property. On the 9th I received a letter from him, disclaiming her as Portuguese property (a copy of which is inclosed); finding I had no alternative, I immediately received all the slaves on board this sloop, with the provisions,

&c. I intend sailing instantly for St. Helena; after leaving them in charge of the proper authorities at that place, I shall return without a moment's delay, to resume the duties of my appointed cruising ground.

I have, &c.
(Signed) G. EDWIN PATEY.

P.S.—The vessel being perfectly unseaworthy and useless, I shall take her outside and destroy her.

Inclosure 3 in No. 222.

Minute of Identification.

ON the 8th day of the month of June 1850, on board the palhabote captured with 180 slaves on board, on the 31st of the month of May last, by the Commander of the brig "Flying Fish," (British cruizer) by order No. 157 of Captain Manoel Thomas da Silva Cordeiro, Commandant of the Station there, were present for the purpose of verifying if that vessel was the property of Portuguese subjects, in order to her being adjudicated by the competent tribunal of the British and Portuguese Mixed Commission:—Filippe Antonio Escruaros, 1st Lieutenant of the Royal Navy, Captain of this port, and Adriano Maria Passalagua, 2nd Lieutenant, names as competent persons to take the measurement of the said pilot-boat; and likewise in the character of witnesses, João Capistrano da Souza Leves, and Joze Maria Arango e Silva, 2nd Lieutenants, and Joaquim Joze Rebeiro, Master Carpenter, and Joao Martine, Master Caulker, which measurement appears as follows:—Length from stem to stern, $70\frac{4}{10}$ palms; beam, $16\frac{4}{10}$ palms; depth of hold, $70\frac{1}{10}$ palms; producing $25\frac{3}{10}$ tons. And this measurement having been compared with the books of measurement of vessels in the Office of the Captain of the Port, where have been registered since the 1st of June all the coasting vessels of this province, it was found not to agree with any of the aforesaid (registered) vessels; nor were there any signs which could characterize the above-mentioned vessel; further, there was not found any mark in the main hatch, denoting the number of tons of the vessel in question, as is customary. The Carpenter and Caulker said that the vessel did not appear to be more than five years old, as she had received no repairs since her first construction, except the caulking of the deck, which appeared to have been done anew. And there being no sign to characterize the vessel as having been national property, the officers appointed agreed, and very formally declared, that they were unable to consider her the property of Portuguese subjects. And all this having taken place in the presence of me, Jose Antonio Rangal Lima, Clerk of the Naval Depôt, I drew out this minute, which the above-mentioned officers signed with me, on board the aforesaid vessel, dated at supra.

(Signed)

JOSE ANTONIO RANGAL LIMA, Clerk of Depôt.
FILLIPE ANTONIO ESCRUAROS, 1st Lieutenant and
Captain of the Port.
ADRIANO MARIA PASSALAGUA, 2nd Lieutenant.
JOAO. CAPISTRANO DA SOUZA LIVES, 2nd Lieutenant.
JOZE MARIA ARANGO E SILVA, 2nd Lieutenant.
JOAO ✕ MARTINE, Caulker.
JOAQUIM JOZE RIBEIRO, Carpenter.

No. 223.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received November 7.)

Sir,

"Centaur," Cabenda, August 5, 1850.

I HAVE the honour to acknowledge the receipt of your letter of 17th of May, directing me to furnish the Lords Commissioners of the Admiralty with full information of the circumstances attending the attempt of the slaves on board the Brazilian brig "Ventura," captured by the "Cyclops," to retake that vessel from her prize-crew.

The report of Lieutenant Hodgkinson, the officer in charge of the prize, which I transmitted to their Lordships in my despatch of the 19th of March, sent by the "Firefly," will have enabled them, I hope, to gain all the information that was desired by Her Majesty's Secretary of State for Foreign Affairs on the subject.

With reference to the concluding paragraph of that despatch, I beg now to inclose the copy of a letter which I received from the Hon. Captain Hastings, in reply to my inquiry whether the case had been reported to the judicial authorities at St. Helena, in order that the Brazilian cook Palma might be called upon to answer for the offence; and that you will state to their Lordships, that on my visiting St. Helena in the month of April, I ascertained that the man was still in the hospital; that the case had been brought under the notice of the colonial authorities; and, as I understood, it was considered that no satisfactory result could arrive from Palma being brought to trial there.

I would beg to add that I believe it is a customary practice with the slave-dealers and crews to endeavour to impress the slaves with the idea that their capture by our ships would entail on them increased privation and even death.

The "Centaur" captured on the 2nd instant a Brazilian brig with 737 slaves on board, which had been shipped at Loango only three days. I visited her myself within half an hour. I found many of the boys and girls on deck frightened, crying and evidently apprehensive of further misfortune, the men on the slave-deck, who could look up the hatchway, making significant gestures of inquiry, whether their throats would be cut. I need hardly add that the impression was speedily effaced.

I have, &c.
(Signed) ARTHUR FANSHAWE.

Inclosure in No. 223.

Captain the Hon. G. F. Hastings to Commodore Fanshawe.

Sir,

"Cyclops," off Ambriz, March 27, 1850.

I HAVE the honour to acknowledge the receipt of your letter of the 19th instant, with reference to my letter of the 5th instant, inclosing one for Lieutenant Hodgkinson, repeating the circumstances of an attempt by the slaves on board the Brazilian vessel "Ventura," to take possession of her, instigated by the Brazilian cook, Palma, and requesting me to inform you whether any step was taken in consequence for Palma's confinement.

In reply, I beg to state that on the arrival of the "Ventura" at St. Helena, from the dangerous state of the wound received, he was placed in the hospital, and his death hourly expected; but orders were left by Lieutenant Hodgkinson with Mr. Knipe, the Proctor, in the event of his recovery.

I have, &c.
(Signed) GEO. F. HASTINGS.

No. 224.

Commodore Fanshawe to the Secretary to the Admiralty.--(Received November 12.)

Sir,

"Centaur," Cabenda, August 7, 1850.

WITH reference to my former reports to you, for the information of the Lords Commissioners of the Admiralty, on the subject of the continued Slave Traffic in the Portuguese territory on the west coast of Africa, and more especially to my despatch of the 6th of April, I have now the honour to request you will be pleased to submit to their Lordships the inclosed copies of a correspondence which has taken place between the Governor-General of Angola and Captain Hastings, of Her Majesty's steam-ship "Cyclops," the senior officer of the South Division, in my absence; and in confirmation of Captain Hastings' statement of the number of slaves captured which had been shipped from Portuguese territory, I beg to name the "Ventura," 481 slaves shipped at Novo Redondo; "Encarnacion," 860, shipped at Lobito; launch unknown, 180, shipped at River Vano, a little north of St. Philip's Bonnet, Benguela, the latter a very peculiar case, respecting which I shall probably find it my duty to communicate with his Excellency the Governor-General, on my next visit to Loanda.

I have, &c.
(Signed) ARTHUR FANSHAWE

Inclosure 1 in No. 224.

Captain the Hon. G. F. Hastings to Commodore Fanshawe.

Sir,

"Cyclops," Loanda, July 11, 1850.

WITH reference to my letter of the 18th June, reporting the capture of a slave-brig by Her Majesty's steam-ship under my command, on the previous evening, and although I reported that the vessel captured had neither colours or papers, she was recognized by many of us on board this ship as a Portuguese vessel called the "Etna," alias "Joaquina," which was observed lying in this port last September.

On my arrival at Loanda on the 7th instant, I caused inquiry to be made as to the history of this "Etna," alias "Joaquina," and found, on referring to the official gazettes of that city, that the

"*Etna*" arrived at Loanda in March 1849, as a French vessel and in a leaky state, with a cargo from Brazils. In the month of May she was sold by her French owner to a Senhor Garrido, a merchant at Loanda, and registered by colonial passports as the "*Joaquina*," and was employed as a Portuguese coaster for a short time, but eventually disappeared from this coast, after clearing out of Loanda in ballast, bound to Benguela, and reported to have shipped 500 slaves from that place for conveyance to Brazils.

Under these circumstances I thought it my duty to address the Governor-General of this province on the subject, and also to bring under his notice the frequent captures and shipments of Africans made from the Portuguese territory.

I have now the honour to inclose you the correspondence in question, and have no hesitation in stating that the Slave Trade has been carried on from the Province of Angola to a greater extent this year than from any other part of the southern division of the station.

I have, &c.
(Signed) G. F. HASTINGS.

Inclosure 2 in No. 224.

Captain the Hon. G. F. Hastings to the Governor-General of Angola.

Sir,

"*Cyclops*," Loanda, July 7, 1850.

I HAVE the honour to bring under your Excellency's notice the following circumstance.

On the 17th ultimo, being about thirty miles west of the port of Loanda, in Her Britannic Majesty's steam-ship under my command, we sighted and captured after a few hours' chase an empty slave-brig, without colours or papers, the vessel being immediately recognized by myself and officers as the "*Etna*" of Marselles, seen by us lying in this port in September last, where I learn she had been purchased by a Senhor Garrido, a merchant residing at Loanda, who changed the name to "*Joaquina*," and sailed her as a legal trader under a provisional passport granted by your Excellency's Government, for a few voyages as a coasting vessel, but she eventually disappeared from the neighbourhood of Benguela, having shipped 500 Africans, whom she safely landed in the Brazils. The bond entered into on that vessel's last clearance from this port thus became forfeited, and the amount was, I believe, paid some time ago.

As several persons on board the "*Cyclops*" can make oath to the identity of this slave-vessel captured having been the "*Etna*," alias "*Joaquina*," I am of opinion that there are sufficient grounds for doubting the fair-dealing of Senhor Garrido, and consider that that gentleman should be called upon for further explanation as to what became of this vessel, "*Etna*," alias "*Joaquina*," from her quitting this port on her last clearance.

In conclusion, I have to inform your Excellency that it will be my duty to bring the whole of this matter under the notice of the British Commander-in-chief, and would remark with exceeding regret, that to my knowledge since January last, upwards of 2000 slaves have been shipped from the coast of the Province of Angola, 1500 of whom have been fortunately liberated by the British cruisers, and the remaining 500 were re-landed from the vessel that was conveying them across the seas, she being afterwards destroyed by the crew to evade capture, a merchant-vessel in sight having been mistaken for a Portuguese cruiser.

This continued breach of the Treaty agreed upon by our respective Governments for the suppression of the nefarious Traffic in Slaves, is much to be deplored, and could not occur if the local authorities in this province performed their duties honestly, the non-performance of which duties will be source of deep regret to countries so sincerely desirous of putting a stop to the Slave Trade as Portugal and Great Britain.

I have, &c.
(Signed) G. F. HASTINGS.

Inclosure 3 in No. 224.

The Governor-General of Angola to Captain the Hon. G. F. Hastings.

(Translation.)

Sir,

Palace of the General Government in Loanda, July 10, 1850.

I ACKNOWLEDGE the receipt of your official letter dated from the port of this city, on the 7th instant, and which only came to hand yesterday about 2 o'clock P.M., to which (official letter) I do not reply, as is suitable should be done (*como convinha*), in order not to compromise the dignity with which I am invested by Her Most Faithful Majesty the Queen of Portugal, nor will I reply to any other (letter) which may come to me conceived in similar terms; but I shall not fail to address myself as it behoves me on the subject, as well to the Government of the same august Lady, as to the Commander-in-chief of the British Naval Forces in these seas.

God preserve you.

(Signed) ADRIANO ACCACIO DA SILVEIRA PINTO,
Governor-General.

Inclosure 4 in No. 224.

Captain the Hon. G. F. Hastings to the Governor-General of Angola.

Sir,

"*Cyclops*," *Loanda*, July 11, 1850.

I ACKNOWLEDGE the receipt of your Excellency's letter of the 10th instant, in reply to mine of the 7th instant, wherein you acquaint me that you do not reply to my request, as is suitable should be done, in order not to compromise the dignity with which you are invested by Her Most Faithful Majesty the Queen of Portugal, and that you will not reply to any other letters that may come to you conceived in similar terms.

I would inform your Excellency that, holding the position of senior officer in command of a division of Her Britannic Majesty's squadron on this part of the coast of Africa for the suppression of the Slave Trade, I cannot conceive what compromise it could be to your Excellency's dignity, in corresponding with the representative of the British Commander-in-chief, which officer took occasion, at your Excellency's levée in September last, to introduce me to your notice as such.

My letter of the 7th instant was not conceived in any spirit of disrespect to your Excellency, but merely to narrate the capture of a slave-vessel lately made by Her Britannic Majesty's steam-ship under my command, and to draw your attention to the previous character of that slave-vessel; offering to produce proof against a merchant of Loanda, Senhor Garrido, as being implicated in the slave-vessel, in the hope that an exposure of these circumstances would assist your Excellency materially in putting a stop to the numerous shipments of Africans that have taken place in the province (south of Loanda) since January last, destined for slavery in the Brazils; and stating that if the local authorities performed their duties honestly, these shipments could not have been effected.

I would now beg to recall to your Excellency's notice the shipments made in the province south of Loanda since the beginning of this year, which I think warranted me in making a charge against the local authorities, deeming that you might not be truly acquainted with the proceedings to the southward, as, in a letter received from your Excellency, you stated that you were able to assure me with pride, that it was not known to you that there had departed from any place where there are Portuguese authorities resident along the extent of this vast coast, one single African destined for this inhuman traffic, and that your orders had been rigid and completely executed.

On the 26th January, the Brazilian brig "*Aventuera*" shipped 450 slaves at Novo Redondo at noonday, only six miles from Quicombo, where a Portuguese commandant is resident, which vessel was captured by the ship I command. On 27th of that month we found many of the slaves on board her speaking the Portuguese language, who stated that they had been household slaves at Loanda.

The brig "*Encarnacion*," on March 1, shipped 850 slaves at Lobito, the person in charge of that place having himself been found on board her with slaves on his own account, and proceeded in the vessel in the capacity of cook, after her capture by Her Britannic Majesty's sloop "*Waterwitch*."

A launch, with 180 slaves that were shipped at Quicombo, where a Portuguese commandant is resident, captured by Her Britannic Majesty's ship "*Flying-Fish*," many of the slaves being found speaking the Portuguese language.

Unless a faithful co-operation be maintained on the part of every subject of Portugal in Africa, with the forces of our respective countries, to suppress this nefarious Traffic, there can be no hope of the final extinction of the Slave Trade.

In conclusion, I would beg to be permitted to reiterate my former observation, that I did not conceive my letter of the 7th instant (nor indeed do I the present one) in any spirit of disrespect to your Excellency or Government, and I therefore cannot discover how any compromise of dignity on the part of your Excellency could take place, in replying to a letter addressed you by an officer in command of Her Britannic Majesty's Naval Forces on the south-west coast of Africa, the representative of the British Commander-in-chief.

I have, &c.
(Signed) G. F. HASTINGS.

No. 225.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received November 12.)

Sir,

"*Centaur*," *Cabenda*, August 8, 1850.

WITH reference to my despatch of the 19th ultimo, acquainting the Lords Commissioners of the Admiralty with the return of Mr. Consul Beecroft and Lieutenant Forbes, of the "*Bonetta*," from their mission to Abomey, and transmitting Lieutenant Forbes's report, I have to request you will do me the honour to acquaint their Lordships that on conferring with Mr. Beecroft on the subject of the King of Dahomey's declared intention of making the Abbeokuta country the seat of his next war, I thought it desirable (in which opinion Mr. Beecroft concurred) to address the letter to His Majesty, the copy of which I herewith inclose, and I hope my doing so will be approved of.

This letter was given to Mr. Beecroft, to transmit to the agent of Messrs. Hutten, house at Whydah, in order to secure the King's having a proper knowledge of its purport, as well as the mercantile community of that place.

I beg you will also inform their Lordships that I have instructed the senior
CLASS A.

officer of the Bights division, in the event of the missionaries at Badagry applying to him for powder and ball for their protection, to furnish it as far as he may be able.

I have, &c.

(Signed) ARTHUR FANSHAWE.

Inclosure in No. 225.

Commodore Fanshawe to the King of Dahomey.

TO the most renowned King of Dahomey, the Commander-in-chief of the Squadron of Her Majesty the Queen of England, on the coast of Africa, wishes health, peace, and the blessing of God.

Sire,

"Centaur," Princes Island, July 23, 1850.

I HAVE learned with extreme regret, from Lieutenant Forbes, the officer of Her Majesty the Queen of England, my Sovereign, whom I sent to your capital of Abomey, that you have refused the proposals made to you by the directions of the Queen, to abandon the Traffic of Slaves in your dominions, and that you proposed making war on Abbeokuta, in the Yaruba country, for the object of obtaining more slaves for sale.

It becomes my duty, therefore to apprise you that the people of Yaruba are the friends of Her Majesty the Queen of England, and that Her Majesty's Government will see with much displeasure any act of violence or oppression committed against them, and also, that there are dwelling at Abbeokuta, and in the Yaruba country, many British-born subjects and liberated Africans, whom they are bound to protect from injury, and that if they receive any from your hands, it will be considered an act of hostility against the Queen and the English people, and will cause the coast of your Majesty's dominions to be immediately invested and blockaded by Her Majesty's ships under my command, and all trade stopped.

I hope your Majesty will come to some wiser conclusion, and that God may so dispose you.

(Signed) ARTHUR FANSHAWE,
*Commander-in-chief of Her Britannic Majesty's Squadron
on the West Coast of Africa.*

No. 226.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received November 12.)

(Extract.)

"Centaur," Cabenda, August 8, 1850.

I HAVE the honour to inclose for the information of the Lords Commissioners of the Admiralty, an extract of a letter with inclosures, which I have received from Commander Cumming, of Her Majesty's sloop "Rattler," reporting the capture of the Brazilian brigantine "Volusia," on the 2nd ultimo, which vessel had false papers and showed American colours.

Inclosure 1 in No. 226.

Commander Cumming to Commodore Fanshawe.

(Extract.)

"Rattler," July 4, 1850.

I HAVE the honour to acquaint you that off the River Congo, on the 2nd instant, Her Majesty's steam-sloop under my command captured the Brazilian brigantine "Volusia," of 190 tons, a crew of 17 men, and fully equipped for the Slave Trade, with false papers, and sailing under the American flag; that the crew have been landed at Cabenda, and the vessel has been sent for adjudication to St. Helena, in charge of Lieutenant Dawkins.

As the Slave Trade on this part of the coast appears to be chiefly, if not wholly, carried on under the same system of disgrace and dishonour to the United States' flag, this capture, Sir, presents nothing whatever instructive, nor does it offer any point of peculiar interest, beyond adding another to the many proofs of the frequent and increasing violation by the African slave-dealers of a flag—the symbol of freedom and liberty—in consigning to perpetual slavery a harmless and inoffensive race.

I have also the honour to inclose certified declarations from the master-supercargo and chief mate, stating the vessel to be *bonâ fide* Brazilian property, that they have no protest to offer, and that themselves and crew land at Cabenda, of their free will and consent.

Inclosure 2 in No. 226.

Declaration of the Master of the "Volusia."

I, JOAM DE LE JOSE DISNEY, master of the Brazilian brigantine "*Volusia*," do hereby declare that, having no protest to offer, do not wish to join the said vessel for the purpose of defending her, and that I go on shore of my own free will and consent.

Given under my hand, on board Her Britannic Majesty's steam-sloop "*Rattler*," at sea, this 3rd day of July, 1850.

(Signed) JOAM DE LE JOSE DISNEY

Signed in the presence of

(Signed)

ARTHUR CUMMING, *Commander*.
PETER MC. K. GODFREY, *Senior Lieutenant*.
DUNCAN J. LOUITID, *Master*.

Inclosure 3 in No. 226.

Declaration of part of Crew of the "Volusia."

WE, the undersigned, belonging to the Brazilian brigantine "*Volusia*," do hereby declare that, having no protest to offer, had no wish to go in the said vessel for the purpose of defending her, and that we go on shore of our own free will and consent.

Given under our hands, on board Her Britannic Majesty's steam-sloop "*Rattler*," at sea, the 3rd day of July, 1850.

(Signed) DANIEL FLEUTIS CULHO.

J. S. NICHOLS.

LUIS ANTO. JOZE DE COSTA.

Signed in the presence of

(Signed)

ARTHUR CUMMING.
P. MC. K. GODFREY.

No. 227.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received November 12.)

Sir,

"*Centaur*," *Cabenda*, August 8, 1850.

I HAVE to request you will be pleased to acquaint the Lords Commissioners of the Admiralty, that I have received information of the capture on the 7th of June, by the United States' brig of war "*Perry*," off Ambriz, of the "*Martha*," of New York, a ship of 450 tons, fully equipped for the Slave Trade, and about to take 1500 slaves from that vicinity.

This vessel, on being chased by the "*Perry*," I learn hoisted American colours, conceiving her to be an English cruiser; but on the "*Perry's*" closing, and a boat proceeding from her under American colours, she hauled down the American and hoisted Brazilian colours, and was declared to be Brazilian, the American flag having been used only to evade an English cruiser. She was detained by the "*Perry*" and sent to the United States for trial as a pirate, I understand.

I have, &c.

(Signed) ARTHUR FANSHAWE.

No. 228.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received November 12.)

Sir,

"*Centaur*," *Cabenda*, August 8, 1850.

RESUMING my statement of proceedings as reported in my letter of the 22nd ultimo, I have to request you will be pleased to inform the Lords Commissioners of the Admiralty, that after the departure of the "*Bonetta*," I had the opportunity of conferring with Mr. Consul Beecroft on various subjects connected with our respective duties, and that he proceeded in the "*Jackal*" on the 23rd to Fernando Po, where Lieutenant Fowell was directed to endeavour to beach the "*Jackal*," for the purpose of removing the barnacles, weeds, &c., which had accumulated to a great degree on her bottom.

Having completed the replacing the tubes of the boilers of this ship I sailed from Princes Island on the 26th.

On the 19th anchored off Sanga Tanga, and the next day reconnoitred it, River Nazareth, and Cape Lopez Bay, without seeing a sail larger than a boat. At Sanga Tanga, however, the appearance of the barracoons and other buildings, and numbers of canoes gave indication of an active Slave Trade.

Proceeding to the southward on the 1st instant, I communicated with the "Philomel" off Mazumba.

On the morning of the 2nd, the "Centaur" captured the Brazilian brig "*Esperança*," with 737 slaves on board, on passage from Loango to Rio Janeiro, and sent her to St. Helena. This vessel, we were informed, only changed owners and colours on the day of shipment, having been the American brig "*Clyde*."

On the 3rd, I anchored off Cabenda, for the purpose of landing the crew of the captured vessel. I inclose, for their Lordships' information, a statement of these men, as to how they arrived at Loango, at it bears on the practice and result of our landing these crews of slave-vessels in Africa as soon as we can after their capture. I found in the "Cyclops" the senior officer of the division at Cabenda; and after receiving from him all the information which I have now reported to their Lordships, dispatched him to order the "Pluto" to meet me there.

On the 4th I was joined by Her Majesty's steam-vessel "Prometheus," from England and Ascension, and received their Lordships' despatches sent by her; and in the evening detached the barge and pinnace of this ship to cruize to the northward.

On the 5th, having inspected the "Prometheus," and found her in a wholesome and forward state, I sent her to victual the "Philomel," with despatches for the senior officer of the Bights and North Divisions, attaching her for the present to the latter.

On the 7th the "Philomel" anchored for water and stock.

On the morning of this day the "Pluto" joined, and I am preparing to dispatch her to Ascension, Sierra Leone and England, as this month's vessel, intending the "Spy" to be the next. I shall remain a few days longer in this vicinity, and then proceed to Ambriz, where I have the expectation of meeting the American Commodore.

The "Snap," with provisions from Ascension, from whence she sailed on the 19th June, has just arrived, and I am happy to be able to report that her leaks have not increased.

I have, &c.

(Signed) ARTHUR FANSHAWE.

P.S.—The "*Esperança*" shipped her slaves 3! to northward of Loango. She was an American vessel, named the "*Clyde*," Captain Gould. She left Rio about 8th June, and arrived at Loango, 30th July, changed owners, colours, and shipped.

Inclosure in No. 228.

PARTICULARS of the information obtained from the crew of the Brazilian brig "*Esperança*," captured by Her Majesty's steam-ship "*Centaur*," on August 2, 1850.

Name.	Station.	REMARKS.
Joaquim Marques ..	Brazilian	Arrived on the coast in the " <i>Huntingdon</i> ," captured by " <i>Pluto</i> ," March 1; been captured 7 times.
José Ant. Cordeira ..	"	Arrived on the coast in the French barque " <i>Tourville</i> ," from Rio; has been 16 years in Slave Trade.
José Rosas	"	Captured in " <i>Volusia</i> " by the " <i>Rattler</i> ," on July 2.
José Maria Rodriguez .	"	Arrived on the coast 9 months ago, in the Brazilian schooner " <i>Venus</i> ," taken by " <i>Firefly</i> ," October 23, 1849. 2 voyages, taken twice.
Matteos Loa	"	Ditto. Ditto.
Joaquim de Souza ..	"	Ditto. Ditto.
José Masada	"	Ditto. Ditto.
Sebastian Terceira ..	"	Ditto. Ditto.
John Lucas	"	Ditto. Ditto.
Antonio José (2) ..	Portuguese	Ditto. Ditto. First voyage.
Antonio José (1) ..	Brazilian	Landed from " <i>Philomel</i> ," being of the crew of the " <i>Espectulação</i> ," taken by her May 9.
Elias da Costa ..	Portuguese	Ditto. Ditto. 6 years in Slave Trade; 7 voyages, 5 clear trips.
Bra. da Silva	"	Ditto. Ditto. 2 voyages, taken twice.
Alex. Francisco ..	"	Ditto. Ditto. Ditto.
Manuel Jcsé	"	Ditto. Ditto. Ditto.
Antonio Diez	Brazilian	Arrived on the coast in Portuguese trader " <i>General Riego</i> ," from Rio to Loanda. First voyage.
Frans. Joaqm. Fernandez	"	Ditto. Ditto. Made 2 voyages, and taken twice.
Manoel Joaquim ..	"	Ditto. Ditto. 22 years in Slave Trade. 9 times taken; 17 or 18 clear trips.
Salvador Stainslau ..	Portuguese	Arrived on the coast in Brazilian schooner " <i>Conceição</i> ," from Rio to Loanda. First voyage.
Ant. da Silva	"	Arrived on the coast in a brig taken by " <i>Rattler</i> ." First voyage.
Luiz d'Adriade ..	"	Arrived on the coast in a Portuguese trader from Rio to Benguela. First voyage.
Enos Justinian ..	Brazilian	Ditto. Ditto. First voyage.
André Francisco ..	"	Ditto. Ditto. Ditto.
Manoel Ribeira ..	"	Arrived on the coast in Brazilian brigantine " <i>Esmevalda</i> ," taken by " <i>Rattler</i> ." Made 8 voyages; taken twice.
José Maria Brandão ..	"	Arrived on the coast in Brazilian brigantine " <i>Bel Monte</i> ," from Rio to Loanda. First voyage.
Francisco Antonio ..	"	Arrived on the coast in Brazilian schooner " <i>Venus</i> ," taken by " <i>Firefly</i> ." 15 voyages. 9 times taken.
Francisco José ..	"	Ditto. Ditto. 2 voyages, both times taken.

No. 229.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received October 31.)

Sir,

"*Centaur*," off Cabenda, August 12, 1850.

I HAVE to request you will be pleased to acquaint the Lords Commissioners of the Admiralty that I have received information from the President of Liberia, dated June 4th, that the Liberian Government had succeeded in securing the territory, and extending its jurisdiction over the Gallinas, and all the territories,

excepting a small tract owned by the Tuckers, for which they are negotiating up to Shebar; and that Liberian Commissioners were then in the Gallinas and Cape Mount countries, for the purpose of adjusting the disputes and settling the difficulties, and putting an end to the wars in those countries, and to open the road into the interior and encourage legitimate commerce; and the President also informs me that it is his opinion there is no possibility now of the Slave Trade being revived at Gallinas or in that neighbourhood.

I have, &c.

(Signed) ARTHUR FANSHAWE.

No. 230.

Rear-Admiral Reynolds to the Secretary to the Admiralty.—(Received November 5.)

Sir,

“Southampton,” Rio de Janeiro, August 7, 1850.

I INCLOSE for the information of the Lords Commissioners of the Admiralty, Lieutenant J. C. Bailey's statement of having captured in the “Sharpshooter,” the armed Brazilian slaver “Julia,” or “Norma,” after she landed a cargo of negroes.

This is the fourth capture Lieutenant Bailey has made within one month after his arrival on this station; and I have thought it due to him to approve of his vigilance and zeal.

I have, &c.

(Signed) B. REYNOLDS.

Inclosure in No. 230.

Lieutenant Bailey to Rear-Admiral Reynolds.

Sir,

“Sharpshooter,” at sea, July 14, 1850.

I HAVE the honour to inform you that on the 11th instant, Her Majesty's steam-vessel under my command captured the armed Brazilian brigantine “Julia,” or “Norma,” having leaguers laid fore and aft as a slave-deck. She had four days previously landed 308 slaves; she was to have brought 500, but could not procure more on the Coast. I closed her on the 4th, when the slaves were on board, but lost her through darkness coming on. Whilst capturing her a boat escaped to the shore, which we were unable to bring-to, though we chased and fired several shot for that purpose.

I dispatched the prize the same afternoon to St. Helena, under charge of Mr. Campbell and four men, with two of her own crew to assist in navigating her, the remainder were landed near Franceza Island on the 13th. She was a beautiful new vessel of about 130 tons; had only made this one trip, but was when taken on her way to Espirito Santo to fit out for a second; she was armed with two 12-pounder carronades, a quantity of ammunition and cannisters for the guns, each containing 100 musket-balls, as also with rifles fitted for dagger-bayonets; the whole armament was in most excellent order.

Her crew consisted of Spaniards, Portuguese, and Brazilians. The captain, a Spaniard, and most superior kind of man, was the person who commanded the felucca which beat off the boats of the “Growler” and “Firefly” on the coast of Africa. He told me that boats should not have taken him.

I have, &c.

(Signed) JOHN C. BAILEY, *Lieutenant Commanding.*

No. 231.

Rear-Admiral Reynolds to the Secretary to the Admiralty.—(Received November 5.)

Sir,

“Southampton,” Rio de Janeiro, August 21, 1850.

ON the 13th ultimo I had the honour to transmit a report of Commander Schomberg having resigned to the custody of the Sub-delegado of Police at Guarapari, the slave-schooner “Feiticeira,” in consequence of a written statement that she had come under the notice of the police under the suspicion of being engaged in unlawful traffic, and that she had been submitted to the consideration of the Brazilian Governor of the province.

I strongly suspected at the time, that the proceedings of the Brazilian authorities had a view to protesting, rather than to punishing, this illegal trader; and on the 8th instant my suspicions were confirmed, by a letter from Her Majesty's Consul at this port (a copy of which I beg to inclose), giving me information of this same schooner "*Feiticeira*," being ready for sea, and equipped to bring a cargo of slaves from the African coast.

I immediately dispatched the "*Harpy*," which, on the 12th instant, captured the schooner in question, with her casks filled, her slave-deck nearly laid, and, in short, as the Consul describes, just waiting for her crew to arrive from Rio, to enable her to start for the Coast.

I have, &c.
(Signed) B. REYNOLDS.

Inclosure in No. 231.

Consul Hesketh to Rear-Admiral Reynolds.

Sir, *Rio de Janeiro, August 8, 1850, half-past 3 P.M.*
INFORMATION has this moment been given to me, that the slave-dealer, Don Francisco, a Spaniard, has a schooner ready for sea, equipped to bring a cargo of slaves from the African coast. She is now concealed up the river or creek Guarapari, a little to the southward of Campos; the last of her crew were engaged in this town yesterday, and left last night for Cumpari; it is also stated that the vessel is to leave her hiding-place on Saturday morning, the 10th instant, and will in all probability proceed at once to sea. She lies as far up the creek as she can float, and if boats are sent in after her, they will have to pull some distance up the winding creek before they can fall in with her. She is called the "*Feiticeira*."

I am promised information of more than one slaver preparing in the harbour to slip out, and as soon as I receive it, shall transmit it to the senior officer, in your absence.

I have, &c.
(Signed) ROBT. HESKETH.

No. 232.

Rear-Admiral Reynolds to the Secretary to the Admiralty.—(Received November 7.)

Sir, *"Southampton," Rio de Janeiro, August 30, 1850.*
BY the "*Spider*," which arrived to-day with the mails from the River Plate, I received the inclosed letter from Commodore Storer, which I beg to lay before their Lordships, as it terminates, I hope, the correspondence which I had the honour to transmit on the 23rd ultimo, and on which I requested their Lordships' instructions.

I have, &c.
(Signed) B. REYNOLDS.

Inclosure in No. 232.

Commodore Storer to Rear-Admiral Reynolds.

*U. S. ship "Brandywine," off Monte Video,
August 16, 1850.*

Sir,
I HAVE the honour to acknowledge the receipt of your communication of the 22nd ultimo. I regret that the views you assign as those under which Captain Schomberg acted in his attempt to board the steamer "*New World*," and which appear to have your approval, are such as I can in no event assent to.

The attitude which the Government of the United States has assumed on the subject of the right of visit of her merchant-vessels in time of peace, is well known. American citizens, prosecuting a lawful commerce under the flag of their country, are not responsible for the abuse or the unlawful use of that flag by others; nor can they rightfully, on account of such alleged abuse, be intercepted or detained on the ocean. The Government does not admit that visit of American merchant-vessels by British cruisers is founded on any right, notwithstanding the cruiser may suppose such vessel to be British, Brazilian, or Portuguese.

I trust, therefore, that your orders to your squadron, to which you allude, may prevent the recurrence of similar attempts, which, if repeated, I am persuaded would seriously jeopard the kindly relations subsisting at present between our respective Governments.

I am, &c.
(Signed) GEO. W. STORER,
*Commanding U. S. Naval Forces,
Coast of Brazil.*

No. 233.

*Rear-Admiral Reynolds to the Secretary to the Admiralty.—(Received
November 7).*

Sir, "Southampton," Rio de Janeiro, September 9, 1850.

ON the evening of the 31st ultimo Commander West and Lieutenant Woolcombe, of my flag-ship, were returning on foot from a visit to one of the mountains in this neighbourhood, when they were insulted by the police and lodged in jail for the night. I immediately represented the outrage to Her Majesty's Minister, and I request you will inform their Lordships that the Brazilian Government has expressed its sincere regret at the event, and has summarily dismissed from the police the persons implicated in it.

I have, &c.
(Signed) B. REYNOLDS.

No. 234.

Rear-Admiral Reynolds to the Secretary to the Admiralty.—(Received Nov. 7.)

(Extract.) "Southampton," Rio de Janeiro, September 9, 1850.

I HAVE the honour to inclose, for the information of the Lords Commissioners of the Admiralty, a translation of a despatch from the President of the Province of Bahia to the Brazilian General commanding the Forces, which has been transmitted to me by Her Majesty's Consul at Bahia, and which directs that the forts and batteries which guard the ports and coast, do use force to prevent the seizure of ships by foreign vessels.

Inclosure in No. 234.

The President of Bahia to the General Commanding the Forces.

(Translation.)

August 19, 1850.

HIS Majesty the Emperor having determined by circular order of 31st July last, conveyed through the Secretary of War, that this presidency do issue the most positive orders for the forts and batteries which guard the ports, bays, and coast of this province, to use force, in order to prevent the seizure of Brazilian ships as well as those of other countries by foreign vessels, it being the duty of the commander of these forts before employing such force, to warn the aggressor by firing without ball, that such vessels are in territorial waters and under the protection of the batteries, and further to authorize the said commanders that they request from the police or the National Guard the aid required for the service of the said forts, when the respective garrisons are not sufficient to repel such aggression; recommending also that persons be not allowed to remain near the scene of conflict or in the neighbourhood, who are not necessary to such defence. This I communicate to your Excellency for your information and due execution, requesting in time everything necessary respecting the above object, having already addressed despatches on this subject to the Chief of Police and to the Commanders of the National Guard of the municipalities of Cachoeira, Valença, and Itaparica, where such fortifications exist.

No. 235.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received November 19.)

Sir,

"Centaur," Loanda, August 26, 1850.

WITH reference to my letters to you of 5th instant, transmitting a correspondence which had taken place between his Excellency the Governor-General of Angola and the Hon. Captain Hastings, as senior officer of the Southern Division of this station, I have now the honour to inclose you, for the information of the Lords Commissioners of the Admiralty, translated copies of two letters which I have since received from his Excellency, complaining of the manner of Captain Hastings' letter, and the allegations contained in it against the subaltern provincial authorities, of connivance in the Traffic of Slaves; and also of my reply to him, in which I have left, as their Lordships will observe, any observation in the explanations which he has been pleased to offer me relative to the embarkation of Slaves from Angola, and which are not to my mind satisfactory, for another communication, wishing first to obtain, as I expect to do, further corroborative proof.

I have, &c.

(Signed) ARTHUR FANSHAWE.

 Inclosure 1 in No. 235.
The Governor-General of Angola to Commodore Fanshawe.

(Translation.)

Illustrious and Excellent Sir,

Palace of the Government of Loanda, July 10, 1850.

