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the policy of the immediate abolition of an institution so closely interwoven with the habits and prejudices of a people remarkable for a reverential attachment to ancient custom may be fairly questioned.

I have, &c.
(Signed) G. F. HERMAN.

No. 584.

The Earl of Clarendon to Consul-General Herman.

Sir,

Foreign Office, July 29, 1856.

I HAVE received your despatch of the 28th ultimo, inclosing a copy of the depositions of Antonio Scotto, a British subject employed in the Quarantine Department, with regard to the recent embarkation of 95 slaves from Tripoli by the principal municipal authority of that town, and, in reply, I have to state to you my opinion that it must be in the power of the Pasha to remedy such a state of things as is shown to exist by the flagrant evasion of the usual port regulations in the case of the embarkation of these slaves, and I have to instruct you to call the serious attention of the Pasha to this matter.

I am, &c.
(Signed) CLARENDON.

No. 585.

The Earl of Clarendon to Consul-General Herman.

Sir,

Foreign Office, July 30, 1856.

I HAVE received your despatch of the 28th ultimo, reporting the shipment, on board a small Tunisian vessel, of 50 or 60 slaves, who were embarked at a point on the coast about ten miles from Tripoli; and I have to acquaint you, in reply, that Her Majesty's Government learn with satisfaction the proceedings which you state have been adopted by the Pasha in this affair.

I have to add, that I have received a despatch from Mr. Ongley, Her Majesty's Consul at Canea in Crete, in which he reports the arrival at Luda of a small Turkish vessel, with 54 slaves on board, answering the description of the one referred to in your despatch, and I inclose herewith a copy of Mr. Ongley's report for your information.*

I am, &c.
(Signed) CLARENDON.

No. 586.

The Earl of Clarendon to Consul-General Herman.

Sir,

Foreign Office, July 31, 1856.

I HAVE received your despatch of the 1st instant, stating that you have ascertained, by a reference to the archives of the port, that the fourteen vessels reported by Mr. Consul Ongley to have arrived at Canea and Luda with slaves from Tripoli, had evaded the Vizirial order of the 18th of March, 1855, which prohibits the exportation of slaves from Tripoli to Candia, by taking clearances for the Levant; and in reply, I have to observe to you, that the frequent evasions of this Vizirial order, as proved by the shipments above referred to, and the facilities afforded for the shipment of slaves by the authorities themselves, as shown by the depositions inclosed in your despatch of the 28th ultimo, only tend to prove the necessity for more effectual measures being taken by the Pasha with the view of carrying into effect the orders of the Porte for the entire prohibition of the export of slaves from the Regency of Tripoli.

I am, &c.
(Signed) CLARENDON.

* No. 641.

No. 587.

Consul-General Herman to the Earl of Clarendon.—(Received August 5.)

My Lord,

Tripoli, July 18, 1856.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 5th instant, approving of my proceedings in the affair of the 95 slaves secretly shipped off by the Sheik El Bled, and further instructing me to keep a strict watch, and to denounce all similar operations to the local authorities.

Your Lordship's order in this matter shall be rigorously obeyed.

I have further the honour to state to your Lordship that the report of the shipwreck of the xebeque that had clandestinely taken off some slaves to the westward of this place, that I communicated in my despatch of the 28th of June last, has proved to be unfounded.

I have, &c.
(Signed) G. F. HERMAN.

No. 588.

Consul-General Herman to the Earl of Clarendon.—(Received August 26.)

My Lord,

Tripoli, August 14, 1856.

THE Governor-General has just sent to inform me that the xebeque which, in my despatch of the 28th of June last, I had the honour to report to your Lordship had clandestinely received on board some 50 or 60 slaves to the westward of this place, has been seized by the authorities of the Island of Candia, and her master sent in chains to Constantinople.

I have, &c.
(Signed) G. F. HERMAN.

No. 589.

Consul-General Herman to the Earl of Clarendon.—(Received October 11.)

(Extract.)

Tripoli, September 6, 1856.

WITH reference to your Lordship's two despatches of the 29th and 31st of July last, directing me to urge upon the Pasha the necessity of taking effective measures for the entire prohibition of the export of slaves from this Regency, I have the honour to report to your Lordship that, for the more complete attainment of the object, the prohibitory firman being unfettered by either conditions or limitations, the Governor-General has determined that no negroes, not even household servants, will be permitted to embark until they shall have been manumitted by their owners in the presence of the Cadi and two members of his Court.

Letters of manumission in duplicate, signed by the Cadi and two members of his Court, are then delivered to the master of the ship by which the liberated slaves may be about to proceed, to be presented to them at the port of disembarkation, and to the local authorities of the same. A general register of all similar transactions will be likewise preserved here. That means will be devised, in many instances, for evading these dispositions, is extremely probable; nevertheless they will act as a salutary check upon the infractions that have marked the initiatory stages of the measure of prohibition—as the negroes will soon discover that, if wronged, an appeal to a foreign Embassy or Consulate will lead to immediate redress.

Only four days ago a negress lodged a complaint against her master for habitual cruelty and ill-treatment. Finding that the poor creature's tale was fully borne out by facts, I immediately sent her to the Pasha, with a report of

her case. On the following morning his Excellency sent her back liberated, with a request that to her letters of manumission I would affix a memorandum of mine own confirmatory of the fact.

No. 590.

Consul-General Herman to the Earl of Clarendon.—(Received October 11.)

My Lord,

Tripoli, September 8, 1856.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 30th of July last, transmitting the copy of a despatch from Her Majesty's Consul at Canea, which reports the seizure, by the authorities of that island, of a small Tunisian vessel that had clandestinely embarked some 50 or 60 slaves to the westward of this place.

The information I had had already the honour of reporting to your Lordship in my despatch of the 14th of August last.

I have, &c.
(Signed) G. F. HERMAN.

No. 591.

The Earl of Clarendon to Consul-General Herman.

Sir,

Foreign Office, October 30, 1856.

I HAVE received your despatch of the 6th of September last, reporting the measures which had been adopted by the Pasha of Tripoli to enforce the firman of the Porte entirely prohibiting the exportation of slaves from that Regency; and I have, in reply, to instruct you to express to the Pasha the satisfaction with which Her Majesty's Government have learnt his proceedings with respect to the suppression of the Slave Trade.

I am, &c.
(Signed) CLARENDON.

No. 592.

Consul-General Herman to the Earl of Clarendon.—(Received December 17.)

My Lord,

Tripoli, November 15, 1856.

I HAVE the honour to transmit to your Lordship the copy of a despatch that reached me by the last courier from M. de Fremeaux, Her Majesty's Acting Vice-Consul at Mourzouk.

It appears from the same, that a very active commerce in slaves is carrying on between Ghat and Tuat on the Algerian frontier; and that all purchases are made in French money.

I do not, however, infer from the latter circumstance, that the traders in question are French subjects; on the contrary, I should rather opine that they are Berbers or Arabs belonging to tribes not yet under French subjection, who by contraband means introduce slaves into the Algerian territory, or more openly into Morocco.

M. de Fremeaux further reports, that he had ascertained that, at Tuila, a caravan of slaves was in process of organization destined for Egypt.

On reporting this circumstance to the Governor-General, he promised to send orders to the authorities of Augella and Jallo, two oases on the caravan route from Mourzouk to Egypt, to intercept all slaves moving on those two points.

Unfortunately for the success of this operation, both Augella and Jallo may be turned without much inconvenience; but even were the case otherwise, any orders that his Excellency may transmit will be utterly powerless, when opposed to the seductive and glittering arguments that the slave-trader will bring to bear upon the Turkish officials.

It is not, therefore, by partial and ill-sustained operations on the sources of supply, such as prohibiting the exportation of slaves from a particular province of the Empire, that the Slave Trade in Turkey will be ever suppressed: such a consummation is only to be achieved by a vigorous onslaught on the great centres of demand, by the total abolition, in fact, of the institution of slavery itself throughout the Empire.

The demand once suppressed, the supplies, as a necessary consequence, would cease of themselves.

I have, &c.
(Signed) G. F. HERMAN.

Inclosure in No. 592,

Acting Vice-Consul Fremeaux to Consul-General Herman.

(Extract.)

Mourzouk, October 18, 1856.

I HAVE the honour to report to you that, in Ghat, had arrived about 150 slaves by caravans from Sinder, and from Bargu, and others were expected from Soudan. The market of Ghat continues still to be frequented by the Tuat traders. The most of the slaves that arrive there are purchased by them at the price of from 40 to 80 dollars each. The money that they (the Tuats) bring for that scope, and which is the most current in Ghat, are only French pieces of 5 francs.

Although I have made all my endeavours, it has not been possible for me to get an exact information of the number of slaves exported, or to be exported from those parts into the territory of Algeria. I am only assured that many of the Tuats, Sufis, and Suafis, re-sell their slaves in the French territory.

In this week I have received a visit from his Excellency the Pasha, and in our long conversation, among other things, I made some observations on the vigilance which is not yet used here, and which is very necessary, to put in due execution the orders relative to the requested suppression of Slave Trade; and, moreover, that in the village It-tuila, some of the Megebris made a deposit of slaves to conduct them thence, and re-sell them into Egypt. He feigned, perhaps, to ignore what I reported to him; but promised me that he would do his utmost in order to prevent such inconveniences.

No. 593.

Consul-General Herman to the Earl of Clarendon.—(Received December 17.)

(Extract.)

Tripoli, November 16, 1856.

I REGRET to have to report to your Lordship another flagrant infraction of the Imperial firman prohibiting the exportation of negro slaves from this Regency.

By the copy of a despatch which I have the honour to transmit inclosed, received on Monday last from Her Majesty's Acting Vice-Consul at Bengazi, your Lordship will perceive that a Turkish vessel, after a navigation of twenty-five days, had been compelled, by stress of weather, to put back to that port, when eighteen unfortunate slaves, in a condition at which humanity shudders, were discovered by the authorities battered down under hatches, in the stifling and pestiferous atmosphere of the hold.

Your Lordship will further perceive by the recriminations which, on the occasion, passed between the Governor of the province and the Director of the Quarantine, the imperturbable audacity with which the orders of the Central Government are evaded, not to say mocked at, in this remote province of the Empire.

On reporting this event to the Governor-General, he admitted that he was already cognisant of all its details, and by the first courier he would transmit orders to place the delinquents (two employés of the Quarantine and Custom-house, who in all probability only acted by the orders of their superiors) in irons for six months, which, he added, by his orders from Constantinople, was the maximum punishment he was in all such cases empowered to inflict.

In another despatch of the same date, Mr. Xerri informs me, that in consequence of the high prices negro slaves were fetching in the Ottoman capital, that caravans were actually preparing to start from Bengazi to Negritia for further supplies.

Now, not twenty-four hours after I communicated these facts to his Excellency, some 120 slaves were, under the mantle of night, embarked on board the Imperial steam-frigate "*Saidi Shaki*," which on the following morning sailed for Constantinople.

That these slaves were provided with letters of manumission, according to the form which I had the honour to transmit to your Lordship in my despatch of the 6th September last, is possible, but this subterfuge is transparent to the most obtuse capacity; as it is notorious to the whole town, that slaves embarked here with all due observance of this formality have been afterwards disposed of, or retained in captivity at Constantinople and other ports in the Levant.

Thus, my Lord, either by open infraction or by legal fiction, the action of the Imperial firman is absolutely nullified.

Inclosure in No. 593.

Acting Vice-Consul Xerri to Consul-General Herman.

Sir,

Bengazi, October 27, 1856.

I HAVE the honour to report to you that on the 24th instant arrived in this port, by stress of weather, the Ottoman brig "*Messhaud*," commanded by Bucrà, with patents from this Health Office for Constantinople, with ten persons crew, three passengers, with addition of fourteen persons, total number of persons twenty-seven.

Guards were immediately placed round the said vessel, and seeing that the passengers did not come on shore, the local Governor held a Council, and the next morning sent people on board, who found 18 slaves.

Those unhappy creatures were placed on board under planks, nailed in such a manner as could not easily be found; but the weariness and the miserable situation which they had been suffering for twenty-five long days during the voyage, on hearing the noise of those people on board, made them cry; thus the persons sent on board perceived there were people on board, and got out those poor souls half alive, presenting a great spectacle.

In consequence were taken the depositions of the captain, who first said to have embarked them on the coast, then to have taken them from the port, in three times, through the medium of a custom-house guardian.

The depositions of the owners of those slaves state that they had agreed with the captain for 460 piastres a-head, and that he, the captain, was to think about the embarkation.

The Governor has thought, in this affair, to throw the great blame on the Director of the Quarantine, for his having granted the bill of health without having in his possession the "teskeres," which show the number, and the free permit of each passenger.

The Director, finding himself attacked, said in full Council, that since the time Soliman Bey has been here, 696 passengers left for Constantinople, out of which 297 left during the time that existed the prohibition of embarking slaves.

In the meantime the owners were arrested, together with the Health Office guardian, for having declared that the passengers on board were anything else than slaves; and those unhappy creatures remained under custody.

(Signed)

PAOLO XERRI.

No. 594.

The Earl of Clarendon to Consul-General Herman.

Sir,

Foreign Office, December 26, 1856.

I HAVE received your despatch of the 16th ultimo, respecting 18 slaves who were discovered in the hold of the Turkish vessel "*Messhaud*," which was forced to put into Bengazi on the 24th of October.