I HAVE the honour of delivering into your Excellency's hands, a duly authenticated copy (No. 1) of an official letter, dated 7th current, addressed to me by Captain Hastings, of Her Britannic Majesty's Navy, and commanding Her Britannic Majesty's steam-frigate "Cyclops;" and a copy of an answer (No. 2) which I have deemed right to send to that letter.

The unbecoming (*inconveniente*) manner (for I can give no other name to it) in which that captain has addressed the highest authority of a vast province belonging to the dominions of Her Most Faithful Majesty, will not fail to be duly appreciated by your Excellency. Neither do I doubt that Portuguese authorities of this province, so maliciously underrated by that captain, will obtain of your Excellency a reparative corresponding to the gratuitous outrage inflicted on them, inasmuch as by that captain asserting that from January till this time above 2000 slaves have been embarked for transport beyond sea, 500 of whom have been captured by British cruisers, and 500 were obliged to be disembarked, neither declaring where or by whom they were embarked. Knowing that this coast is very vast, and that there are few points where authorities exist; and knowing also, or ought to know, that I have not only ordered, but done as much as lays in my power, and that the strictest orders are put in force to put an end to this nefarious Traffic, a shame indeed to civilized man, and much to be lamented that all those measures which have been put in practice until now have been inefficient, not only by our respective nations, but by others. The long, honourable, disinterested services I have lent to my country, and which have caused me to be known beyond it, places me, I am persuaded, beyond suspicion; and I am not willing lightly to believe, that when the Hon. Captain Hastings makes use of the following expressions: "and could not occur if the local authorities of this province performed their duty honestly," he had the least intention of directing them to me personally. Nevertheless, I feel myself obliged to defend my subaltern authorities, when no proofs are presented of their being culpable, or conniving with the infamous slave-dealers, and up to this time no proofs have been given. Contenting himself with suppositions, and assertions without any foundation, and which never ought to have been brought forward by men placed in high positions, and who make themselves certainly responsible, by the unfounded statements which they present, at least before the tribunal of public opinion and morality.

This is what I have to say with the generality of the accusations presented by Captain Hastings against the Portuguese authorities.

Now with respect to the brig formerly called "Etna," alias "Joaquina," I have but little to say, but that will be sufficient to prove to your Excellency how lightly that officer speaks of me, and probably owing to the false and treacherous information he has received. Senhor Garrido, whom Captain Hastings represents as owner, or as having purchased that vessel, never appears, or has in the slightest way appeared officially (and it is only on official and positive data I can act as an authority) as owner or purchaser of such a vessel, but another Portuguese subject, who at present is not here, and could easily have transferred her to a third, and that one to a fourth passenger.

When said vessel left this port, it was with lawful papers, and satisfied what the law prescribes with all its austerity and precision; and from the time I commenced the Government, as well as before that time, the law, in all its force, has been carried out with all its prescribed rigour.

I feel assured that all these explanations are due to your Excellency, and am deeply persuaded that your Excellency will do deserved justice to my character; and am aware further, that I have done my utmost to carry out the designs of our Governments, expressed in the Treaty of the 3rd

CLASS A.

July, 1842, and will be pleased to bring to an end this correspondence, which besides being disagreeable, is unfounded.

As I said to Captain Hastings, so I write to your Excellency on this subject; and I shall equally write to my Government, sending a copy of all this correspondence, to the end of obtaining a reparation for the offence received.

I profit, &c.

God preserve your Excellency.

(Signed)

ADRIAN ACCACIO DA SILVEIRA PINTO,
Governor-General.

Inclosure 2 in No. 235.

The Governor-General of Angola to Commodore Fanshawe.

(Translation.)

Illustrious and Excellent Sir,

Palace at Loanda, July 12, 1850.

I HAD the honour to address your Excellency a despatch dated the 10th instant, in which I submitted to your Excellency's consideration a letter sent to me by Captain George Hastings, commanding Her Britannic Majesty's steam-frigate "Cyclops," and also the answer I deemed right to return to that officer; but as that captain sent me yesterday another letter (of which your Excellency will see a copy inclosed, No. 1) in which he is more explicit, I think it my duty to address to your Excellency the considerations which I judge fit to offer to your Excellency's penetration, a part of which I have already explained verbally to your Excellency at the last visit with which you honoured me.

I shall say nothing yet respecting what Captain Hastings repeated in his letter of the 11th relative to Senhor Garrido, because that I have already sufficiently explained to your Excellency in my above-mentioned despatch of the 10th of this month.

That captain says, that in the letter I had addressed to him, I declared it was in my power to assure him with pride that in no place where there was a Portuguese authority, had one single African destined for that inhuman Traffic been embarked, neither did any barracoon exist for that Traffic. Doubtless, I said so in the answer to the two letters of the same captain of the 4th March of this year, of which I now send a copy to your Excellency (Nos. 2 and 3), and I now confirm what I said on that occasion, because, having ordered the naval force of Her Faithful Majesty on this coast to make a strict examination of those places indicated by the letters, that force did not meet with any barracoon destined for the prohibited Traffic, not even at the distance of two or three leagues in the interior of the country, where those entrusted with the search, which was conducted with the most scrupulous care, according to the official communication I received. Being able, on the other hand, to assure your Excellency that I also ordered to be searched with the greatest care, those places where Portuguese authorities are established, and which were pointed out by Captain Hastings as those where shipments had been made, I am satisfied the captain has been erroneously informed, perhaps by the crews of the captured vessels whose depositions cannot be credited for many reasons, which I will not point out, because, doubtless, they have not escaped your Excellency's penetration; nevertheless, I cannot excuse myself saying to your Excellency it may easily have happened more to the northward or southward of those places pointed out as the spots where the shipments had been made; but in this case it has been in such manner that there has been no connivance on the part of the authorities, and certainly I should have superseded and punished those I found implicated in such a crime, for your Excellency must doubtless be aware of the honesty and loyalty with which I carry out all possible endeavours to extinguish the illicit Traffic.

I cannot conclude without referring to some observations which Captain Hastings makes respecting slaves which have been captured, speaking the Portuguese language, declare themselves that they have been domestic slaves at Loanda. Certainly your Excellency knows that slavery is permitted in these dominions of the Crown of Her Most Faithful Majesty; and it cannot be doubted that it often happens that slaves are sold and exchanged by one master to another, either at displeasure for bad behaviour, or that reverse of fortune makes it necessary they should be sold at times at Loanda, but it does not then follow that they should be pointed out as slave-dealers and co-operators in the shipments beyond sea.

As to the shipment at Lobito, I ordered a judicial examination to be made, which I recommended to be conducted with the greatest circumspection; the result shows no such shipment took place at that place.

As, however, the person in charge of that place disappeared on that occasion, as was communicated to me by the Governor of Benguela, and Captain Hastings says he was fallen in with on board the vessel which was conveying the slaves, it would have been very desirable that he should have been given up to me, for I should then have had more certain means of proceeding to a more serious examination and arrived at the knowledge of his accomplices (if he have any) and let fall on them the sword of justice and the law.

Feeling that your Excellency, of whose loyalty I am well aware, is entitled to these explanations, I am thoroughly certain that your Excellency will do perfect justice to my loyalty.

I profit, &c.

God protect your Excellency.

(Signed)

ADRIAN ACCACIO DA SILVEIRA PINTO,
Governor-General.

Inclosure 3 in No. 235.

Commodore Fanshawe to the Governor-General of Angola.

Sir,

"Centaur," off Point Ambriz, August 20, 1850.

I HAVE the honour to acknowledge the receipt of your Excellency's letters of the 10th and 12th July, with their several inclosures, copies of a correspondence on the subject of the Traffic in Slaves on the coast of the Province of Angola, which had taken place between your Excellency and the Hon. Captain Hastings, the officer whom I had deputed to act in command of Her Britannic Majesty's ships on that coast during my absence, as I had made known to your Excellency.

The same absence will account for your Excellency not receiving an earlier reply to those communications. Captain Hastings, as was his duty, had previously transmitted to me copies of the aforesaid correspondence, which have been forwarded by me to my Government; and as your Excellency is pleased to inform me of your intention to transmit it also to the Government of Her Most Faithful Majesty, with the view of obtaining a "reparation for the offence received," it might be most convenient to leave the question entirely for discussion at Lisbon and London, and for me to make no further comment upon it, especially as Captain Hastings has assured your Excellency, in very distinct terms, that neither of his letters was dictated with any spirit or feeling of disrespect for your Excellency or your Government, but solely with the object of placing before you circumstances which had come under his observation, bearing upon the Traffic in Slaves in the Province of Angola, as connected with the Treaty for extinguishing it existing between our respective Governments.

But I have two motives for not being silent: the first, because your Excellency has appealed to me personally to do merited justice to your own high character, and to relieve the subaltern authorities under your command from the "gratuitous censure" which you conceive has been placed upon them; the second, because I am desirous of speaking of Captain Hastings' conduct, which I do not consider deserves the harsh views which your Excellency has taken of it, or the strong remarks you have made.

First, then, although I have every disposition to respect the exalted position which your Excellency holds, I am not prepared to admit that it necessarily places the possessor above suspicion or doubt as to the loyal and honest performance of his duties.

History, ancient and modern, affords many instances to the contrary; but the long, honourable, and disinterested career of your Excellency (a part of which is well known to me), your loyal devotion to your Sovereign, and the esteem in which you are held by your country, call upon me unhesitatingly to repudiate such an idea as applicable to your Excellency, and to receive, as I have done, as perfectly sincere, the repeated assurances which you have made to me of your earnest desire to put down the nefarious Traffic in Slaves in the province which you govern, by all the means in your power.

I believe also that the majority of the honourable Portuguese officers of your Government share your Excellency's sentiments, and rigidly obey your instructions; but I must avow at the same time (and it is with great regret I am compelled to do so by the facts which I have learnt), that my opinion is, that if your Excellency's high-minded views were generally entertained, and your orders always faithfully discharged by all the subaltern provincial authorities, the Traffic in Slaves and shipment beyond seas from Angola would be much more diminished.

2ndly. With regard to the complaints your Excellency has made of the manner of Captain Hastings' communications to you, I wish first to acquaint your Excellency that Captain Hastings was directed by me, in my absence, to furnish you, and also the officers commanding the naval force of Her Most Faithful Majesty, with any information he might obtain relative to the aforesaid Traffic, which might lead to the supposition that your Excellency's orders and wishes as declared to me had not been fully and honestly obeyed, or which had a bearing upon the existing treaties between our two countries. If in conveying such information to your Excellency, in pursuance of my orders, he expressed himself in unsuitable terms so as to compromise your Excellency's dignity by receiving them, I very sincerely regret it, and he has disclaimed to your Excellency any such intention; but if with the frankness of a British officer and seaman, prompted by a zealous desire to execute his duty faithfully, and with a feeling of honest indignation at finding his exertions baffled, by slaves being so frequently embarked from different ports of the coast of Angola, he has exposed facts to your Excellency and repeated to you the names of parties whom he learnt were concerned in them, and expressed a doubt in consequence as to the first performance of their duties by local provincial authorities (a doubt in which your Excellency will perceive I participate, and which I find thus expressed in a Portuguese despatch now before me: "Se estas mesmas subalternas autoridades correspondessem no seu dever tomar se hia muito extraordinaria que com as actuaes medidas tomadas por mar, saisseu desta costa escravos para alem mar"), I cannot blame him, but must declare to your Excellency that I am convinced he is above being actuated by any malicious feeling, and is only guided by the same high principles and anxious desire which your Excellency professes, to put an end to a traffic which is a disgrace to a civilized country.

In conclusion, I have to thank your Excellency for the explanations which you have been pleased to offer me respecting the representations made to you by Captain Hastings, and to express the hope that your Excellency will consider I shall be wise in leaving my observations on them to be the subject of another letter. I avail myself of this occasion to repeat to your Excellency the assurance of my high consideration, and to say how much I wish your Excellency's exertions may be crowned with success, and that history may be able to record that it was under your Excellency's Government of Her Most Faithful Majesty's Province of Angola the Slave Trade from it beyond seas was suppressed.

I have, &c.

(Signed)

ARTHUR FANSHAWE.

No. 236.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received November 19.)

Sir,

“Centaur,” Loanda, August 30, 1850.

I HAVE to request you will be pleased to submit to the Lords Commissioners of the Admiralty the inclosed copies of letters with documents appended, which I have received from Commander Harvey, of Her Majesty's sloop “Kingfisher,” and the Hon. Captain Hastings, of Her Majesty's steam-ship “Cyclops,” relative to the detention, first by the “Kingfisher's” boat, and subsequently by the United States' brig of war “Perry,” of the brigantine “Chatsworth,” sailing under American colours, and of the circumstances which made her character suspicious.

Their Lordships will perceive in this matter a proof of the great desire of Commodore Gregory to act up to the spirit of the Treaty of Washington for the suppression of the Slave Trade; and though he has not found sufficient ground for seizing the “Chatsworth,” I hope his scrutiny will prevent her carrying slaves from the coast again, as I have little doubt she did on her last voyage.

I have also to add on this subject, that on Mr. Brand, Her Majesty's Vice-Consul at this port, waiting upon me on my arrival, I called on him to give me all the information he could respecting the “Chatsworth,” on her former voyage, and his ground for suspecting she had taken slaves; and I beg to inclose the copy of a letter which Mr. Brand has addressed to me in consequence; and though he has not in it mentioned Mr. Power (the English merchant who disclaims with so much indignation having given the officers of the “Cyclops” any information about the “Chatsworth” at Ambriz), he told me that Mr. Power was the person from whom he had received the information which convinced him of the justness of his suspicions of her carrying off slaves in February or March last.

I have, &c.

(Signed) ARTHUR FANSHAWE.

Inclosure 1 in No. 236.

Commander Harvey to Commodore Fanshawe.

Sir,

“Kingfisher,” off Dande Point, August 16, 1850.

I HAVE the honour to inform you that on Tuesday last, the 13th instant, about 1 P.M. heard two guns fired to the south-east, and at 2.30 P.M., a sail was reported in shore. Made her out to be a rakish brigantine standing to the north. With our pinnace in company, made all sail to close; at 3.20 P.M. observed chase to have colours at her main, apparently American; hoisted ours; continued the chase under all possible sail. At 5.45 shortened sail to topsails and left to board the chase. Found Lieutenant Hamilton on board with a portion of the pinnace's crew, pinnace keeping close astern. Lieutenant Hamilton (a copy of whose report is inclosed) accompanied the vessel from his station, deeming her suspicious. Found her to be the “Chatsworth” of Baltimore, forty-seven days from Pernambuco; examined her papers, found them correct, a certificate from the American Consul of Pernambuco for the Portuguese crew, but the signature difficult to decipher, and written in Portuguese, and the vessel very suspicious, only the captain and the mate Americans; the latter, every appearance of a foreigner, and speaking English indistinctly, the remainder Portuguese, two Brazilian passengers, supercargo an Italian, to whom the cargo was consigned, stated by the latter to consist of casash, farinha, jerked beef, and arrow-root.

Left Lieutenant Hamilton with orders to remain at Ambriz to watch the “Chatsworth,” but in no way to interfere, until my return from Loanda.

After mentioning the above to Commodore Gregory, I heard from Mr. Brand, the Vice-Consul, that “the ‘Chatsworth’ left St. Paul's, Loanda, in January last, for North Benguela; that she was some time after cruising off and on Ambriz, and succeeded in getting away in February with upwards of 500 slaves on board.”

I named the above to the American Commodore, who had also received similar information, and informed me that the “Portsmouth's” launch had left for Ambriz on the 12th instant, and that the “Perry's” boat should be immediately dispatched to the same place, for the purpose of ascertaining the true character of the “Chatsworth.”

I have, &c.

(Signed) H. HARVEY.

Inclosure 2 in No. 236.

Lieutenant Hamilton to Commander Harvey.

Sir,

"Kingfisher," off Ambriz, August 17, 1850.

I HAVE the honour to make the following report to you of the circumstances in connexion with my conduct on board the American brigantine "*Chatsworth*," on the 13th of the present month.

Early in the forenoon of that day observed the above-mentioned vessel running along the land to the northward, I proceeded in chase; whilst closing her I hoisted my colours and mounted my gun; she then showed American colours. Not wishing to detain her in any way, I pulled ahead of her, and thus succeeded in boarding without compelling her to heave-to. On my arrival on board I demanded the ship's papers, which were immediately handed to me. Observing that the captain was the only American on board, I told him that circumstances rendered him in my opinion a suspicious vessel, and that therefore I should be obliged to open his hatches. He refused to permit me to do so. I still persisted in my determination; he then declared he would give up charge of the vessel, which he accordingly did.

I then ordered the crew of the pinnace to come on board, and took charge of her myself, as he was bound to Ambriz, and being aware that both an American and an English man-of-war were cruising off that place, I thought it advisable, instead of lifting the hatches, to proceed thither with all dispatch, for the purpose of communicating with either of the above vessels. On taking charge for the better security of the ship's papers, I ordered the captain to deliver them to me, which he immediately did. In the course of the afternoon, Her Majesty's sloop under your command hove in sight, and I fired two guns from this pinnace to attract attention, still steering my course for Ambriz. Nothing more transpired until your arrival on board.

I have, &c.

(Signed) F. T. HAMILTON.

Inclosure 3 in No. 236.

Captain the Hon. G. F. Hastings to Commodore Fanshawe.

Sir,

"Cyclops," off Ambriz, August 25, 1850.

I HAVE the honour to acquaint you that I arrived in Her Majesty's steam-ship under my command, at the port of Loanda, on the 20th instant, and found lying there the United States' ship "*Portsmouth*," bearing the pendant of Commodore Gregory, together with the "*Perry*," and the American merchant-vessel "*Chatsworth*," who you may remember I noticed some months since had escaped from this coast with slaves.

On my visiting Commodore Gregory, to inform him of your contemplated arrival at Loanda, as well as to pay my respects, he informed me in the course of conversation, that having received from Commander Harvey, of the "*Kingfisher*," a notification of the "*Chatsworth's*" arrival off Ambriz, and observing that she was one of the suspected vessels alluded to in the correspondence which passed between Commodore Powell, of the "*John Adams*" and myself, he directed Lieutenant Foote, commanding the "*Perry*," to proceed to examine her, and if, after examination, he should find her character suspicious, to bring the "*Chatsworth*" to Loanda. On Lieutenant Foote visiting the "*Chatsworth*," he stated that he found all her papers perfect, but the list of the crew, which on mustering, all, with the exception of the master, were found to be natives of Brazil, having also an Italian supercargo; and the cargo consisting of farinha, casks containing aquadente, jerked beef, and plank. Lieutenant Foote considered these circumstances, together with the previous suspicion, sufficient to justify him in detaining her for scrutiny, and on my arrival, which was the day after the "*Chatsworth*," the interviews between Commodore Gregory and myself took place, and a request was made to me to give all the information in my power, respecting the illegal character of the "*Chatsworth*."

The annexed copies of letters, I in consequence addressed to Commodore Gregory, which contained all the information I could give respecting this vessel, and in reply the Commodore verbally informed me, after perusal of the documents, that the courts of law in the United States, not acknowledging any but the most positive proof, he felt compelled to release her, but being of opinion that her character was most suspicious, he would cause a strict watch to be kept on her movements, and would represent the conduct of the American Consul at Pernambuco (who is a Brazilian) to his Government, in permitting a Brazilian crew, with an Italian supercargo, to navigate a vessel under the American flag, the said vessel having only one citizen of the United States on board, who by virtue of a letter purporting to be written by one Johnson, who owned and commanded her on her last visit to the Coast, appears as captain.

I also forward you a correspondence which has passed between Mr. Power, a British merchant, late of Ambriz, and myself, relative to this vessel, wherein you will observe Mr. Power denies having made any mention of the "*Chatsworth*," although the statement can be proved by two officers; and I would remark that in this instance as well as in others, Her Majesty's cruisers under your orders have been thwarted rather than assisted by the British merchants in Africa, in their endeavours to perform their duty.

Having taken on board 40 tons of coal, I quitted the port of Loanda under sail on the 24th, leaving 55 tons in the depôt, as ascertained by the chief engineer's report, with directions for Commander Cumming, in case of his arrival before any collier appearing, to only embark 25 tons, leaving the remaining 30 for the "*Centaur*."

I have, &c.

(Signed) G. F. HASTINGS.

Inclosure 4 in No. 236.

Captain the Hon. G. F. Hastings to Commodore Gregory.

Sir,

"Cyclops," Loanda, August 21, 1850.

HAVING learnt from Commander Harvey, of Her Britannic Majesty's sloop "Kingfisher," that the American brigantine "Chatsworth" had been detained by the United States' brig of war "Perry," on suspicion of having conveyed slaves from the Coast a few months ago; and having on my arrival at this port last night, through the kindness of Lieutenant Foote, of the "Perry," ascertained that the above report was correct, and that he had considered it his duty, from the previous information that I had given him relative to the suspicious character of the "Chatsworth," to detain her for scrutiny, I am sure you will therefore pardon my troubling you by letter with the particulars connected with this vessel, which caused me to entertain the suspicion in question.

In the month of October last the "Chatsworth" arrived at Ambriz, and was boarded by the boats of Her Majesty's steam-ship under my command; we found her to be originally from a port in the United States, with a general cargo for Africa, commanded by a person named Johnson, who was also the owner; her papers then stated her to be a brigantine. The "Chatsworth" discharged her cargo after some weeks between Ambriz and this port and continued sailing between Loanda and the River Congo for some time afterwards, apparently from her light draught of water only in ballast, and her movements, in my opinion, being most suspicious for a legal trader.

On visiting this port after the "Chatsworth" had discharged cargo, for the purpose of coaling, I was informed that the master had disposed of his vessel to a Senhor Carpo of this city, and shortly after this report, although no official transfer or sale appeared to have taken place, the "Chatsworth" arrived again off Ambriz, with the son-in-law and clerk to Senhor Carpo on board, still with the American ensign flying, and consequently was not again boarded by us.

Owing to light winds and strong currents the cruisers were set off the land, and on sighting Ambriz again (where the "Chatsworth" had been left at anchor), she was observed to have sailed. An officer of this ship landed some time afterwards, and on making inquiries, learnt from the American and British merchants resident there, that that vessel had shipped a cargo of slaves and escaped along the land with them; and I soon after heard from the officer commanding Her Britannic Majesty's steamer "Pluto" that he had chased her, but night coming on had lost sight of her. The above information was corroborated on my next visit to this port, by hearing it publicly stated that the "Chatsworth" had conveyed slaves away, and therefore having no doubt in my own mind from the previous knowledge of her movements, that the same was correct, in consequence considered it my duty to give the information of the suspicious character of this vessel to the first American vessel of war I fell in with, and therefore tendered the same to the commanders of the "John Adams" and "Perry."

This is all the information that I am able to give you, Sir, relative to the "Chatsworth;" but from having had a great deal of experience with fraudulent vessels that visited this coast for the purpose of embarking negroes, perhaps you will allow me to offer the following suggestions, which might be attended to in a further searching of this vessel.

1. I have reason to believe that Johnson, who was master of the "Chatsworth" on her last voyage here, and who still appears as the reputed owner, did not go over in his vessel to the Brazils when she left this place; if not, how does the exchange of masters take place at Pernambuco? Further, although Johnson is stated to be the owner, I question whether he would appear (or indeed any American citizen) in the court of the United States to defend her, were she sent for trial.

2. The ground-tier of casks in her hold should be examined, to ascertain whether water is not substituted for aquadente, and a strict search made to see if every article of cargo agrees with her manifest.

3. When the "Chatsworth" left this port last, what port did she clear out for in the Brazils? This can be ascertained by an examination of the official bulletin published in this city.

4. The signatures and seals of the American Consul at Pernambuco should be closely scrutinized as to whether they are not forgeries, as American legal traders on this coast have never had crews of Brazilians with an Italian supercargo on board, and which I am given to understand the "Chatsworth" has.

With the suspicious character of the "Chatsworth," and there being on board of her farinha, which is the usual food of slaves, together with a quantity of plank, which can be laid as a slave-deck, and having an entire foreign crew, instead of those belonging to the nation the colours of which he assumes, I have no hesitation in stating that a British vessel similarly situated would be condemned by our Admiralty Courts as a vessel engaged in the Slave Trade.

I have, &c.
(Signed) GEO. F. HASTINGS.

Inclosure 5 in No. 236.

Captain the Hon. G. F. Hastings to Commodore Gregory.

Sir,

"Cyclops," Loanda, August 22, 1850.

I HAVE the honour to forward you a declaration made before me this day by an officer of Her Britannic Majesty's steam-ship under my command, having reference to the suspicious character of the brigantine "Chatsworth," now under your scrutiny, and to which I alluded in my official communication to you yesterday.

Regretting my inability to furnish you with further evidence of the illegality of the trading and proceedings of a vessel of so suspicious a character as the "Chatsworth,"

I have, &c.
(Signed) GEO. F. HASTINGS.

Inclosure 6 in No. 236.

Declaration of Mr. West.

I, ALFRED ORMOND WEST, a commissioned officer in Her Britannic Majesty's Navy, belonging to Her Majesty's ship "Cyclops," do hereby solemnly declare, that on or about the 12th day of April, 1850, I was awaiting an opportunity of returning to my ship, then in the offing, in company with Mr. Gwim, an American merchant, and Mr. Power, British merchant, together with the several slave-dealers resident there, when the gentlemen before mentioned informed me publicly, in the presence of the slave-dealers, that the American brigantine "Chatsworth" had shipped a cargo of slaves from the neighbourhood of Ambriz some time in the previous month.

Signed by me, this 22nd day of August, 1850, on board the "Cyclops," at Loanda, on the south-west coast of Africa.

(Signed) A. O. WEST.

In the presence of
(Signed) GEO. F. HASTINGS, *Captain.*

Inclosure 7 in No. 236.

Captain the Hon. G. F. Hastings to Commodore Gregory.

Sir, "Cyclops," Loanda, August 24, 1850.

I BEG to forward you copies of a correspondence which has passed between Mr. Power, a British merchant at present resident at Loanda, and myself, having reference to the documents transmitted you by me on the 22nd instant, touching the alleged illegal trading of the American brigantine "Chatsworth."

I have, &c.
(Signed) GEO. F. HASTINGS.

Inclosure 8 in No. 236.

Mr. Power to Captain the Hon. G. F. Hastings.

Sir, Loanda, August 23, 1850.

UNDERSTANDING this morning that a document was yesterday presented, bearing Mr. West's signature, certifying that I had stated to him, in the presence of several slave-dealers, that the American brigantine now in this port, had taken a cargo of slaves some months since, I beg herewith to state, that should such a statement exist, I declare it without hesitation to be false and without foundation.

I remain, &c.
(Signed) A. M. POWER.

Inclosure 9 in No. 236.

Captain the Hon. G. F. Hastings to Mr. Power.

Sir, "Cyclops," Loanda, August 23, 1850.

I HAVE to acknowledge the receipt of your letter of this day's date, relative to a document which you heard had been presented to the American Commodore yesterday, bearing the signature of Mr. A. O. West, stating that you had informed that gentleman, in the presence of the slave-dealers at Ambriz, that the American brigantine "Chatsworth," at present lying in this port, had shipped slaves some months since, and that you declare the same false and without foundation.

Before replying to the subject-matter of your letter, I would request that should you deem it necessary to hold any further communication with me on this subject, you will be good enough to remember that you are addressing a gentleman; and I beg you to understand that I take all responsibility for the presentation of any document bearing Mr. West's signature, as I was the cause and the person who presented it, and unless your letters to me are couched in proper language I shall take no notice of them.

And now in reply, I have to inform you, that on Mr. West rejoining this ship from Ambriz in April last, he stated, the moment he came on board (and heard by every officer), that it was publicly mentioned at Ambriz by all parties, that the "Chatsworth," American brigantine, had shipped a cargo of slaves; and he mentioned your name with many others, as being the parties, who stated it; fortunately, another officer was present with Mr. West; he is now absent from this vessel, but I shall be enabled, if necessary, to procure his corroboration of Mr. West's statement, and (on the credit of those two gentlemen) I believe the statement was made.

I explained to Her Britannic Majesty's Consul yesterday, how much pained I felt (and requested him to intimate the same to you) on being compelled by a sense of public duty to give up my authority for the rumour in question, as I much wished to avoid causing the slightest inconvenience to yourself, from whom we have all received on many occasions such frequent kindness and attention; but being placed on this coast for the specific object of the suppression of the Slave Trade, I feel constrained to avail myself of every information I may obtain, unless imparted to me under a promise of confidence.

In conclusion, I trust on reflection, you will see that the object of contradiction can be obtained by the use of courteous and gentlemanly language.

I have, &c.
(Signed) GEO. F. HASTINGS.

Inclosure 10 in No. 236.

Vice-Consul Brand to Commodore Fanshawe.

Loanda, August 29, 1850.

I HAVE the honour to acknowledge the receipt of your letter dated yesterday, and proceed to lay before you what is known to me respecting the proceedings of the "*Chatsworth*," during her last voyage to this coast.

This vessel arrived here on the 10th January last from Bahia, *viâ* Benguela and Ambriz, and was consigned to a person at this place, believed to be wholly engaged in the Slave Trade.

It appears she left Bahia on the 25th September last; and it was reported that she had then been sold, but not delivered, the delivery being to be made when the suitable occasion should arise, to the person on board, who appeared as supercargo.

Her cargo was reported as consisting of aguardente, soap, flour, and sundries. The master, who also appeared as owner, was named J. D. Johnson, of Baltimore, to which port the vessel professed to belong.

I have since learned that the "*Chatsworth*" cleared out at Benguela, not for this place, nor for the northern ports, but for St. Thomas and Princes; an additional cause of suspicion, as there is no evidence that she was ever really destined for these islands.

During her stay in this port she was considered to be very suspicious, and the attention of Her Majesty's cruisers was directed to her. These suspicions arose from a variety of circumstances which a person resident here so long as I have been can very readily understand.

On the 21st January last, the "*Chatsworth*" sailed from this place, with the same master and part of the cargo with which she had entered, and with the very suspicious destination, "the northern ports and Benguela," carrying on board as passengers two persons known to be in charge of a slaving-establishment at Ambriz, and who are said to have been interested in her subsequent proceedings.

I learned soon afterwards that the movements of the "*Chatsworth*," after leaving this place, were considered by Her Majesty's cruisers as very suspicious; and, subsequently, it became notorious in this place that she had escaped with a cargo of slaves.

This report I heard from several parties; and intelligence which I subsequently received from a quarter in which I could place sufficient reliance, both as to knowledge and veracity, fully convinced me of the truth of what, in fact, I had never doubted; and likewise made known to me some additional details of little interest, however, beyond the evidence they afforded of the shipment actually having taken place.

Such, Sir, are the grounds upon which I believe that the "*Chatsworth*" shipped slaves after leaving this port. That she did so, I possess moral and circumstantial evidence, to my mind perfectly satisfactory and conclusive; and so strong and complete was, and still is my belief in the truth of the reports that reached me, that on the 1st March last, I reported to Her Majesty's Principal Secretary of State for Foreign Affairs, that the "*Chatsworth*" had actually escaped with upwards of 500 slaves to the northward of Ambriz.

I have, &c.
(Signed) G. BRAND.

No. 237.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received November 19.)

(Extract.)

"Centaur," St. Paul de Loanda, August 30, 1850:

I BEG you will acquaint their Lordships that I have had the satisfaction of receiving from Commodore Gregory an assurance that his Government was as desirous as ourselves to put a stop to the fraudulent use of the American flag for slave-trading purposes, and that he had no doubt the representations which he should make, especially on the subjects which had come under our consideration arising out of it, would be favourably received, and cause further measures to be adopted for the prevention of it, as well as the continued co-operation of their cruisers with ours on this part of the coast.

Their instructions, he informed me, limited their cruising-ground to the Bight of Biafra on the south, with the discretion of extending it if necessary; and that it was my representation to him at Porto Praya which had induced him to do so; and that the results and his own observation had quite convinced him of the necessity of it, and that he should now endeavour to keep two or three cruisers south of the Line.

The duties of the station require his return to Porto Praya in the "Portsmouth" very shortly, when he will leave the "Perry" on this coast, and intends to send down another sloop to replace the "John Adams."

No. 238.

*Commodore Fanshawe to the Secretary to the Admiralty.—(Received November 19.)**“Centaur,” at Sea, Lat. 9° 3' S., Long. 12° 51' E.**September 2, 1850.*

Sir,

IN the different reports which I have felt it my duty to make to you from time to time for the information of the Lords Commissioners of the Admiralty, relative to the Slave Trade in the Province of Angola, I have not hesitated to express my opinion that it was connived at by the subordinate Portuguese authorities.

I have very recently had also to submit for their Lordships' information, copies of a correspondence which had taken place between his Excellency the Governor-General of the Province of Angola, myself, and the Hon. Captain Hastings, of the “Cyclops,” on the subject; and also the report of the capture of a small vessel by Her Majesty's ship “Flying-Fish,” without name, colours, or papers, but having 180 slaves on board, apparently carrying coastways, and which being taken in the neighbourhood of the Portuguese possessions was supposed to be Portuguese property, and therefore (under the general order which I had issued in pursuance of their Lordships' instructions to me of the 24th September, 1849) taken to St. Paul de Loanda for identification, but was disclaimed by the Portuguese authorities, the slaves conveyed to St. Helena, and the vessel, being quite unfit for such a voyage, was destroyed.

With respect to this last vessel, rumours reached me which induced me to doubt whether under our Treaty with Portugal we had been treated with good faith in the matter, and whether it was not a case which would very strongly confirm all I had alleged respecting the connivance of some of the Portuguese authorities with the proceedings of the slave-merchants in the province; I therefore requested Her Majesty's Vice-Consul at Loanda, on my recent visit to that port, to furnish me with all the particulars he could respecting her; and I have now the honour to transmit, for the information of the Lords Commissioners of the Admiralty, copy of a very minute report on the case which that gentleman has furnished me with, and which I conceive so completely confirms my opinion, that I shall not hesitate to bring it under the notice of the Governor-General, on my return thither.

I have, &c.

(Signed) ARTHUR FANSHAWE.

 Inclosure in No. 238.
Vice-Consul Brand to Commodore Fanshawe.

Sir

Loanda, August 31, 1850.

IN the conversation that followed the official visit which I had the honour of paying to you on your recent arrival at this port, I felt it my duty to state to you certain particulars relative to the case of the schooner-rigged vessel seized by Commander Patey, of Her Majesty's sloop “Flying-Fish,” on the 31st of May last, with 180 slaves on board, which vessel was brought here by that officer for identification, and after being disclaimed by the authorities of this place, as the property of Portuguese subjects, was taken by the captors for adjudication before the Vice-Admiralty Court at St. Helena.

My object on the occasion referred to was to make you acquainted with some facts and circumstances which induce me to believe, and my belief amounts to a full conviction, that notwithstanding the declaration of the local authorities, the vessel in question was no other than a well-known coasting vessel belonging to a Portuguese merchant established in this city.

I stated the grounds of my opinion respecting the character and ownership of Commander Patey's prize to the senior officer of this division, on the first opportunity after the occurrence, and I waited with some anxiety for your arrival, in order to make you personally acquainted with all the circumstances which strengthen me in that opinion, and the more so as the case is the first that has happened since the order was issued directing that all launches with slaves on board captured by Her Majesty's cruisers in the neighbourhood of the Portuguese possessions are to be carried to this place, with a view of ascertaining if they are Portuguese property.

On hearing the statements which I felt it my duty to make, you were pleased to state that you thought the matter ought not to be allowed to pass without some further notice being taken of it, and you requested me to bring it before you in writing.

I now proceed to comply with that request, and to lay before you in this form, the substance of what I have already had the honour of making known to you verbally.

I may state at the outset, that my conviction is, that the vessel seized by Commander Patey was the Portuguese palhabote “*Vinte-cinco de Setembro*,” the property of Manoel Joaquim da Souza

CLASS A.

Monteiro, a merchant established at this place, and a member of the Municipal Chamber of this city.

The "*Vinte-cinco de Setembro*" was one of a few coasting schooners called palhabotes, belonging to parties resident in this place, which vessels sail with papers granted by the General Government, authorizing them to navigate under the Portuguese flag, within the territorial waters of the province, and she had in fact been so employed for a considerable time in short voyages between this city and the southern parts of the colony, her last arrival as the "*Vinte-cinco de Setembro*," being on the 23rd of April last, from the Salinas of Benguela, with a voyage of four days.

Senior Monteiro, the owner of the schooner, is understood to be deeply interested in the Slave Trade; he has frequently figured as the consignee of suspicious vessels in this port; he became the consignee of the Portuguese brig "*Galliana*," captured by Her Majesty's steam frigate "*Cyclops*," after the restoration of that vessel by the Mixed Commission, and he now holds an authority from the late owners of that vessel, to carry on the proceedings before the Court for the recovery of indemnities, and his house is one of general resort for the masters and supercargoes of captured slavers, and for the numerous vagrant slave-traffickers who frequently visit Loanda.

After the arrival of the "*Vinte-cinco de Setembro*" on 23rd of April last, she again cleared out on the 5th of May, her departure under the head of vessels sailing, being mentioned in the official Gazette of this Government No. 241, of the 11th of May last, in the following terms:—

"Portuguese palhabote '*Vinte-cinco de Setembro*,' 20.6 tons, J. Roberts, master; crew, 8 persons, and 3 Cabenda men. For southern ports, with bale goods and sundries. Passengers, 2 slaves."

You will not fail to observe the very large crew, viz., 12 persons in all, besides the two slave passengers, a suspicious number of men for a vessel of only 20 tons.