I have to acquaint you that I have sent copies of that despatch and of its inclosure to Her Majesty's Ambassador at Constantinople, and that I have instructed his Excellency to make a strong representation to the Porte with regard to this case, and to require that the captain of the slave-vessel and the local authorities who have so audaciously violated the Sultan's firman shall be punished in an exemplary manner.

I have to instruct you to transmit to Viscount Stratford copies of all despatches which you may address to me on Slave Trade matters, and to inform me when you have done so.

I am, &c.
(Signed) CLARENDON.

No. 595.

Consul-General Herman to the Earl of Clarendon.—(Received December 30.)

(Extract.)

Tripoli, December 12, 1856.

I HAVE the honour to report to your Lordship another infraction of the Imperial Decree prohibiting the exportation of slaves.

This morning the Ottoman brig "*Meshauda*," Mohamet de Buski, master, sailed for Smyrna with 40 negro slaves on board.

No. 596.

Consul-General Herman to the Earl of Clarendon.—(Received January 12, 1857.)

My Lord,

Tripoli, December 26, 1856.

IN my despatch of the 16th November last, I had the honour to report to your Lordship that the Ottoman frigate "*Saida Shaki*" had conveyed to Constantinople some 120 negroes.

The same vessel returned to this port on the 21st instant, and two days after sailed again for the Ottoman capital with upwards of 100 negroes on board.

In the short space of thirty-six days some 260 negroes have, in spite of the Imperial firman, been shipped from this port, and the major part in a Government vessel.

I have, &c.
(Signed) G. F. HERMAN.

No. 597.

Consul-General Herman to the Earl of Clarendon.—(Received February 4.)

My Lord,

Tripoli, January 21, 1857.

WITH reference to your Lordship's despatch of the 26th ultimo, I have the honour to report, that orders have been sent to Bengazi to manumit the 18 slaves found in the hold of the Turkish vessel "*Messhaud*," and to put the owners of the same in irons for six months.

By the first courier I shall learn if the Lieutenant-Governor of that district has rigorously fulfilled his orders.

Since the promulgation of the Imperial firman prohibiting the exportation of slaves, I have constantly sent copies to Her Majesty's Ambassador at Constantinople of every despatch that I have had the honour of addressing to your Lordship on matters connected with the Slave Trade; and shall continue so to do for the future.

I have, &c.
(Signed) G. F. HERMAN.

No. 598.

Consul-General Herman to the Earl of Clarendon.—(Received March 9.)

My Lord,

Tripoli, February 16, 1857.

I HAVE the honour to report to your Lordship the arrival here, two days ago, of Her Majesty's ship "Recruit," from Malta, dispatched by the Admiral Sir Montague Stopford, to inquire into the contraband Trade in Slaves that for some months past, in spite of the prohibitory Decree of the Porte, has been so extensively and so actively carried on.

I have accordingly furnished the Admiral with all the data on the subject which I am in possession of, accompanied by a return, copy of which I have likewise the honour to inclose, derived from the archives of the Quarantine Department, of the number of slaves embarked from this port since the promulgation of the prohibitory Decree.

Your Lordship will observe that the official is far below the aggregate number of slaves which in my despatches of the 16th and the 26th November last, I reported had been conveyed to Constantinople by the Imperial steam-frigate "*Sayik Shadi*." The differential figure is made up by the slaves belonging to the Government officials that were clandestinely embarked during the night.

At this moment slaves are being trooped in private depôts against the arrival of the "*Sayik Shadi*," which is daily expected from Constantinople.

During the same period some 700 slaves have been exported by sea from Bengazi, independent of those marched overland into Egypt, the precise number of which it is impossible to ascertain.

I have, &c.
(Signed) G. F. HERMAN.

Inclosure in No. 598.

RETURN of Slaves imported from Tripoli since the promulgation of the Imperial prohibitory Decree.

Date of Departure from Tripoli.	Quality of Ship.	Name of Vessel.	Captain's Name.	Tons.	Number of Crew.	Bound for.	Nature of Cargo.	Number of Slaves.
1856 April 11	Ottoman Brig ..	Messoud ..	Ali Maroof ..	89	10	Mitylene ..	Mixed cargo ..	170
May 2	" Brig ..	Nadimi Derdiga ..	Hafiz Mehmed ..	300	16	Constantinople ..	Salt ..	140
" 8	" Schooner ..	Eftihigah ..	Mohamed Kithuin ..	75	8	Mitylene ..	Mixed cargo ..	100
" 24	" War Schooner ..	Sayah ..	Mehmed Captain ..	..	78	Constantinople ..	.. ..	15
June 24	" Brig ..	Mashallah ..	Mohamed Debaski ..	89	12	Smyrna ..	Mixed cargo ..	15
August 30	" War Brig ..	Yewidi Fitooh ..	Mehmed Captain ..	..	89	Canea ..	.. ..	28
October 8	" Brig ..	Messoud ..	Husein ben Bekir ..	75	13	Smyrna ..	Mixed cargo ..	37
November 14	" War Steamer ..	Sayik Shadi ..	Ismail Bey ..	..	200	Constantinople ..	.. ..	80
December 12	" Brig ..	Mashallah ..	Mohamed Debaski ..	89	13	Smyrna ..	Mixed cargo ..	25
" 23	" War Steamer ..	Sayik Shadi ..	Ismail Bey ..	..	200	Constantinople ..	.. ..	50
1857 February 7	" Brig ..	Messoud ..	Mohamed El Grew ..	253	19	Bengazi, Smyrna, and Constantinople	Ballast ..	110
						Total in 1856 ..		660

TURKEY.

No. 599.

The Earl of Clarendon to Lord Stratford de Redcliffe.

My Lord,

Foreign Office, April 26, 1856.

I TRANSMIT herewith copies of two despatches which I have received from Her Majesty's Consuls at Rhodes and at Canea,* reporting the arrival of slaves at those places from Tripoli; and I have to instruct your Excellency to communicate to the Ottoman Minister for Foreign Affairs the facts stated in these despatches, and to point out to his Excellency that the sale of some of the slaves in question which has taken place in Candia is a violation of the Vizirial Order, a copy of which accompanied your Excellency's despatch to me of the 19th March, 1855.

I am, &c.
(Signed) CLARENDON.

No. 600.

Lord Stratford de Redcliffe to the Earl of Clarendon.—(Received May 7.)

My Lord,

Constantinople, April 24, 1856.

INCLOSED herewith, for your Lordship's information, are copies, in translation, of a letter from the Pasha of Tripoli to the Grand Vizier, and of the Kaimakam Pasha's reply, respecting negro slaves brought down to Tripoli for exportation.

Your Lordship will observe that a difficulty exists as to the disposal of those unfortunate creatures who, after reaching Tripoli, are left in the hands of their owners without a prospect of sale.

It is very desirable that the measures adopted with a view to prevent the entrance of the slaves into the territory of Tripoli should be enforced in such manner along the interior frontier as to discourage the dealers from persisting in the odious traffic of their fellow-creatures.