This was the last time the "*Vinte-cinco de Setembro*" appeared in the register of this port, nothing has been heard of her under that name since.

I beg to notice this circumstance more particularly, as I think strong presumptive evidence of the identity of Commander Patey's prize with the Portuguese coasting schooner "*Vinte-cinco de Setembro*," may be drawn from the fact that that schooner, after having been employed for a long time in coasting voyages, generally averaging about six weeks' duration, though frequently much less, has not been heard of since her departure on the 5th May, now a period of nearly four months.

The authorities here are of course aware of this fact, as, before sailing, the prescribed bond must have been entered into for her reappearance within a limited period, and it must be known to them whether that bond has not been already forfeited.

The bond I refer to is prescribed in the single paragraph of the 5th Article of a Portaria of this General Government, dated the 22nd June, 1848, published in the Official Gazette, No. 143, of the 24th of the same month, which paragraph prescribes as follows:—

"If the vessel which navigates in the coasting trade be of more than six tons, her owner or master ought to enter into a bond in the office of the General Government, for the return of the said vessel to this port within a fixed time, calculated according to the voyage about to be made."

With all the circumstances relative to the seizure of the schooner, the proceedings here, and what followed, you have of course been fully made acquainted, so that it is only necessary for me to state to you further the grounds upon which my conviction of her character and ownership rests.

On Commander Patey's arrival here, and after learning from him the description of the vessel seized, I at once concluded that she must be one of two coasting schooners, the "*Oriente*," or the "*Vinte-cinco de Setembro*;" a view of the vessel, however, even at a long distance, convinced me that she was not the former, and strengthened my belief that she was the latter.

In this opinion I was the more confirmed by the apparent excitement which I observed in the neighbourhood of Senhor Monteiro's establishment, and by certain questions which were put to me with an air of ill-disguised anxiety, by some individuals I met, relative to the prize brought in by the English brig.

On the 8th June, in proceeding on board the "*Flying-Fish*," I observed several boats from the shore hovering round, apparently watching an opportunity of running alongside to communicate with parties on board, and in one of these boats I was surprised to notice a person seldom seen afloat, whom I knew to be on intimate terms with Senhor Monteiro, and who on my approach pulled off and endeavoured to prevent me from recognizing him. A considerable number of the slaves were on board the "*Flying-Fish*," as were also the crew of the prize. The Brazilian, who appeared as master, declared he had recently been master of a slaver, captured by Her Majesty's ship "*Star*," shortly before. That he had bought the schooner on the coast from a person whose name he did not know, for the purpose of carrying himself and part of the slaves he had intended to ship in the vessel captured by the "*Star*" to the Brazils, and that he knew nothing whatever of her previous history or ownership.

From the "*Flying-Fish*" I accompanied Commander Patey on board the prize, and on nearing and boarding her was more than ever convinced she was no other than the "*Vinte-cinco de Setembro*."

By far the greater proportion of the slaves were very young, as is usually the case in slave cargoes shipped on the southern coast of this province. The accommodation on board for so many human beings was of the most miserable description: there was no slave-deck laid, the space between the water-casks being merely filled up with bags of farinha, jerked beef, salt fish, and fire-wood, and a few hides were spread over them; the space between these and the deck being only twenty inches. Among the slaves I observed a boy about ten years of age, dressed as a domestic slave. "*Laudinos*" usually are at this place. I spoke to this boy in Portuguese, asking him the name of the vessel, to which question he replied at once "*Vinte-cinco de Setembro*." I then asked him, "Who is the owner?" he replied, Senhor Monteiro; and on asking him when she left this place, he said about a month ago.

This boy, who spoke Portuguese very intelligibly, then went on to state in reply to questions which I put to him, that the vessel sailed from Loanda about a month ago before with a crew of nine persons, including the master, three Cabenda men, and two slaves, himself and another, who was also present, and whom he then called up to me; that his master was Antonio Joaquim Teixeira de Carvalho (another member of the Municipal Chamber of this city), and that the owner of the second domestic slave was Augusto Garrido; that after being some time on the coast, they went on shore and shipped the slaves near the fortress of Quicombo; that he had not been on shore, but had learned from the slaves that they had been confined in the house of the commandant of Quicombo, who was present at the shipment, and the owner of several of the slaves embarked; that the slaves otherwise

belonged chiefly to Augusto Garrido, José Maria Mattozo, and Senhor Garrido's clerk; that his own master (Senhor Carvalho), Senhor Monteiro, and Senhor Monteiro's clerk, also were the owners of some of them, and that there were few whose owners he did not know.

He further said that as soon as the slaves were embarked, the three Cabenda men who had left this place, and went only to assist at the embarkation were sent on shore, but that the original master and crew remained, and that another person whom he did not know came on board with the slaves to take command of the vessel, all of whom were then on board the "Flying-Fish."

The part of this statement, respecting the departure of the schooner from this place, and the number of persons then on board agreeing with what appeared in the official Gazette on the departure of the "*Vinte-cinco de Setembro*," and what was said as to the name of the vessel and her owner, further agreeing with my own opinion on these points, all of which statements were made in an intelligent and consistent manner, and confirmed by the other slaves present, who also sailed from Loanda in the vessel, left me no room to doubt that that opinion was correct, and gave me more faith in what he added respecting the owners of the slaves, all of whom I know as parties believed to be notoriously engaged in the Traffic, and further as parties whose transactions are known to be mixed up together. I made all the statements of the two slaves fully known to Commander Patey, who was present during the whole time I was engaged in examining them.

The Portuguese officers appointed to examine the vessels then appearing, I did not proceed further with the examination of the two slaves, but left with Commander Patey to meet those officers on board the "Flying-Fish," previous to their proceeding to the prize, nor indeed did I consider it requisite to do so, as I had already learned quite sufficient to convince me that the detained vessel was the "*Vinte-cinco de Setembro*."

The measures adopted by the authorities here for ascertaining whether the vessel was or was not Portuguese property are already known to you.

The measurement of the schooner was taken by two naval officers, one of whom formerly was, and the other now is, captain of this port, and in that character well acquainted with the size and appearance of all the coasting vessels, and with their masters and crews, as it belongs to that officer to take their measurement, to keep the register of the same, and to visit all such vessels on their arrival, and previous to their departure from the harbour.

An examination was also made by a master-carpenter and a master-caulker, to ascertain if the vessel exhibited any signs of having undergone repairs.

You, Sir, will easily comprehend with what degree of exactness it would be possible either to measure a vessel or to ascertain if she had received repairs whilst she remained with her cargo unmoved up to within 20 inches of her deck.

The original crew were subsequently examined by the Portuguese Commodore in person, for which purpose they were removed from the "Flying-Fish" on board the prize, there to meet that officer.

The Brazilian who declared himself master, feigned sickness, and was not called upon, neither were the two domestic slaves who left this place in the vessel examined.

The original crew were not examined separately, they were ranged together, and the master (Roberto) spoke for all, and to what he said the others assented.

They all declared themselves to be Brazilians, gave feigned names, and asserted that they had found the vessel abandoned and aground on the coast, and they knew nothing more about her.

Here the inquiry terminated, the original master and crew were sent back to the "Flying-Fish," and the Portuguese authorities left to prepare their report.

Shortly afterwards the master (Roberto) came up to me on board the "Flying-Fish," and addressing me by my name, said he wished me to do him a favour, which was, that I would endeavour to induce Commander Patey to land him and his crew at Quicombo, or some part of the coast near that place, as taking them to St. Helena would be very inconvenient, and to land them at Loanda at that moment, whilst there was a good deal of excitement arising out of the arrival of the vessel, and where they would be at once recognised, might tend to raise scandal and to compromise Senhor Monteiro and the Superintendent of the Police.

He added that all was over, that he knew the vessel would be disowned by the authorities, and of course would be taken to St. Helena, and hence his request. He then went on frankly to confess that he was the original master; that the others present were the original crew; that the Brazilian, who was the master of a vessel recently captured by Her Majesty's steamer "Star," had come on board when the slaves were shipped; and he confirmed all that had been said to me by the two domestic slaves, as to the name, ownership, and date of departure of the detained vessel from this port, as well as with regard to the owners of the slaves, of the subsequent proceedings of the schooner after leaving Loanda, differing only in one particular, viz., the place of shipment, which he said was not Quicombo, but to the southward of that settlement.

He said that both the former and the present captain of this port, the two examining officers, knew him very well; that the latter visited the vessel on her departure from Loanda on the 5th May last, and that both these gentlemen must have recognised him and the palhabote, as there had been no alterations made in her since her departure, except that at the time of shipping the slaves he had cut out the mark of the tonnage which all coasting vessels belonging to this port have on the beam abaft the hatchway, and that the beam itself would show that he had done so. How the two warrant officers who went down below to look out for repairs or alterations should not have noticed this, I cannot well say.

I asked him to tell me the real tonnage of the vessel, he replied at once, "*Vinte tonnelladas e seis decimos*" (20 tons and 6 tenths). I then asked him how in the presence of the late and the actual captain of the port, the latter of whom he had confessed visited the vessel on her departure from Loanda, he could stand up and declare himself and crew to be Brazilians, give feigned names, and that they had found the schooner abandoned on the coast; to which he replied, that all that had been previously arranged; that on the very morning, a person (the same whom I have already mentioned as endeavouring to escape my observation) had come alongside in a boat ostensibly to bring him some provisions, but in reality to give him instructions how to act; that this person told him the examining officers had been spoken to, that they had pledged themselves not to criminate him or his crew (accompanying this statement by a significant gesture, indicating how the matter had been managed); that he had been directed to say what he had said, that he had consequently done so with the greatest confidence, and that the examining officers had kept to their promise.

He then went on to offer additional statements, which I am very unwilling to allude to here, as they seemed to imply that even during his examination on board the prize, as already mentioned, the answers which he ought to give to the questions proposed were communicated to him in whispers, so as to keep him in the right track.

To those statements I felt no inclination to listen, my chief object being to obtain from him a confirmation of what I had heard from the two domestic slaves respecting the identity of the prize with the "*Vinte-cinco de Setembro*," which confirmation was full and complete.

I communicated what I thus heard from Roberto to Commander Patey, and then left. On the following day that officer received from the Governor-General the report of the examining officers, declaring very formally, that they could not consider the vessel as the property of Portuguese subjects; after which the "*Flying-Fish*" left with her prize in tow.

The departure of the "*Flying-Fish*" was the signal for great rejoicings on shore; and in the course of the following day I met with several parties who spoke very openly on the subject, using such expressions as the following: "Well, the English brig has taken the palhabote to St. Helena; that is very good, as the people here will not be compromised."

At the same I heard what was new to me, viz., that previous to the departure of the "*Vinte-cinco de Setembro*," Senhor Monteiro had effected a fictitious transfer of the vessel to his own clerk, a Spaniard named Hugo Enne da Costa Alonço, who, on the arrival of the prize, had disappeared, and continued in hiding until after the departure of the "*Flying-Fish*;" thus affording additional evidence that the prize was the "*Vinte-cinco de Setembro*."

I may here mention that the transfer of vessels by slave-dealers to their clerks is an expedient frequently resorted to previous to embarking in slaving speculations; and should these fail, and there be any probability of inquiry, the ostensible owner usually disappears, at least for a time.

In the present case, however, there is an additional feature worthy of remark; for the "*Vinte-cinco de Setembro*," which left this place with Portuguese papers and colours, would appear to have been the property of a Spaniard, who, as such, is incapable of owning a Portuguese vessel; an illegal proceeding, of which I cannot see how the authorities could have been ignorant.

Connected with this transfer, I may state that the Spaniard in question is, besides being clerk to Senhor Monteiro, a partner of Senhor Carvalho, already mentioned as owner of one of the domestic slaves who left this port in the detained vessel.

During the following week the case of the prize of the English brig was the principal topic of conversation; both in public and private I had sufficient opportunities of knowing this, and various parties spoke to me very freely on the subject, the leading features of the case observed upon being the transfer of the vessel, the narrow escape of the owner, and the dexterous manner in which the English had been hoaxed.

Some of the persons with whom I conversed on the matter did not hesitate to express their disgust at what they called the mock proceedings that had taken place, expressing a hope that they would be exposed and I heard that one authority had justified these proceedings on the ground of expediency, alleging among other reasons, that they had saved the honour of the Portuguese flag.

To what I have already submitted I have only to add the declaration of a third party, not present on the occasion. This is that of José Antonio Gonzalves, who came to my house on the 22nd of last month and stated that he was a Portuguese subject, a sailor by profession, and had made several voyages in slave-vessels; that he was on board the slave-vessel "*Hercoina*" (*Rowena*), Captain Wright, when captured by Her Majesty's ship "*Pluto*"; that he had made two voyages in the "*Vinte-cinco de Setembro*" to the South, on both of which occasions they had intended to ship slaves, but were disappointed in consequence of some of the cruizers being always in the neighbourhood; that he disembarked from her before her departure from this place on the 5th May last; that he knew she had then left with the design of shipping slaves, and that he was in Loanda when she arrived as a prize to the English brig, and at once recognized her.

The other statements of this person confirmed fully what I had heard from the two domestic slaves and Roberto, respecting the name, ownership and departure from this port of Commander Patey's prize; and I had the more confidence in what he said, as he also made some declarations respecting Slave Trade movements to the northward, which I have already mentioned to the senior officers of this division, all agreeing with what I previously knew to be correct.

I have now, Sir, mentioned all which I think it necessary to trouble you with respecting this case, probably at too great a length; but I have been anxious to submit, even at the risk of being tedious, the reasons upon which I ground the opinion which I announced at the beginning of this letter.

Nor even now have I exhausted all the minute confirmatory details which have reached me, though I think I have submitted those that are most material; and before closing, I beg only to be allowed, in review of what I have advanced, to gather up in a few words the leading facts upon which my conviction rests.

Besides the excitement caused here by the arrival of the palhabote, the anxious inquiries put to me on the subject, and the appearance of the parties whom I observed afloat attempting to communicate with the vessel, there are the distinct declarations of the two domestic slaves, that of the master, Roberto, subsequently made, and fully confirming those of the said slaves, excepting one particular, the locality of the shipment, a discrepancy which does not affect the principal question, that of the ownership of the vessel; and finally the declaration of the sailor Gonzalves, made six weeks after the prize left this port; thus affording three separate testimonials by parties who for many reasons could not be suspected of collusion, all three agreeing in everything material, and all going directly to prove that the detained schooner was the "*Vinte-cinco de Setembro*."

Further, I may add my own conviction, arising from my previous knowledge of the size and appearance of the vessel, the fact of its being matter of public notoriety in this city, that the prize to the English brig was the "*Vinte-cinco de Setembro*."

The frank declarations and avowals made to me, the disappearance of the alleged owner until the "*Flying-Fish*" had left, and finally, the very remarkable circumstance of the "*Vinte-cinco de Setembro*," which had previously been engaged on short coasting voyages, not having appeared in the register of this port for nearly four months.

Such, Sir, are the leading facts upon which my conviction rests. I deem it unnecessary to draw conclusions therefrom; nor will I, supposing my opinion to be correct, attempt to account for the proceedings of the present and late captain of this port, in declaring that they could not consider

the vessel in question to be the property of Portuguese subjects; neither will I assume that the peculiar phraseology then employed was suggested by a previous knowledge of the vessel having been transferred to a Spanish subject. I leave with you the considerations upon which my opinion is grounded, and according to the estimate you may form of the same, you will be able to judge of the proceedings that took place here on the occasion in question; and if the manner in which the spirit of the order respecting launches with slaves on board, captured in the neighbourhood of the Portuguese possessions, has on the first occasion of its being acted upon been responded to by those upon whose good faith and hearty co-operation, the advantageous results of that order so materially depend.

I have, &c.
(Signed) G. BRAND.

No. 239.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received November 19.)

*“Centaur,” at Sea, Lat. 9° 56' S., Long. 13° E.
September 3, 1850.*

Sir,

I HAVE the honour to inclose, for the information of the Lords Commissioners of the Admiralty, a letter which I have this day received from Commander Quin, of Her Majesty's sloop “*Waterwitch*,” reporting the capture by that vessel, of the notorious Brazilian slave-brig “*Anna*,” alias “*Pedro Grande*,” under circumstances which reflect much credit on the gallantry and judgment of Commander Quin and his officers and crew,

I have, &c.
(Signed) ARTHUR FANSHAWE.

Inclosure in No. 239.

Commander Quin to Commodore Fanshawe.

*“Waterwitch,” at Sea, Lat. 12° 28' S., Long. 13° 10' E.
August 18, 1850.*

Sir,

IT is with great satisfaction I have the honour to inform you of the chase and capture of the armed slaver named “*Anna*” (late “*Pedro Grande*”), under Brazilian colours and papers, and fully equipped for the Slave Trade, on the 14th August, in latitude 11° 57' S., and longitude 11° 41' E., at 9:30 P.M., after a run of fifteen hours and a half. The details of the circumstance are as follows:—

On the morning of the 14th, while the “*Waterwitch*” was cruising between Elephant's Bay and Salinas, and in latitude 12° 50' S., and longitude 12° 24' E., a sail was seen, as the day broke, about a mile and a half from us; we chased immediately; the stranger, a large brig, with everything set, was running to the north-west, with the wind before the beam. Several guns were fired at her, without effect, the shot dropping short. At 9, the chase having increased her distance to about between two or three miles, and the wind falling very light, the whalers were dispatched in chase, under Lieutenants Forsyth and Grylls; they were ordered not to run any risk, but in case of any determined resistance being offered, or anything beyond musketry fired, to return directly; the pinnace was not sent, as she is a dull puller, and perfectly useless as a chasing boat. The first whaler neared the stranger first, having outpulled the second whaler, which is also a bad boat, and was worn out and almost rotten when supplied to us from Ascension. I observed the first whaler open a fire of musketry on the brig, which was returned in about ten minutes by two guns and volleys of musketry. I immediately made the recall, and Lieutenant Forsyth having given them a parting volley, rejoined the second whaler, and pulled back to the “*Waterwitch*,” according to orders. The boats were picked up without any delay in shortening sail or heaving to, and hoisted up; nobody was hurt, though both round-shot, grape, and musketry dropped close around them. The breeze freshened about this time, the “*Waterwitch*” coming up rapidly with the stranger, who was gradually keeping away, endeavouring to get across our bows. At 6 P.M. we were near enough to fire several shots over her; but the concussion of the firing seemed to retard our sailing, as the chase drew a-head of us again without any apparent reason; so I desisted firing. From 7 to 8, the “*Waterwitch*” coming up very fast. As the slaver was apparently well armed, and I thought he might possibly, as a last chance, attempt to knock away some of our spars, I cleared for action, and went to quarters, in order to put a stop at once to the least show of resistance, in case it should be attempted, and ordered the whole of the marines to open a fire of musketry from the port-bow upon her; he stood it for about ten minutes, and then shortened sail and hove all aback. The boats boarded and took possession of the “*Anna*” (formerly the “*Pedro Grande*”), of 285 tons, under the before-mentioned colours and papers (Brazilian). He hove all his guns, small arms, and powder, overboard, and it was some time before they could find any of the crew, as they had stowed themselves away in bunks, casks, &c. She is one of the most beautiful vessels I have seen out here, and the best fitted, and intended to take 800 slaves. The captain of her informed me that she was considered one of the fastest vessels out of the Brazils, and he never expected to see her taken by a sailing-vessel. The slaves were ready for him at Elephant's Bay; but he informed me that there was no regular establishment for them at that place, but that they were shipped about in opposite directions to where the cruizers were supposed to be going. He sailed from Victoria, in the Brazils, on the 4th of July, and told me that not near the usual number of slaves had landed in the Brazils during the last year. He also told me that, about Ambriz, the Congo, Molembo, and Cabenda, slaves were very numerous; but from Novo Redondo to the southward, they were comparatively few. It was a most fortunate thing that we had hogged our bottom a few days previous to the chase, or else we should never have caught her. The “*Pedro Grande*” is a well-known slaver on this coast, having made several successful trips,

and has escaped the "Sealark" and the "Contest." There is one circumstance, Sir, which I wish to bring under your notice, which is, that several sweeps taken on board her were marked "*Lucy Ann*," a slaver, which I believe was condemned at St. Helena, some time ago; therefore I am at a loss to know how they could have been on board the "*Anna*," without some neglect on the part of the authorities at St. Helena, as I believe the intention of destroying all the slavers and stores belonging to them at that place, is to prevent any chance of their ever being employed in the Slave Trade again. There was no other credible information to be got out of the people on board her. I asked the captain of her why he fired on the boats, when the ship was so near (nearly within gun-shot), and his answer was, "that he could not be taken by one small boat, without loss of honour, when he was in such a well-armed slaver." I could not discover for certain how many guns she had on board, but I should fancy she had at least four; there were carriages and fittings for six guns on board. I suspect that some of the crew had landed at Elephants' Bay, some time previous to her capture, as only 21 were found on board.

The prize parted company for St. Helena, at 2:30 P.M., of the 15th. The slaver's crew were this day (18th) landed at Bahia Furta.

I have, &c.
(Signed) RICHARD ROBT. QUIN.

No. 240.

Rear-Admiral Reynolds to the Secretary to the Admiralty.—(Received November 27.)

Sir, "Southampton," *Rio de Janeiro*, September 23, 1850.

I HAVE the pleasure to transmit, to be laid before the Lords Commissioners of the Admiralty, an account of the capture of the cutter "*Amelia*" with 74 negro children on board, by the "Sharpshooter," on the morning of the 13th instant.

2. When they were rescued from their wretched place of confinement, they were so cramped and emaciated as to be unable to walk; 2 of them died shortly afterwards, and 1 remains on board the "Crescent," too ill to be removed; the other 71 together with a little girl (1 of those captured by the "Hydra") were this day embarked on board the English barque "*Fame*" for conveyance to Her Majesty's Colonies. The "*Fame*" is the vessel to which their Lordships granted a memorandum in April last, that she was not to be molested in the service of conveying captured Africans to the British possessions.

3. As the "Sharpshooter" was proceeding to sea at the same time, she towed the "*Fame*" out of the harbour, and escorted her to the offing.

I have, &c.
(Signed) B. REYNOLDS.

Inclosure in No. 240.

Lieutenant Bailey to Rear-Admiral Reynolds.

Sir, "Sharpshooter," off *Rio de Janeiro*, September 14, 1850.

I HAVE the honour to inform you, that on the morning of the 12th instant Her Majesty's steam-vessel under my command captured the cutter "*Amelia*," José Jo. de Oliveira, master, having 74 slaves on board. She was forty-six days from Elephants' Bay, Benguela; had lost 20 negroes on the passage, and was out of provisions; she had two feet water in the hold, was perfectly unseaworthy, and as it was blowing heavily dead on shore, with threatening weather, and she had got close down upon the breakers with the intention of running aground when we cut her off, I removed the crew and slaves and destroyed the vessel. She had neither papers nor colours on board. Her dimensions were as follows, length 50 feet, breadth 14 feet, depth 10 feet.

I have, &c.
(Signed) JOHN C. BAILEY.

No. 241.

Rear-Admiral Reynolds to the Secretary to the Admiralty.—(Received November 27.)

Sir, "Southampton," *Rio de Janeiro*, September 23, 1850.

I BEG you to inform the Lords Commissioners of the Admiralty that the "Spider" returned to this port yesterday, to convey the mails to the Rio Plata, and reported having captured the Brazilian brigantine "*America*," in the Bay of

Armação, on the 19th instant, and sent her to St. Helena for adjudication. By Lieutenant Tomlinson's declaration it appears the "*America*" was fitted with large open hatchways, and had on board large casks, a quantity of provisions not entered in her manifest, and mess and cooking utensils for the use of slaves.

2. The "*Spider*" brought me a report of the proceedings of the "*Cormorant*," which ship had not taken anything up to the 18th instant; but Commander Schomberg informs me that on the 13th he observed in the mouth of the harbour of Macahé a palhabote at anchor, which looked suspicious, and the Brazilian steamer of war "*Urania*" being in company, he mentioned the circumstance to her commanding officer, who sent a boat and took possession of the palhabote (which proved to be engaged in the Slave Trade) and informed Commander Schomberg that he intended to take her to Rio.

I have, &c.

(Signed) B. REYNOLDS.

No. 242.

Commodore Wyvill to the Secretary to the Admiralty.—(Received November 29.)

"*Castor*," *Tongha Bay, Cape Delgado,*
June 8, 1850.

Sir,

I BEG to inclose for the information of the Lords Commissioners of the Admiralty, a letter from Commander B. H. Bunce, of Her Majesty's ship under my command, reporting the particulars of the destruction of 2 large barracoons for slaves on the 26th ultimo, since which another very extensive slave-establishment was destroyed by that officer on the 7th instant, together with a dhow (native vessel), and three Banyans, natives of Cutch in India (British subjects), have been delivered up by the chiefs on the coast as engaged in Slave Trade.

As these circumstances have taken place within the dominions of His Highness the Imaum of Muscat, I have deemed it proper to send Commander Bunce in the "*Dee*" to Zanzibar, to furnish Her Majesty's Consul with the details for the information of His Highness, and in order that the Banyans may be brought to trial. I have desired that officer to forward a duplicate of the result from thence to you.

I propose proceeding immediately to the neighbourhood of Quillimane, and hope to reach the Cape of Good Hope by the end of September next.

I have, &c.

(Signed) C. WYVILL.

Inclosure in No. 242.

Commander Bunce to Commodore Wyvill.

Sir,

"*Castor*," *off Araiza, May 27, 1850.*

I HAVE the honour to inform you that in obedience to your order of the 26th instant I proceeded with the "*Dee*" steam-vessel and the boats of Her Majesty's ship "*Castor*," to examine the coast in the vicinity of the River Hambezz, in search of barracoons or other arrangements for carrying on the Slave Trade.

I have much pleasure in acquainting you, that close to a white solid stone building in the bay, about five miles to the northward of Cape Delgado, I discovered a complete establishment for slaves, consisting of two large barracoons with sheds adjoining, capable of containing upwards of a 1000 negroes, surrounded by houses inhabited by the people connected with the same, and in a position concealed and well calculated for conducting this nefarious traffic. As this place is considered of some importance, and the adjacent country thickly populated, I deemed it advisable to surprise it by a sudden attack; I therefore landed shortly after daylight, and before intelligence could reach the interior, succeeded in setting fire to and completely destroying the barracoons, sheds, and surrounding houses, with all the property contained therein, and also in blowing up a solidly stone-built house belonging to the proprietor of the whole establishment, who I understand to be a British subject, a notorious Banyan, who has long been carrying on the business in slaves with impunity. He was at this time absent at Kivea, a village to the southward of Cape Delgado.

This place is called Masani; we did not find any slaves in the barracoons, though from appearances they must have been there very recently. The early hour of landing and the quickness with which we were upon them will account for our not meeting with resistance; the natives on the spot rushed affrighted out of their houses as their frail tenements, thatched with the cocoa-nut leaf like

touch-paper, lit and blew into a blaze. Only one arrow was thrown from the bush, but the discharge of a few muskets in the direction prevented a repetition of it.

Having taken the headman of the place a prisoner (who called himself the Sultan), I reembarked without delay, and shortly after had the gratification to see an explosion in the midst of the burning which must have been the magazine of powder belonging to the establishment; after we had proceeded some distance from the shore in the boats, the natives collected in numbers on the beach, but only a single musket was discharged by them, our distance being too great for their fire to take any effect. No casualties occurred on either side as far as I know.

From the great facilities for embarking slaves much trade has been carried on at this place; it is very easy of approach for slave-vessels, and on landing you discover it to be more important than it appears from seaward.

The amount of property destroyed in the barracoons, together with the buildings themselves, which seem to have been erected for permanent use in supplying the Portuguese territories to the southward, must be of very considerable amount, and such losses as these, I cannot but think, will be a great check to the Slave Trade on this part of Africa.

Besides the barge and two cutters of the "Castor," we had on this service the paddle-box boat of the "Dee," manned from the "Castor," also a cutter belonging to the "Dee," manned by their own crew; in all, the force under my command consisted of ten officers and seventy-five men, the whole of whom showed an enthusiasm and zeal in the performance of their duty, which quite did one's heart good to see. You will readily suppose how ably and zealously I was assisted by that active officer Lieutenant Hoskins, and also Lieutenant Harris, of the Royal Marines, who commanded the detachment on the occasion, and by your secretary, Mr. Pritchard (a volunteer), who, with his usual intelligence, in the midst of the fray, was endeavouring to gain information about the slaves and Slave Trade.

I have, &c.
(Signed) B. H. BUNCE.

No. 243.

Commodore Wyvill to the Secretary to the Admiralty.—(Received November 29.)

Sir,

"Castor," off Quillimane, July 9, 1850.

REFERRING to my letter of the 8th instant, reporting the destruction of several slave-barracoons in the vicinity of Cape Delgado, within the dominions of His Highness the Imaum of Muscat, and that in consequence thereof I had sent Commander Bunce, of Her Majesty's ship under my command, in Her Majesty's steam-vessel "Dee," to inform His Highness of the circumstance, also to deliver the three Banyans (prisoners) to Major Hamerton, Her Majesty's Consul, to be brought to trial for being engaged the Slave Trade; I have now the honour to forward, for the information of the Lords Commissioners of the Admiralty, a copy of Commander Bunce's report of his proceedings, and of a letter from Major Hamerton on the subject.

Their Lordships will perceive by the Consul's letter to me, that the burning of the barracoons with the merchandize, &c., in them, has been of a very extensive nature; that the merchants of Zanzibar, Banyans, Arabs, and others, have been the principal sufferers by it. The intelligence of their loss, together with the fact of the chiefs and natives delivering up to me the slave-agents (the three Banyans aforesaid), has spread the utmost alarm and confusion in Zanzibar. Some merchants are ruined and have fled, others are preparing also to leave that place.

His Highness has been pleased to approve my proceedings, and has condemned the dhow. Major Hamerton states the loss of property in the barracoons to exceed 150,000 dollars, independently of the buildings themselves.

I would here beg to call their Lordships' attention to these Banyans, who are natives of Cutch in the East Indies, and consequently, I believe, British subjects. I have long considered them to be connected with the Slave Trade, but not to the extend it has now been discovered. They are to be found in all the Slave Trade ports on this coast. The capitalists who reside at the larger ports, such as Zanzibar, Mozambique, and Ibo, employ agents of their own caste among the chiefs and natives, and themselves act as bankers and correspondents, procure the merchandize which is exchanged for the slave, and thereby conduct a large and profitable business, which the natives could not of themselves carry on. I therefore beg to suggest that the Government of India might proclaim to these people the consequences attached to this nefarious traffic, and cause some stringent measures to be adopted to prevent these proceedings. Such steps, I am inclined to think, would have a good effect upon these timid people, who would not wittingly persevere against the law. The Slave Trade being discon-

tinued by them, would greatly discourage the natives on this coast in dealing with it.

The blockade of the Tongha Pass by the "Dee," and of the rivers to the southward by the boats of Her Majesty's ship "Castor," has prevented the exportation of any slaves from the coast to the northward, this season. Major Hamerton reports the vessels having returned without cargoes to Zanzibar. These measures, together with the burning of the two slave-depôts, will, I am led to believe, prove a fatal blow to the extensive business hitherto carried on with much impunity. From my information, I do not think a cargo of slaves will be procured by any vessel near Cape Delgado, so great is the alarm amongst the inhabitants.

Commander Bunce's report of the burning of these barracoons at Keonga, I annex herewith. The spirit and emulation displayed by the force under his orders upon this occasion, as well as at Masani, I cannot too highly commend to their Lordships' notice. The destruction of these brutal markets has in both cases been completed, and happily without loss of life, which may be attributed to the suddenness of the attacks, conducted with much judgment by Commander Bunce, and to the great steadiness of the officers and men engaged.

It has given me much satisfaction that the "Dee" and boats of Her Majesty's ship "Castor," which have been watching the coast for the last nine months, under many difficulties, should have had this opportunity to distinguish themselves, and destroy the very markets from which they have prevented any exports.

It will be seen by the accompanying chart, that these barracoons were close on the borders of the Portuguese territories, and until His Highness the Imaum granted his authority to burn these depôts in his own dominions, they were doing business on a large scale both to the northward and southward.

I have, &c.

(Signed) C. WYVILL.

Inclosure 1 in No. 243.

Commander Bunce to Commodore Wyvill.

Sir,

"Castor," Tongha Bay, June 8, 1850.

IN compliance with your orders of the 6th June, I proceeded with the barge, pinnace, and two cutters belonging to Her Majesty's ship "Castor," and the two cutters belonging to Her Majesty's steam-vessel "Dee," to the River Mozamba, taking with me an interpreter, and one of the Banyan prisoners, who, upon consideration of his case being dealt lightly with, promised to show me an extensive slave-establishment on the southern banks of the river. I entered the river with the whole of the boats, a little after daylight yesterday morning; but from the lowness of the tide, and the shallowness of the water, they grounded within about a mile and a-half of the barracoons, which I distinctly saw between the trees. The red Arab flag was at first hoisted at the signal staff, and half an hour afterwards it was replaced by a white one, which I thought might possibly be a flag of truce, or, as is sometimes the case with the Arabs, a call to the surrounding inhabitants, and (as they term it themselves) putting their coast under the protection of Mahomet. The whole river-side is so fringed with thickly-wooded mangrove bush, that it is quite impossible to penetrate it, and the difficulty was to find an opening which led up to the barracoons. The Banyan was, I thought, a little holding back, so I told him at once that if he showed me the opening, I would ask the Commodore to deal leniently with him, but that if he did not, and allowed me to miss it, I would shoot him on the spot. In a couple of hours the tide suited, and at about 8:30 A.M., we proceeded with the boats in line of battle, and succeeded in shooting them into a small opening which the Banyan pointed out.

We immediately landed, and wading through mud up to our knees for about 100 yards, fell the men in, and at the double marched up towards the barracoons. On approaching them the chief of the village came forward, and through the interpreter I found he was anxious to make peace. I halted the men, and went forward; he said the Arabs wanted to be friends with the English; that the barracoons belonged to the Banyans, not to them. I told him we did not want to war with the Arabs, that we would not hurt a hair of their heads, but that I should burn the barracoons, to whomsoever they belonged. A great number of Arabs were collected about, some in the bush in all directions, and some in the village, in parties of tens and twenties. In all I have no doubt he had collected about 200 men, all armed either with muskets or bows and arrows. I told him that I did not come to destroy his village, but if an Arab fired a single shot, I would burn it to the ground, and shoot every Arab in the place. I then placed the men in position, and commenced burning the barracoons, stores, sheds, &c., kraals and everything connected with them. I had half a dozen men with port-fires, whose particular duty it was to burn, and the whole place was in a blaze in no time. A dhow, of about 100 tons and upwards, measuring 52 feet in length, 18 feet in breadth, and 13 feet in depth, fitted for carrying slaves, was aground, and concealed in the mangrove bushes. I placed 20lbs. of powder under her bilge, the explosion of which destroyed her; a six-pounder gun, intended, I suppose, for the protection of the establishment, stood on the brow of the hill, and pointed so as to command

CLASS A.

the pass through the mangrove bush; it was loaded and primed, and a match burning alongside it, from which it would appear that they at first intended to resist us, and possibly were deterred from doing so, by seeing the force we brought against them, consisting of one division of blue jackets, of 30 men, under Lieutenant Stirling, of Her Majesty's steam-vessel "Dee;" 20 marines, under Lieutenant Harris, R.M., with Lieutenant Reed of that corps; and another division of blue jackets of 30 men, under Lieutenant Hoskins, of Her Majesty's ship "Castor;" making about 90 in all, with the officers. The whole of the barracoons, and everything pertaining to them in the shape of store-houses being in full blaze, the dhow destroyed, the gun dismantled and hove into the mud, I re-embarked, and in proceeding down the river a few straggling shot were fired at us from the mangrove bushes, which were returned with interest from the 12-pound howitzers, loaded with shell and bags of musket balls, as well as the musketry. We met with no annoyance after that. None of our men were hit.

The name of the village close to the barracoons is *Keonga*, and it stands on the southward bank of the River Mozamba, and about five miles from the entrance of the river.

I fear that in spite of our good intentions, the fire from the barracoons must have communicated with the houses of the inhabitants, and the whole, as at Masani, become one conflagration, which at 6 o'clock in the evening was seen over the land from Tongha Bay, burning with the same fierceness as at first.

These barracoons, store-houses, &c., were on a much larger scale than the ones at Masani, and capable of containing at least 4000 slaves. We found no slaves in them; had there been, of course, being aware of our approach, they would have removed them. From the extensive and complete nature of this slave-establishment, enormous numbers of slaves must have been exported from it, both in the dhow trade to the northward, and to the Portuguese settlements to the southward, whence they are shipped off to the Brazils.

The Banyan whom I had with me, declared that the barracoons at Masani and Keonga were the only slave-establishments on the coast; so that the destruction of both in so surprising a manner, must not only be an enormous pecuniary loss to the dealers, but from the moral effect it will have on the Arabs, prove a death-blow to the Slave Trade on this coast, for a long time to come, more particularly when the Arabs see their villages burnt, and their property destroyed for conniving at a trade in the profits of which they but slightly participate.

On this occasion, as at Masani, I cannot say too much in praise of the zeal and activity of all the officers and men you did me the honour to place under my command. Your Secretary, Mr. Pritchard, also (as at Masani) accompanied me as a volunteer.