I have, &c.
(Signed) STRATFORD DE REDCLIFFE.

Inclosure 1 in No. 600.

The Governor of Tripoli to the Grand Vizier.

(Translation.)

Tripoli in the West, February 22, 1856.

I HAD the honour of receiving on the two despatches, dated your Highness' and stating that the purchase and sale of slaves had been prohibited by Imperial order, and instructing me in consequence to take measures for preventing any slaves from among the blacks being brought into the Province of Tripoli, or any whatever being sent to the capital. I shall act in strict conformity with His Imperial Majesty's orders.

* Nos. 634 and 658.

With respect to the non-importation of black slaves into the Province of Tripoli West, the slave-dealers were prohibited from going to that quarter a year ago, as well as the other traders. Nevertheless, last year a set of black and other traders lately crossed the desert, and a large number of slaves were brought to the Sandjacks of Bengazi and Fezzan, to the Qazas of Djebel Garb, which will not be permitted to be conveyed to Constantinople.

It is painful to reflect that owing to the great scarcity of provisions in this country, these slaves must perish at the ports of embarkation ; but proclamation will be made to the slave-dealers and other merchants, forbidding them to import black slaves in future as far as practicable, and they shall likewise be prevented from being conveyed to the capital.

Inclosure 2 in No. 600.

The Grand Vizier to the Governor of Tripoli.

(Translation.)

April 19, 1856.

NOTWITHSTANDING that, on the general proclamation of the prohibition established by order of His Imperial Majesty against the purchase and sale of slaves, your Excellency was peremptorily instructed more than once to take prompt and efficacious measures for fully enforcing this prohibition, and to exercise a strict vigilance in this respect, information has been received that again lately a party of slaves was exported from within the Province of Tripoli West, sent to Cyprus, and there sold.

It is needless to repeat to you the instructions which have been repeatedly sent to you at length. This Traffic in Slaves is not only contrary to the dictates of humanity, but is provocative, likewise, of representations from abroad, and it is therefore highly important that the instructions should be carried fully into effect, and the trade put an end to altogether.

You will thus sedulously persevere in giving full course to all measures of efficacy which may be necessary in that quarter for putting it vigorously down. The main point is to prevent the importation of these slaves into the Province of Tripoli, and you are instructed to issue peremptory orders to the authorities at all the ports and passes to attend most scrupulously to the means of carrying this into effect without fail.

No. 601.

The Earl of Clarendon to Lord Stratford de Redcliffe.

My Lord,

Foreign Office, May 13, 1856.

I HAVE received your Excellency's despatch of the 24th ultimo, inclosing translations of a correspondence between the Grand Vizier and the Pasha of Tripoli, respecting the Traffic in Negro Slaves carried on in that Regency ; and I have to instruct your Excellency to observe to the Grand Vizier, that it appears to Her Majesty's Government that the best mode of putting an end to this Traffic would be to direct the Governor of Tripoli to inflict summary punishment upon the slave-dealers who disobey the Sultan's decrees, and to make them pay for the support of any slaves who may hereafter be brought by them from the interior to Tripoli.

I am, &c.

(Signed) CLARENDON.

No. 602.

The Earl of Clarendon to Lord Stratford de Redcliffe.

My Lord,

Foreign Office, May 28, 1856.

I TRANSMIT herewith a copy of a despatch which I have received from Her Majesty's Consul-General at Tripoli,* stating that a Decree has been issued prohibiting for ever the exportation of negro slaves from all the ports of that

* No. 577.

Regency, but adding, that the Pasha has recommended the Porte to suspend the enforcement of the Decree in question until the month of March 1857.

I have to instruct your Excellency to express to the Ottoman Minister for Foreign Affairs the hope of Her Majesty's Government that the suggestions of the Pasha of Tripoli as to the suspension of this Decree may not be adopted by the Porte.

I am, &c.
(Signed) CLARENDON.

No. 603.

Lord Stratford de Redcliffe to the Earl of Clarendon.—(Received June 23.)

My Lord,

Constantinople, June 9, 1856.

I CONTINUE to send in to the Turkish Ministers such additional information as I receive from Her Majesty's Consuls respecting the introduction of negro slaves into Turkey.

I am assured, in reply, that the question of the Slave Trade is under the consideration of the Council, and that, as soon as a final decision is adopted, it will be communicated to Her Majesty's Embassy.

I have, &c.
(Signed) STRATFORD DE REDCLIFFE.

No. 604.

The Earl of Clarendon to Lord Stratford de Redcliffe.

My Lord,

Foreign Office, June 23, 1856.

MR. CAMPBELL, Her Majesty's Consul at Rhodes, has transmitted to me a copy of his despatch to your Excellency of the 4th instant, stating that the Governor-General of Rhodes, and the Governors of the other islands, have refused to take any measures for the suppression of the Slave Trade, alleging that they had received no firman or instruction from the Porte ordering them to prevent that Traffic.

I have to refer your Excellency to your despatch of the 22nd March, 1855,* which stated that, although the Grand Vizier was not prepared to sign a Convention for the suppression of the Georgian and Circassian Slave Trade, he did not object to render more stringent the prohibition of that Trade by the Porte; and I have to state that, if the Porte has also given orders to prohibit the Slave Trade in the Mediterranean, those orders appear to be utterly disregarded.

Your Excellency will call the attention of the Ottoman Government to this matter with reference to the above-mentioned despatch from Consul Campbell, and you will endeavour to concert with the Grand Vizier the adoption of measures which may be effectual for the total suppression of the African Slave Trade.

I am, &c.
(Signed) CLARENDON.

No. 605.

Lord Stratford de Redcliffe to the Earl of Clarendon.—(Received July 9.)

My Lord,

Constantinople, June 26, 1856.

INCLOSED herewith is an extract of a despatch from Acting Vice-Consul Colnaghi to Her Majesty's Consul at Rhodes respecting the arrival, at Mitylene, of slaves from the coast of Barbary.

I have communicated it to the Porte, in sequel to similar advices successively received from various parts of the Archipelago, and I have obtained the

* Class B, presented 1856, No. 418.

usual answer, that the subject of slavery is under the consideration of the Council, and that remedial measures of a comprehensive character are in contemplation.

I have, &c.
(Signed) STRATFORD DE REDCLIFFE.

Inclosure in No. 605.

Acting Vice-Consul Colnaghi to Consul Campbell.

(Extract.)

Mitylene, May 30, 1856.

I HAVE the honour to report to you that, since the commencement of the present year, three vessels, under the Turkish flag, carrying slaves, have arrived at this port from Tripoli. Their dates of arrival are as follows:—

January 7.—The brig "*Beinet*," of 300 tons, Captain Abdallah, having on board 85 slaves.