I have, &c.
(Signed) B. H. BUNCE.

Inclosure 2 in No. 243.

Consul Hamerton to Commodore Wyvil.

Sir,

Zanzibar, June 14, 1850.

ON the evening of the 11th instant I had the honour to receive your letter of the 8th instant, and received from Captain Bunce, commanding Her Majesty's steam-vessel "Dee," all particulars relative to the seizure of the three Banyans engaged in the Slave Trade, and the destruction of the barracoons and the dhow.

I immediately wrote to His Highness the Imaum, and next morning at 9 o'clock waited on him at Matonee, accompanied by Captain Bunce and Lieutenant Stirling, when I explained all to His Highness. He requested me to give him all the necessary information in writing; I did so, and have the honour herewith to inclose a copy and a translation of His Highness' reply, wherein he has sanctioned and approved of all Captain Bunce's proceedings. The Banyans will be punished in such a way as will deter others from engaging in the Slave Trade; indeed, they are already severely punished: they are ruined, and have lost all they ever made.

I have been assured by the native merchants at this place, that 50,000 dollars would not cover the losses sustained by Suckoo Kellangee, one of the Banyans seized at Tongha; he had, besides his own property, large consignments of goods belonging to other merchants stored in the barracoons, and promissory-notes from slave-dealers to purchase slaves and ivory at various periods, for goods delivered from time to time, all of which are destroyed, and one pice (money) will now never be recovered. Considerable property, said to amount to more than 40,000 or 50,000 dollars, in muskets, powder, brass-wire, and piece-goods, the property of many native merchants of this place, stored in the barracoons, is now all lost; in fact, it is impossible to say who has sustained the greatest loss.

However, this affair has done more to arrest the progress of Slave Trade in the dominions of His Highness the Imaum of Muscat than all that has ever been done heretofore. The consternation caused to all classes, Arabs, Indians, and all hands, is difficult to describe.

I have, &c.
(Signed) ATKINS HAMERTON.

Inclosure 3 in No. 243.

The Imaum of Muscat to Consul Hamerton.

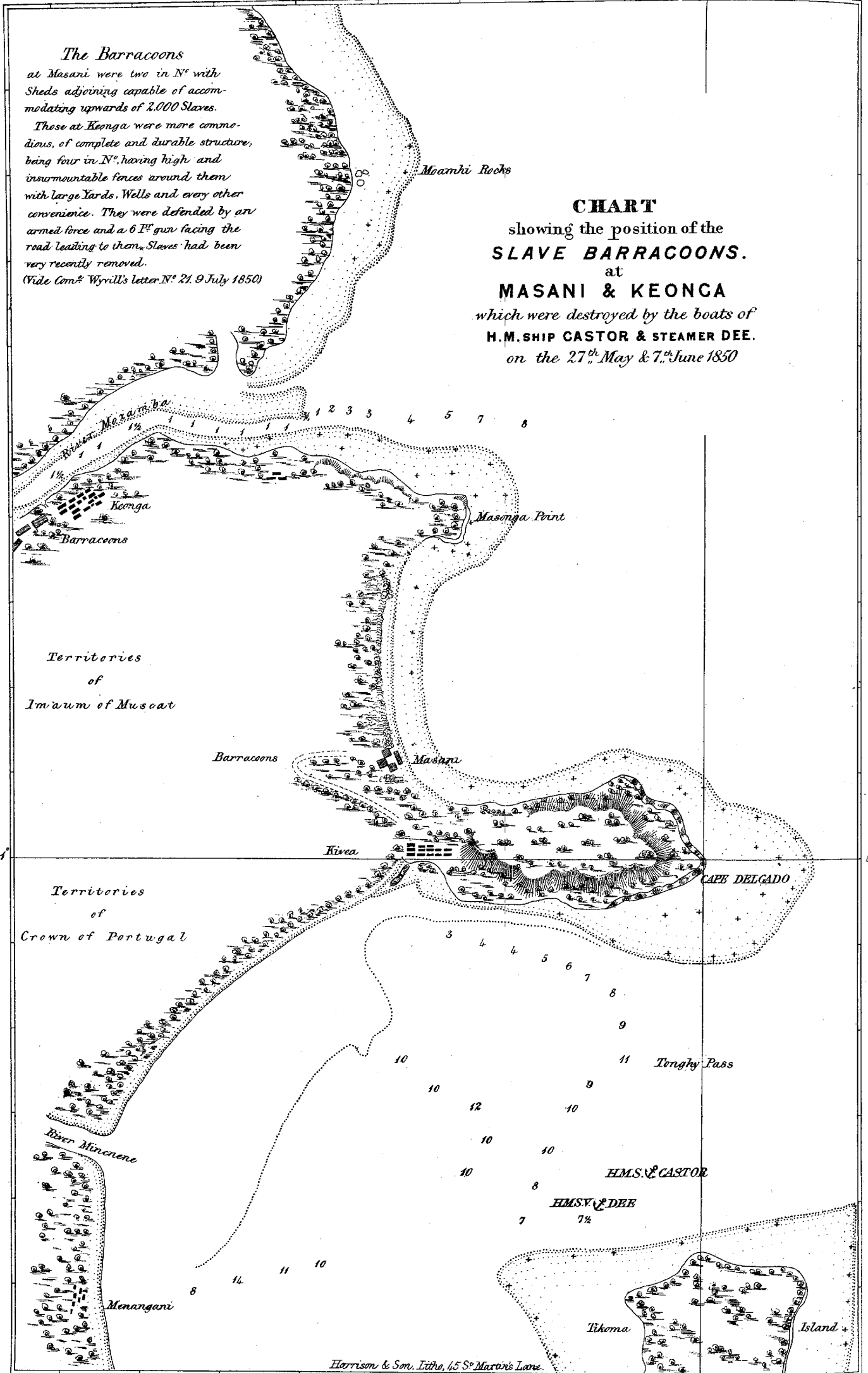
(Translation.)

3rd Shaban, 1266. (July 14, 1850.)

CONFIDING in the Almighty, from the expectant slave of God's mercy, Saeed-ben-Sultan. To the most excellent the kind and true friend Major Hamerton, the Consul of Her Majesty the Queen of England. May Her Majesty's glory be perpetual, and may the Almighty preserve our friend, and make his days prosperous, and render his times happy.

The Barracoons
 at Masani were two in N^o with
 Sheds adjoining capable of accom-
 modating upwards of 2,000 Slaves.
 Those at Keonga were more commo-
 dious, of complete and durable structure,
 being four in N^o, having high and
 insurmountable fences around them
 with large Yards, Wells and every other
 convenience. They were defended by an
 armed force and a 6 P^o gun facing the
 road leading to them. Slaves had been
 very recently removed.
 (Vide Com^o Wyrill's letter N^o 21 9 July 1850)

CHART
 showing the position of the
SLAVE BARRACOONS.
 at
MASANI & KEONGA
 which were destroyed by the boats of
H. M. SHIP CASTOR & STEAMER DEE.
 on the 27th May & 7th June 1850



Harrison & Son, Litho, 45 S^o Marten's Lane.

Your kind letter has reached, and your friend understood all you mentioned and all that Captain Bunce has done in that quarter, such as seizing the Banyans and burning and destroying the barracoons, and likewise destroying the vessel found engaged in the Slave Trade. All has been well done, and meets with our entire approval. And with reference to the value of property burned and destroyed, we have heard that it is great, but we know not the exact amount.

And we hope in God that these proceedings will tend to open the eyes of the brute animals who do these things. And whatever you may require of us, the sign is with you and Salaam.

(Signed) SAEED, the humble Fakir, with his own hand.

Inclosure 4 in No. 243.

Commander Bunce to Commodore Wyvill.

"Dee," at Sea, Lat. 8° 16' S., Long. 41° 5' E.,
June 16, 1850.

Sir,

I HAVE the honour to acquaint you that I arrived at Zanzibar in Her Majesty's steamer "Dee" on the 11th instant, and immediately put myself in communication with Major Hamerton, Her Majesty's Consul, relative to the three Banyan prisoners and the destruction of the barracoons and slave dhow at Masani and Keonga. I delivered the Banyans over to him, and they were immediately lodged in prison.

The Banyan Kumfee, who directed me to the barracoons at Keonga, will be dealt with more leniently than the others, according to the promise I made him.

The reply of His Highness the Imaum of Muscat, approving of our proceedings, and the despatch of Major Hamerton, together with a copy of a letter addressed to me by him, will put you in possession of my proceedings at Zanzibar.

From several papers taken from the Banyan prisoners, consisting of accounts and inventories, and from information received from the native merchants at Zanzibar, it would appear that the property lost and sacrificed, consequent on the destruction of the barracoons, is something enormous. The losses of Luckoo Kellangee alone (one of the prisoners) amounts to no less a sum than 50,000 dollars; and from information the Consul has received, considerable property in the shape of piece-goods, muskets, beads, brass-wire, and powder, amounting in value to about 40,000 or 50,000 dollars, belonging to the native merchants at Zanzibar, was stored in the barracoons and totally destroyed. Ravigee Banyan, who was part-proprietor of the barracoons at Keonga, and who left Tongha some time before they were destroyed, was not at Zanzibar, but is well known there; and it is probable, from the losses he has sustained, and not being able to meet his creditors, he will never make his appearance there again.

It is difficult to describe the sensation caused at Zanzibar by the destruction of these slave-establishments. The Banyans are perfectly paralyzed; and it is not going too far to say that some of the Europeans and other merchants (not native) have burnt their fingers considerably. Goods supplied on credit, and, as is often the case, the payment depending on the successful termination of the speculation—all is lost. The consequent as well the direct losses, I am led to understand from Her Majesty's Consul, are something very considerable; but, putting those losses on one side, the value of the property destroyed actually engaged in the Slave Trade must amount, at a low estimate, to at least 150,000 dollars. This appears a large sum, but when the magnitude of the scale upon which the Slave Trade has been carried on in the neighbourhood of Cape Delgado is considered, it is comparatively but a small amount. Such has been the effect at Zanzibar; and as to the mainland, I doubt whether a Banyan could show himself within fifty miles to the northward of Cape Delgado without being shot by the Arabs.

I have, &c.
(Signed) B. H. BUNCE.

Inclosure 5 in No. 243.

Consul Hamerton to Commander Bunce.

Sir,

Zanzibar, June 14, 1850.

I HAVE the honour to acknowledge the receipt of your letter of the 11th instant, with its inclosures, all relative to your proceedings in the territories of His Highness the Imaum of Muscat, on the coast of Africa, the destruction of the two barracoons and the dhow engaged in the Slave Trade, also the capture of the three Banyans.

I have now to inform you that I explained to His Highness the Imaum the necessary information relative to your proceedings, and this morning I had to receive from His Highness a letter confirmatory and approving of all your proceedings in this affair, a copy of the translation of which I herewith inclose, together with copy of my letter to the Commander-in-chief, Commodore Wyvill.

His Highness the Imaum has expressed to me his entire approval of all your proceedings; and allow me to assure you that this affair has done more to check the Slave Trade and strengthen the authority of the Imaum on the coast, than anything which has been done heretofore.

I have, &c.
(Signed) ATKINS HAMERTON.

Inclosure 6 in No. 243.

(Chart.)

No. 244.

Commodore Wyvill to the Secretary to the Admiralty.—(Received November 30.)

*“Castor,” Mafomale Island,
East Coast of Africa, July 26, 1850.*

Sir,

I REQUEST you will acquaint the Lords Commissioners of the Admiralty, that on my visit to Johanna, in the early part of last month, the Sultan Selim, of that island, informed me that he had received a communication from the Chief of Angozha, begging him to use his influence for them to obtain peace and friendship with the English.

Considering it a good opportunity for aiding the Portuguese Government to re-establish its authority over this piratical place and its people, I received on board the “Castor,” for purposes of good faith and negotiation, Prince Drayman, (nephew of Sultan Selim) and three followers, and proceeded to Mozambique to consult with the Governor-General there upon the subject.

That officer having consented to receive any overtures of peace from the Chief of Angozha, I anchored off this island on the 12th instant, and on the following day sent an officer with Prince Drayman to Angozha, with directions to inform the Sultan that I could hold no communication with him, as he was a rebel to the Crown of Portugal, but that on his being reconciled with that Government, he would insure the friendship of the British.

This chief having expressed himself most anxious to meet my views and to acknowledge his obedience to Portugal, and having also pledged himself not to permit foreign Slave Trade in his district, or slave agents or slave property to remain therein, and agreed to establish friendly intercourse, I consented to give his officers a passage to the Portuguese authorities at Mozambique. I am glad to say that his offers of submission have been accepted, and I think he will adhere to his promises.

The position of Angozha is of more importance than is generally given to it; the town is large and thickly populated; it has many resources consequent on an extensive navigable communication with the interior of Africa. The fortification, though of rude structure, is strong and formidable for a savage tribe, being an embankment of mud and sand faced and backed by heavy stakes, having six guns of various sizes mounted in embrasures which command the entrance to the only landing-place. It is one mile from the town, which is in the rear screened by cocoa-nut and mango trees. There is a force of 4000 muskets, besides bowmen and spear-men. The Sultan Hassan, who succeeded on the death of his father, four months ago, is an intelligent person of Persian origin, and about 40 years of age. He received the officers whom I sent with marked civility, by firing salutes and entertaining them at breakfast in a full court of the chiefs and elders from the surrounding country, and in whose presence he pledged himself to abolish the foreign Slave Trade in his dominions, nor to allow agents for that traffic to reside there, white or black; and that the English should always be treated in the most friendly way; that they should procure refreshments, and have free ingress and egress to his town and country. All his people were joyful upon the announcement of these peaceful manifestations.

I cannot but express my strong conviction that this desirable end has been promoted by the severe castigations these people have received from the boats of Her Majesty's ships within the last three or four years, which without the authority of the late Protocol, dated 12th August, 1847, could not have been attained. I consider the establishing of friendly relations with Angozha as an advantageous acquisition as regards the suppression of the Slave Trade. It leaves Quillimane now the only chief port on this coast conducting this illicit pursuit.

I have, &c.

(Signed) C. WYVILL.

No. 245.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received December 17.)

(Extract.)

“Centaur,” Loanda, September 24, 1850.

I HAVE the honour to transmit for the information of the Lords Commissioners of the Admiralty, copies of a letter which was addressed by Lieutenant Temple, of Her Majesty's brigantine “Dolphin,” to the Honourable Captain Hastings, on his joining that officer off Ambriz on the 9th instant, reporting the circumstances which had induced him to detain the American brigantine “*Louisa Beaton*,” and of the communications which in consequence passed between Captain Hastings and Lieutenant Foote, commanding the United States' brig “Perry,” which were cruising together off Ambriz.

Commodore Gregory having in my absence off Benguela proceeded to Porto Praya, and Lieutenant Foote in the “Perry” to St. Helena, I am unable at present to communicate with them, to express the vexation the occurrence has caused me.

With reference to the charge against the mate of the “*Louisa Beaton*,” Mr. Hamilton, for having been engaged in the Slave Trade, I am given to understand by Captain Hastings, that Lieutenant Foote did not press it, entertaining a doubt as to the sufficiency of the legal evidence and proof which might be required in the United States' courts, and also from his (the mate) having deposed to the illegal proceedings of the “*Chatsworth*,” which led to her detention.

Inclosure 1 in No. 245.

Captain the Hon. G. F. Hastings to Lieutenant Foote.

Sir,

“Cyclops,” off Ambriz, September 9, 1850.

I HAVE the honour to transmit you a letter received from Lieutenant Henry Temple, commanding Her Britannic Majesty's brigantine “Dolphin,” relating to the chasing, boarding, and detention of the American brigantine “*Louisa Beaton*,” on the 7th and 8th instant, together with a copy of a letter from Lieutenant Richard Dawkins, belonging to Her Britannic Majesty's steam-sloop “Rattler.” Immediately on their joining me in company, I proceeded with Lieutenant Temple to the “*Louisa Beaton*.” The master produced the register, and the transfer of masters in the harbour of Rio de Janeiro, in consequence of the death of her late master, Mr. Josh. Bailey, but refused to show me any other documents. On examining the register, and having met the vessel before on this coast, I immediately decided that her nationality was perfect, but that owing to the conduct pursued by the master in withholding documents which should have been produced on boarding, had led to the unfortunate detention of this vessel. I informed the master that I would immediately order her to be released, and that in falling in with you all due inquiry into the matter should be made for his satisfaction; he positively refused to take charge again, stating that he would immediately abandon her on the “Dolphin's” crew quitting, and further requested me to bring the vessel before you. As much valuable property might be lost, should the master carry his threat into execution, I have thought it best to seek you off Ambriz in order that due inquiry might be made prior to the “Dolphin” quitting this part of the coast for the southward. I accordingly anchored here at 6 P. M. yesterday, in company with Her Britannic Majesty's brigantine “Dolphin” and the “*Louisa Beaton*,” and met your cutter in charge of Mr. C. Shepherd, to whom I made known the circumstances of this case, and who kindly consented to accompany me on board the “*Louisa Beaton*,” for further inquiry. I proceeded, therefore, to the “*Louisa Beaton*” this morning, accompanied by Lieutenant Temple and Mr. Shepherd, and in the presence of both officers stated to the master, that the detention of his vessel by the Commander of the “Dolphin” arose from the refusal on his part to show the proper documents to the boarding officer, authorizing him to navigate the vessel in these seas, and to his mate being identified by one of the “Dolphin's” officers as the master of a slave-vessel having on board 547 slaves, in February last, named the “*Lucy Ann*,” who attempted to evade capture by the displaying of the American ensign; as well as to his suspicious manœuvring in the chase; but as I felt persuaded, on examination, that the “*Louisa Beaton*” was an American vessel, and her papers good, although a most important document was absent, namely, the sea-letter usually given by Consular officers to legal traders after the transfer of masters, I should direct the Commander of the “Dolphin” to resign charge of the “*Louisa Beaton*,” which was accordingly done, and that on meeting you I would lay the whole circumstances before you, and was ready if you demanded it, to give every remuneration or satisfaction on the part of the Commander of the “Dolphin,” for the unfortunate detention of the “*Louisa Beaton*,” “whether engaged in legal or illegal trade,” that he might in fairness demand on us, and you might approve of. The master positively refused to take charge again, and Mr. Shepherd immediately stated that as the master refused to do so, and the vessel was American, he would take charge until your arrival. I exceedingly regret this occurrence, and I am requested by Lieutenant Temple, of the “Dolphin,” to assure you that no disrespect was intended to the flag of the United States, or even an interference on his part with traders of America, be they legal or illegal; but the

stubbornness of the master, and the identifying of one of his mates as having been captured in a Brazilian vessel, trying to evade detention by the display of your flag, has led to this mistake. I shall await your arrival either at anchor or in the offing, and leave this despatch with Mr. Shepherd. I beg to state that the hatches of the "*Louisa Beaton*" have not been opened, nor the vessel or crew in any way examined.

I have, &c.
(Signed) G. F. HASTINGS.

Inclosure 2 in No. 245.

Lieutenant Temple to Captain the Hon. G. F. Hastings.

Sir,

"*Dolphin*," off *Ambriz*, September 8, 1850.

I HAVE the honour to inform you, that at daylight on the 7th instant, being about 70 miles off the land, a sail was observed on the lee-bow, whilst Her Majesty's brigantine under my command was steering to the eastward. I made all possible sail in chase, and the chase was observed making more sail and keeping away, and owing to light winds I was unable to overtake her before 0.30 A.M. on this day, when being close to her, and no sail shortened, I directed a signal-gun right abeam to be fired, and hailed the chase to shorten sail and heave-to. Chase asserted he could not, and requested leave to pass to leeward, and said if we wanted to board him, we had better make haste about it, and that we might fire and be damned. I directed another gun to be fired across her bows, when she immediately shortened sail and hove-to. It being night, no colours were observed to be flying on board the chase, nor was I aware of what her character might be. I was proceeding myself to board her, when she bore up again, with the apparent intention of escaping; I was therefore compelled to hoist the boat up again, and to chase her under sail. I reached the chase on the second attempt, and found her to be the "*Louisa Beaton*," American brigantine. The master produced an American register, with a transfer of masters, which threw, in my opinion, a doubt of its authenticity; and on requesting further information, the master refused to give me any, nor would he show me his port-clearance, crew-list, or log. Lieutenant Dawkins, who accompanied me, identified the mate of this vessel as having been in charge of the slave-brig "*Lucy Ann*," captured by Her Majesty's steam-sloop "*Rattler*," with 500 slaves, in February last.

Under these suspicious circumstances, I considered it my duty, as the "*Louisa Beaton*" was bound to *Ambriz*, to place an officer and crew on board of her, so as to confer with an American cruiser or yourself, before allowing her to proceed on her voyage, if a legal vessel.

I have, &c.
(Signed) HENRY TEMPLE.

Inclosure 3 in No. 245.

Lieutenant Dawkins to Captain the Hon. G. F. Hastings.

Sir,

"*Dolphin*," off *Ambriz*, September 8, 1850.

I HAVE the honour to inform you that I accompanied Lieutenant H. Temple, in the middle watch of the night of the 7th and 8th September, to board the American brigantine "*Louisa Beaton*."

On arriving on board, the captain refused to show his original crew-list, log, and manifest, and was very insolent in his answers and questions.

And I beg leave to state that his mate, now on board, was captured by Her Majesty's steam-vessel "*Rattler*," in the month of February last, off *Ambrizette*, he being then acting captain on board a brig called the "*Lucy Ann*." At the time of capture she had 547 slaves on board, and was condemned at *St. Helena* as a prize to the "*Rattler*."

I have, &c.
(Signed) RICHARD DAWKINS.

Inclosure 4 in No. 245.

Captain the Hon. G. F. Hastings to Lieutenant Foote.

Sir,

"*Cyclops*," off *Ambriz*, September 10, 1850.

WITH reference to the accusation or charge which I have brought against the mate of the "*Louisa Beaton*," American brigantine, in my letter of the 9th instant, as having been in command of a slave-vessel called the "*Lucy Ann*," having on board 547 slaves, which vessel was captured as a Brazilian (although this same person attempted to evade capture by displaying the United States' flag), by Her Britannic Majesty's steam-sloop "*Rattler*," Commander Arthur Cumming, in the month of February last. I think it right, although the subject was brought under the notice of the commander of the "*John Adams*" by Commander Cumming, to restate the circumstance for your information.

The "*Lucy Ann*" arrived on this coast about January last, as an American vessel, fully fitted for the Slave Trade, but protected by her papers. She was disposed of by her master and owner to a Brazilian slave-dealer, as I have since learnt, for her register and other documents, by the statement of the master of the "*Louisa Beaton*," have been deposited in the United States' Consulate Office at *Rio de Janeiro*. She was boarded by the "*Rattler*" off *Ambrizette* after the transfer, and the master (the present mate of the "*Louisa Beaton*" refused to show any papers, but the American flag was kept flying. Commander Cumming having great suspicion of the "*Lucy Ann*," prolonged his visit, and to his horror, just as he was leaving the vessel, a cry was heard to issue from the hold, the main hatches were apparently forced up from below, although a boat was placed on the top, and

the heads of many people appeared. Then the captain of the "*Lucy Ann*" (now mate of the "*Louisa Beaton*") directed the American ensign to be hauled down, and delivered up his vessel as a Brazilian slave-vessel, having 547 slaves in her hold, covered in.

I am ready to substantiate this charge on the oath of two British officers against Mr. Hamilton, now mate of the American brigantine "*Louisa Beaton*," late acting captain of the slave-vessel "*Lucy Ann*."

I have, &c.
(Signed) G. F. HASTINGS.

Inclosure 5 in No. 245.

Lieutenant Foote to Captain the Hon. G. F. Hastings.

Sir, *United States' brig "Perry," off Ambriz, September 13, 1850.*

YOUR letters of the 9th and 10th instant, inclosing a letter from Lieutenant Commander Henry Temple, commanding Her Britannic Majesty's brigantine "*Dolphin*," and Lieutenant Richard Dawkins, of Her Britannic Majesty's steam-sloop "*Rattler*," in relation to the chasing boarding, and detention of the American brigantine "*Louisa Beaton*," on the 7th and 8th instant, by Her Majesty's brigantine "*Dolphin*;" also in relation to the present mate of the "*Louisa Beaton*" having been master of the "*Lucy Ann*," when captured by Her Majesty's steam-sloop "*Rattler*," with 540 slaves on board, have been received.

I have in person visited the "*Louisa Beaton*," conferred with the master, taken his affidavit, examined his papers, and found her to be in all respects a legal American trader. The sea-letter of which you speak as being usually given by Consular officers after the transfer of the matters, is only required when the vessel changes owners, and not when circumstances require, as in this case, the appointment of a new master. The paper given by the Consul authorizing the appointment, and stating the reasons for appointing the present, is in form, as are all the papers of the vessel.

I must respectfully decline being a party concerned in any arrangement of a pecuniary nature, for the satisfaction of the master of the "*Louisa Beaton*," for the detention and seizure of his vessel. If such arrangement be made between the master of the "*Louisa Beaton*" and the British officers, it will be my duty to give the information to my Government.

The Government of the United States does not acknowledge a right in any other nation to visit and detain the vessels of American citizens engaged in commerce; whenever a foreign cruiser shall venture to board a vessel under the flag of the United States, she will do it upon her own responsibility for all consequences. If the vessel so boarded shall prove to be American, the injured party will be left to such redress, either in the tribunals of England, or by an appeal to his own country, as the nature of the case may require.

I have carefully considered all the points in the several communications which you have sent me, in relation to the seizure of the "*Louisa Beaton*," and I most unqualifiedly pronounce the seizure and detention of that vessel wholly unauthorized by the circumstances, contrary to the letter and spirit of Article VIII of the Treaty of Washington, and as such it becomes my duty to make a full report of the case, accompanied with the communications which you have forwarded, together with the affidavit of the master of the "*Louisa Beaton*," to the Government of the United States.

I was gratified to hear you, as senior officer of Her Majesty's Forces on the south-west coast of Africa, in my presence, wholly disavow to the master of the "*Louisa Beaton*" the course pursued towards this vessel by the commander of Her Majesty's brigantine "*Dolphin*," which was perfectly satisfactory to the master of the "*Louisa Beaton*," as far as you were concerned, and which fully corresponded with the liberal spirit which has characterized your course during our co-operation of several months, for the purpose of suppressing the Slave Trade.

I have, &c.
(Signed) ANDREW H. FOOTE.

Inclosure 6 in No. 245.

Declaration of the Master of the "Louisa Beaton."

United States' brig "Perry," off Ambriz, September 10, 1850.

PERSONALLY appeared before me, Andrew H. Savage, aged thirty-seven years, a citizen of the United States, belonging to the town of Woolwich, in the State of Maine, and now master of the American brigantine "*Louisa Beaton*," last from Rio de Janeiro and bound to St. Paul de Loanda, owned by Minor Lawrence and Co., of New London, State of Connecticut, who, being duly sworn on the Holy Bible, deposed and testified as follows:—

On Saturday, September 7, 1850, being about the latitude of 8° south, and longitude 10° east at 7-30 in the morning, I made a sail to the westward, which sail was still in sight at sunset of the same day. At half-past 1 of the same night I again observed her from the firing of a gun, at which time she was within hailing distance. I at once displayed a light and laid the fore topsail to the mast. A few moments after I made her out to be a brigantine, another gun was fired at us which was shotted, the ball passing close by the stern of my vessel. Thinking that our position could not be seen owing to the darkness of the night, I kept off and run close alongside the strange vessel, again hove-to and hailed her, asking if they were in want of anything. They answered that they wanted to board us. I requested them to be in as much haste as possible; that I was in a hurry, and did not wish to be detained. They answered, "if you do not heave-to I will fire into you." I replied, "my vessel is hove-to, you may fire and be damned." I was ordered to take in my studding-sails, which I refused, as the tacks were already let go. I again demanded if they intended to board me, and they said they would shortly; and in answer to the question of my nationality and destination, I stated that we were American, bound to St. Paul de Loanda. I was informed that the brigantine was an English man-of-war. The brigantine wore round and lowered a boat, when two officers came on board, whom I afterwards found to be Captain Temple, commanding Her Britannic Majesty's

brigantine "Dolphin," and Lieutenant Dawkins, of Her Britannic Majesty's steamer "Rattler." The latter, who made all the inquiries, requested me to show them the papers of my vessel. I asked which papers, and was told the register, crew-list, shipping articles, log-book, port-clearance, invoices, and in fact all the papers I had belonging to the vessel. I refused to do so, saying, if they wished to see my register and port-clearance I would permit them to do so. Being asked my objection to showing the others, I said that owing to the ungentlemanly manner in which I had been treated, being fired into without knowing my character, I would only show such papers as were requisite, according to the laws of nations, to establish my nationality. I handed them the register, which, after a time only sufficient to examine the signature of Geo. Keat, the United States' Consul at Rio de Janeiro, Lieutenant Dawkins pronounced to be false. Being angry at this I asserted that if the signature was false, all the rest of my papers were false, and there was no use in showing them. I however showed the port-clearance; and, in answer to his assertion that it required the Consul's seal, I said he knew nothing about it—that it was not required. I then asked Captain Temple what he intended to do with me, and he said "he would consult with this officer," and stepped aside for a few minutes. Being anxious to get into port next morning, I thought that I would brace forward the fore-yard that we might be making something on our course, when Captain Temple countermanded my order. I said to him, I suppose you will take charge? he said, yes, and hailing his brig, gave orders for Mr. Lowe to come on board. In a few minutes between twenty and thirty men and officers were on board. I was ordered to my cabin, together with all my officers, and a sentry placed at the door. My crew was sent below, and also put in charge of a sentry, and the course of the vessel changed. At 8 A.M. next day a sail was made, which we came up with about mid-day; it proved to be Her Britannic Majesty's ship "Cyclops," Captain Hastings, senior officer of the southern division of Her Britannic Majesty's forces. Captain Temple then came on board, accompanied by Captain Hastings, and the latter made request to see my register, which I at once complied with. This he examined, and I asked him if he would see the other papers; he replied, that the register was sufficient. He then said to Captain Temple that the "*Louisa Beaton*" was as legal a vessel as could sail, and that he was very sorry that such a thing should have happened. He then requested me to take charge of her and proceed on my voyage, observing that it was an oversight on Captain Temple's part. This I positively refused, as I did not think myself authorized to do, but requested to be carried to an American man-of-war. I was accordingly taken to Ambriz, where we arrived at 6 P.M. The next day, the 9th, at 8 A.M., Mr. Shepherd, one of the officers of the United States' brig "Perry," having been left at Ambriz with a boat in the absence of that vessel, came on board in company with Captain Hastings and Captain Temple. I again refused to take charge until the affair was settled by some one having the proper authority. Captain Hastings asked what indemnity I would consent to receive and proceed on my voyage, and I told him at that time I would settle it for 1000 dollars, and he said very well, whatever Captain Foote or the American commander may think right.

Captain Hastings then stated his intention of withdrawing his men, and Mr. Shepherd said that if I refused still to take charge it would be his duty to do so. Mr. Shepherd took charge at 9 o'clock A.M., until the arrival of the United States' brig "Perry," Lieutenant Commander Andrew H. Foote.

(Signed) A. U. SAVAGE.

Sworn and subscribed before me the 12th day of September, 1850, as witness my hand and official seal.

(Signed) A. H. FOOTE, *Lieutenant Commanding.*

Inclosure 7 in No. 245.

Minute of a Conference between Captain the Hon. G. F. Hastings and Lieutenant Foote, on board the "Cyclops," off Ambriz, on the 14th September, 1850.

LIEUTENANT FOOTE came on board the "Cyclops" this day, and had the kindness to read me a letter which he had addressed to Commodore Gregory, the Commander-in-chief of the United States' squadron, and to the Secretary of the United States' Navy, inclosing the correspondence relative to the chasing, boarding, and detention, on the 7th and 8th instant, of the American brigantine "*Louisa Beaton*," by Her Majesty's brigantine "Dolphin," in which, after stating the whole matter most fairly, Lieutenant Foote concluded by assuring his Commander-in-chief and the Secretary to the United States' Navy, that during the period of his service on this part of the coast of Africa, in co-operation with the British cruizers, for the suppression of the Slave Trade, he had never known an instance of any unfair interference which had come to his knowledge, and which he was compelled to bring under the notice of his Government; he was of opinion that it arose from the boarding of the "*Louisa Beaton*" taking place at night, when her character perhaps could not fairly be ascertained, as well as to the Commander of the "Dolphin," having only just arrived on this coast, and who might not have obtained the same experience in these matters as most other officers.

(Signed) GEO. F. HASTINGS, *Captain.*

No. 246.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received December 17.)

Sir, "Centaur," *Loanda, September 25, 1850.*

WITH reference to my letter to you of the 30th of August, respecting the detention and subsequent release of the American brigantine "*Chatsworth*," first, by Her Majesty's sloop "Kingfisher," and secondly, by Commodore Gregory,

commanding the United States' squadron ; I have the honour to request you will now be pleased to acquaint the Lord Commissioners of the Admiralty, that that vessel having afterwards quitted Loanda and proceeded to Ambriz, was seized on the 11th instant by Lieutenant Foote, commanding the United States' brig of war "Perry," and sent to New York as a pirate, and on suspicion of being engaged in the Slave Trade, the master of the vessel having declared to him on oath, that he believed the supercargo, an Italian, to be making arrangements for the shipment of slaves, and that he had seen on board two sets of papers, viz., Brazilian and American, and wished to give up the charge of the vessel.

This declaration is confirmed also, I understand, by affidavits of the master and mate of the "*Louisa Beaton*," just returned from Rio de Janeiro, in which they assert that the "*Chatsworth*" did convey slaves to the Brazils on her last voyage from the neighbourhood of Ambriz, and that an American citizen is not her owner.

The mate of the "*Louisa Beaton*," Mr. Hamilton, is the person who being recognized by officers on board the "*Dolphin*," as having been captured on board the "*Lucy Ann*," with slaves on board, on the 20th February last the "*Rattler*," was chiefly the cause of her, the "*Louisa Beaton*," being unfortunately detained on the 8th instant by Lieutenant Temple.

Their Lordships will perceive from all the circumstances relating to the "*Chatsworth*," how very difficult and delicate the duty of commanders of cruisers on this coast are, in ascertaining the nationality of vessels crossing from the Brazils, professing to be American, the "*Chatsworth*" having been for many days in this port submitted to the strictest examination by Commodore Gregory and his officers, and released for want of sufficient evidence, as well as another proof of the value and importance of a cordial co-operation between our cruisers and those of the United States on this part of the coast.

I have, &c.

(Signed) ARTHUR FANSHAWE.

No. 247.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received December 17.)

Sir,

"*Centaur*," Loanda, September 28, 1850.

WITH reference to my letter to you of 8th ultimo, reporting for the information of the Lords Commissioners of the Admiralty, the capture of the Brazilian brigantine "*Volusia*," by Her Majesty's steam-sloop "*Rattler*," having false papers and showing American colours ; I have to request that you will be pleased to acquaint their Lordships that the American Commodore, afterwards at Loanda, gave me a copy of a deposition which had been made upon oath before the commander of his ship, the "*Portsmouth*," by the person who represented himself to be the American master of the "*Volusia*," relative to her seizure, which I submitted to Commander Cumming, for his explanation and remarks as to its accuracy ; and I have now the honour to inclose copies of the above deposition, and Commander Cumming's statement in refutation of it.

The papers which this master declared to Commander Cumming he had thrown overboard he produced to Commodore Gregory, who showed them to me, and we both felt convinced that the signature of the United States' Consul at Rio de Janeiro to the sea-letter was a forgery, and the papers irregular, and little doubt but that the "*Volusia*" had been transferred, and become Brazilian property. The master, Disney, wished the papers to be returned to him, which Commodore Gregory told me he refused, as he intended sending them to his Government, conceiving they might lead to the exposure of many fraudulent transactions under the cover of the flag of the United States.

I have, &c.

(Signed) ARTHUR FANSHAWE.

Inclosure 1 in No. 247.

Deposition of the Master of the "Volusia."

KNOW all men by these presents, that on the date hereof appeared personally before me, E. Peek, Commander in the United States' Navy, John W. Disney, a native-born citizen of the United States (and late master of the American brigantine "*Volusia*"), who being duly sworn on the Holy Evangelists of Almighty God, did depose and declare, That on or about the 4th May, 1850, he sailed from Rio de Janeiro in ballast, bound to Pernambuco, or other northern port, as he might see fit, during the term of six months. Besides himself there were three other Americans, the other five were foreigners. On the 7th May, encountered a gale from the south-west, which made it necessary to bear up for Victoria, where he arrived on the 12th, and entered his vessel in distress; chartered his vessel to proceed to the coast of Africa, with the privilege of two ports between 5 and 8 degrees south latitude. Cargo consisted principally of beans, farinha, rice, jerked beef, and lumber, with some aguardiente.

He took on board also seven passengers, Brazilians or Portuguese. Sailed from Vittoria on the 29th May. On the 2nd of July, saw a sail with American colours, and altered his course to meet her; deponent had his colours likewise set. The sail proved to be Her Majesty's ship "*Rattler*." The commander and clerk came on board and demanded his papers, which, when presented, they pronounced forged.