January 11.—The schooner "*Eftichia*," of 75 tons, Captain Omer, having on board 61 slaves.

May 14.—The brig "*Eftichia*," of 75 tons, Captain Mehmet, having on board 100 slaves.

None of the slaves on board the two first-mentioned vessels were landed at Mitylene, but were taken to Smyrna for sale.

Of the slaves on board the brig "*Eftichia*," only 8 were landed at Mitylene, the rest were taken to Smyrna.

No. 606.

Lord Stratford de Redcliffe to the Earl of Clarendon.—(Received July 22.)

My Lord,

Constantinople, July 10, 1856.

THE intelligence contained in the despatch from Her Majesty's Consul at Tripoli, a copy of which I inclose herewith,* is but too completely in keeping with other notices of persistence in the Slave Trade between that province and Turkey, which, of late, have reached your Lordship as well as myself.

I have lost no time in bringing Colonel Herman's statement to the knowledge of the Porte, and the letter to Fuad Pasha, with which I have accompanied it, is forwarded herewith, in copy, for your Lordship's information.

I have, &c.
(Signed) STRATFORD DE REDCLIFFE.

Inclosure in No. 606.

Lord Stratford de Redcliffe to Fuad Pasha.

M. le Ministre,

Péra, le 10 Juillet, 1856.

J'AI eu l'honneur de vous adresser à plusieurs reprises relativement au Commerce d'Esclaves, qui, malgré la défense proclamée par Sa Majesté le Sultan, continue à se maintenir activement entre les côtes de Tripoli et les ports Ottomans de l'Archipel. Je me suis fait un devoir en outre de vous fournir divers rapports et d'autres documents tendant à constater l'existence de ce Trafic désastreux. Votre Excellence m'a fait assurer plus d'une fois que la Porte s'occupe sérieusement de la question, et que vous serez bientôt dans le cas de me faire connaître le résultat de ses délibérations. Respectant les occupations nombreuses de votre Excellence, j'attends, mais non sans impatience, le moment où elle sera à même d'entrer en matière avec moi relativement aux moyens de mettre fin, une fois pour toutes, à un mal qui est trop douloureusement connu pour que l'on ait besoin de le caractériser ici. Je vous prie de vouloir bien me faire savoir, un moment plutôt, quand les obstacles qui ont retardé jusqu'ici le dénouement de cette affaire, seront écartés de manière que nous puissions en effectuer la solution d'une manière convenable. Mon

* No. 581.

Gouvernement s'intéresse vivement à toutes les phases et à toutes les branches de cette question importante.

Je profite de cette occasion pour attirer l'attention de votre Excellence à la communication ci-jointe qui m'est arrivée de Tripoli, et qui vient à l'appui de mes représentations tant de fois réitérées.

Je saisis, &c.
(Signé) STRATFORD DE REDCLIFFE.

No. 607.

The Earl of Clarendon to Lord Stratford de Redcliffe.

My Lord,

Foreign Office, July 28, 1856.

I HAVE received your Excellency's despatch of the 10th instant, inclosing a copy of a note which you addressed to Fuad Pasha respecting the Slave Trade which is carried on between the coasts of Tripoli and the Ottoman ports of the Archipelago, and I approve the representation which your Excellency addressed to the Turkish Government in this matter.

The importance and urgency of effectual measures being taken for the suppression of this Traffic are shown by the reports which some of the British Consular Agents in the Levant have recently forwarded to your Excellency, as well as to Her Majesty's Government, and, more particularly, by a despatch which I have received from Mr. Campbell, in which he informs me that he has reported to your Excellency the landing of 44 slaves at the Island of Scio by the Ottoman brig "*Masgaout*," from Bengazi, and that the masters of Turkish vessels, in order to elude the law, are in the habit of having the slaves which they embark put down in the ships' articles as passengers.

I am, &c.
(Signed) CLARENDON.

No. 608.

The Earl of Clarendon to Lord Stratford de Redcliffe.

My Lord,

Foreign Office, August 8, 1856.

I INCLOSE, for your Excellency's information, a copy of a despatch* which I have addressed to Her Majesty's Consuls at the places noted in the margin,† respecting the Trade in Nègro Slaves which is carried on from the coasts of Tripoli.

I am, &c.
(Signed) CLARENDON.

No. 609.

The Earl of Clarendon to Lord Stratford de Redcliffe.

My Lord,

Foreign Office, August 8, 1856.

I INCLOSE, for your Excellency's information, copies of two despatches which I have received from Major Herman,‡ Her Majesty's Consul-General in Tripoli, respecting the shipment of slaves from that Regency.

I am, &c.
(Signed) CLARENDON.

No. 610.

The Earl of Clarendon to Lord Stratford de Redcliffe.

(Extract.)

Foreign Office, September 29, 1856.

I TRANSMIT herewith, for your Excellency's information, a copy of a despatch dated the 12th ultimo, with its inclosures, addressed by the Govern-

* No. 643.

‡ Smyrna, Rhodes, Canea, Salonica, Dardanelles, Prevesa.

‡ Nos. 582 and 583.

ment of Bombay to the Court of Directors of the East India Company, together with a copy of a despatch dated the 2nd July, addressed by Her Majesty's Vice-Consul at Jeddah to the Bombay Government, on the subject of the Slave Trade carried on by Turkish vessels in the Red Sea.

And I have to instruct your Excellency to take such steps as you may deem advisable, with a view to induce the Porte to empower the Commanders of Her Majesty's cruisers, and of those of the Honourable East India Company employed in the Red Sea, to act in the suppression of the Slave Trade carried on under the Turkish flag.

Inclosure 1 in No. 610.

The Government of Bombay to the Court of Directors.

(Extract.)

Bombay, August 12, 1856.

WE beg to forward to your Honourable Committee copies of two letters from Brigadier Coghlan, Political Resident and Commandant at Aden, dated the 6th and 19th ultimo, pointing out the difficulties which, under existing circumstances, beset all measures which may be adopted for the suppression of the Slave Trade conducted in vessels under the Turkish flag.

As connected with this question, we have also the honour to bring to the notice of your Honourable Committee the remarks of Mr. Page, the Acting Vice-Consul at Jeddah, in his letter dated the 2nd ultimo, upon the state of the Slave Trade in the Hedjaz, and upon the means by which it may be suppressed. This letter forms one of the inclosures to our despatch by this mail, dated the 9th instant.

We do not think it would be necessary, or indeed possible, to obtain the permission of the Porte to seize slaves in the harbours of Hodeida, Jeddah, &c., or after they have landed, but we consider that, with the right of searching vessels under Turkish and Arab colours, outside the harbour, and with clear instructions for the guidance of the officers of the Indian navy, it will be perfectly possible to check, and ultimately to suppress, this Traffic.

Inclosure 2 in No. 610.

Brigadier Coghlan to the Secretary to the Bombay Government.

(Extract.)

July 6, 1856.

I HAVE to acknowledge the receipt of your letter dated the 10th ultimo, on the subject of the suppression of the Slave Trade, and with reference to paragraph 4, I am of opinion that the instructions therein alluded to, though complete as to the manner in which slavers belonging to the subjects of the Imaum of Muscat and certain Arab Chiefs are to be disposed of, are on the whole unsatisfactory, and that the silence observed as to the course adopted towards vessels sailing under other flags must cause doubt and hesitation in the minds of officers employed in checking the Slave Trade.

Native vessels carry on this Traffic under the flag of the Sublime Porte to a greater extent than under that of any other Power.

The question of the power of officers of the Indian navy to seize vessels sailing under the flag of independent Arab Chiefs not under engagements with us, such as those of Maculla and Shuhr, should be clearly defined; probably some of these Chiefs, though virtually independent, may be under the nominal suzerainty of the Imaum of Muscat, and may as such be brought within the provisions of the Treaty with that Prince; it is therefore advisable that the limits of the Imaum's Arabian territories as recognized by Government be specified.

Inclosure 3 in No. 610.

Brigadier Coghlan to the Secretary to the Bombay Government.

Sir,

July 19, 1856.

I FORWARD, for the information of the Government, a copy of a correspondence relative to the searching of vessels for slaves within Turkish ports. I trust that the sentiments contained in my letter dated the 17th instant may be approved.

I have, &c.
(Signed) W. M. COGHLAN.

Inclosure 4 in No. 610.

Brigadier Coghlan to Captain Frushard, I.N.

(Extract.)

May 24, 1856.

I HAVE to acknowledge the receipt of your letter of this day's date. I imagine that you are misinformed as to the state and extent of the Slave Trade as carried on in our immediate vicinity. I am informed from a source which precludes the possibility of any great mistake, that nearly 2,000 slaves were carried during the early part of this month from the port of Tajourra to that of Hodeida.

This is also the season when many vessels come from the coast of Africa about Zanzibar, bound for the Red Sea.

The proceedings of the vessels of war at this station are generally well known at the ports whence slaves are exported, and none are sent off until it is believed that no vessels are in the way.

I would suggest, as the most efficacious way of putting the exporters off their guard, that one of the vessels of war should lay for some time in the harbour of Perim, and keep a constant watch on the Straits of Babel-Mandeb, searching any vessel which enters by means of the ship's boats.

If this be not done speedily it will fail of success, as the slave-vessels will soon cease to run between Africa and Arabia.

The ports of Sonakin and Massowah have also exported slaves largely this year; indeed, notwithstanding the constant presence of vessels of war in the Red Sea, I am led to believe that this Traffic has this season been more than ordinarily brisk.

Inclosure 5 in No. 610.

Lieutenant Adams, I.N., to Brigadier Coghlan.

Sir,

"Queen," July 16, 1856.

I HAVE the honour to report the return of the "Mahi" from a cruize. I beg to forward, for your information, a copy of Lieutenant Walker's report and of two letters from Mr. Barroni to his address.

I have, &c.
(Signed) G. N. ADAMS.

Inclosure 6 in No. 610

Lieutenant Walker, I.N., to Lieutenant Adams, I.N.

(Extract.)

Aden, Back Bay, July 16, 1856.

I HAVE the honour to report the arrival of the Honourable Company's schooner "Mahi," under my command, from the Red Sea, and to forward, for your information, a copy of the sailing instructions I received from Captain Frushard, late Senior Naval Officer at Aden.

CLASS B,

On my way to Massowah I was obliged to put into the Island of Perim to refit. I remained there four days; a good look-out was kept; no boats were seen either entering or leaving the sea.

The Political Resident, in his letter dated 4th May, suggests Perim Island a good watch-place for vessels of war while employed in search of slavers. It would be so if all parts of the sea could be seen from the mast-head, which cannot be done. No part of the small straits can be observed from that elevation, and but a very small part of the large strait.

The "Mahi" left Perim May 10; arrived at Mocha 8 A.M. June 12. Between these places several boats were examined, in none of which were any slaves. During my stay at Mocha, a period of four days, all arrivals and departures were searched.

Leaving Mocha at 3 P.M. of 16th June, the "Mahi" arrived at Massowah at 2 P.M. June 24th, and remained there nearly seven days. While there all boats were strictly examined, a proceeding not at all understood by the Governor of Massowah, as will be seen from two letters which I have received from Mr. Barroni, copies of which I have the honour to inclose. I called upon the Governor, and explained to him that I was there to assist him in carrying out the firman of his Sultan.

Mr. Barroni could give me no information whatever relative to the Slave Trade, but slaves are always expected, as they were when he wrote his letter dated April 16. I asked him to show me any slaves in Massowah; he could not.

The "Mahi" arrived at Hodeida at 2 P.M. July 11; while there several boats were searched.

I consider, as far as the appearance of a vessel of war goes, the "Mahi's" cruise has been most effectual. The Arabian coast, from the Straits to Zebayer Islands, and the Abyssinian coast from the Coordinate Islands to Massowah, have been well explored. Very few boats were seen on the Abyssinian coast; those that were seen were boarded, but no slaves were discovered.

Inclosure 7 in No. 610.

Mr. Barroni to Brigadier Coghlan.

(Extract.)

Massowah, June 28, 1856.

I BEG to inform you, that on the arrival of the schooner "Mahi," all the people of Massowah, and chiefly the Governor of this town, were afraid very much, when the captain of the schooner visited and inspected the boats and "yelebe" which were entering this harbour: and when this Governor would understand by his interview with Captain Walker that he was perhaps charged to seize the slaves who should be sent to Jeddah, Hodeida, &c., he took with the inhabitants of this island, all the precautions necessary to avoid this inconvenience; and so all the slaves who were ready to be sent to Jeddah on the evening of the 27th instant, remained in the houses of their masters, who are awaiting a safe opportunity to send them to their destination.

If you like seize all the slaves who are sent to Jeddah or to Yemen. It is very easy to do so if you put a ship near the Island of Nuna, between Dahalak and Consuta, and another ship near Desai.

Inclosure 8 in No. 610.

Brigadier Coghlan to Lieutenant Adams, I.N.

(Extract.)

July 17, 1856.

I HAVE to acknowledge the receipt of your letter of yesterday's date, with Lieutenant Walker's report, and copies of Mr. Barroni's letters, dated 27th ultimo, to that officer.

I do not remember to have seen Captain Frushard's instructions to Lieutenant Walker, but I did not suppose they would authorize the examination of Turkish vessels in Turkish ports.

The whole question is under the consideration of the authorities in

England, and the Government of Bombay is preparing a code of instructions which will clearly state what may and what may not be done in searching for slaves. I am of opinion, therefore, that pending the decision, our vessels of war should abstain from examining or seizing suspected slavers within Turkish ports.