The commander told deponent that he would force his hatches. Deponent replied, that if he did he would shoot him. The commander answered, that he was under his battery, and he could blow him out of the water. The hatches were then broken open. The clerk asked deponent to hoist the Brazilian flag. Deponent answered, that he had none, and would not do so if he had. Clerk then told deponent he would get one for him. Deponent still refused, when the clerk told him the commander would take him to the American Commodore, who would send him to the United States, as he had done a number of others, chained and ironed.

The commander likewise demanded his manifest and despatches, which deponent refused to give up, until the commander told him he was authorized by the American Commodore to demand them from all American vessels he might fall in with.

The clerk put the papers in his pocket, and being under the influence of liquor, laid down and went to sleep; upon which, deponent took the papers out of his pocket and put them in his own. Soon after the deponent and his ship's company, including passengers, were carried on board the steamer, and during the night repeated efforts were made to induce him to acknowledge his vessel to be Brazilian property, which he refused, declaring her to be American.

(Signed) JOHN W. DISNEY.

Sworn and subscribed before me, this 30th day of August, A. D. 1850. In testimony whereof I have herewith placed my hand and affixed my official seal, the 30th day of August, in the year of our Lord 1850.

(Signed) E. PEEK, *Commander United States' Navy.*

Inclosure 2 in No. 247.

Commander Cumming to Commodore Fanshawe.

(Extract.)

"*Rattler*," September 6, 1850.

IN reply to your letter of 5th instant, I have the honour of submitting to you a detailed statement of the facts attending the capture of the Brazilian slave brigantine "*Volusia*," off the River Congo, on 2nd July, with remarks upon the accuracy of the documents inclosed for my perusal, purporting to be a deposition of the late master of that vessel, J. W. Disney, but which is such an incorrect and deficient statement of the actual occurrences, as to be rather a document to provoke mirth than to require refutation.

The commencement of the first paragraph admits of no reply, but the concluding sentence is intended to indicate that the cargo of the vessel was that of one engaged in legal traffic; an important omission, however, is made in not noting the large quantity of water on board, a quantity sufficient, according to the admission of J. W. Disney himself, for the consumption of 700 negroes on their passage to the Brazils. The "plank" which is enumerated as lumber, was found carefully disposed as a slave-deck, level, and admirably arranged, each plank being numbered; this deck was about 4 feet 6 inches in height, perfectly clear fore and aft, with the exception of the "slave-coppers" and 10 Brazilians, the real crew of the vessel, who were temporarily concealed there; only two small casks of aguardiente were found on board, a quantity not more than sufficient for the consumption of a vessel of this kind on her passage.

The greatest part of the second paragraph is correct; but the United States' flag was hauled down on board the "*Rattler*" as soon as the "*Volusia*" showed her colours, and long before she had approached sufficiently near to induce me to man a boat for the purpose of boarding her; the design I entertained in hoisting that flag was fulfilled indeed as soon as she showed hers; and J. W. Disney confessed it had caused him considerable uneasiness, until he had fully ascertained the character of the vessel he was approaching. The "*Rattler*" was at this time anchored about five miles west of Cape Padrone, in the direct track of vessels entering the Congo; and so certain were those on the look-out aloft of the course the vessel was steering when first seen, and until she closed us, that I did not consider it necessary to make any movement in chase. The whole equipment of this vessel was complete for the immediate reception of slaves.

The third and fourth paragraphs are apparently intended to relate what occurred on board the "*Volusia*," but the whole version is palpably incorrect, that I feel it better at once to state that I do not find one word of truth in either of them.

The fifth and last contain a base and groundless attack on the character of a young and deserving officer, Mr. Collins, the clerk, who is stated to have fallen asleep under the influence of liquor, and appears to be clumsily concocted by J. W. Disney to explain the way he obtained possession of a portion of the papers which it appears he had concealed about his person, instead of throwing overboard, as he declared had been done. The concluding part of this paragraph is pure invention; and permit me to add my conviction, that the aforesaid J. W. Disney has been induced to perjure himself by parties only interested in continuing the African Slave Trade by the production of fictitious papers, and consequent violation of the United States' flag. The said Disney asserted on board the "Rattler," that he was born in the Brazils, and had always claimed the protection of that empire, and admitted having made seven successful voyages with slaves in Brazilian vessels, under the same (previous to your command of the African squadron) safe and lucrative system.

I now proceed to furnish you with a clear and succinct account of what actually took place, in order to convince you, Sir, with what caution and delicacy I performed my duty upon this occasion, and to erase from the mind of the United States' Commodore any impression which might have been left by the perusal of that deposition.

Immediately on boarding the "*Volusia*," although she was in the influence of the Congo stream and blowing fresh, I requested J. W. Disney, who represented himself to be the master, to continue his course, thus manifesting my desire to prevent any delay or any interference with the duties of a vessel bearing the flag she did, which my presence on board might occasion. The sails were therefore trimmed, and she continued her course for Shark's Point. The papers of the vessel were handed to me on my request, without any objection or observation being made on the part of J. W. Disney, or any other individual belonging to the said brigantine. Having carefully examined them, I became convinced that they were entirely fictitious, and completely failed in establishing her right to the nationality she claimed. The omissions and erasures prominent on the most important of the documents, and the absence of the regular official character of the whole, entirely confirmed my conviction. I at once stated it to the ostensible master, J. W. Disney, and expressed my determination to anchor the "*Volusia*" and detain her until I had decided on the line of procedure I should adopt. He and others belonging to the vessel now endeavoured to deter me from pursuing this course by national and pecuniary representations, trusting to any indecision they might create in my mind, and also to the view the commander of the "Rattler" might take of the proceedings of a junior officer, he having imagined I was the boarding Lieutenant; during the interval which elapsed in working the "*Volusia*" up to the "Rattler's" anchorage, became undeceived, when he approached me, and hurriedly, and in a low excited voice said, "The papers are all false, she is Brazilian property! The crew are concealed below in the slave-deck; she is completely fitted for slaves." He then left me, and after a brief conversation with the real master and owner of the vessel, immediately proceeded to haul down the flag, in which he was assisted by the mate. I then requested him to furnish me with a document containing a statement of his admissions; but he expressed his fears of doing so openly, as he said the crew already suspected him of treachery, and would certainly "knife" him. I was therefore satisfied by his repeating before two witnesses the statement made to me. Subsequently, on board the "Rattler," he signed a document voluntarily, without any threat or other inducement, a copy of which I have already had the honour of transmitting to you. In the meantime I had directed Mr. Collins to obtain possession of the papers, but he found they had already been removed from where they had been deposited, and were in the hands of J. W. Disney, who was in the act of destroying them. He succeeded in recovering a few, and also picked off the deck fragments of others, all of which have been transmitted to the Vice-Admiralty Court at St. Helena. The remainder which he failed in obtaining, the said Disney stated he had thrown overboard. I now directed the hatches to be removed, when ten Brazilians, the real crew of the vessel, emerged from off the slave-deck, their place of concealment.

The necessary steps were then taken for the management of the prisoners, and sending the vessel to St. Helena for adjudication. In reference to the deposition made by J. W. Disney, I may remark, that previous to landing the prisoners (seventeen in number), I publicly demanded of them on the quarter-deck, in presence of my officers, whether they had any protest or declaration to make, and if so, I would place them in a position to forward it; but they unanimously replied in the negative; and the individuals who appeared to act in the position of officers, voluntarily, without any measures of inducement or coercion, signed their names to the document of which I have already also had the honour to transmit you a copy.

In conclusion, Sir, permit me to say that I have furnished you with a detailed account of the whole of the facts relating to the capture of the slave brigantine "*Volusia*," without omitting anything that in any way tends to elucidate the case, and without the wish of shrinking from any responsibility which the duties of the service throw upon me. I therefore hope you will be induced to view this document in the same light as I do, as replete with calumny and fabrication. In no part of this production has the individual had the audacity to declare either the vessel or her cargo to be the property of citizens of the United States, nor that the vessel was in any way entitled at the time of capture to the protection of that flag. This appears the more remarkable, as it might readily be supposed that the same unblushing effrontery which carries him through such a maze of fictitious narrative, might easily have taken him a step further; the evidence, however, of his own and his companions' declarations, made before competent witnesses, was probably more than he could surmount.

Trusting that you will from the preceding observations, believe me possessed of the most anxious desire to fulfil my duties, and at the same time most studious of the obligations of treaties and natural rights, &c.

No. 248.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received December 17.)

Sir,

“*Centaur*,” off *Ambriz*, September 30, 1850.

WITH reference to my letter to you of the 26th August, on the subject of the continued foreign Slave Trade from the Province of Angola, in which I declared my intention of addressing the Governor-General again, and calling his attention to several matters relating to it, I have the honour to request you will be pleased to lay before the Lords Commissioners of the Admiralty the inclosed copies of a letter which I consequently sent him, and of his reply.

I regret to observe, that, notwithstanding his Excellency's protestations as to his own conduct and feelings, and which I am disposed to respect, I cannot conceive his explanations generally on the broad question of the continued passage of slaves throughout the province he governs, and their exportation from it, more satisfactory than the preceding ones.

In requesting their Lordships' particular attention to the subject, one or two remarks from me may be necessary.

First. With respect to the credit his Excellency takes for the examination and destruction of barracoons on the coast, I have to observe, that I am not aware of any such measures having originated with the Portuguese authorities during his Excellency's government, but believe that on each occasion they were in consequence of the representations made by myself, or by Captain Hastings in my absence, and my quotation to his Excellency referring to the movement at Benguela, and embarkation of slaves on board the “*Rival*,” was, from the report of the commander of the “*Nympha*” schooner of war, transmitted to me by Commodore Cordeiro, through Captain Hastings, of which I inclose a copy, with translation.

Second. With respect to his Excellency's comment upon the discrepancy between Captain Hastings' statement and mine, relative to the embarkation at Lobito—a distance of five miles, I must observe, that I consider the accuracy remains with us, as the vessel must have been within sight of the establishment there, and the person in charge of it embarked in her.

Third. With respect to the palhabote “*Vinte-cinco de Setembro*,” I consider his Excellency has not met my assertions at all, but again commented upon a discrepancy between Captain Hastings and myself, he having reason to suppose, from the position of the vessel at the time of her capture, the embarkation had been made at Quicombo; whereas subsequent information led me to the conviction that it was at Point Caraco, in either case within the immediate vicinity of Portuguese authorities.

Fourth. With respect to his Excellency's statement of not having the law to which I referred in his collection, I regret to find, on referring to the Angola “*Gazette*” containing the law, that I did make a clerical mistake between the 22nd and 24th of June, 1848, the “*Gazette*” containing the decrees of both dates by the late Governor-General, P. A. da Cunha.

Lastly. With regard to the subject of domestic slaves passing from one part of the Province of Angola to another, in a manner, as I pointed out, not in conformity, in my opinion, with the existing Treaty with Portugal, I would observe, that I think with his Excellency, it is a question that merits the consideration of our respective Governments, and that I should not have probably mooted it with him now without referring to it, but for the circumstance of so many slaves having been captured during the past year in going from the coast of Benguela, who spoke Portuguese, and who asserted they had been domestic slaves.

I hope neither their Lordships nor Her Majesty's Government will think I have been too pertinacious in pressing matters upon the Governor-General of Angola. I can assure them I have only done so from an increasing conviction of the facilities afforded the Brazilian Slave Trade from that province, and which I have considered it my duty to use every effort to suppress; and I am not without hopes that this correspondence, from the altered tone his Excellency has assumed, may be attended with some good result.

I have, &c.

(Signed) ARTHUR FANSHAWE.

Inclosure I in No. 248.

Commodore Fanshawe to the Governor-General of Angola.

Sir,

"Centaur," off *Elephants Bay*, September 14, 1850.

IN my letter to your Excellency of the 20th ultimo, replying to those of the 10th and 12th July, which I had the honour to receive from you, and in which you complained to me of the inconvenient manner in which you had been addressed, in my absence, by the Hon. Captain Hastings, on the subject of the continued exportation of slaves by sea from the Province of Angola, I confined myself to that complaint, and abstained from commenting on the explanations which your Excellency was pleased to offer me, relative to the matters which had been submitted to you by Captain Hastings.

I now proceed to do so: and I assure your Excellency that it is with infinite regret I feel myself compelled, by a sense of duty, to say that I cannot consider those explanations satisfactory, when I regard the solemn Treaty existing between our respective Sovereigns for the "putting an immediate end to the barbarous and piratical practice of transporting the natives of Africa across the sea, for the purpose of consigning them to slavery," and which practice Article I of it says, "shall be a strictly prohibited and highly penal crime in every part of their dominions, and for all the subjects of their respective Crowns;" and that I am under the necessity of reporting to my Government, that I find a system prevailing throughout the Province of Angola, of extensive foreign Slave Trade undertakings, of which the many captures of vessels fully equipped for it on the coast by Portuguese and British cruisers, are proof. I cannot suppose your Excellency ignorant of such proceedings, nor of the various expedients and devices of the resident slave-merchants to baffle and evade the efforts of the naval forces, all tending to a violation of the Treaty between Portugal and Great Britain, though I readily believe that your Excellency only tolerates such breaches of good faith, from the want of adequate means and power, as you tell me, to enforce the laws in so extensive a territory; and I wish, therefore, in treating of so delicate a subject, to speak with due respect and deference for your high position, and not to say a word which may wound your Excellency's feelings, nor do I desire to name any particular individuals whom I consider to be implicated, and who may be amongst your Excellency's friends, perceiving the difficult situation in which your Excellency is placed, surrounded chiefly by a mercantile community of influence and wealth, acquired by a practice in the very traffic we desire to see put down; and I present the following circumstances for your Excellency's superior consideration, with the expectation and persuasion that you will watch over the fulfilment of the Treaty between our Sovereigns in the Government confided to you, with the same earnest zeal as your predecessor did, and with the same wish for the accomplishment of the humane object it has in view.

It is due to your Excellency that I should with frankness place before you the grounds upon which I form my opinion. My statements may appear to you indefinite; but your Excellency must be aware how difficult it is in a slave-trading country and community to obtain personal confirmation of facts relating to the detested Traffic, however notorious they may be. I assure you that I have not relied upon vague reports, but that I believe them to be based upon correct information, and supported by circumstantial evidence, not to be easily controverted.

First. The permitting to be collected in the province, marched through it, and brought together in barracoons at different places bordering on the coast, large numbers of slaves, not intended to be employed within it for any purpose, but avowedly for the object of exportation; and if it were not so, ships from the Brazils would not resort to the coast in numbers as they do, fully equipped and prepared to receive those unfortunate beings as an article of merchandize. One proof, amongst many, of this undoubted truth, I have before me in the reports made by the officers of Her Most Faithful Majesty, who examined the country about Bahia Farta, viz., that "a large number of slaves had been encamped some miles in the interior, who had come from Benguela, and were embarked on the 17th (March) in a schooner called the '*Rival*,' to go across the seas," showing, therefore, slaves to be moved from the second city in the province under the eyes of the authorities to a particular place for embarkation on board a slave-vessel, which vessel I am also informed carried slaves from the same part of the coast to the Brazils, three times during the past year.

Secondly. The shipment of 862 slaves on board the Brazilian brig "*Encarnacion*," about the 1st of March, supposed by Captain Hastings at Lobito, but as I have since learnt not actually at that place, but about five miles from it. This case was the subject of discussion between your Excellency and myself on the last occasion of my having the honour of visiting you, when you had the kindness to confirm it to me, with the information, also, that the subordinate Government authority in charge at Lobito had absconded in the same vessel; I therefore now acquaint your Excellency, that having proceeded very shortly after our interview to St. Helena, whither the "*Encarnacion*" had been sent, I made inquiry for that person, in order that he might be brought back to account for his scandalous breach of duty, and learnt, I am sorry to say, that he had quitted the island and gone to Rio Janeiro, having declared himself a Brazilian subject.

Thirdly. The seizure of a palhabote on the coast by Her Majesty's sloop "*Flying-Fish*," having on board 180 slaves, stated to have been shipped at Point Caraco (a few miles north of Benguela), which vessel, being supposed to be Portuguese, was brought to Loanda, as your Excellency is aware, for the cognizance of the authorities, in order to be adjudicated before the Mixed Commission Court, but was declared by the authorities not to be Portuguese. I have such information before me in this case of the connexion of the vessel with the port of Loanda, as leaves no doubt in my mind that with respect to it good faith under the existing Treaty has not been maintained; and I have placed it before Her Majesty's Government, representing that it is my conviction that the aforesaid palhabote was a well-known coasting trader of the port of Loanda, by name "*Vinte-cinco de Setembro*," which was announced in the official Government Gazette to have quitted it on the 5th May for the ports to the southward; that the master, Roberto, was recognized as the person who had navigated her on former voyages, that she was then and at the time of her capture the property of a party or parties resident in Loanda; that the slaves on board belonged also to parties of distinction and notoriety in Loanda; that it is hardly credible they could have been shipped so near Benguela without the knowledge of some Government authority of that district; that the reason the customary mark of tonnage was not

found in the usual place, as reported by the examining officers, was because it had been cut out at the time of shipment by the master, and which should have been observed by them; that the examination of the vessel for identification was very superficial; that the assertion of the master that the vessel was found abandoned on the coast is too absurd for credit, a coast on which the prevailing surf renders it difficult to beach a canoe, and that if true, it only implicates the authorities the more; and as a corroboration of the whole, that for a period of nearly four months the palhabote "*Vinte-cinco de Setembro*," which had been previously employed in coasting voyages of a duration of six weeks and often less, has not, I am informed, been heard of, and that I conclude the bond entered into by her owners, in accordance with the Law of the 22nd June, 1848, has been forfeited.

Fourthly. With respect to your Excellency's explanation relative to the brig "*Etna*," alias "*Joaquina*," viz., that Senhor Garrido did not appear as the owner or purchaser officially of that vessel, but another Portuguese subject, at present not in Loanda, and who might have transferred her to another. It would have been more satisfactory if the explanation had been accompanied by an assurance that some notice had been taken of the case, either by the forfeiture of the bond or otherwise, upon the representation to your Excellency by a British officer acting under the Treaty that the vessel had been found and seized by him for being engaged in the Slave Trade.

In conclusion I beg to bring under your Excellency's notice the circumstance that the commanders of Her Majesty's cruisers under my orders report to me that they frequently meet with coasting vessels or boats proceeding along the coast and having on board a small number of slaves purporting by their papers to be the domestic slaves of parties going from one part of the province to another, but who are not accompanied by their owners; and I request your Excellency's consideration of those Articles of the Treaty which bear upon the removal by sea of domestic slaves of Portuguese subjects from certain parts of the Portuguese dominions to others, with the view to the prevention of the system of granting passports indiscriminately and without regard to the stipulations contained in them. I am induced to do this from the fact of so many slaves having been taken during the past year by Her Majesty's cruisers on board slave-vessels off the coast of Benguela, who spoke the Portuguese language, declared they had been domestic slaves, and had been brought from Loanda by boats; and it will become my duty, if I find the regulations on the subject of removal laid down in the Treaty, continue to be infringed or abused (which must have the effect of aiding the foreign Slave Trade), to direct measures to be taken for enforcing them at sea; but I assure your Excellency that it will be much more satisfactory to me to find the necessity for my doing so is removed by the irregularity being prevented by your Excellency on shore.

I have, &c.
(Signed) ARTHUR FANSHAWE.

Inclosure 2 in No. 248.

The Governor-General of Angola to Commodore Fanshawe.

(Translation.)

Illustrious and Excellent Sir,

*Palace of the Government at Loanda,
September 28, 1850.*

YOUR Excellency having promised me in the official letter which I had the honour to receive from you, dated 20th ultimo, another with the same object, I deemed it right to wait the receipt of it, in order to acknowledge both, which I proceed to do.

It behoves me, in the first place, to thank your Excellency for the delicate and courteous manner with which you have expressed yourself as regards myself, the subject recently discussed being, in truth, one difficult to treat of, so as not to offend the susceptible feelings of either of us. And I consider I have a right to be treated generously (*cavalheiramente*), because I am conscious (and I should very much regret that any one should think otherwise) that in the discharge of the duties which weigh on my shoulders, and chiefly with regard to the extinction of the accursed Traffic with Slaves beyond the seas, I have always acted as it behoved me, with loyalty and determination for the fulfilment of the Treaty between our respective Sovereigns; and if my efforts have not been crowned with a complete result, and which I think at present is impossible, or with a better one, it is entirely owing to the difficulty of causing the laws to be strictly executed throughout the immense extent of this province, in a great part not brought under subjection, and with very few authorities and small force in those places where it is so; and if this my assertion should not be considered sufficient, I will recur to the official demonstration, that during the time of my predecessor, many, many embarkations of negroes beyond seas took place at or near the same places, one side or other, at which there have been embarkations latterly; and no one will say, and your Excellency will confess in the same manner as your predecessors have done, that (which is in truth only a tribute of justice paid to him) my predecessor did not use all the measures which he considered could have the effect of putting an end to the wicked Traffic,—no one will say that he did not view with the greatest abhorrence this Traffic, disgraceful to civilized man and the dealers in it; and I can assure you that I have had the same feelings, and that among those dealers I neither have, nor wish to have, a friend.

Has there been in the time of those who have preceded me, especially the last, more examinations of the coast than during my government? Have there not in the same time been more burnings of barracoons, supposed to be intended for the Traffic, than in any other preceding time? No one can assert the contrary, it being worthy of remark, that all these explorations have been undertaken by officers of the navy, free from connexion with people on shore, and that at none of them has any person been pointed out as conniving at, or implicated in the Traffic, whom I could present before the tribunals, that they might be prosecuted according to law; and it is only in virtue of those laws that I can order any one to be apprehended. I will not, however, trouble your Excellency more on this point, and as the letters which your Excellency was pleased to address me were replies to mine, I will touch only on this occasion on the more important points, or those which are presented for the first time, and for which I beg your Excellency's attention.

I feel very deeply, that the explanations which I had the honour to present to your Excellency have not been judged satisfactory, the more as I made an effort that they should be so. I hope, however, that the good faith with which they were made, has not been judged in the same manner.

In truth, I am not ignorant that some embarkations of slaves have been made from some parts of this province, of which I have frankly given information to my Government, but they have taken place in parts where they have been able only to have evaded the naval cruisers, because in such places there exists no authority, nor means of preventing an embarkation, having been conducted to them through places not subject to the Crown of Portugal; and if amongst those captured, some have been found speaking the Portuguese language, it is because slavery is legal in this province, slaves being often an article of exchange, and passing very frequently through the hands of different masters. I have not even tolerated the passage of slaves from beyond the limits of the conquest, and in that respect have given more stringent orders than any of my predecessors; but I am not able to be certain that they are executed precisely at a distance of seventy or eighty leagues; nor could I even impose a very active responsibility upon chiefs who govern large districts, open on all sides, and without a force sufficient, and that force even not to be confidently relied upon; however, it appears to me that I can assure your Excellency that the negroes who have been conducted to the different points of embarkation, have not been so with the knowledge of the authorities, for if I possessed data to convince me, I would not have tolerated such an authority for an instant; and if I had documents in proof, I would have laid them before the tribunals, in order that the penalties of the law might fall upon them; and the difficulties which your Excellency has experienced in obtaining personal information, I experience also in the same manner, it being necessary, in order that the judge may take cognizance, that they are in possession of precise legal documents. As I have already said, it appears to me that in the manner I have expressed myself, I have replied to the first part of your Excellency's letter; it remains for me only to say, that in the case of the "*Rival*," of which your Excellency spoke in the same, making reference to a despatch of a naval officer of Her Most Faithful Majesty, that it would have been still unknown to me, if your Excellency had not had the goodness to call my attention to it, it being worthy of notice, that with respect to it, no official communication has been made to me by the Portuguese Naval Department.

I rejoice to observe, by what your Excellency assures me in the second paragraph of your letter, that in the inquiries which I had caused to be proceeded with, there was accuracy and truth, since the embarkation on board the brig "*Encarnacion*" did not take place in the Bay of Lobito, as Captain Hastings' supposed, but some miles distant from it; and this will serve to prove how much it is necessary to act with caution, in inquiries having reference to so delicate a subject,—because the informers do not always speak the truth, either because it is convenient for them to hide it, or because they are ignorant actually of the facts on which they pretend to give information; and on this matter it remains for me to regret that the person in charge at Lobito, who was a serjeant, should have escaped the just punishment which his disloyalty subjected him to, and besides, there would have been much utility in his depositions, as by them perhaps we might have come to the knowledge of others implicated in so disgraceful a business, and by which they would have been duly punished.

Concerning the palhabote taken by Her Britannic Majesty's sloop "*Flying-Fish*," I did all that was in my power, and expressly. I complied, without a moment's delay, with what was required of me by the Commander of the said ship, ordering the examination he asked for to be proceeded with, and the result to be made known to him as soon as it was completed, with which he appeared to be well satisfied, according to the official letter he addressed me afterwards. No other mode of proceeding could have been adopted, because to bring the case before the Mixed Commission, it was necessary first to show that the palhabote was either English or Portuguese property. Besides the bonds which such vessels enter into with the custom-house, in virtue of the law, in order that they may be adjudicated when seized in the Traffic of Negroes, the owner gives another, which the law does not require, but which was prescribed by this General Government for greater security, binding him either to present the vessel within a given time, or make payment to the Treasury of the amount of the bond entered into. The allotted time having expired, and payment of the bond having been demanded, the owner appeared with a justificatory plea of the palhabote's having been shipwrecked, which did not satisfy me; and on the owner asking for a further period to enable him to present another more legal plea, I granted it to him, acting as my predecessor had done in a similar case, with another palhabote, named "*Loanda*," the property of the deceased José Vieira de Mattos, and the judicial proceedings instituted in that case have not yet been decided, notwithstanding their having been referred to the *Relação* at Lisbon. With respect to this palhabote, there only remains for me to make one observation,—it is this. The Hon. Captain Hastings, in the third paragraph of his despatch of the 11th July, stated that the cargo of this palhabote was shipped at Quicombo, and your Excellency now says that it took place at Point Caraco, a little distant from Benguela; which is another proof of how difficult it is to arrive at a knowledge of the truth in a matter in which all implicated endeavour to conceal it or deceive the authorities.

This case, and all the occurrences of the Traffic in Slaves, I have laid before the Government of Her Most Faithful Majesty, as it behoved me, for I desire that my conduct should be duly appreciated by those whom I serve.

Not finding in my collection of laws, that which your Excellency has done me the honour to quote, with the date of 22nd of June, 1848, as having relation to the subject in discussion, I find myself unable to make any reference to such law. It is possible, however, there may be some mistake regarding the date; but I am able to affirm, without fear of contradiction, that all the laws which have reference to the granting of passports, or to the repression of the iniquitous Traffic in Slaves, are taken into due consideration, with the view of strictly observing their terms when it becomes necessary either to grant or *viser* the passport of any vessel. Nothing remains for me to add to that which I have had the honour to state to your Excellency concerning the fourth paragraph of your despatch; and I have only to reply to the conclusion of it, which I consider is of great importance. The method or system at present followed in granting the passports of slaves who pass, accompanied or not by their owners, is that which I found, and which has been practised by all my predecessors with a single exception, it not appearing to them, in the same manner as it has not appeared, as I imagine, to your Excellency's predecessors, or to the different commanders of cruisers, that the Treaty respecting the Abolition of the Traffic in Slaves beyond seas, referred to the passage of slaves from one port to another in the same province. Once more I ask permission to remind your

Excellency, that slavery being legal in Africa, and slaves being yet unhappily an article of commerce with which exchanges are effected and debts paid, it becomes on that account a commercial necessity that they should frequently pass from one part of the province to another. In order that this disposition may not be abused by any ill-disposed person, on occasions of granting a passport for the slave or slaves, the owner of the same, or the person who makes remittance, is obliged to give a bond to the Secretary of this Government, binding himself to present, within a reasonable period, a certificate from the respective authority of the place to which the slave or slaves are sent, which certificate shall prove their presentation to the authority of the place they go to; and in this manner the passage from one part to another of the province, thus permitted, cannot assist the Slave Trade or slave-dealer. Besides, they may be conducted to the places of embarkation by land, where they would not be subjected to the fiscal authorities.

I repeat, the system practised in this respect is what I found, and what has always been in practice without interruption up to the present time; and it would appear from this to be both just and convenient, that any change, before being carried into effect, should be decided upon by our respective Governments. I shall take the first opportunity which offers, to present to that of Her Most Faithful Majesty the whole matter, and to ask such instructions as may prevent any doubt in future.

Your Excellency will doubtless act according to your good judgment. I repeat to your Excellency the protestation of my most high consideration.

God preserve pour Excellency.

(Signed)

ADRIAO ACCACIO DA SILVEIRA PINTO.

Inclosure 3 in No. 248.

Report of the Midshipman of the "Nympha."

(Translation.)

Sir,

"Nympha," Benguela, March 21, 1850.

HAVING departed about half-past 6 P.M. of the 19th instant on the service ordered by you, I proceeded until midnight with the sweeps, and anchored a little to the northward of the north point of Salinas. Having given the ship's company four hours' rest, I commenced my watch along the coast, and, having proceeded until 11 o'clock more than ten miles from the point I have mentioned, I succeeded in landing at a more sheltered part from the surf, which was very great at the time, and here I also disembarked the greater part of the crew in two parties, and marched more than two leagues along the Salinas, where I found four small huts, with scarcely a sufficient number of inhabitants to guard the salt, which is in great abundance here. I then went a league into the interior, and found nothing to create suspicion. I started about 4 o'clock in the afternoon to the northward, and at Bahia Farta found no barracoons. Here I rested the crew until daylight of the 21st, when I landed with the same parties, and saw some small fishing-huts, amongst which were two somewhat larger than the others, but which, I am convinced, were notwithstanding intended for fishing purposes. I proceeded some miles into the interior, and met with some trees, which, by their size and spread, afforded great shelter, at the trunks of which there still existed the remains of fires. I was informed by all the persons with whom I conversed, that a large number of slaves had been encamped here, who had come from Benguela, and were embarked in a schooner called the "*Rival*," to go across the sea.

God protect you.

(Signed)

ANTONIO JOAQUIM DA SILVA COSTA, *Midshipman.*

No. 249.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received December 17.)

Sir,

"Centaur," off Ambriz, October 1, 1850.

I HAVE to request you will be pleased to lay before the Lords Commissioners of the Admiralty the inclosed copies of letters which I have received from Commander Patten, the senior officer of the Northern Division, and from Mr. Benjamin Campbell, merchant, and magistrate at the Isles de Los, relating to the attempt which had recently been made to renew a Slave Trade both at the Gallinas and Rio Pongos, and in the latter instances, I am sorry to say, with success. And I beg you will be pleased to acquaint their Lordships, with reference to Commander Patten's letter, that I believe the felucca to be one since captured in the Bights by Her Majesty's ship "*Wolverine*." It is satisfactory to learn that the chiefs of Gallinas had given their former associate no encouragement, and thus enabled Mr. Parker (the agent) to secure him.

With reference to Mr. Campbell's letter, Lieutenant Macleod, of the "*Adelaide*," made the examination of the Rio Pongos he speaks of, and reported to me that he found no vessel, or any appearance of an intended embarkation of slaves by Faber. The subsequent loss of the "*Adelaide*," and the withdrawal

of the "Teazer," prevented the repeated examination of the river as intended. Commander Patten has since sent the "Ranger" to cruize in that vicinity.

The question of a treaty with the chiefs of the Pongos, for the suppression of the Slave Trade, I had discussed with Mr. Campbell, when meeting him at Sierra Leone the beginning of the year, and it has also been the subject of communication since; and I shall, on my visit to that part of the station, after the rainy season, confer with the Governor of Sierra Leone on the subject, and endeavour to conclude one.

I have, &c.
(Signed) ARTHUR FANSHAWE.

Inclosure 1 in No. 249.

Commander Patten to Commodore Fanshawe.

Sir,

"Hound," Sierra Leone, August 2, 1850.

SINCE my communication of the 13th July, by Her Majesty's brig "Heroine," I proceeded off the Gallinas, and on the 16th Mr. Parker came on board, acquainting me he had detained a Brazilian and two Kroomen, who arrived a few evenings previous in a canoe.

It appears this person was formerly a slave-agent there, and was sent away with others, when the chiefs signed the Treaty to abolish the Slave Trade, and signed it himself. His name is James Hermes, and returned from Brazil in the felucca I have already drawn your attention to, and states he missed her when off Trade Town, and was returning along the coast in the canoe to find her, and landed at the Gallinas.

He made the following communications to the two men in the canoe; that when chased by the "Wolverine" he threw the slave-irons and other things overboard, and there is nothing on board to cause her being detained; and under the impression, when he heard the blockade was taken off the Gallinas, there were no cruizers or Government agent there or on that line of coast: his object being no doubt to establish himself there again, had the chiefs given him encouragement. And I have directed Mr. Parker (who I have little confidence in) to acquaint them I am desirous of seeing them on my return.

The "Ranger" proceeded off the Sherbro River and Turke Islands, to see or hear if the felucca had been there, which she had not; and it is opinion of James Hermes and others, the mate or crew have either run away with her, or returned to Brazils. And the President of Liberia, who has been most anxious and active about this vessel, is of the same opinion, feeling quite sure she has not accomplished anything on his or this line of coast, or he would have heard of it.

No doubt it requires the greatest attention, and keeping up a communication with the various authorities and chiefs (if possible), to find out the disposition to revive the Slave Trade, which I am of opinion has not yet been attempted, although no doubt it was the object of the felucca; and James Hermes informs me that vessels are daily arriving at Bahia full of slaves; although numerous vessels are taken, they re-embark them for the Havana, which is the reason the Slave Trade is now so extensively carried on with the Brazils; and the Bights is the principal part of the coast where they embark.

I have, &c.
(Signed) FREDK. PATTEN.

P.S.—On reporting to the Governor that I had James Hermes on board, and the circumstances connected with it, and what course I should pursue, he suggested not to land him here, but recommended his being sent on board some vessel about to sail. I accordingly sent him, at his request, on board an American brig bound to America, and the other two men I landed when at Mesurado, their native place.

Inclosure 2 in No. 249.

Mr. Campbell to Commodore Fanshawe.

Sir,

Sierra Leone, August 13, 1850.

SINCE closing my letter to you of the 10th instant, I have heard that Paul Faber, the American mentioned therein, has succeeded in embarking about 250 slaves in a vessel he had been expecting some months, and which, after remaining only four or five days in the river, got safe away, none of Her Majesty's cruizers being at that time off the Rio Pongos.

This man has had a number of slaves collected for more than a year past, and has employed them during that time advantageously to himself in cultivating the ground-nut. About February last I heard, from a person on whose information I could rely, that Faber had placed from 200 to 300 of his slaves in a barracoon, in expectation of the arrival of a vessel to take them away, and I immediately communicated this circumstance to his Excellency Governor Macdonald. The "Adelaide" tender was in consequence sent off the Pongos, and her boat proceeded up the river, but meeting with no vessel, and obtaining no information corroborative of my report to Governor Macdonald, the "Adelaide" returned here. The result proves my information to have been correct.

I am informed that Faber sold these slaves for specie, and received about 15,000 dollars for the lot.

It is greatly to be regretted that this vessel should have made a successful visit to that river, as the hopes of the traders will be raised; and calculating on a revival of the Slave Trade, their minds

CLASS A.

will be unsettled, and their attention withdrawn from the pursuit of a legitimate and peaceful commerce.

This circumstance renders it advisable to urge the Pongos chiefs to conclude a treaty; and as they derive but a trifling benefit from such a transaction as this of Faber's, if a limited compensation were offered to them, their interest would, I think, lead them to accept of it in lieu of the benefit arising from a precarious Slave Trade.

I have, &c.
(Signed) B. CAMPBELL.

No. 250.

Rear-Admiral Reynolds to the Secretary to the Admiralty.—(Received December 26.)

Sir, "Southampton," *Rio de Janeiro*, October 16, 1850.

I BEG you will be pleased to lay before the Lords Commissioners of the Admiralty the accompanying report of the capture and destruction of the Brazilian slave-brig "*Felicidade*," by the "*Sharpshooter*," on the 2nd instant, off Bahia.

On the 7th instant, Lieutenant Bailey delivered up the crew of the slaver to the captain of the port at Bahia, in consequence of a communication he received from the President of that province, through Her Majesty's Consul there.

I have, &c.
(Signed) B. REYNOLDS.

Inclosure in No. 250.

Lieutenant Bailey to Commander Schomberg.

Sir, "*Sharpshooter*," *Bahia*, October 5, 1850.

I HAVE the honour to inform you that on the 2nd instant, Her Majesty's steam-vessel under my command captured the Brazilian slave-brig "*Felicidade*," four leagues east of Bozpeda Island, having all her leaguers on board filled with fresh water, also a fitted and old slave-deck complete, lying upon them; very large main and aft-hatchways, and four additional air-holes cut in the deck, five feet long by three wide. Her foremast being damaged, and being unable to spare hands to take charge of her, her character, furthermore, admitting of no doubt, I destroyed her. The crew consisted of eight persons, whom I have offered to deliver to the Brazilian authorities, with the exception of one, whom I retain to send to St. Helena; I have not yet received an answer on the subject. I am since informed she had quitted Bahia nine or ten days previously, having, as when captured, everything on board, but her slave-provisions and half her crew, which were following her out in a country boat, when they were seized by the Bahian authorities. The captain was not on board, and she had no papers; her dimensions were as subjoined:—

Length	..	..	..	119 feet.
Breadth	..	..	..	29 "
Depth	..	..	..	15 "

The pilot asserted she had landed a cargo of Africans eighteen days previously.