Inclosure 9 in No. 610.

Vice-Consul Page to the Secretary to the Bombay Government.

(Extract.)

Jeddah, July 2, 1856.

I HAVE the honour to inform you that, since the departure of Abu Moutallib, everything in this vicinity has remained quiet.

The exportation of slaves is continued here, and is brisker than ever; in fact, I am fully convinced that it never was the intention of the Mushir to carry the orders sent from Constantinople into execution; but it is not at all improbable that the full extent of his instructions were merely to have the firman of the Sultan read. However that may be, the reading of it in Mecca (a most useless formality as regards stopping the Slave Trade) had the effect intended, that of making it appear that the disturbances there, and in the whole of the Hedjaz, were caused through the Sultan having ceded to the wishes of England in suppressing slavery; whereas the real fact was, that the recall of Abu Moutallib having become known, and the Government too weak to make him attend to it was the cause: the reading of the firman in Mecca was unnecessary, especially as it was evidently not the intention of Government to carry it out, and was merely a snare to cause Abu Moutallib and his friends to declare themselves.

Should it be actually the intention of the Ottoman Government to prohibit the Traffic in Slaves, it could very easily be effected here without any disturbance whatever, especially as there should be no interference with those already in the country, but the further importation stopped; yet, to expect that any Turkish Governor would act honestly up to this, is requiring more than is to be found amongst them; and the only sure means, therefore, would be, employing in the Red Sea one or two steamers, under the command of officers in the Indian navy, who, if kept well informed, by agents in the ports of Hodeida, Massowah, and Jeddah, of all departures and arrivals of slaves, with permission to seize them in the harbours if not landed, would, in a very short time, put an end to it. I have made a representation of this to Constantinople.

No. 611.

Lord Stratford de Redcliffe to the Earl of Clarendon.—(Received October 8.)

My Lord,

Therapia, September 29, 1856.

ADVICES continue to reach me, from time to time, of negro slaves exported from Africa, chiefly from Tripoli, and introduced into the ports of the Ottoman dominions in Asia and Europe. Your Lordship is aware that Turkish vessels are frequently employed in this Traffic, illegal as it is, and condemned by the Imperial firmans. In every instance brought to my knowledge I have reminded the Porte of its duty, and placed the facts under its consideration. In every instance, or nearly so, I have received assurances that the question was not lost sight of, and that I should soon have proof of the Porte's attention to my representations.

Your Lordship knows, from Major Herman, what measures have been adopted in the Province of Tripoli, and what is the nature of the difficulty which impedes their complete and effective enforcement. Whatever prospects of improvement there may be for the future, numerous parties of slaves continue to be imported into the islands of the Archipelago and the adjacent continental ports.

Cargoes have lately arrived at the Dardanelles, and on a recent occasion I did not confine myself to a simple communication of the Consul's report, but I addressed an official letter to Fuad Pasha, and called upon the Porte to order the liberation of the slaves, and the punishment of those concerned in their

conveyance to Turkey. Copies of this document and of Mr. Calvert's despatch are inclosed herewith for your Lordship's information. The Porte's reply will serve to guide me, while waiting for your Lordship's instructions, as to the ulterior course which it may be advisable to pursue.

I have, &c.
(Signed) STRATFORD DE REDCLIFFE.

Inclosure 1 in No. 611.

Consul Calvert to Lord Stratford de Redcliffe.

My Lord,

Dardanelles, September 20, 1856.

I HAVE the honour to inclose, for your Excellency's information, the copy of a letter I have this day addressed to Her Majesty's Secretary of State for Foreign Affairs,* and also of another to the Governor of the Province of the Dardanelles, respecting the arrival of a vessel with slaves, now in quarantine at this port.

The Governor, as on the former occasion reported to your Excellency, on the 11th instant, tells me that he has no instructions from his Government how to deal with these cases.

I have, &c.
(Signed) F. W. CALVERT.

Inclosure 2 in No. 611.

Lord Stratford de Redcliffe to Fuad Pasha.

M. le Ministre,

Thérapia, le 28 Septembre, 1856.

JE me suis adressé à plusieurs reprises soit à votre Excellence, soit à son Altesse le Grand Vizir, relativement aux esclaves noirs qui sont introduits de l'Afrique dans les ports Ottomans à bord de bâtiments naviguant sous pavillon Turc.

Ce commerce se fait principalement entre la Province de Tripoli et les îles et côtes de la Turquie en Asie et en Europe, en pleine contravention des firmans de Sa Majesté Impériale le Sultan, et, selon la déclaration des autorités locales, sans que les instructions nécessaires pour arrêter son abus aussi déplorable leur aient été envoyées par la Sublime Porte.

A présent j'ai l'honneur de communiquer ci-joint à votre Excellence la copie d'une lettre adressée par le Consul de Sa Majesté la Reine à Djemal Pacha, Gouverneur des Dardanelles. Elle y verra qu'une goëlette Turque est arrivée aux Dardanelles de Tunis, ayant à son bord des esclaves Arabes au nombre de cinquante-trois.

Je supplie votre Excellence de vouloir bien écrire un moment plutôt à qui de droit pour faire remettre en liberté les individus ainsi réduits à l'esclavage, et punir le capitaine de la goëlette et tout autre sujet de la Porte convaincu de les avoir embarqué.

Je saisis, &c.
(Signé) STRATFORD DE REDCLIFFE.

No. 612.

The Earl of Clarendon to Lord Stratford de Redcliffe.

My Lord,

Foreign Office, October 9, 1856.

I HAVE received your Excellency's despatch of the 29th ultimo, inclosing a copy of the letter which you addressed to Fuad Pasha on receipt of Consul Calvert's despatch of the 20th of September, stating that a Turkish schooner had arrived at the Dardanelles with 53 slaves on board, and that the Governor of the province had informed him that he had received no instructions from his Government as to how he was to deal with such cases.

* No. 652.

I have to inform your Excellency that Her Majesty's Government approve the letter which you addressed to Fuad Pasha, and in answer to your Excellency's request for instructions as to the ulterior course to be pursued in this matter, I have to state that it is to be hoped that, by continuing a course of unceasing remonstrance, and by making every case of slave-trading known to the Ottoman Government, the Porte may be brought to a sense of what is due to humanity, to the earnest wishes of Her Majesty's Government, and to the engagements voluntarily contracted by the Porte on this subject.

I am, &c.
(Signed) CLARENDON.

No. 613.

The Earl of Clarendon to Lord Stratford de Redcliffe.

My Lord,

Foreign Office, November 26, 1856.

I HAVE received from Captain Kemball, Her Majesty's Consul-General at Bagdad, a copy of a despatch which he addressed to your Excellency on the 30th of September last, reporting the capture by Lieutenant Giles, commanding the Honourable Company's corvette "Falkland," of a slave-vessel under Turkish colours belonging to the port of Koweit; and I have to state to your Excellency that it is important that the Turkish authorities should come to a right decision in this case.