I have, &c.
(Signed) JOHN C. BAILEY.

No. 251.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received December 28.)

Sir, "*Centaur*," off *Point Padrone*, October 3, 1850.

HAVING, in obedience to the directions of the Lords Commissioners of the Admiralty, signified to me in your letter of the 23rd of May last, called upon Commander Wodehouse, of Her Majesty's steam-sloop "*Phoenix*," to furnish for their Lordships' information an explanation of his conduct upon the points alluded to in the observations of Her Majesty's Commissioners at the Cape de Verde Islands, in delivering judgment in the case of the Portuguese brigantine "*Leão*," detained by the "*Phoenix*," I have now the honour to forward a letter from Commander Wodehouse, in reply, and request you will lay the same before their Lordships.

I have, &c.
(Signed) ARTHUR FANSHAWE.

Inclosure in No. 251.

Commander Wodehouse to Commodore Fanshawe.

Sir,

"Phoenix," off Point Padrone, September 3, 1850.

I HAVE the honour to acknowledge the receipt of your letter of the 8th instant, inclosing one from the Secretary of the Admiralty, with its inclosures, relative to the trial and sentence of the Portuguese brigantine "*Leão*," detained by me on suspicion of being engaged in the Slave Trade, and desiring me to furnish you (for the information of the Lords Commissioners of the Admiralty) with an explanation of my conduct on the points therein alluded to.

1st. In carrying the vessel to Sierra Leone, in violation of the instructions with respect to Portuguese vessels.

In reply, I have to state, that the "*Leão*" had not any colours flying at the time she was boarded (the Portuguese flag which had been previously hoisted, having been hauled down, and was found by the boarding officer in the cabin), and not understanding the Portuguese language sufficiently to ascertain if the papers were genuine, and as she also had on board a Dutch ensign, I considered her as a vessel not intitled to any flag, and therefore deemed it prudent to send her to Sierra Leone, where there is a Vice-Admiralty Court established.

With reference to the 2nd point, viz., in taking no steps to cause that portion of the crew which he removed from the prize to be sent to the port of adjudication; I have to acquaint you that the supercargo, as well as part of the crew, did not think her seaworthy, and objected to go to sea in the vessel. Moreover, the supercargo, a Brazilian subject, applied to the Brazilian Vice-Consul, who demanded his liberation, and who threatened, by virtue of his office, to institute proceedings against me if the supercargo was detained, and therefore did not think it advisable to enforce his detention or that of the crew, who were afraid to go to sea in the vessel.

With respect to the 3rd point, viz., in placing in charge of the prize an officer who was below the rank of Lieutenant, and who was lower than third in command of the capturing ship, I would observe that as I did not consider the "*Leão*" intitled to the privilege of a Portuguese vessel, or the flag of any nation, and therefore subject to the adjudication of a Vice-Admiralty Court; and there being only two Lieutenants belonging to the ship, I sent the senior mate in charge of her, he being a commissioned officer, and one in whom I could repose confidence; moreover, I intended to be present at the investigation at Sierra Leone, and it was not until I ascertained that the case could not be received into court at that place, that I decided on referring the matter to the court at Boã Vista.

Never having seen an empty slaver, and as Mr. Oldfield, the Marshal of the Vice-Admiralty Court at Sierra Leone, has had much experience in these matters, I requested that gentleman to go on board and inspect the "*Leão*." He was kind enough to do so, and after a minute investigation, he gave it as his opinion that she was a vessel intended for the Slave Trade.

I trust, Sir, that the above explanations will be satisfactory to their Lordships, and that you will do me the credit to believe that I was actuated solely by a sincere desire to suppress the nefarious Traffic in Slaves.

In conclusion, I will remark, that I do not deem the final observation of the court at Boã Vista worthy of notice, as sufficient testimony could be obtained from credible witnesses, to show how little dependence can be placed on the evidence of the crew of the "*Leão*," from which I presume the opinion of the Mixed Commission Court was formed.

I have, &c.

(Signed) GEORGE WODEHOUSE.

No. 252.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received January 7, 1851.)

Sir,

"Centaur," off Cape Lopez, October 7, 1850.

WITH reference to my despatch to you of the 4th of February, I have to request you will be pleased to lay before the Lords Commissioners of the Admiralty, the inclosed copy of a report I have received from Commander Marsh, of Her Majesty's ship "*Heroine*," of slaves delivered up to him by the chiefs of Gallinas, between the 27th of February and 23rd of April, and which slaves were deposited in the slave-yard at Sierra Leone.

I have, &c.

(Signed) ARTHUR FANSHAWE.

Inclosure in No. 252.

LIST of Slaves received on board Her Majesty's sloop "Heroine," from the Chiefs of Gallinas.

1850.	Men.	Women.	Boys.	Girls.	Total.	How disposed of.
February 27	6	4	2	3	15	Landed at the slave-yard at Sierra Leone.
April 2	11	17	7	3	38	
April 23	8	6	4	5	23	
Total					76	

(Signed) T. B. MARSH, *Commander.*

No. 253.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received January 7, 1851.)

*"Centaur," at Sea, Lat. 4° 58' N., Long. 4° 2' E.
October 28, 1850.*

Sir,

MY letter to you of the 15th instant will have informed the Lords Commissioners of the Admiralty, that having communicated with Mr. Beecroft, Her Majesty's Consul at Fernando Po, I was about to proceed to Badagry, for the purpose of ascertaining from the missionaries at that place, what would be the position and wants both of themselves and their establishment at Abbeokuta, in case the King of Dahomey should execute his threat of making the Yaruba country the scene of his next war and slave-hunt.

I have now the honour to request you will inform their Lordships that I anchored off Badagry on the 21st. and sent Lieutenant Boys, of this ship, on shore, with a letter to Mr. Gollmer, in charge of the church mission; and also to examine what assistance it might be practicable for the cruisers to render, if required, and that I have the satisfaction of learning by Mr. Gollmer's reply to me, a copy of which I beg to inclose for their Lordships' information, as well as from Lieutenant Boys' report, that the present position of their christian establishments was one of comparative security, which was likely to be confirmed by my arrival in the roads and communication with them, and Lieutenant Boys visiting the chiefs; and that I have given to Captain Adams, of the "Gladiator," the senior officer of the division, instructions to meet the wishes of the missionaries as far as practicable, until the period for the Dahoman war is past.

I ascertained from Captain Adams, that my letter to the King of Dahomey, on the subject of his war on Abbeokuta, a copy of which I have already forwarded for their Lordships' information, was landed at Whydah last month for transmission through the means of Mr. Hastie, the agent of Messrs. Hutton, but as that gentleman has been since unfortunately drowned, I have not been able to learn whether it reached His Majesty. No canoes are now permitted to come off to our-men-of-war at Whydah.

I have availed myself of this visit to the Bights to communicate with all the cruisers of the division, and I am happy to inform their Lordships that I have found them all healthy, for I hope the "Gladiator" need not longer be considered an exception. I have also anchored off Quittah and Whydah, and am now returning to Princes Island and the South Coast, to meet the "Niger" and the September mail.

I have, &c.
(Signed) ARTHUR FANSHAWE.

Inclosure in No. 253.

Messrs. Gollmer and Von Cooten to Commodore Fanshawe.

Sir,

Church Mission House, Badagry, October 22, 1850.

WE beg to acknowledge the receipt of your kind letter of yesterday's date, and to express that we all, myself and brother missionaries, British merchants and liberated Africans, here, are greatly indebted to you for the very lively interest you take in our behalf, and the essential service you have rendered to us by the kind measures you have adopted, in sending ships of war to inquire as to our safety, and your own timely appearance.

The position of our friends at Abbeokuta, the Rev. H. Townsend and Mrs. Townsend, the Rev. J. Smith and Mrs. Smith, the Rev. D. Hinderer, with our native missionary, the Rev. S. Crowther, and the large band of native Christians, is comparatively a safe one, as they can rely on the protection of almost all the powerful chiefs and people at that place. Mr. Townsend, however, to whom I will forward your esteemed letter, will no doubt avail himself of your kind request to inform you as to their real position.

As regards ourselves at Badagry, where the majority of the chiefs and people are greatly influenced and stimulated by the slave-traders, we can scarcely tell what is our true position, and what to-morrow will bring forth: some are friendly, and many would expel us, if we were not protected by the ships of war; but we do believe (or hope) that the frequently appearing of ships of war in our roads, and an occasional visit from Her Majesty's officers, will deter them from doing us any harm.

It is astonishing the effect created in our town, by the appearing of a ship of war, by a visit of an officer, or even by the firing of a few guns.

In accordance with your kind offer to render us any assistance we may deem it desirable as regards our safety, we would request the favour, if convenient, to instruct ships of war frequently to call in here, so that in case of danger we may receive their protection; that we may be visited by some of Her Majesty's officers; and that a few guns may be fired, as if exercising; and may we request that you will now favour us by discharging a few guns, which we trust will have the anticipated effect upon those who are still inimical to us.

This is the only assistance we, for the present, deem necessary, and therefore beg to decline your offer to supply us with arms and ammunition.

As regards the Dahoman invasion, we know so much, that Dahomey has an old grudge against the town especially, and would unquestionably destroy it if British residents were removed. We therefore do not know whether we shall be molested from that quarter or not.

The marauding expeditions of Dahomey generally take place during the months of December and January, and we would request the favour that our position may be remembered by you during that time.

In conclusion, we beg to return our sincere thanks for your great kindness to us and to our work, in helping us to maintain our position, and thus furthering the holy cause in which we are engaged; it is truly encouraging to us to be thus supported. May the blessing of God rest upon you and your endeavours to ameliorate our poor benighted sable brethren.

We have, &c.
(Signed) C. A. GOLLMER.
E. C. VON COOTEN.

P.S.—The Wesleyan ministry has gone to Cape Coast for a short time.

No. 254.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received January 7, 1851.)

Sir,

"Centaur," Princes Island, November 2, 1850.

I HAVE the honour to transmit for the information of the Lords Commissioners of the Admiralty and Her Majesty's Government, a copy of a letter which I have received from the President of Liberia, complaining of the conduct of our agent, Mr. Parker, at the Gallinas, in thwarting the views and endeavours of the Liberian Commissioners to put an end to the native wars in that district, and requesting his removal.

If Mr. Parker has so acted, he has exceeded any instructions he has received from me; and I have directed the senior officer of the North Division to call upon him for an explanation, and to remind him that the object of his being placed there was to obtain the slaves promised to be given up to us by the chiefs, and to watch against any attempts on their part to renew a Slave Trade, and to discourage all native wars.

I would at the same time beg to call the attention of their Lordships to the acquisition Liberia has obtained of jurisdiction over the Gallinas territory, and extension of the Liberian Republic westward, as stated in the President's letter.

I have replied to the President, that Mr. Parker, in interfering with the Liberian Commissioners, had acted without instructions, and that I should bring his application under the immediate notice of Her Majesty's Government.

Notwithstanding his Excellency's assurance in the last paragraph of his letter, I consider it would be premature to withdraw our agent, as the representative of British influence in that district, as yet, until the Liberian jurisdiction was established and acknowledged.

I have, &c.
(Signed) ARTHUR FANSHAWE.

Inclosure in No. 254.

The President of Liberia to Commodore Fanshawe.

Sir,

Government House, Monrovia, August 15, 1850.

I HAD the honour a month or two ago of informing you that the Liberian authorities had succeeded in purchasing several tracts of country between Cape Mount and Shebar, and that this Government had also acquired the jurisdiction of the Gallinas territory.

In our negotiations with the Gallinas chiefs, we engaged to interpose, and settle as soon as practicable the disputes which for many years have existed between the Gallinas chiefs and the inhabitants of certain towns in the interior part of Gallinas the country; accordingly, some weeks ago, Commissioners were sent to assemble the parties and arrange the difficulties between them, and put an end to the wars.

I regret to have to inform you that the Commissioners failed in accomplishing, to the extent anticipated, the objects of the mission. The Commissioners inform me, which information is corroborated by the testimony of others, that their failure is attributable to the improper interference of Mr. Parker, who is at Gallinas to receive the slaves that the Gallinas chiefs stipulated to deliver to Her Majesty's Government to be conveyed to Sierra Leone.

While at Gallinas in April last negotiating for that territory, the chiefs wished me to aid them in a military expedition against the inhabitants of these towns, which I peremptorily declined; but assured them the measures would be immediately adopted to bring about a reconciliation without resort to force, which I had every reason to believe would be easily effected, though the chiefs were anxious to prosecute the war, they nevertheless consented to my proposition. Subsequently, however, Mr. Parker induced them to make an attack upon those towns, and actually aided them in so doing with the Kroomen he had on shore with him, and promised to obtain further assistance from Her Majesty's ships. His excuse is, I learn, that the slaves the Gallinas chiefs pledged themselves to deliver to you had taken refuge amongst these people, which is doubtless true. But, Sir, I am aware that it is not your wish, or the wish of Her Majesty's Government, that any such means should be resorted to to obtain the number of slaves specified in the agreement. More of the identical slaves cannot be delivered; and Mr. Parker knows it is not your wish that he should even encourage war to obtain others in their stead. He, however, has not truthfully represented to you, or the senior officer of this division of your squadron, the real state of affairs at Gallinas, and the difficulties in the way of obtaining the required number of slaves.

I am not ignorant, Sir, of the object he has in view, and that the excuse he makes is a mere pretext. I beg, therefore, Sir, most respectfully to call your attention to Mr. Parker's conduct, and if consistent, that you will dispense with his services on shore at the Gallinas.

With respect to the Slave Trade, I assure you no slave-establishment can ever again be placed there.

I have, &c.
(Signed) J. J. ROBERTS.

No. 255.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received January 7, 1851.)

*"Centaur," Clarence Cove, Fernando Po,
October 15, 1850.*

Sir,

WITH reference to my despatch of the 30th September, acquainting the Lords Commissioners of the Admiralty with my intention of proceeding to Fernando Po, for the purpose of conferring with Her Majesty's Consul, Mr. Beecroft, relative to the position of our missionaries at Badagry and Abbeokuta; I have the honour to request you will be pleased to inform their Lordships, that after dispatching of the "Dolphin" from off the Congo to Sierra Leone, I proceeded northward, communicating with Her Majesty's sloops "Philomel" and "Heroine," on their cruising stations of Black Point and Cape Lopez, to Princes Island, where I met and victualled Her Majesty's steam-sloop "Archer,"

and having completed water at West Bay, came on to this place, arriving yesterday.

Mr. Beecroft has recently returned from visiting the Bonny and New Calabar Rivers, in Her Majesty's steam-vessel "Jackal," which I had appointed for that purpose, having made some new treaties with the chiefs of those rivers, copies of which he is transmitting to Her Majesty's Secretary of State for Foreign Affairs, I find he does not conceive that any war will be attempted by the King of Dahomey until the end of the year, and does not purpose visiting Abbeckuta until the month of December, and indeed does not consider it prudent at present to quit this island, in consequence of the natives having shown a disposition to be troublesome and hostile.

I have therefore directed the "Jackal" to proceed on a cruize, and return hither early in December, for the purpose of conveying him to Badagry, or the rivers, as he may wish; and I am about to proceed myself in the "Centaur" to Badagry, in order to communicate with the missionaries, and arrange with the senior officer of the Division such measures for their support, should they desire it, as may be considered most desirable and practicable.

I inclose for their Lordships' information, a copy of a letter from additional Lieutenant Bedingfeld, now in command of the "Jackal," to me, reporting his proceedings in the rivers with Her Majesty's Consul; and I have pleasure also in informing them that I have learnt from Her Majesty's Consul, that the British trade in the rivers of Biafra appears to be flourishing, 16 large vessels being in the Bonny, which will, I hope, keep under an apparent inclination on the part of some of the chiefs to resume the Slave Trade, which seems to have been caused by the attempt made by the vessel captured by Her Majesty's sloop "Contest," in April last, with slaves taken in New Calabar.

Her Majesty's Consul also informs me that he has communicated to the Foreign Office the circumstance of presents being due to King Peppel of the Bonny and the chiefs of the Old Calabar.

I have, &c.
(Signed) ARTHUR FANSHAWE.

Inclosure 1 in No. 255.

Lieutenant Bedingfeld to Commodore Fanshawe.

Sir,

"Jackal" tender, Fernando Po, October 13, 1850.

I HAVE the honour to inform you that on my arrival here on the 19th day of September last, I received a letter from Her Majesty's Consul, Mr. Beecroft, a copy of which I inclose, and having received on board a sufficient quantity of coal, I took him on board and proceeded to the Rivers Bonny and New Calabar on the 25th day of September last; after the Treaty had been commenced with King Peppel, of Bonny, I took on board the master of a ship in the Bonny to act as pilot, and proceeded by the inner passage to New Calabar on the 1st of October. Having visited Amacree, King of New Calabar, he accepted an invitation to return Mr. Beecroft's call of ceremony on the following morning. Not arriving at the appointed time, two messengers were sent to him, to inquire the reason of the slight offered to Her Majesty's Representative; no satisfactory answer being given, I went on shore, and informed the King that unless the matter was explained, I should be obliged to resent the insult. The King promised to come off immediately, but after waiting on shore nearly an hour, and seeing no movement made, I informed the King that after a half an hour having elapsed from my returning on board, I should fire into the town. The time having expired without any attempt or apparent wish of any explanation, I fired two shot over the town, and got the steam up to proceed up the creek closer to the King's house. I observed the natives loading their guns and sending their furniture away in their canoes, but as they saw us prepare for action, and come up the creek, they hoisted a flag of truce. The King and principal chiefs came on board and apologized, which Mr. Beecroft considered sufficient. The Treaty was concluded in a friendly manner, and we steamed down the river to Fonche Point the same evening, returning to the Bonny on the 3rd.

The Treaty being concluded with King Peppel, we proceeded to sea on the 5th, arriving at Fernando Po the following day, and landed Mr. Beecroft; since which every exertion has been made, and the ship's bottom having been cleaned and red-leaded, the starboard-wing boiler repaired, the coals and water completed, we were about to proceed to sea when Her Majesty's ship "Centaur" was observed coming round Cape Bullen.

I have, &c.
(Signed) N. B. BEDINGFELD.

Inclosure 2 in No. 255.

Consul Beecroft to Lieutenant Bedingfeld.

Sir,

Clarence, Fernando Po, September 25, 1850.

HAVING received a memorial from the supercargoes of the vessels in the River Bonny, dated the 27th June, communicating that palaver is existing with King Peppel, which requires my interference, I have to request that you will enable me with Her Majesty's ship "Jackal" under your command, to proceed as early as convenient to the above-mentioned place and New Calabar, to investigate and settle disputes that are of the utmost importance to the interests of those merchants that have vessels in those rivers.

I presume you will consider yourself fully authorized to embark myself and servant as soon as you are ready for sea.

I am, &c.
(Signed) JOHN BEECROFT.

No. 256.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received January 22, 1851.)

Sir,

"Centaur," Loanda, November 16, 1850.

I HAVE to request you will be pleased to lay before the Lords Commissioners of the Admiralty the inclosed copy of a list of the French squadron on this station, which I have received from Commodore Pénaud, the Commander-in-chief; and also that you will acquaint their Lordships that the Commodore has informed me that on the 4th October the brigantine "Rivale," under Brazilian colours, but without papers, was detained by the French brig of war "Agile," on the coast near Dande Point, and having arms on board, was seized and sent to France for trial as a pirate, by his directions. This circumstance, as proving the earnestness of the French Government for the prevention of Slave Trade, will, I think, have a great moral effect upon the Coast, especially if she should fortunately be condemned.

I have, &c.
(Signed) ARTHUR FANSHAWE.

Inclosure in No. 256.

LISTE des Bâtimens de la République Française, employés sur la Côte Occidentale d'Afrique, le 1er Novembre, 1850.

Noms des Bâtimens.	Leur Espèce.	Nombre des Canons.	Noms des Commandans.	Grades, &c.
L'Eldorado ..	Frégate-à-vapeur	14	Charles Pénaud	Captaine de vaisseau, Commandant la station.

Dans le Nord.

La Prévoyante ..	Corvette	14	S. N. M. de la Rivière	Capitaine de frégate.
Le Pourvoyeur ..	Brick	4	C. J. Jaffrezie	Lieutenant de vaisseau.

La Prévoyante partagera son service entre le Nord et les Caies du Golfe de Guinée.

Golfe de Benin et de Biafra. Gabon.

L'Achéron ..	Avise-à-vapeur . .	6	F. Julien Dispan	Capitaine de frégate.
Le Rusé	Brick	6	J. Jacques de Stahl .. .	Lieutenant de vaisseau.
L'Adour	Corvette de charge	8	J. L. M. de Robinnecc ..	Lieutenant de vaisseau chargé de la surveil- lance du Gabon.

Côte Sud du Golfe de Guinée.

L'Agile	Brick	10	A. L. M. S. de Rivière	Capitaine de frégate, le plus ancien.
L'Espadon	Corvette-à-vapeur	6	A. C. C. Villemain ..	Capitaine de frégate.

Un bâtiment à vapeur doit être arrivé de France à Gorée.⁷

Le Capitaine de vaisseau commandant,
(Signé) PÉNAUD.

No. 257.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received January 22, 1851.)

(Extract.)

“Centaur,” Loanda, November 16, 1850.

I HAVE to request you will be pleased to acquaint the Lords Commissioners of the Admiralty, that I found, on my arrival at this port on the 13th instant, the “Eldorado,” French steam-frigate, bearing the broad pendant of Captain Pénaud, commanding the French squadron on that station.

The usual salutes were exchanged on our approach, and Commodore Pénaud visited me on the “Centaur” anchoring. The following morning I returned his visit. During a conference of some length, carried on in a most frank and friendly manner, on various matters connected with our duties, it was very gratifying to me to find that I had in him such a straightforward colleague, and nothing will, I trust, occur to interrupt the good understanding we have established.

Inclosure 1 in No. 257.

Commodore Pénaud to Commodore Fanshawe.

M. le Commodore,

“L'Eldorado,” devant Quitta, le 2 Septembre, 1850.

LORS de mon arrivée à Gorée, j'ai eu l'honneur de vous écrire par la voie de Sierra Leone, pour vous exprimer le désir que j'éprouve de vous rencontrer et de voir commencer le plus tôt possible des rapports directs avec un officier d'un caractère aussi honorable que celui de votre Excellence, dont l'affabilité et la courtoisie à l'égard des marins Français ont tant contribué à l'entente parfaite qui règne entre les bâtiments de nos deux stations.

J'espère que mon arrivée sur la côte l'Afrique contribuera à cimenter ces bonnes relations. Croyez, M. le Commodore, que je ferai tout ce qui dépendra de moi pour qu'il en soit ainsi, et pour que les navires de la division Française unissent tous leurs efforts à ceux de la station Anglaise, pour la répression de l'infâme Trafic de la Traite des Noirs que le Gouvernement Britannique poursuit depuis de nombreuses années avec tant de persévérance.

Je quitterai le Gabon vers le 1er Octobre et me rendrai à l'île du Prince, d'où, après y avoir passé peu de jours, je parcourrai la côte méridionale du Golfe de Guinée jusqu'à St. Philippe de Benguela, et retournerai ensuite à Gorée, touchant de nouveau à l'île du Prince, et m'arrêtant probablement à Sierra Léone.

Je serais heureux, M. le Commodore, que les croiseurs de Sa Majesté Britannique que je rencontrerai dans cette course, m'indiquassent que je me trouverais dans le voisinage de votre Excellence; je ferais avec le plus grand plaisir un changement à mon itinéraire pour rallier la frégate “Le Centaur.”

Veuillez agréer, &c.
Le Capitaine de vaisseau, &c.
(Signé) PÉNAUD.

Inclosure 2 in No. 257.

Commodore Fanshawe to Commodore Pénaud.

Sir,

“Centaur,” off Cape Lopez, November 7, 1850.

I HAVE had the honour to receive your letter of the 2nd September from Quitta, and I have learnt with pleasure from my cruisers, that you have proceeded along the coast to St. Paul de Loanda, where, therefore, I hope I am now very certain of finding you.

I beg to thank you cordially, Commodore, for the courteous and friendly manner in which you have spoken of my desire to maintain a perfect good understanding between the officers of our respective squadrons. It gives me the assurance that nothing is likely to interrupt those agreeable relations, and that our meeting will only tend to cement the harmony existing between our respective countries; and also by a union of purpose, forward for the suppression of the obnoxious Traffic in Slaves on the coast of Africa.

I have, &c.
(Signed) ARTHUR FANSHAWE.

No. 258.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received January 22, 1851.)

Sir,

“*Centaur*,” off *Ambriz*, November 21, 1850.

I HAVE the honour to request you will be pleased to lay before the Lords Commissioners of the Admiralty the inclosed copy of a letter which I have received from the Honourable Captain Hastings, of the “*Cyclops*,” on joining her off this place this morning, respecting the capture of a small brigantine yesterday (20th), under Brazilian colours, with 623 slaves on board, which had been shipped the same morning at Great Mazula, within the acknowledged Portuguese territory.

I cannot too strongly call their Lordships’ attention to the case of this vessel, as a further proof to those I have before represented, of the connivance and assistance rendered by the Portuguese authorities in the Province of Angola to slave-dealing transactions.

In addition to what Captain Hastings’ report states, I have to add, that this vessel left the port of Loanda on the afternoon of the 18th instant, when the “*Centaur*” was lying there, with Portuguese colours flying, and her name “*Veiga*” on another flag, and dipped her colours on passing the “*Centaur*” and “*Eldorado*.” She arrived at Loanda on the 2nd of October from Oporto, and had remained there ever since; it does not admit of a doubt, therefore, but that she must have received on board the water and food for her slaves there; and even if it were possible to conceive otherwise, she must have received them, as well as her human cargo, in the short intermediate time since the 18th, within the limits of the Portuguese territory, where she must have landed her Portuguese crew and received her Brazilian one by previous arrangement.

In two interviews which I have had with the Portuguese Commodore, Cordeiro, during the week I have just passed at Loanda, I have urged on him my opinion that such connivance and assistance was afforded even at Loanda by the Portuguese authorities, and received his assurance that I must be mistaken; now this vessel for that week was lying within musket-shot of his own pendant, and should, by law and by his own declaration, have been subjected to the inspection of his officers before quitting the port.

I shall take an early opportunity of bringing it under his notice and that of the Governor-General of Angola.

I have, &c.

(Signed) ARTHUR FANSHAWE.

Inclosure in No. 258.

Captain the Hon. G. F. Hastings to Commodore Fanshawe.

Sir,

“*Cyclops*,” off *Ambriz*, November 21, 1850.

I HAVE the honour to acquaint you that, at daylight on the 20th instant, whilst standing off the land from the Mazulas (Little), a sail was observed to leeward; and having proceeded in chase, I succeeded, at 12.25 P.M., in latitude 8° 12' S., and longitude 12° 47' E., in capturing a brigantine of about 110 tons measurement, without papers, but wearing a Brazilian ensign, having on board 623 slaves, shipped the same morning at Great Mazula.

I found her slaves placed on mats above the water-casks, there being no slave-deck, and dreadfully crowded.

No correct information from the master or crew relative to the vessel can be obtained, but I would submit for your information the following particulars concerning her, that have come under my notice.

In the month of October last I boarded the Portuguese brigantine “*Veiga*,” from Oporto, bound to Loanda with a general cargo; I left her in the port of Loanda on the 17th of that month, as Portuguese, discharging cargo, and the same vessel is now captured by Her Majesty’s steam-ship under my command, under Brazilian colours, with 623 slaves on board.

I have no doubt that the transfer by sale must have taken place in the port of Loanda, and that through the fraudulent neglect of the local authorities there, the “*Veiga*” was permitted to obtain water, slave food in that port (for on no other part of the coast could they have been provided), and no doubt protected up to the time of shipment of slaves by Portuguese papers; but although a strict examination has been made of the prisoners and vessel, no documentary proof can be produced to bear out my assertion.

Owing to the very crowded state of the vessel, I am obliged to receive on board the "Cyclops" 186 of the men, and would request your permission, should it meet your approval, as water and food are both very scarce, to proceed as soon as possible with the prize and slaves to St. Helena.

I cannot answer correctly any of the information required by your general memorandum but learn from the confession of some of the crew, that the slaves were marched from Ambriz to Mazula on the 19th instant, and the master does not deny that the vessel is the "Veiga."

I have, &c.
(Signed) GEO. F. HASTINGS.

No. 259.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received February 7, 1851.)

Sir,

"Centaur," off Ambriz, November 12, 1850.

HAVING forwarded to Commander Wodehouse, of Her Majesty's steam-vessel "Phoenix," copies of Captain Hamilton's letter of the 20th June last, and its inclosures, relative to the award made against that officer in the case of the Portuguese brigantine "Leão," seized by him on suspicion of being engaged in the Slave Trade, and called upon him to give any explanation he may have to offer on the subject, agreeably to the directions of the Lords Commissioners of the Admiralty, contained in the said letter; I have now the honour to inclose copies of Commander Wodehouse's reply and its inclosure, which I have to request you will be pleased to lay before their Lordships.

I have, &c.
(Signed) ARTHUR FANSHAWE.

Inclosure 1 in No. 259.

Commander Wodehouse to Commodore Fanshawe.

Sir,

"Phoenix," Congo River, October 4, 1850.

I HAVE the honour to acknowledge the receipt of your letter of the 21st September, together with its inclosures, respecting the case of the Portuguese brigantine "Leão," detained by me on suspicion of being engaged in the Slave Trade, and restored by the Mixed Commission Court in the Cape de Verdes; desiring me to furnish you (for the information of the Lords Commissioners of the Admiralty) with further information, and with any explanation I may have to offer on the subject.

In reply, I beg to solicit your attention to my letter of the 8th September last, in which I stated, that from the circumstances of the "Leão" not having any flag flying at the time she was boarded (the Portuguese flag which had been previously hoisted having been hauled down before the boarding officer left the "Phoenix"), and which was found by him in the cabin, together with a Dutch ensign, I considered he was not entitled to the protection of any national flag, and therefore sent her for adjudication to the Admiralty Court established at Sierra Leone.

I inclose affidavits to vouch for the truth of what I have stated above, and I trust their Lordships will do me the justice to believe that I acted to the best of my judgment in this matter, and that after a full consideration of the circumstances, they will acquit me of any blame in the transaction, and release me from the damages awarded against me for the detention of the "Leão."

I have, &c.
(Signed) GEO. WODEHOUSE.

Inclosure 2 in No. 259.

Declaration of Lieutenant Watson.

I, GEORGE WILLES WATSON, Lieutenant of Her Majesty's steam-vessel "Phoenix," declare that on the 29th August, 1849, as I was leaving the ship to board the brigantine "Leão," the Portuguese flag, which had been previously flying on board her, was hauled down; and I have the most perfect recollection of some one on board the "Phoenix" remarking, "She has hauled her colours down."

Dated on board Her Majesty's steamer "Phoenix," in the River Congo, this 4th day of October, 1850.

(Signed) G. G. WATSON,
Lieutenant H.M.'s steamer "Phoenix."

Witness,
(Signed) W. H. MUGFORD, *Acting Paymaster and Purser.*

Inclosure 3 in No. 259.

Declaration of Mr. Wyse.

I, FREDERICK WYSE, Acting Master of Her Majesty's steam-vessel "Phoenix," declare that on the 29th August, 1849, on the occasion of the brigantine "Leão" being detained, the Portuguese flag, which had been flying on board her, was hauled down before the boat with the boarding officers got

alongside her. Being engaged in the duties of the ship, I am unable to state the precise time at which it was hauled down, but I am positive it was down when the boat was at some distance from her.

Dated on board Her Majesty's steamer "Phoenix," in the River Congo, this 4th day of October, 1850.

(Signed) FR. WYSE, *Acting Master.*

(Signed) Witness,
W. H. MUGFORD, *Acting Paymaster and Purser.*

Inclosure 4 in No. 259.

Declaration of Lieutenant Armytage.

I, WILLIAM ARMYTAGE, Lieutenant of Her Majesty's steam-vessel "Phoenix," declare that on the 29th August, 1849, on the occasion of the Portuguese brigantine "Leão" being detained, the Portuguese flag, which had been flying on board her, was hauled down on the boat leaving this ship for the purpose of boarding her.

In the River Congo, this 4th day of October, 1850.

(Signed) W. ARMYTAGE,
Lieutenant of H.M.'s steamer "Phoenix."

(Signed) Witness,
W. MUGFORD, *Acting Paymaster and Purser.*

No. 260.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received February 10 1851.)

Sir,

"Centaur," off Benguela, December 11, 1850.

I HAVE the honour to inclose herewith, and request you will be pleased to lay before the Lords Commissioners of the Admiralty, the copy of a letter which I have received from Mr. Campbell, an English merchant and colonial magistrate at the Isles de Los, reporting the death of Caetano José Nozolini, usually known by the name of Kyetan, notorious for the last twenty-five years as the principal slave-dealer and merchant at Bissao, and occupier of Bulama, and of the atrocities which have been perpetrated upon his slaves since his death, by persons professing to be his relations, which Mr. Campbell is desirous Her Majesty's Government should be acquainted with.

I have, &c.

(Signed) ARTHUR FANSHAWE.

Inclosure in No. 260.

Mr. Campbell to Commodore Fanshawe.

(Extract.)

Factory Island, Isles de Los, October 28, 1850.

I HAVE the honour to inform you that Caetano José Nozolini, usually known by the name of Kyetan, and who under that name has figured largely in the Slave Trade annals of the last twenty-five years, and was looked upon as the leviathan of that hateful traffic in the countries north of Sierra Leone, died at the Cape de Verde Islands in the month of June last.

It may not be out of place to give a slight sketch of the history of this man, and some account of Bissao, the scene of his operations, where for many years past he held complete sway as the leading mercantile man, frequently as Governor *ad interim* and always as the *genius loci*, whose might and influence were paramount.

Nozolini, or to call him by the name by which he was generally known, Kyetan, was born at Fogo, one of the Cape de Verde Islands; his father, a Spaniard, was a drunken, dissipated character, and left his son no better inheritance than the necessity of enlisting as a private soldier in the local regiment, from which he was after a time drafted to Bissao, considered in those days at the Cape de Verde Islands, as a kind of penal banishment.

At this small and distant settlement the Exchequer of Portugal does not permit the pay of the soldier, or the military and civil authorities, to be made in specie. By an arrangement between the authorities at Porto Praya and the leading mercantile man of the place, the salaries of all officers, civil, military, and ecclesiastic, are paid in merchandize, such as tobacco, gunpowder, and cotton goods, at fixed prices; the same individual also furnishes the rations to the military, and in return, he farms the duties payable on the merchandize imported into the settlement, fixed at the high rate of 23 per cent. *ad valorem*, and the duties on the produce exported at the rate of 5 per cent. on the declared value. Of necessity such a mode of paying the services of the civil and military employés, and the high import and export duties imposed, compels every one to be trader, in order to realize the value of their merchandize payments in available produce, such as ivory,

bees-wax, hides, &c., and also tempts them to become smugglers, in order to evade the oppressively high duties.

A man of Kyetan's sagacity, shrewdness, and energy, soon profited by such a state of things, and he was enabled in a very short time to purchase his discharge, and become a resident trader, nor was he long in perceiving the great profits to be made by the Slave Trade, if successful, and he soon extended his operations in this traffic as far as the Sherbro, from which river he was so fortunate as to get some cargoes safe across to Cuba; and he suddenly became a rich man, and returned to the Cape Verde Islands, not as he left them, the shoeless, penniless private soldier, Kyetan, but as the "Illustrissimo Señor Caetano Nozolini." Doubloons paved the way for his welcome reception and advancement; and after liberally dispensing a large portion of his ill-gotten wealth among his relatives and the Government officials, he returned to Bissao with the military commission of an unattached captaincy, and in high favour with the chief authorities at the Cape Verde Islands.

At this time, and after his late successful operations in the Slave Trade, Kyetan was indifferent to the advantages of the valuable legitimate trade which the River Jeba afforded. Not so the other traders, who possessed neither his energy nor spirit of enterprise; they, however, met every encouragement to pursue the lawful and profitable commerce which was open to them from the mercantile houses at St. Mary River, Gambia, and from the French houses at Gorée and Senegal, who kept the traders well supplied with merchandize needful for their trade.

A French trader from Gorée having proceeded up the River Jeba in his vessel, to trade direct with the natives, considering himself at liberty to do so, and the circumstances coming to the knowledge of Kyetan, who, if not then Governor *de jure*, made himself *de facto*, he dispatched a party of drunken native grumetta, armed, to bring down the French trader and his vessel. These men murdered the unfortunate Frenchman and his crew, took possession of his vessel, and brought her to Bissao, where lay some French trading-vessels from Gorée, one of which was immediately dispatched to apprise the French authorities of this criminal outrage. Kyetan did not wait for the storm to burst upon him; he departed for the Sherbro with his merchandize and a part of his household. There his former success in the Slave Trade again attended him; and during a year's residence in that river, he shipped three cargoes of slaves to Cuba, in charge of a confidential agent, which all arrived safely, and realised a large sum, with which the agent, according to instructions, sailed for Lisbon, and on arrival duly apprized his principal of his good fortune. Upon receipt of this favourable news, Kyetan ventured to the Cape Verde Islands, whither a French squadron was soon sent to demand him. He insisted that he was entitled to be tried by the tribunals of his own country, for an offence committed in one of his own colonies, and demanded to be sent to Lisbon. He was accordingly sent thither in a Portuguese national vessel, and on his arrival found his faithful agent in possession of 2000 doubloons, the proceeds of the slaves shipped from Sherbro. With such a sum in hand, and his case resting on the decision of the Lisbon tribunals, he had nothing to fear. He was tried and acquitted, and returned to Bissao, with a decoration of, I believe, the order of Christ. He now found that, during his absence, the legitimate trade had greatly increased, both in value and amount, and some of his countrymen whom he had left poor rising in the world by the pursuit of it; and he determined thenceforth to make that commerce his primary, and the Slave Trade his secondary occupation. From his capital, his astuteness, and great energy of character, and from having obtained the contract for paying and feeding the detachment and the civil functionaries, and farming the duties, he was enabled to monopolise almost the whole of the lucrative traffic of the River Jeba, and he soon became the leading merchant of the place, to whose influence even the Governor yielded his authority.

His Slave Trade adventures, at first successful, became at length the reverse. One vessel after the other was captured, and his losses in this traffic turned the scale against his profits. About this time the British Government, Portugal failing in observing her treaties, passed the Act of Parliament authorizing Her Majesty's cruizers to seize vessels under Portuguese colours, equipped for the Slave Trade, north or south of the Line. The vigilance and activity of the cruizers so hampered the traffic by seizing empty vessels, that the Slave Trade of Bissao dwindled away to very trifling adventures to the Cape Verde Islands; and upon Portugal concluding the Treaty that was required of her, and enjoining on the Governors of her possessions the faithful observance of it, the Slave Trade ceased in Bissao.

Kyetan, by devoting his whole time and energy and means to the pursuit of legitimate commerce, has died wealthy, by its lawful gain. A portion of his wealth consists of some 200 domestic slaves of both sexes.

A man in the decline of life and supposed to be wealthy never wants friends, and frequently finds relatives of whose previous existence he was quite ignorant. Such was the case with Kyetan; and in his house at Bissao are now some persons of questionable reputation, who declare themselves to be his relations, and exercise an authority in his domestic affairs. Kyetan, slave-trader as he was, it is well known treated his domestic slaves with kindness; he derived a large profit from their labour, but they were well fed, well housed, and if not well clothed it was their own faults, as they drew monthly wages from his stores on the same scale as his free labourers.

I am informed on most respectable authority, that the position of those unfortunate slaves is now totally changed, that the people calling themselves relatives of Kyetan, are treating them with the greatest cruelty. To escape from such a life of misery several of those unhappy people lately seized a large boat, intending to reach these islands or Sierra Leone. Hunger and thirst compelled them to land somewhere to appease their pressing wants; they could not set foot on Bulama Island, for there floated most improperly the flag of Portugal, and there were settled, among other Bissao people, several creatures of their late master, Kyetan, by whom they were sure to be recognized. Compelled by the sternest necessity, they ventured to land on the Island of Kenneber; they were seen and seized by the natives, who, sure of being amply rewarded for so doing, carried these unfortunate people back to Bissao. Far better had they continued their route and even perished from hunger and thirst, or, in the madness of despair, sought in the Ocean a termination to their sufferings, than encounter the cruel fate that awaited them. Some of the supposed ringleaders in this movement to obtain the blessings of liberty were humanely (I speak comparatively) shot dead. The others were carried into the fort, lashed to the guns (those guns supported by British ordnance iron carriages lent by a former Governor of St. Mary, and never reclaimed) and flogged so unmercifully, that but few have survived the frightful punishment. Another means of torture was used, which, among all the

narratives of cruelty, I never read or heard perpetrated before. Muskets were loaded, not with powder or ball, but with powder and salt, and then fired at the naked bodies of the unfortunate slaves. These atrocities will appear to you, Sir, almost incredible. Had I received this account of them from any other than a most reliable and respectable source, I should not have ventured to wound your feelings with a recital of them. Believing them, Sir, to be true, satisfied of the veracity and respectability of my informant, who has been staying at Bissao for three or four weeks past on business, and who had no motive in relating to me these horrid occurrences, but the desire to express his natural feelings of horror at what he had himself seen and heard, I deem it my duty to lay the painful narrative of such barbarities before you, that through you, and the department under which you have the honour to serve Her Majesty, the atrocities committed at Bissao on a portion of the unhappy African race may be brought under the notice of Viscount Palmerston, Her Majesty's Principal Secretary of State for Foreign Affairs, who will no doubt, in the name of our common humanity and Christianity, call upon the Government of Portugal to put an end to such atrocities, and to punish the perpetrators of them.

To persons unacquainted with the ill-governed possessions of the Crown of Portugal in the Jeba River, it will seem strange that no civil or military authority interposed to stay these horrid barbarities. Although possessing a personal knowledge of the place myself, I did not fail to put the question to my informant. But alas! it appears only one voice interposed on behalf of these unfortunate victims. Donna Aurelia, a Bissuga woman, a native of the Island of Orange, one of the group of the Bissagos, uneducated, and a stranger to Christian instruction, lately the chief woman of Kyetan's household, and the mother of several of his children, interposed and put an end, for a time at least, to the horrid barbarities I have related.

During the perpetration of these monstrous cruelties, there was lying at anchor off the town and fort, French, English, American, and Belgian vessels, with their captains and supercargoes, who were waiting the payment of their balances due by Kyetan's estate to the houses they represented. I cannot believe that any of these persons witnessed the tortures I have related; but they must have heard, even if on board their vessels in the river, the piercing shrieks of the unfortunate people; but the fear of compromising the interests of their employers in a place where neither law, justice, nor humanity are to be found, doubtless prevented their interposition.

Portugal strictly possesses no territory at Bissao beyond the walls of the fort; and so weak and powerless was the garrison a few years since, that a native, a Peppel, with impunity seized and made off with the musket from the hands of the sentry at the gate of the fort.

In the year 1845 the natives were at open war with the fort. The authorities sent to the Governor of St. Mary's to beg assistance; not obtaining any from that settlement, the messenger proceeded to Gorée; the application was immediately attended to, for the French merchants had a large stake in the hands of Kyetan and others. With the assistance of the French force and an American sloop of war the, natives were subdued and peace established, and a small portion of land outside the fort, embracing the residences of the traders, was walled in to protect them from future incursions of the natives.

Although Portugal has been in possession of the fortress of Bissao at least 130 years, beyond the dilapidated fort and the residences of the few traders, none of the prominent marks of civilized occupation are to be seen. No church rears its towers above the low buildings of the town, or the miserable quarters of the military in the fort, to denote it the possession of a country professing Christianity. No Sabbath bell tolls to awaken feelings of devotion, and call the well-disposed of the community to prayer, and to distinguish that holy day from the other six of the week. Embarking and disembarking to and from the vessels in the river, weighing, counting and bargaining, continue the same as on other days; Sunday causes no interruption to the labours of the week.

There is a priest certainly belonging to the settlement, a man of pure African descent, who acquired all his theological knowledge and education at Porto Praya, or one of the other Cape de Verde Islands. The emoluments of his priestly office being likewise paid in tobacco, powder, &c., he also is necessarily a trader, and should at any time his services be required, either to bless infancy on its entry into life, or to impart consolation and hope to old age on quitting it, it is necessary to call him from his trading occupations, some 80 or 100 miles up the River Jeba.

No. 261.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received February 10, 1851.)

Sir,

“*Centaur*,” at Sea, December 16, 1850.

I HAVE the honour to request you will be pleased to lay before the Lords Commissioners of the Admiralty the inclosed copy of an extract from a letter with inclosures which I have received from Commander Patten, senior officer of the North Division, acquainting me, I lament to say, with the murder of Mr. Parker, our Agent at the Gallinas, by some of the natives, and of the active and judicious steps he was taking in consequence.

I have, &c.

(Signed) ARTHUR FANSHAWE.

Inclosure 1 in No. 261.

Commander Patten to Commodore Fanshawe.

(Extract.)

THE first intimation I received of the murder of Mr. Parker was on anchoring off the Gallinas, the 28th October, and sending to communicate with him. No person was seen at his late residence, all having taken flight, including part of the Kroomen; but the officer I sent obtained the inclosed information from a Mr. Gordon, a native secretary to Prince Manna. I then proceeded to Mesurado, to ascertain if the President of Liberia had taken, or was about to take, possession of the Gallinas, acquainting him of what had transpired, and that active measures might or might not be taken, that we might not interfere with each other, and then proceeded immediately to the Gallinas and sent the accompanying letter to the chiefs; but previous to its reaching them I received the inclosed letter from them on the 26th October, although dated the 21st October, with the four Kroomen and their arms, who were detained by the persons connected with the murder, which shows that Prince Manna had been misrepresented. I should have proceeded further to communicate with the chiefs in the interior, but I had made arrangements to meet Careybah Caulker on the 28th, with reference to various communications I had received from the Governor of Sierra Leone, about the revival of slavery through his territory, &c., copies of which I have already transmitted you; but he has not met me, and will again engage my attention, after I have settled the affairs at the Gallinas, where I am again about to proceed, taking the "Prometheus" with me, and then to the President of Liberia, agreeably to your directions, and trust to make a favourable report by the next opportunity.

The communication from the chiefs shows a proper disposition, and I trust they will act as they should do on this serious occasion.

The statement made by the head Kroomen and others now on board, who saw Mr. Parker shot, says they proceeded up the river to obtain some rice, and on firing a gun to draw attention (after landing) it burst and killed the person who fired it (one of his own men), and while the Kroomen were conveying the body to the canoe, some one inside a stockade shot Mr. Parker in the side, and he then fell down; they then ran out, chopped him on the head and back with a cutlass, and threw his body into the river, after taking the clothes off.

On Prince Manna hearing what had occurred, he ordered the body to be conveyed to its late residence and interred; and no doubt the murderer and those concerned are in the hands of the chiefs; there was no quarrelling, and the person who shot Mr. Parker did not deny it to the Kroomen. It appears there was a former misunderstanding, and some mystery about it. The various stories are so contradictory, I fear I shall not get at the real facts until I meet the chiefs and have a formal inquiry. My impression is, they are in no way concerned; and I hope my next report will show they have acted openly and fairly; that justice has been done for the murder and insult offered to the flag of Her Britannic Majesty, by the murderers being given up or punished with death; if not, I shall take such prompt measure as the case may require after the investigation.

Inclosure 2 in No. 261.

Mr. Palmer to Commander Patten.

Sir,

"Hound," off Gallinas, October 21, 1850.

I HAVE the honour to report to you that in obedience to your orders, I this day proceeded to Mina, and obtained the following particulars from a Mr. Gordon, relating to the death of Mr. Parker.

It appears he proceeded up the river to Denire, about 15 miles, accompanied by four Kroomen, to procure rice which was owing to him from a person or chief there. When he had arranged about the rice, Mr. Parker spoke to the chief about going to war with the Mandingoes and Zaro people; one of the people mistook Mr. Parker's meaning, and thought he was going to burn his town, levelled his musket and shot him, and threw his body in the river, where it remained seven days.

Mr. Gordon on hearing of his decease asked them to give up his body, but they refused until it had been in the river seven days, when it was given up and was brought to Mina. I was shown a heap of rubbish under which it was buried. He has now been dead eleven days.

Prince Manna came down to Mina, and took away Mr. Parker's boat, gun, and gear; the spars, rigging, ensign, and pendant were fitted by Her Majesty's ship "Heroine." The night of his death, 7 Blacks came down to Mina, and took everything out of his house, as also 3 slaves given up to him by the chiefs for transmission to Sierra Leone, and 20 were to have been delivered up to him that day for the like purpose.

The two Kroomen left at Mina ran away to Cassa; his own people that were with him where he was shot, returned to Mina, and from thence to Cape Mount, with the exception of the four Kroomen, who are holding an inquiry with the chiefs four miles up the river.

The only stores I observed were some empty casks, probably those landed with the provisions.

I have, &c.

(Signed) JOHN PALMER, *Master's Assistant.*

Inclosure 3 in No. 261.

*Mr. Thomas to Commander Patten.**Boronia, October 21, 1850.*

I AM very busy about the inquisition on the death of the late Mr. Parker, these two days in writings.

The Kroomen, with the rest of others, are here kept by the chiefs, Mr. John Shapha Rogers, Prince Manna, James Weston Rogers, and others, to take down in writings their evidences, and I am examining most closely into all the particulars, by the chiefs' orders.

I have, &c.
(Signed) JNO. B. THOMAS.

These are by the chiefs' orders:

That they are all here present to hear and examine their own men, and Mr. Thomas is here as witnesses to the examination.

We beg your honourable commands to give us four days that we may be able to dive into all the particulars ourself, and also give you a just account of the late William A. Parker.

We have, &c.
(Signed) Chiefs of Gallinas,
JNO. S. ROGERS.
PRINCE MANNA.
JAS. WESTON ROGERS.

Inclosure 4 in No. 261.

*Commander Patten to the Chiefs of the Gallinas.**"Hound," off Gallinas, October 24, 1850.*

YOU are no doubt fully aware that on the 11th instant some persons connected with Prince Manna barbarously and brutally murdered Mr. Parker (holding an official appointment under Her Britannic Majesty's Government, and claiming its protection), by shooting him, then cutting his head off and throwing his body into the river, plundering his habitation, and I hear detaining some of the Kroomen.

I have to direct your particular attention to this serious and brutal murder; and request, on the receipt of this, you will make proper arrangements to meet me at the Mina, on my return to the Gallinas, about the 11th November, which will give you ample time and opportunity to secure the persons engaged in this cowardly and treacherous event, and to be delivered to me or other authority. In failing to do this I shall consider the outrage was sanctioned by Prince Manna, and act accordingly; acquainting you all that I have been informed since the murder, that taking Mr. Parker's life was contemplated, in consequence of his preventing the Slave Trade being tampered with, and revival of the Slave Trade at Gallinas, which you all signed, promised to fulfil, and the Treaties with your respective marks are now before me.

The Kroomen (also claiming the protection of Her Majesty's Government), with the British colours, arms, ammunition, &c., and Mr. Parker's property, the Spanish galley, and slaves that were ready to embark, to be at Mina, at the residence of the late Mr. Parker, and delivered over to me or other authority on my return, when I will fire two guns, and land immediately afterwards as a signal, if the state of the beach will admit.

In addressing you as Chiefs and Princes, I cannot for one moment imagine that you are such bad men as to countenance such a cruel, wicked, treacherous, and cowardly assassination, or offer such an indignity to the flag of Her Britannic Majesty, but that you will be as anxious and ready to make every reparation in your power, by bringing the criminals immediately to justice, as I am to do my duty, in the event of this communication not meeting the earliest attention.

I have, &c.
(Signed) FRED. PATTEN.

No. 262.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received February 22, 1851.)

*"Centaur," at Sea, Lat. 10° 18' S., Long. 12° 31' W.,
December 30, 1850.*

Sir,

1. I HAVE the honour to request you will be pleased to acquaint the Lords Commissioners of the Admiralty that on the night of the 3rd instant, a large felucca-rigged Cabenda boat, or coasting vessel, was detained when proceeding from Ambriz to Cabenda, by the barge of this ship cruising off Ambriz, in charge of Lieutenant Morgan, and very properly brought to her.

2. She appeared, as represented to be, a native boat without colours or any papers except a clearance from the custom-house at Loanda, which place she had left a few days with a crew of 11 Cabenda men and 15 passengers, viz., 3 Cabenda men and 12 young negroes, apparently slaves. The padrone of the vessel declared that of these passengers 12 had been taken on board at Loanda, 3 at Ambriz, and that they were all going to Cabenda, and that the negroes belonged to the Cabenda men; but their appearance leading to a suspicion that they were intended for the foreign slave-market, I decided on taking this vessel back to Loanda, whither I was about to proceed, in order to see if the Portuguese authorities would acknowledge her, and if so, to have her proceeded against before the Mixed Commission Court established at that place, in pursuance of their Lordships' instructions contained in your letter to me of the 24th September, 1849.

3. On my arrival in the port on the 7th instant, I sent Commander Hillyar (the Captain having gone to Ascension hospital) to wait upon his Excellency the Governor-General, and represent the case to him, and ask his decision; and I inclose a copy of Commander Hillyar's report to me on his return, by which their Lordships will perceive his Excellency would not recognize the vessel or passengers as Portuguese.

4. It was what I expected, and it then became a question whether, acting under the Slave Instructions, § 2, art. 7, p. 7, to take the negroes out for liberation in a British colony, and permit the vessel and crew to proceed; but having obtained my object of bringing under his Excellency's notice an especial case of the connexion between the Cabenda coasting trade, the Slave Trade, and the port of Loanda; and upon inspection observing that the negroes were not branded with the marks or initials of an owner, as usual when destined for a foreign market, and were also sickly, I decided to permit the whole to proceed, giving an intimation to the padrone, and sending a written notice to the chiefs of Cabenda, that I should order any of their boats in future met by the cruizers with negroes on board, not forming the crew, to be detained; and I was glad of the opportunity of giving them a formal notice to this effect, and that we are likely to put a check upon their proceedings and the connexion of these boats with the Slave Trade, to which, as I stated in my annual report to their Lordships in April last, my attention had been early and strongly attracted.

5. With regard to these boats trading in the Congo, I had previously issued an order, of which I inclose a copy, in consequence of the disappearance—murder, I no doubt may say—of the gunner and men of the "Phoenix," when in charge of a detained Cabenda boat, as reported to their Lordships in my letter of the 2nd October, and under which two Cabenda boats, quitting the Congo with plank and other requisites for slave equipment, have since been destroyed by that vessel.

I have, &c.
(Signed) ARTHUR FANSHAWE.

Inclosure 1 in No. 262.

Commander Hillyar to Commodore Fanshawe.

Sir,

"Centaur," Loanda, December 7, 1850.

I HAVE the honour to inform you, in pursuance of your orders, I waited on his Excellency the Governor of Loanda, this afternoon, and informed him that on the night of the 3rd instant, the barque of Her Majesty's steam-ship "Centaur" detained the coasting launch "Norte," out of Ambriz, with a custom-house clearance from Loanda, having a crew of 11 men and 15 passengers, 12 of them apparently slaves; and that the headman of the boat stated that, with the exception of 3 passengers embarked at Ambriz, all the others came from Loanda.

In answer to my request, that his Excellency would cause inquiries to be made as to whether the slaves in question were Portuguese property or not, his Excellency informed me that the custom-house clearance in question merely authorized the boat to clear out of Loanda with 3 casks of spirits, and that, from the vigilant look-out of the guard-boats, it was perfectly impossible for the launch to have left Loanda with any slaves on board; and as the headman of the boat stated that they embarked 3 passengers at Ambriz, he had no doubt in his own mind that the slaves had also been embarked at that place.

His Excellency also disclaimed taking any further cognizance of the coasting launch "Norte," as she was not Portuguese property, and told me that the English Commodore was at liberty to do whatever he thought proper with her and her crew.

I have, &c.
(Signed) CHAS. F. HILLYAR.

Inclosure 2 in No. 262.

Order issued by Commodore Fanshawe.

Mem.

"Centaur," off the Congo, October 3, 1850.

YOU will prevent, as far as practicable, any coasting-vessels or boats passing in or out of the Congo with cargoes of farinha, beans, plank, casks, fire-wood, or any other articles used in the equipment of slave-vessels, unless they show a national colour, and have corresponding papers and passports.

You will, at your convenience, give notice of this order to the factors at Ponta da Linha and Cabenda; and any boat attempting to pass after having been warned, you will destroy, with her cargo, landing her black crew at the first convenient place, and the whites at any place where it may be safe for them.

The requisite papers for a Portuguese coasting-vessel are :—

A passport granted by the General Government to enable coasting-vessels to navigate, which is renewed annually.

A pass from the proper authority on every occasion of leaving a port of the province.

A crew-list, signed by the Secretary-General, and the certificate of admeasurement, signed by the Captain of the Port of Loanda, and attested by the Portuguese Naval Commandant, or person discharging his duties.

(Signed) ARTHUR FANSHAWE.

Commander Wodehouse,
Her Majesty's steam-sloop "Phoenix."

No. 263.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received February 24, 1851.)

"Centaur," at Sea, Lat. 10° 18' S., Long. 12° 31' W.,
December 30, 1850.

Sir,

1. WITH reference to my despatch to you of the 21st November, reporting, for the information of the Lords Commissioners of the Admiralty, the capture of a brigantine with slaves, under Brazilian colours, and no papers, by Her Majesty's steam-ship "Cyclops," on the 20th November, on the coast of Angola, and expressing my conviction that she was a vessel which had sailed from the port of Loanda only two days before, under Portuguese colours; and of the 16th December, transmitting copies of letters which I had in consequence addressed to his Excellency the Governor-General of Angola, and to Commodore Cordeiro, commanding the Portuguese Naval Station; and the reply of the latter officer, in which he stated that "the national patache 'Veiga' sailed from the port of Loanda, with everything legal, on the 18th November, that is, having none of the objects indicated," viz., "water, wood, and food necessary for a voyage, mats and cane for the slaves to lay upon," "but carrying upon deck eight pipes of water cleared by the custom-house, and a press such as is used to press urzella, which was verified by the minute examination which took place."

2. I have to request you will be pleased to acquaint their Lordships, that having followed the "Veiga" to St. Helena, I made it my business on my arrival to obtain all the information I could respecting her state.

3. I found her under the charge of the Marshal of the Vice-Admiralty Court, discharging; I visited her myself, her hold was partly cleared, but she had twenty-seven pipes remaining in her ground tier, containing water, with the bung-holes tinned over, and showing that they had been carefully stowed and not shipped in haste.

4. I obtained from the Marshal a statement, a copy of which I inclose, of what was actually on board the vessel when given into his charge; and learning that a Portuguese black, who had been taken in her in the capacity of cook, having accompanied the slaves from Ambriz to the point of shipment, was still at the slave-yard, I caused him to be brought on board the "Centaur" and interrogated; and inclose also a statement of the questions put by my direction, and his answers; and some of the slaves taken in the vessel, who spoke a little Portuguese, were also examined apart at the slave-yard, and their answers quite corroborated this man's statement.

5. My previous opinion is, by these circumstances, entirely confirmed (notwithstanding Commodore Cordeiro's assertion), that the authorities at Loanda

must have been either duped or bribed, and instead of the “*Veiga’s*” quitting the port, as he has stated, with everything legal, or as reported in the “*Boletim Official*” of the 23rd November, with “*azeita, gingaba, agoardente e mindezas,*” *i. e.*, oil, ground-nuts, brandy and trifles, she sailed fully equipped for a slaving voyage, water, I have no doubt, substituted for brandy, and took her slaves in within the limits of the Portuguese territory.

6. I therefore venture to submit this statement for the serious consideration of Her Majesty’s Government, as, in my opinion, evincing a gross violation of the engagements under Treaties between England and Portugal, and which, if not completely exposed and checked, will be followed, I fear, by similar attempts; and with that object I purpose communicating the information which I have obtained, by the first opportunity, to the Governor-General of Angola and Commodore Cordeiro.

I have, &c.
(Signed) ARTHUR FANSHAWE.

Inclosure 1 in No. 263.

Mr. Gulliver to Commodore Fanshawe.

Sir,

St. Helena, December 23, 1850.

PARTLY from my own observation, and from information I have received from the contractor employed in discharging the condemned Brazilian brigantine, name unknown, captured by Her Majesty’s steam-ship “*Cyclops,*” Hon. Captain Hastings, on the 20th November, 1850, off Ambriz, with between 600 and 700 slaves on board; that she had a complete tier of water-casks (ground tier), consisting of 38 pipes, and about 30 smaller casks, well and properly stowed, and all of these filled with fresh water; there was a quantity of firewood, about a foot thick, on the top of them, fore and aft, and over which mats were spread. We also found the following:—19 bags of farinha, 55 bags of beans, 2 bags of lime, a quantity of jerked beef, 1 bag of wooden spoons, 1 barrel of palm oil, 2 slave boilers, a quantity of mats, an ullage in a small cask of aguardente, and a barrel of vinegar; there must also be taken into consideration the great consumption which must have taken place since her capture and adjudication.

I have, &c.
(Signed) EDWARD GULLIVER, R.N.,
Harbour-Master and Marshal, V. A. Court.

Inclosure 2 in No. 263.

Examination of the Portuguese black Cook, believed to be called Francisco, taken on board the Brazilian Brigantine with Slaves, on the 20th November, 1850, and brought in her to St. Helena.

Question. DO you know the name of the vessel you were taken in?

Answer. I heard her called the “*Marian,*” but knew nothing of her before.

Q. Do you know the master’s name?

A. I heard him called Senhor Blanco, but never knew him before.

Q. Was he the same master that came in the vessel from Loanda?

A. Yes.

Q. Were any of the crew the same?

A. No; the crew were all changed when the slaves were shipped.

Q. Where was the shipment made?

A. Between Dandé and Great Mazula.

Q. Were the slaves marched from Ambriz, or had they been collected in barracoons nearer the place of shipment?

A. The slaves were marched from barracoons at Ambriz, and were nine days in a house between Dandé Point and Great Mazula, waiting for the vessel.

Q. Did the slaves belong to merchants at Ambriz or Loanda?

A. To some at both places. All connected.

Q. Did you see any merchants or agents whom you knew, attending the shipment?

A. Three merchants from Loanda attended the shipment, but I do not know their names.

Q. Did you march with the slaves from Ambriz?

A. Yes.

Q. Did the new crew go from Ambriz?

A. No; they were waiting for the vessel at the place of shipment.

Q. By whom were you employed?

A. By José Maria Joncare, partner of Senhor Barbosa, at Loanda.

Q. Were the slaves all shipped at the same time and place?

A. Yes.

- Q. Was it the night before you were captured, the shipment took place?
 A. The day before. The shipment commenced two hours after the vessel arrived, and occupied three hours, and we sailed one hour afterwards—about.
- Q. Were the slaves shipped by canoes or Cabenda boats?
 A. In native canoes, ten in each.
- Q. Was any water, or food of any kind for the slaves taken on board at the time of shipment?
 A. None whatever.
- Q. Were the coppers or any other article of equipment sent on board with the slaves?
 A. Not a single article, everything came out of Loanda in the vessel.
- Q. Did you see anything landed?
 A. Nothing but the former crew.
- Q. Did you see an urchela press on board?
 A. Yes, I saw it thrown overboard.

(Signed)

ARTHUR FANSHAWE, *Commodore.*

No. 264.

Commodore Fanshawe to the Secretary to the Admiralty.—(Received February 24.)

(Extract.)

"Centaur," *Sierra Leone, January 15, 1851.*

IN my letter of the 16th December, I requested you to lay before the Lords Commissioners of the Admiralty, the copies of documents which I had received from Commander Patten, senior officer of the Sierra Leone Division, acquainting me with the murder at the Gallinas, of Mr. Parker, who was stationed there as British Agent, and of his intention to repair to the Gallinas for the purpose of following up an investigation respecting it, and calling upon the chiefs for explanation and redress.

With reference to this melancholy event, I have now the honour to inclose, for their Lordships' information, an extract from a report which I have since received from Commander Patten, acquainting me that after a long examination of witnesses, Kroomen and natives, he became fully convinced that Prince Manna and probably other chiefs of that district had been accessory to the murder of Mr. Parker; and Prince Manna having refused to come to him, and being unable to obtain satisfaction by any explanation, or by the murderer being given up, he had inflicted summary punishment by destroying Manna's town of Gindamar, and Weston Rogers' town of Gerado.

I regret that the necessity should have arisen for this hostile act against chiefs with whom I had within the twelvemonth concluded a treaty of amity; but from a perusal of the evidence, and information from different parties, and from the circumstance of Prince Manna and others of the chiefs refusing to meet Commander Patten, I am convinced they must have been implicated in the transaction, and that the actual murderer belonged to one of Prince Manna's towns, and that it was absolutely necessary a severe example should be made for such an atrocious outrage upon one of Her Majesty's servants and flag; and I therefore have expressed my approbation to Commander Patten, for the promptitude and determination with which he acted after giving notice of what he required, and ample time for the chiefs to comply.

It was one of those cases that so frequently occur in intercourse with native chiefs, where any forbearance or procrastination is sure to be misinterpreted, and where at the same time it is extremely difficult to distinguish the actual principal.

Inclosure in No. 264.

Commander Patten to Commodore Fanshawe

(Extract.)

"Hound," *November 25, 1850.*

WITH reference to my communications of the 4th and 7th instant, acquainting you with the murder of Mr. Parker, and my being about to proceed again to the Gallinas, I have to report that on the evening of the 12th instant I anchored with Her Majesty's steam-sloop "Prometheus" off that place, and early the following morning landed, under the impression the criminals would immediately be brought to justice, from the previous communications I had made.

On the following day, Prince Western Rogers and his brother arrived, and as I could not obtain satisfactory explanations or the murderer, I proceeded six miles up the river with all the boats manned and armed to Prince Manna's town (Gindamar) and burnt it to the ground, and returned in the evening.

Nothing transpired to remove, but everything to confirm, my recent opinion that Prince Manna (principally) and other chiefs were in some way concerned in this murder, or they never would have acted so inconsistently, and I told the chiefs so, and proceeded the following day to Prince Western Rogers' town (Gerado), nine miles up another river, and burnt it to the ground, returning again to Minah; it being too late to cross the bar that evening, the following morning proceeded on board with all the boats, and I am happy to say without loss of life, sickness or accident.

Both towns were large and strongly barricaded; the people were numerous (several hundreds) and well armed, and no doubt would have fought, had their chiefs led them, but they took flight. On entering the barricades I wished to point out their future danger, if they did not take active measures to apprehend the murderer.

Nothing more could be accomplished then without risk of sickness to the officers and men, by remaining longer on shore and being employed up rivers, and I sent the accompanying communication, dated 17th November, to Prince Manna and the other chiefs, and detached the "Prometheus" to join Captain Adams' division, availing myself of being towed to Mesurado by her.

I returned to the Gallinas on the 24th instant, and communicated in person with the Prince's Rogers, but nothing then occurred or had during my absence. I transmitted a copy of a letter I had received from Mr. Gordon, with reference to my last communication to Prince Manna and the chiefs, and am led to hope for their own sakes, the criminal will be brought to justice from what has already transpired and what may follow.

I will make the best arrangements I can to have a vessel constantly off the Gallinas, when I have one at my disposal, until the Government of Liberia establish themselves, which the President informs me will be very soon, as he was about to send Commissioners there.

In conclusion, it is due to the officers, seamen and marines employed, that I should acquaint you that the prompt and orderly manner in which the duties were performed reflected much credit on them the three days they were actively employed absent from their vessels, and without sickness.

No. 265.

Rear-Admiral Reynolds to the Secretary to the Admiralty.—(Received March 10).

Sir,

"Southampton," Rio de Janeiro, January 4, 1851.

SINCE the Emperor's approval of the new Law, No. 581 for the repression of the Traffic in Africans in the Brazilian Empire, which was decreed on the 4th of September last, two full slavers have been brought into this port by Brazilian cruizers, and there have certainly been some symptoms of the Brazilian Government being at least desirous to check the Slave Trade; but the Traffic is so profitable, and bribery so extensive, that I have reason to believe the reaction for its repression does not extend to the ports very distant from the seat of Government.

Under this impression I have dispatched the "Cormorant" to Bahia, to demand the seizure of such slavers as may be there, by the Brazilian authorities; and I beg you will lay a copy of the orders under which Commander Schomberg acts, before the Lords Commissioners of the Admiralty, and inform their Lordships that it is a preliminary step to the consideration of the withdrawal of the suspension of my standing order for seizing slavers in Brazilian ports, in the event of the demand which Commander Schomberg is authorized to make not being complied with.

I have, &c.
(Signed) B. REYNOLDS.

Inclosure in No. 265.

Order issued by Rear-Admiral Reynolds.

(Extract.)

By B. Reynolds, Esq., &c.

YOU are hereby required and directed to proceed in Her Majesty's sloop "Cormorant" under your command, to Bahia, and putting yourself into communication with Her Majesty's Consul there, you will ascertain both from information and observation, if any and what vessels engaged in the Slave Trade are in the creeks and bays of All Saints.

You will then formally demand of the Governor of the province, or chief Brazilian authority, that the vessels (which you will particularize to him) be seized, and that the masters, mates, super-cargoes, crews and all other persons concerned in and connected with such slavers, be dealt with according to law.

If such demand be complied with, and you learn from Her Majesty's Consul that the vessels have actually been seized, and that the law is enforced, you will communicate the fact to me by the "Sharpshooter" (on first opportunity), and remain cruising in the neighbourhood of Bahia until further orders, looking into that port occasionally.

If, however, your demand be not complied with, you will intimate to the Brazilian authority that his refusal will be instantly transmitted to me, and that he will be responsible for any disastrous consequences that may result therefrom.

I must impress upon you that the sole object of Her Majesty's Government is the suppression of the Slave Trade, and that not the most remote intention exists of making any aggression on the Brazilian nation, or treating with any want of due consideration its national honour; and I have every confidence in your judgment and discretion in drawing the line of distinction in the tone and substance of your negotiation.

In the execution of these orders, you are to use your best judgment in acting upon any information you may receive from Mr. Hudson, taking care to communicate what information you have to any of the squadron you may fall in with.

Given on board the "Southampton," at Rio de Janeiro, this 29th December, 1850.

(Signed) B. REYNOLDS.

To Herbert Schomberg, Esq.,
Commander of H.M.'s steam-sloop "Cormorant."

No. 266.

Rear-Admiral Reynolds to the Secretary to the Admiralty.—(Received March 12.)

Sir, "Southampton," Rio de Janeiro, January 6, 1851.

I BEG you will inform the Lords Commissioners of the Admiralty, that having received information that a brig under Brazilian colours, at anchor close to the "Southampton," was the "Indigena" (late "Antipathico," a condemned slaver), and that she was again equipped and bound for the coast of Africa, I ordered her to be watched, and so soon as she was well out to sea, I dispatched the "Harpy" to overhaul her.

The "Harpy" boarded and searched her, and her fittings being considered quite sufficient to condemn her, she has been sent to St. Helena for adjudication.

The master and crew earnestly requested not to be sent to St. Helena to defend her; they were consequently brought back to this port, and were, this day, received on board the Brazilian frigate "Constituição" as having broken the Brazilian laws.

She had a crew of 19 men, and most of them professed to be natives of Spain and Portugal; they were exceedingly reluctant to be handed over to the Brazilian authorities, and it is probable that such a method may increase the difficulty of manning vessels fitted for that inhuman traffic.

I have, &c.

(Signed) B. REYNOLDS.

No. 267.

Rear-Admiral Reynolds to the Secretary to the Admiralty.—(Received March 12.)

Sir, "Southampton," Rio de Janeiro, January 11, 1851.

I BEG to transmit, to be laid before the Lords Commissioners of the Admiralty, a letter from Her Majesty Consul at this port to Mr. Hudson, inclosing returns showing the number of Africans landed on the neighbouring line of coast during the latter six months of the years 1847, 1848, and 1849, which compared with the number landed during the last six months of 1850, shows a diminution to the extent of nearly four-fifths on the average of the three first years alluded to.

This is interesting and encouraging; but, on the other hand, I had intelligence last week, of a Brazilian official having been bribed with 4000 milreis to allow a vessel intended for the Slave Trade to have her clearance.

I have, &c.

(Signed) B. REYNOLDS.

Inclosure 1 in No. 267.

Consul Hesketh to Mr. Hudson.

Sir,

Rio de Janeiro, January 3, 1851.

FINDING it impossible to complete for the "Petrel" packet, the annual Slave Trade Report ordered by Her Majesty's Secretary of State for Foreign Affairs, I have the honour, in compliance with your instruction, to inclose a return showing the number of slaves landed on the neighbouring

line of coast during the latter six months of the three years, 1847, 1848, and 1849, averaging upwards of 24,400 slaves.

And I have also inclosed a return showing all the particulars of the landing of slaves along the same part of this coast during the six months ending 31st December, 1850, showing that during the latter half of 1850, the total number of slaves landed on the same extent of coast was 5,108, or very little more than a fifth of the average landed in the corresponding periods of the three preceding years.

This return also shows that out of 11 vessels employed on that importation of slaves, with none have the slave-dealers succeeded in their former practice of forthwith dispatching them on another voyage to Africa, all the 11 having been either burnt, sunk, or seized

Whereas in the latter half of the year 1849, upwards of 22,000 slaves were disembarked from 37 vessels, and only one vessel seized, the remaining 36 being left to the undisturbed employment of their lawless owners.

The pilot-boat-rigged schooner "*Joven Maria*" does not appear in the return for the last half-year, having been captured by a Brazilian cruizer at sea, with 291 Africans, who have brought into this harbour; and circumstances encourage the expectation that the effectual step of seizing these Africans, and of at once rescuing them from bondage, will, during the forthcoming half-year, mark that essential advancement on the measures of suppression enforced during the last six months.

I have, &c.
(Signed) ROBERT HESKETH.

Inclosure 2 in No. 267.

RETURN of the number of Slaves disembarked from Africa on the Brazilian coast, between Campos and Santos, during the six months ending December 31 in each of the three following years.

Last six months.	Number of Slaves.	Total.	Average of above specified half-years.
1847	23,500	73,348 Slaves.	24,449 Slaves.
1848	27,750		
1849	22,098		

(Signed) ROBERT T. HESKETH, *Consul*.

Inclosure 3 in No. 267.

RETURN of Slaves landed within the Province of Rio de Janeiro, between July 1, and December 31, 1850.

Name of Vessel.	Date of Arrival.	Where landed.	Name of Owner.	Number of Slaves.	REMARKS.
Anonyma, <i>alias</i> Norma or Julia	July	Rio dos Ostras .	The Baker Pareto .	320	Captured by H. M. S. "Sharpshooter."
Catao or Audaz . . .	Aug. 6	Piume . . .	Thomas da Costa Ramos	889	Seized by Brazilian Government.
Sagaz	Aug. 26	Cape of Frio .	Manoel Pinto da Fonseca	600	Burnt.
Tres Amigos	Sept. 11	Macahé . . .	Amaral and Bastos . .	660	Seized by Brazilian Government.
Brigantine Sardo . .	Oct. 26	Barra Furado .	Bastos and Botelho . .	400	Sunk.
Astro	Nov. 6	Manquinhos .	Manoel Pinto da Fonseca	600	Captured by Brazilian Government.
Eleonor.	Nov. 19	Mambucaba .	Ribeiroso	300	Sunk.
Pilot boat Africano .	Nov. 20	Piume	José Bernardino de Sá .	180	Sunk.
Idelmunda	Nov. 20	Ilha Grande .	Ramos and Coimbra . .	559	Captured by Brazilian Government.
Palhabote	Nov. 20	Barra Furada .	J. da F. Guimaraes . .	200	Sunk.
Carne Secca	Dec. 6	Sacco Mangaratiba	Manoel A. Guimaraes .	400	Burnt.
				5,108	

(Signed) ROBERT T. HESKETH, *Consul*.

No. 268.

Rear-Admiral Reynolds to the Secretary to the Admiralty.—(Received March 17.)

Sir,

“*Southampton,*” *Rio de Janeiro, January 13, 1851.*

IN my letter of the 4th instant, relative to the “Cormorant” having proceeded to Bahia, to demand that any slave-vessels in that port should be seized by the Brazilian authorities, I mentioned that the “Cormorant’s” mission was a preliminary step to the consideration of the withdrawal of the suspension of my standing order for seizing slavers in the ports of Brazil. I have had a consultation with Mr. Hudson, and from the refusal of the Brazilian Government to come into Lord Palmerston’s views, we mutually consider that it is advisable to withdraw at once the suspension alluded to; and I have consequently issued to-day the general memorandum to that effect, of which I have the honour to transmit a copy for their Lordships’ information.

I have, &c.
(Signed) B. REYNOLDS.

Inclosure in No. 268.

Order issued by Rear-Admiral Reynolds.

(Extract.)

General Memo.

“*Southampton,*” *Rio de Janeiro, January 13, 1851.*

THE respective captains, commanders, and commanding officers of Her Majesty’s ships and vessels under my command, are hereby informed that my Standing Order No. 16, dated 22nd June last, is to be again in force from this date; but in every instance communication must always be first made to the commanding officer of any fort, or to the chief Brazilian authority, inviting him to co-operate in an amicable spirit to seize vessels engaged in the Slave Trade, and to enforce the Brazilian laws against them.

To the respective Captains, &c.
on the South-East Coast of America.

No. 269.

Rear-Admiral Reynolds to the Secretary to the Admiralty.—(Received March 17.)

Sir,

“*Southampton,*” *Rio de Janeiro, January 31, 1851.*

I BEG to acquaint you, for the information of the Lords Commissioners of the Admiralty, that having received intelligence of a vessel fitting for the Slave Trade in the port of the Island of Santa Catharina, I left this anchorage on the 15th and arrived at that island on the 22nd instant.

Upon inquiry it appeared the vessel had not her slave-fittings on board, but they were reported to be at some obscure place on the coast, and as she could not be seized under such circumstances, I addressed a letter to the President of the province (a copy of which I inclose) and returned to Rio this day.

When requesting Mr. Hudson, to lay a copy of my letter to the President before the Brazilian Government, I suggested that if, when vessels were seized by the Brazilian authorities, they were to be broken up, as our prizes are, it it would prevent slave-dealers from purchasing these vessels, and fitting them again for the Slave Trade, which, I fear, is a common practice.

I have, &c.
(Signed) B. REYNOLDS.

Inclosure in No. 269.

Rear-Admiral Reynolds to the President of Santa Catharina.

Sir,

“*Southampton,*” *Bay of Santa Catharina,*
January 24, 1851.

IN compliance with the commands of Her Majesty’s Government, and agreeably with existing Treaties between Great Britain and the Empire of Brazil, I call upon your Excellency to prevent vessels fitting out for the Slave Trade in the port of Santa Catharina.

I have information that the "*Catao*," which was lately seized by the Brazilian authorities, is again fitting for the Slave Trade in the port of Santa Catharina; and your Excellency will incur the responsibility of what measures I may deem it my duty to adopt, if that vessel be not prevented from engaging again in the Slave Trade.

I beg to acquaint your Excellency that I shall make known to the Brazilian Government at Rio de Janeiro, that I have given you this intimation.

I have, &c.
(Signed) B. REYNOLDS.

No. 270.

Rear-Admiral Reynolds to the Secretary to the Admiralty.—(Received March 26.)

Sir, "Southampton," Rio de Janeiro, February 1, 1851.

REFERRING to my letter of the 4th ultimo, relative to the "*Cormorant*" having been ordered to Bahia, I beg you to be pleased to inform their Lordships that I have received a report of proceedings from Commander Schomberg, from which it appears that he represented to the President of the province, that there were 5 suspicious palhabotes or yachtas lying moored in the upper part of the Bay of All Saints, which he requested might be seized by the Brazilian authorities, as connected with the Slave Trade. The President expressed his willingness to seize the vessels; but upon searching them there was nothing of a condemnatory character on board, and consequently he could not prove any breach of the law against them, but he promised to watch them and not allow them to proceed to sea without a legal clearance from the customs, which I consider satisfactory; and it gratifies me to be able to state that there is more earnestness on the part of this Government for the repression of the Slave Trade than has ever been evinced before. It does not amount to a cordial co-operation with us, so much as an independent movement in the same direction. Commander Drake reports the destruction of one barrocon and the seizure of another in the Rio Frio, by a party of Brazilian police, and he also states that a very friendly feeling was exhibited towards him at such places on the coast as the "*Conflict*" had visited, and I shall endeavour to encourage such good understanding as much as possible.

I have, &c.
(Signed) B. REYNOLDS.

Inclosure 1 in No. 270.

Captain Schomberg to Rear-Admiral Reynolds.

Sir, "*Cormorant*," Bahia, January 13, 1851.

I HAVE the honour to inform you that on my arrival at this anchorage I made a personal observation of vessels in the bay, and as soon as Her Majesty's Consul returned from the country I addressed a communication to him respecting the Slave Trade, a copy of which I beg to inclose with his answer thereto.

I also ascertained from Lieutenant Bailey of the "*Sharpshooter*," an account of the state of Slave Traffic here during the time he has been cruising in this part.

It seems that no slaves are known either by Her Majesty's Consul or by Lieutenant Bailey to have been landed since the 3d of last November in this neighbourhood, and an exercise of vigilance and exertion on the part of the Brazilian Government seems to have prevented vessels from fitting out here of late, and no doubt also to have had due effect in the importation of Negroes.

In directing my attention to the merchants' anchorage above the Fort do Mar, I found still at their moorings, unmolested, the 5 palhabote-rigged slavers which I had represented to his Excellency Senhor Francisco Gonçalves Martins, the President, last October; two of them now wearing Portuguese colours, the others none; they appeared to have merely ship-keepers on board, but to be kept in a perfect state, like a little advanced squadron.

I learn from Her Majesty's Consul and Lieutenant Bailey, that they have not been moved since I was here last in October, but as they are evidently known slave-vessels, though not in active employment now, which is only owing to the obstacles opposed to them, I felt it my duty, in pursuance of my orders received from you, dated 29th December, 1850, to write a formal demand to the President for their seizure and the enforcement of the law against all those connected with them (a copy of which I beg to inclose), which letter I (accompanied by Her Majesty's Consul, Mr. Porter) presented to his Excellency the President of the province, at the Palace, on the morning of the 9th instant.

The conference (which was in Portuguese) commenced by his Excellency announcing to Mr. Porter that it had been reported to him that a brig or palhabote, supposed to be a slaver, had about three weeks ago got into the Barra Falsa (River Una), and that Senhor Argine Piera Gomes, the

CLASS A.

celebrated slave-dealer, who lives there, had sent over for a steamer belonging to a company at Bahia, to convey a sick person across the bay, when on her arrival he put pistols to the head of the captain of the steamer, threatening his life if he did not immediately tow the vessel out to sea, which accordingly was done.

His Excellency expressed his anxious endeavours to obtain the evidence given in writing, to enable him to arrest Gomes, and he signified his determination of depriving the steam company of their charter.

He then stated his anxiety to put down all Slave Trade here, and said that the only part of the coast that any succeeded now in landing was Alagoas, and that the President of the neighbouring province was angry with him because the slavers now were driven from Bahia to his part of the coast.

I intimated the pleasure it gave me to learn his desire to put down slavery.

On an opening presenting itself, I presented, through Mr. Porter, my letter, containing my demand, by your directions, that the 5 palhabotes should be seized, &c., expressing through Mr. Porter its purport.

His Excellency then said that he supposed I did not require a reply for two or three days, as there were many forms of writing in different departments to go through, but on the 13th, at the farthest, I should receive an answer, which I acquiesced in.

He expressed his desire to comply with the demand, and determined to have the vessels strictly examined; but said, that unless they had fittings or proof to justify his seizing them, it would not be in his power to do so, as the courts of law would bring in heavy damages against him.

He added, that in case of there not appearing just grounds for his arresting, he would refer to the authorities of his Government at Rio for further instructions, and if they liked to go to the expense of remunerating the owners of the vessels, well and good, but he could not, as an individual, afford it.

I stated that they were well known slave-vessels, built expressly for the Trade, and unfit for any other employment, and though they might not have their fittings on board just now, on account of the temporary check to their movements, still, under all circumstances, they ought not to be laying there protected, free for any opportunity which might offer for their renewing or prosecuting Slave Traffic.

I added that if he did not seize them, I thought the British Admiral would.

He repeated that he would refer to the Government at Rio, if he did not feel authorized to seize them, and requested me to forward his despatch for his Government, when I sent his reply to you, which I undertook to do; and he mentioned that if not, it would be his duty to defend them, and he would be prepared to do so.

He told Mr. Porter that there were 8000 arrobas (32 lbs.) of powder at present in Fort do Mar, belonging to merchants, which he would order to be removed.

Mr. Porter and myself then withdrew, shaking hands, assured of getting his reply by the 13th at the farthest; and I at the same time repeating my readiness to comply with his wish to forward any despatches he might have for Rio, by the conveyance which took his reply to you.

I beg to mention that the "Veloz," a fine Portuguese palhabote, similar to the others, is also at anchor among them, but she being a new vessel, and having been boarded by Lieutenant Bailey in the offing with a legal cargo in, I specially excepted her in my letter, for though apparently sent here to be engaged in Slave Trade, the state of affairs impedes her intended purchase; she is therefore not yet implicated.

The Spanish felucca "*Purissima Conceição*," referred to in Lieutenant Bailey's correspondence, is in the fair way for a start, and I shall take care to overhaul her well after she leaves this anchorage, but she has now a clearance for Rio; and though she came here the 9th of last September from Alicante, consigned to Marinho, the greatest slave-merchant here, no doubt for the purpose of being engaged in the Slave Trade, still having had an opportunity of moving a considerable distance up the bay, where it is suspected she landed any fittings she may have had on board, I do not think I shall find anything on board for which a Mixed Commission would authorize me to detain her.

The ship "*Due Amici*," under Brazilian colours, arrived here from Rio on the night of the 10th instant. This is the vessel which Franconi and Facinto are said to have shares in for a slave venture. Mr. Porter is taking steps with the President for confuting their purpose.

I am given to understand that now the Brazilian Government exert themselves in arresting slave-vessels, the difficulties presented to cruisers by the screen of foreign flags, particularly the Sardinian, is increasing.

On the evening of the 12th instant I was informed by Mr. Porter, Her Majesty's Consul, that he had received from his Excellency the President, a long communication in the Portuguese language, expressing the reasons which put it out of his power to seize the 5 vessels whose arrest I had written to demand on the 8th instant, accompanied by a despatch to be conveyed to the Imperial Government at Rio. I, therefore, conceiving that no distinct reply had been sent by his Excellency the President to me, in answer to mine, dispatched to the President at the Palace, a letter (a copy of which I beg to inclose), the Consul also sending at the same time a note, of which I beg to inclose a copy.

On Monday, the 13th, at noon, I received from his Excellency the communication in Portuguese, herewith inclosed (accompanied by a private note to Mr. Porter), and another despatch for the Imperial Government at Rio, which I have to request may be delivered with the one before mentioned, as soon as possible.

In pursuance of your instructions I directly wrote an answer (as per copy inclosed) to his Excellency, and shall now instantly dispatch the "Sharpshooter" to you at Rio, sending also by Lieutenant Bailey, duplicates for Mr. Hudson, Her Majesty's Minister at Rio, and the letter-bags which arrived from England yesterday by the "Seagull," directed to you.

Her Majesty's packet "Seagull" will leave this to-morrow (14th) at 4 P.M., for Rio de Janeiro.

I have, &c.
(Signed) HERBERT SCHOMBERG.

Inclosure 2 in No. 270.

Commander Schomberg to the President of Bahia.

Sir,

"Cormorant," Bahia, January 8, 1851.

IN pursuance of instructions given to me by Rear-Admiral Reynolds, C.B., the Commander-in-chief of Her Britannic Majesty's ships and vessels employed on the south-east coast of America: I have the honour to submit to your Excellency this demand for the seizure by the Brazilian authorities, of the 5 slave-vessels, palhabote or yachta rig, which I represented as being at anchor in this port, in my correspondence with your Excellency when here last October, in command of Her Britannic Majesty's steam-sloop "Cormorant."

I in my letter to your Excellency on the 5th of that month, designated them by the names—"Vigilante," "Fé," "Maria até ver," "Formosa," "Andorinha." As your Excellency could not acknowledge there being slavers in the anchorage under such names, I now beg to describe them as the 5 yachtas then moored in the upper part of the anchorage above Fort do Mar, and still remaining there.

There is also now a sixth vessel of similar construction among them, called, I believe, the "Veloz," lately arrived from Portugal, to which I do not allude.

In demanding the seizure of the above 5 yachtas by the Bahia authorities, I am directed by my Commander-in-chief to insist that the law be enforced against the masters, mates, supercargoes, crews, and all others concerned in and connected with the said vessels.

Awaiting your Excellency's reply, I look for the satisfaction of having it in my power at an early period to forward to the British Naval Commander-in-chief your compliance with this requisition, on your Excellency enabling Mr. Porter, Her Britannic Majesty's Consul, to assure me that the said vessels have been seized, and that the laws have been enforced against those connected with them.

I have, &c.

(Signed)

HERBERT SCHOMBERG.

Inclosure 3 in No. 270.

The President of Bahia to Consul Porter.

(Translation.)

Sir,

Government Palace, Bahia, January 12, 1851.

IN conformity with what was requested of me by the Commander of the "Cormorant," in his letter of the 8th instant, that I would enable you, as Her Britannic Majesty's Consul in this city, to give him a decisive answer on the subject of said letter, I have to ask you to be good enough to communicate to the said Commander the remarks respecting such an object, which present themselves to me to make in reply.

The Commander of the "Cormorant" says that he has instructions from the Commander-in-chief of Her Britannic Majesty's naval forces on this station to demand from this presidency the capture by the Brazilian authorities of 5 vessels (palhabotes) which are employed in the illicit Traffic in Slaves, and which are now at anchor in this port, and of which he already treated in another correspondence last October, then naming them, "Vigilante," "Fé," "Formosa," "Andorinha," "Maria até ver," whose existence on that occasion this presidency disputed, respecting the greater part of the aforesaid names. Such vessels being, however, now specified by their position in the anchorage ground, and to them adding a sixth, called "Veloz," of a similar construction, lately arrived from Portugal, not existing, however, on the apprehension of this one with the other, but claiming equally the application of the laws for the capture and punishment of the captains and other persons belonging to those 5 named palhabotes, wishing in a short time to obtain the assurance that his reclamations have been attended to, in order to inform his chief.

Allow me, Sir, to trace on this paper what I think I understood from our verbal conference, at which the Commander of the "Cormorant" assisted, that is, that in the supposition that such a reclamation be not attended to, the probable consequences will be, that the British forces will proceed to execute *per se* and by the sole authority of its chief, that which appears to them to be unjustly refused by the Brazilian authorities, making consequently this matter of the greatest importance, and worthy of being maturely considered, looking to the serious consequences which may result from it.

It is not permitted to the British Government, and less to its agents in this empire, to doubt the sincere willingness which by so many acts the Government of His Majesty the Emperor has shown of wishing once for all to put an end to the illicit Traffic in African Slaves which could not be realized in times past, on account of the deficiency of the laws, and of the difficulties which a change so sudden in an object of the first importance for the industry of the country presents.

Officially as well as verbally, you and the Commanders of the British steamers have affirmed that in the capital of the empire, the Imperial Government has been unwearied in the repression of the Traffic, receiving similar proofs from other parts of the empire.

Respecting this port, lately designated as one of those from which the most numerous expeditions set sail for the illicit traffic, you had no doubt to admit that since the publication of the last law, an astonishing change has taken place, which emboldens me to assure you, and I believe I have heard the same from you yourself, that not an African has been landed on the shore of this province, neither has put to sea any vessel here fitted and destined for that Traffic, except perhaps a small palhabote which got out clandestinely from the interior of this bay, employing for this purpose a most disgraceful expedient, respecting which the necessary proceedings were entered into, and I myself was the person who communicated the same to you.

At sight of so complete a result obtained by this presidency, in obedience to the orders of the Imperial Government, it appears to me that at a conference we had in October last I affirmed to you and the Commanders of the British steamers, with reason, that the repression in this port would be efficacious if some act of the English cruisers came not to allay the zeal of the Brazilian authorities, who in no way wish to appear to act with energy at the impulse of foreign nation, who in this case would be considered to have more right to be obeyed than the Government of His Imperial Majesty, which shows so firm a will that its subjects should cease to aid such illicit Traffic.

In these circumstances, can you recognize the justice and prudent policy that the English forces should practise acts of violence against a friendly port, when the British Government sees its wish for the suppression of the Traffic more than ever, and even completely realized?

Will not such a proceeding produce a reaction against the moral ideas which are gaining ground amongst the population of the country, that this illicit Traffic ought to cease? Would not the Brazilian authorities be disheartened in following out the firm and well-directed measures adopted, when the honour of their nationality came to be offended, and appearing to be more the instrument of the foreigner than the executor of their own laws? If I were to see such a proceeding, I should not hesitate to affirm that the wish of the British Government of coming to the desired result of the cessation of the Traffic was not sincere, because it had returned to means formerly used, and which, isolated from the internal action of the country, will be constantly unfruitful.

I enter now on the discussion of the object of the reclamation, and I am going to treat of the seizure demanded of the 5 palhabotes, which the Commander of the "Cormorant" believes are engaged in the illicit Traffic of Africans, desiring even the imprisonment of the crews and other persons interested in the said vessels.

The names of the said palhabotes anchored in this port, are—"Xinfrin," "Pensativo," "Vigilante," "Constante," and "Maria até ver." The sixth, on which his suspicions have fallen, is the yacht "Veloz," the first three and this last are Portuguese vessels, all on their first voyage, arrived at this port after a greater or less space of time, and not having sailed from this for any part whatever, still preserving their nationality, some being advertised for sale, and others destined for cargo. The yacht "Veloz," on her arrival at this port, was visited by one of the English steamers, which, having broken her jibboom, even sent on board to pay for it, but the master did not wish to receive indemnity for such damage.

Under these circumstances, there not being a single indication which authorizes the Brazilian authorities to commit acts of violence against the property of a friendly nation, how can the reclamation of the Commander of the "Cormorant" that this presidency apprehend the said 4 Portuguese vessels, and prosecute their crews, be complied with?

It may very well happen that these yachts or palhabotes have been sent to this port in order that they should be sold, and employed in the illicit Traffic in Slaves, which does not yet go beyond a supposition of another man's intention; supposition which on the contrary may be incorrect, for the vessels may be used for another destination. And how can the Brazilian authorities punish the mere intentions of Portuguese owners? Are you, Sir, ignorant that many English goods come to this port, and whose manufacturers well know that they have no other destination than for the African trade; what would be the consequence, if perchance they were to be seized?

If the Portuguese nation has not force sufficient to oblige Brazil to indemnify her subjects for such unjust and unfounded damages, this is a further reason that Brazilian authorities should proceed with these same Portuguese subjects, with all circumspection and justice; in this state what is the duty of this presidency if Her Britannic Majesty's forces shall proceed to seize such vessels by force, when sheltered under the guns of its forts? Without doubt, and even (to prevent reclamations such as have been lately made by the United States to Portugal, for the capture of one of her privateers by the English forces) this presidency will have to comply with the positive Imperial orders to repel force by force, employing all the hostilities which are permitted in such cases by the rights of nations. But I have just now treated of a supposition which I believe impossible, because the good harmony of the two nations is not interrupted by so unjust a cause, giving perhaps occasion to much loss even to British trade, which cannot help being affected by the destruction which might take place of this city, and from the excitement of mind in case of a conflict.

The fact even that some of these 4 Portuguese vessels remain, after some months in port, without effecting their sale, proves the efficiency of the measures adopted by the Brazilian authorities against the Traffic, and like these vessels, many English goods which took that destination will be unsaleable. I will conclude this point by assuring you that the suspected palhabotes shall be sufficiently looked after, as they have been until now.

The fifth reclaimed, the yacht "Constante," Brazilian property, arrived on her first voyage from the city of Oporto, and afterwards made one to Rio de Janeiro, in licit trade, from whence she has returned hither; so that to seize this vessel, I can likewise only go upon intentions not shown by facts.

Lastly, the sixth is the yacht "Maria até ver," which, suspected by the police authorities of the country of having brought slaves, was lately subjected to a long and rigorous process, which was finally concluded by the acquittal in last instance, an acquittal which the country ought to respect, as all civilized nations respect such. These proceedings took place before the publication of the last law, and although the inconveniences that may then have been encountered are in a great measure remedied by the latter, yet can it have no influence on that fact antecedent thereto. The vessel thus absolved is strictly looked after by the police authorities. What more just could be practised in England, where the persons and the properties of English citizens are so respected? Whatever may be the idea formed of our civilization, you, who have been so many years resident among us, will be obliged to confess that, besides being a people constituted with fundamental organic laws, and with the indispensable codes, we endeavour in the execution thereof to give to our fellow-citizens all the guarantees which the civilized nations of Europe have, and how in this case can this presidency arbitrarily take hold of persons and property, and also rake up past processes in order to recommence them? Therefore, you see that the reclamation of the commander of the "Cormorant" cannot with justice be satisfied. Neither he nor any other commanders of British forces will wish to carry them into effect by their own proper authority within a friendly port, whose inhabitants have at least the sentiments of its nationality, and whose authorities will act with so much more energy when they have the conscientious feeling of having fulfilled their duty, complying exactly with the laws of the country.

On this occasion this presidency addresses itself to the Imperial Government, informing it of all that has occurred, and waits its orders, which will always be in accordance with the same zeal which you recognise as influencing the acts of Imperial Government in the repression of the Traffic.

Will you be good enough to transmit these considerations to the commander of the "Cormorant," to whom and to you I present my esteem and consideration.

(Signed)

FRANCISCO GONCALVES MARTINS.

Inclosure 4 in No. 270.

Commander Schomberg to the President of Bahia.

Sir,

"Cormorant," Bahia, January 12, 1851.

MR. PORTER, Her Britannic Majesty's Consul, having communicated to me that he has just received a despatch from your Excellency, on the subject of the demand which I delivered to you in writing on the 8th instant, I beg to state to your Excellency that the importance of the subject requires an explicit answer in writing from your Excellency, addressed to me, in order that I may transmit the same direct to Rear-Admiral Reynolds, my Commander-in-chief, at Rio de Janeiro, and which I feel assured your Excellency will furnish me without delay.

I beg to assure you that the despatch with the Imperial authorities at Rio, which accompanied your communication, shall be forwarded with your reply to me, when I receive it.

I have, &c.

(Signed) HERBERT SCHOMBERG.

Inclosure 5 in No. 270.

Consul Porter to the President of Bahia.

Sir,

Bahia, January 12, 1851.

I HAVE to acknowledge the receipt of a despatch addressed to me by your Excellency, under this day's date, which I presume was intended for Commander Schomberg, of Her Majesty's steamship "Cormorant."

In order to avoid any misapprehension, I beg leave to state to your Excellency, that the service with which Commander Schomberg is entrusted is distinct from this Consulate.

To prevent any misconception, I have transmitted your Excellency's despatch in original to Her Majesty's Envoy at the Court of Rio de Janeiro.

I have, &c.

(Signed) EDWARD PORTER.

Inclosure 6 in No. 270.

The President of Bahia to Commander Schomberg.

(Translation.)

Palace of the Government of Bahia, January 13, 1851.

ON my return to the Palace last night, your letter of the same date was delivered to me, in which you ask for a direct answer from me to yours of the 8th instant, mine of yesterday to Her Britannic Majesty's Consul not satisfying you, as you wish to communicate it at once to your Commander-in-chief on account of the importance of the subject, and you inform me that my despatch to the Imperial Government will also be conveyed, as soon as my reply shall reach you. I beg you will excuse the channel of my reply, as I was persuaded that it was your wish that it should be so sent to the Consul; and I now proceed to satisfy your inquiries so far as I can. In your letter of the 8th instant; you inform the presidency that you have received orders from your Commander-in-chief to demand the seizure, by the Brazilian authorities, of 5 vessels engaged in the Slave Trade, and which are now at anchor in this port, adding also a sixth, the "Veloz," of similar construction, lately arrived from Portugal, with respect to which you make no actual demand.

You also apply for the capture and punishment of the masters and other persons appertaining to the said 5 vessels whom you wish should be dealt with according to the laws.

In order to reply to you with the greatest exactitude, I directed the head of police, who performs the office of auditor of marine (judge in the first instance for taking notice of such crimes) to proceed and institute the most searching examination into the 6 designated vessels; but nothing could be found which would give the slightest pretext to this Government for seizing four properties of the Portuguese nation—namely, the vessels "Xinfrin," "Pensativo," "Vigilante," and "Veloz," on their first voyage from Portugal, for it was clear that they had not been engaged in the Traffic, and had nothing on board indicating that they were intended to do so. What reasonable foundation could there then possibly be for the Brazilian authorities to take possession of those Portuguese properties, sheltered in its ports, and under the sacred laws of nations? Undoubtedly, Sir, sufficient suspicion will not be found against the proprietors, of their intentions, even if they were consigned to this port, to be sold (knowing that for the Traffic such sales were formerly frequent and lucrative), we could not seize them unless such act had taken place. Such seizure would be as if the Brazilian authorities were to detain English property coming to this market, because there should be found provisions such as are frequently exported to the coast of Africa for the furtherance of that Traffic. Failing then any rational pretext, I cannot practise any injustice against the claimed vessels, unless it is proved, beyond doubt, that they have been engaged in the Slave Trade; seeing that they arrive from their first voyage, and that their remaining in this port shows that if their intentions were criminal, the Brazilian authorities can prevent their carrying them into effect. I can also positively assure you that the vessel "Constante," Brazilian property, has never hitherto been engaged in that Traffic, having lately arrived from Portugal, and only just completed a lawful voyage to Rio de Janeiro; and there

not being any sign of criminality, how can she be seized? Doubtless, Sir, you English respect sufficiently the property of your subjects, and your laws also protect them. Whatever may be the idea formed of our state of civilization, we also possess laws worthy of a civilized nation, and, like yourselves, Brazilian authorities respect the property of its subjects.

Lastly, the sixth is the "*Maria até ver*," a vessel against which, unfortunately, the authorities of the country did conceive serious suspicions; but prior to the last laws enforcing a more rigorous process, its proprietors obtained a favourable decision.

Finally. You, Sir, who belong to so great and enlightened a nation, can you imagine that we can violate with impunity any absolved property, unless some new act should justify it? There is certainly nothing which is more respected in England than the judgment of tribunals, although they may sometimes err. The Legislature has lately endeavoured to prevent similar decisions, and give greater certainty to the repressive laws.

We hope, therefore, this result will be obtained by the new measures so adopted, but without reopening past errors (if any exist), which the Constitution itself prevents our reversing. You may rest assured that in our port there is vigilance on the part of the Brazilian authorities, sufficient for the suppression of the Traffic, and that the fruits of this vigilance are complete, as your own countrymen can inform you, and also the worthy Consul of your nation, so that with the mutual good understanding of the two nations, and the internal support of the Brazilian Government, England may see realized her view of repressing the Traffic. The English Government cannot doubt the sincere co-operation of the Imperial Government, and has no reason whatever to distrust the proceedings of that of this province, by which a complete prevention and suppression may be expected to be obtained. Any act, however, of an odious nature, would diminish the salutary effects which we seek. I beg you will accept as a part of this letter, the one which I have already addressed to the Consul of England, of which I send you a copy, as well as a despatch for the Imperial Government.

Receive, &c.
(Signed) F. G. MARTINS.

Inclosure 7 in No. 270.

Commander Schomberg to the President of Bahia.

Sir,

"*Cormorant*," Bahia, January 13, 1851.

I HAVE the honour to inform you that I have received your Excellency's communication in reply to the demand I had the honour to present to you in writing on the 8th instant, for the seizure of the 5 vessels therein stated, by the Brazilian authorities,

Your Excellency not having complied with the said demand, for the reasons stated in your communication, I shall instantly forward to Rear-Admiral Reynolds, at Rio, your reply to me, together with the communication sent last evening to Her Britannic Majesty's Consul, which latter will be forwarded to the British Minister at Rio, and your two despatches for the Imperial Government will forthwith be transmitted as addressed.

I have further, Sir, the honour to state that I am instructed by the British Naval Commander-in-chief to intimate to you, that having declined to seize the vessels, you are now responsible, should unhappily disastrous consequences result therefrom.

I have, &c.
(Signed) HERBERT SCHOMBERG.

Inclosure 8 in No. 270.

Rear-Admiral Reynolds to Commander Schomberg.

Sir,

"*Southampton*," Rio de Janeiro, January 31, 1851.

I HAVE received a report of your proceedings, together with your correspondence with the President of the Province of Bahia, relative to certain vessels which you state are not in actual employment as slavers, "but which is only owing to the obstacles opposed to them."

I must call your attention to my orders to you, dated 29th December last, wherein you are directed to ascertain, both from information and observation, if any, and what vessels engaged in the Slave Trade are in the port of Bahia, and to particularize them to the Brazilian authority, when demanding that they may be seized; but I never intended that the President of the province should be called upon to seize vessels not actually engaged in the Slave Trade, and on board of which, after a careful search, nothing of a condemnatory nature could be discovered; and I must therefore impress upon you that I possess no authority to demand that vessels be seized, merely because they look suspicious, nor even because at some former period they may have been engaged in the Slave Trade; our operations are against vessels clearly and unmistakeably fitted for and engaged in the Slave Trade; and we have no authority whatever to interfere in any way with vessels engaged in legitimate pursuits.

I am, &c.
(Signed) B. REYNOLDS.

No. 271.

Rear-Admiral Reynolds to the Secretary to the Admiralty.—(Received March 26.)

Sir,

“*Southampton,*” *Rio de Janeiro, February 8, 1851.*

SINCE my letter to you of the 1st instant, transmitting the proceedings of Commander Schomberg at Bahia, together with my further orders to him, I have received additional reports of proceedings, bearing date 29th January and 4th instant, extracts from which I beg to transmit for the information of the Lords Commissioners of the Admiralty.

There is nothing of particular interest in these extracts, beyond the fact that they bear testimony to the exertions of the Brazilian authorities, civil and naval, for the suppression of the Slave Trade.

Some excitement was occasioned at Bahia, from the people not knowing that the “*Cormorant*” had strict orders to avoid any act of hostility, but all was quiet when the royal mail steam-packet left there on the 4th instant.

I have, &c.
(Signed) B. REYNOLDS.

Inclosure 1 in No. 271.

Commander Schomberg to Rear-Admiral Reynolds.

(Extract.)

“*Cormorant,*” *January 28, 1851.*

ON my return last evening from a short cruize in the offing, I received from Her Britannic Majesty's Consul, Mr. Porter, an official verbal communication informing me that during a conference he had with Senhor Martins, the President, on Saturday the 25th, his Excellency had voluntarily announced to him that he had purchased from their owners the two Brazilian palhabotes “*Maria até ver*” and “*Constante*” for his Government (which vessels are now lying at anchor off the Arsenal with the Brazilian ensign and pendant flying), and that they were now Brazilian vessels of war; and he was about to fit them out to cruize outside for the suppression of Slave Trade.

His Excellency also stated that he had commenced a process against the Spanish felucca “*Parissima Conceição,*” she not having put to sea.

As regards the 3 palhabotes whose seizure I demanded of his Excellency by the Brazilian Government, which were designated by him in his answer as Portuguese vessels, named “*Ximfrin,*” “*Vigilante,*” and “*Pensativo,*” they still remain at their moorings, and I hear his Excellency is anxious to get rid of them out of the harbour by their clearing out with legal cargoes; the latter vessel is reported to be advertised for sale, and I hear Mr. Wilson, an English merchant here, our coal contractor, is about to ask me if I shall seize one of them if she leaves this with a legal cargo put into her by him.

I am very desirous to receive your instructions relative to these three vessels, supposing I intercept them outside the anchorage, cleared out with legal cargoes, and no remains of any former fittings in them.

It is reported here now, that the Sardinian schooner “*St. André,*” an old coast of Africa trader from this, said to have landed slaves on this coast, has not done so, but is gone to Cuba; and from information I received on board the “*Bonfim*” schooner at sea on the evening of the 25th from Colinchita, I do not believe the report I received from the Sardinian captain, Parodo, of the “*Eridano,*” respecting a vessel having lately ran ashore in the night and landed her slaves at Rio Vaza Barris (Sergippi).

His Excellency the President seems to be showing great energy respecting the vessels I demanded since the arrival of the “*Affonso*” from Rio on the 22nd; and the Brazilian cruisers are on the alert, and their officers appear inclined to associate and be civil.

Inclosure 2 in No. 271.

Commander Schomberg to Rear-Admiral Reynolds.

(Extract.)

January 23 and February 4, 1851.

ON the morning of this day (23rd January), Mr. Porter having gone with Mr. Wetherall to the Palace to present the latter to the President on his appointment as Vice-Consul, his Excellency, who seemed much concerned about something, took Mr. Porter into a private room, and held a long conversation respecting the Slave Trade. He expressed himself surprised at some one having written to Rio, giving his Government untrue reports about his exertions, and asserting the constant zeal he is exercising.

He said he was arranging a transfer of the “*Maria até ver*” to the Brazilian Government as a vessel of war, which has since been accomplished; that vessel having been towed down to the

Arsenal, with a Brazilian pendant and ensign flying, and being ordered in the "Gazette" to be fitted as a Brazilian vessel of war, and called the "Brazil."

I learnt this day from Mr. Evans, an English broker, that his landlord, Senhor Karinha, a great slave-dealer, had told him in the morning that he had given up his vessel, the "*Maria até ver*," to the President, that there might be no dispute between the Brazilian and English Governments about her.

Mr. Evans also told me that Senhor Karinha was investing his money in building, having given up the idea of further Traffic in Slaves.

Observed an armed Brazilian party examining the Spanish felucca "*Purissima Conceição*," at anchor to the southward of Fort do Mar.

Monday 24th—Went to the Consulate Office prior to leaving the anchorage (which I was induced to do for the convenience of preventing slavers approaching or leaving it), when Mr. Porter took an opportunity of giving me to read a correspondence between the Portuguese Consul and himself, about some of the vessels whose seizure I had demanded of the President, the Portuguese Consul inferring in it that I had insulted his nation, &c. I mention this, as the correspondence was about to be transmitted to Lord Palmerston, and of course Mr. Hudson will be made acquainted therewith.

Thursday 27th—Anchored off the Consulate and went ashore, and having learnt the information Mr. Porter had received from the President at a conversation on the 25th, forwarded it to you in the enclosed letter.

4th February—The only information I have been able to pick up outside is, that on boarding the English schooner "*Ranavolo Manjaka*," an old coast of Africa trader, six weeks from Whydah to Bahia, I learnt that the "*Jackal*," "*Prometheus*," and "*Gladiator*," were cruising in the Bights; the latter had captured three vessels, the last one an empty one, burnt by Captain Adams.

There was very little Slave Trade going on, owing to the difficulties said to exist on the Coast, exercised by the Brazilian Government and the British cruisers here; but though a few might still try to land to the northward of this, the principal trade would now be carried on with Cuba.

On anchoring here Her Majesty's Consul informed me that the President had communicated to him on Saturday, the 1st instant, that the Spanish felucca "*Purissima Conceição*," was loading with produce of the country, and was to sail before the 15th instant, cleared from this port.

Mr. Porter requested me, as her rudder and sails were detained at the Arsenal, not to row guard round her. I beg to state that I have no idea of doing so, and as she is not one of the vessels I demanded, and I perceive the President has done all he could to detain her, I consider his communication a guarantee.