I am, &c.
(Signed) CLARENDON.

No. 614.

Lord Stratford de Redcliffe to the Earl of Clarendon.—(Received December 18.)

My Lord,

Therapia, December 8, 1856.

I HAVE lately had some conversation with Reshid Pasha on the subject of the Slave Trade, and particularly with reference to the disposal of the slave-vessel lately captured in the Gulf of Persia and consigned to the Pasha of Bagdad, who has referred to his Government for instructions.

On the general subject I had repeatedly urged the late Grand Vizier and the Minister for Foreign Affairs to adopt some measure calculated to repress in an efficient manner that part of the Traffic which proceeds from the Turkish possessions in Africa. I had also brought under their notice, as incidents occurred, the several cases in which the Imperial firmans were violated by the introduction of slaves from that quarter into the ports and islands of European Turkey. Nor had I neglected to solicit their attention to the case of the above-mentioned slave-vessel. Notwithstanding the assurances which I received from Aali Pasha, his Highness went out of office without taking any step whatever in the line of my representations. When I proposed a conference for the purpose of bringing the points in question to some kind of decision, he requested me to suspend my intention, with a promise to take the matter into serious deliberation with his colleagues on an early day.

Though I have not lost sight of this important subject since the change of Ministry, it was necessary to allow time for the new occupants of office to take cognizance of the pending affairs. Mr. Pisani, however, acting under my directions, put Ethem Pasha in possession of the circumstances which required his attention, and in private conversation with the Grand Vizier I performed a similar duty. The result of these communications is a promise on the part of Reshid Pasha that the questions coming under the head of Slave Trade shall be considered in Council without delay, and in reliance on his Highness's promise I have sent in two official notes to the Porte, of which copies are herewith inclosed. I have entered at some length on the more general question, with the view of impressing its importance and the soundness of our views respecting it on this Government at a time when I have reason to hope that it will be taken into serious and liberal consideration by the Turkish Ministers.

I have, &c.
(Signed) STRATFORD DE REDCLIFFE.

Inclosure 1 in No. 614.

Lord Stratford de Redcliffe to Ethem Pasha.

Therapia, December 6, 1856.

THE Undersigned, in the course of his long official residence in Turkey, has frequently had occasion to address the Porte on a subject to which his Government and nation attach the greatest importance. The question, however, to which he alludes, is one that concerns them only in common with other Governments and other nations, yet in such manner that barbarous and civilized countries are like interested in its solution. There is, indeed, no country so plunged in barbarism, but it finds a deeper degradation from partaking in the Traffic in Slaves. There is none so high in the ranks of civilization as not to derive a moral taint and a social embarrassment from the practice of slavery. Examples would be superfluous. More than half-a-century has been devoted to the exposure of evils resulting from the sale of man, and to exertions on the part of every intelligent Government in Europe to remove or to mitigate so fatal a plague.

England has taken a prominent, perhaps it may be said the foremost, part in waging this bloodless war of humanity. Her people, her capital, her possessions, had been long engaged, as is well known, in the trade, and in the use of slaves. Much wealth had flowed into her coffers from that source, and the profits of the Traffic prolonged a blindness, as to its real character, which had originated in ignorance and mistake. No sooner was the matter seen in its true light than the British Legislature declared, by severe enactments against trading in slaves, the sounder convictions which it had acquired. It gradually engaged the co-operation of other enlightened States in the same course of policy; it assisted, at the Congress of Vienna, in fixing the stamp of indelible reprobation on a practice that outrages the best feelings and clearest rights of humanity. At length it crowned the evidence of its sincerity by purchasing at a cost of twenty millions sterling, the right to extinguish slavery throughout its colonies. In accomplishing that great measure of justice, the British Government impoverished for a time its richest dependencies, and exposed their very existence to hazard; but esteemed both the loss and the peril as light in comparison with the advantages accruing to its empire at large, from the practical establishment of a principle fertile in beneficial results to the whole productive world. The real emancipation was not that of the slave, but of him who held his fellow-creatures in bondage. The estates of west Indian slave-owners fell greatly in value, but the commerce of the British Empire took a new spring, and its vast extension is still indefinitely progressive.

Turkey, though it still retains the disease, cannot in justice be reproached with indifference to the advantages of a healthier condition. Among the improvements which have distinguished the reign of Sultan Abdul Medjid, are several measures calculated to restrict the importation of slaves, and to render their sale an object less openly sanctioned by the ruling authorities. The introduction of slaves from Africa is now a clandestine and indeed an illegal act. A firman, issued during the late war, prohibited the purchase of slaves in Circassia, and their sale in His Majesty's dominions. The slave-market had been previously abolished at Constantinople, and one of the Ottoman dependencies had been allowed to go the full length of improvement by abolishing slavery itself.

Unfortunately the application of principle and the enforcement of law are but too prone to lag behind, when legislative provisions are directed against practices reconciled to national sentiment and rooted in long usage. Authority may be excused if, in such cases, it shrinks from an abrupt rigour, and vindicates the soundness of its enactments by a more gradual process. Provided its advance be continued, its slowness in the commencement may be overlooked, and even in some degree approved. But if the law be allowed to sleep, if the mischief which it denounces lose nothing of its strength and activity, it is impossible to exempt the magistrate from blame. A heavy responsibility must then of necessity fall on every department concerned in the ministration of the law, and the Supreme Government itself will become liable to the charge of neglect or bad faith.

The Undersigned in communicating on this subject with the Sublime Porte has furnished numerous proofs of the open audacious manner in which the Imperial firmans are violated. He has given the particulars of cases which left no doubt as to fact, and offered means both of saving the victims and of punishing the offenders. It is certain that a considerable and increased importation of slaves from Tripoli has taken place within the last two years, nor can it be questioned that cargoes of those unhappy beings have been sold in Turkey with the knowledge, if not with the connivance, of local authorities.

The Undersigned thinks it but just at the same time to acknowledge that such representations and evidences of guilt have been received by the Sultan's Government with attention, and that assurances of a cordial disposition to redress them have been frequently repeated. He cannot, however, enjoy the satisfaction of adding, that to his knowledge any practical result has hitherto ensued, that the imported slaves have been restored in any considerable number to freedom, or that any more stringent measures of repression have been adopted.

In these respects there is undoubtedly much room for regret, and not the less so because the authorities of the Empire are discredited, and their relations with friendly Powers impaired, by their want of energy in putting down evils which the united voice of Europe has denounced, and which their own legislature has armed them with the means of repressing. The British Government in particular cannot fail to observe with disappointment and deep concern a state of things which tends to limit the action of their own benevolent policy, and even to frustrate their unrelaxing efforts and unequalled sacrifices in this department of humanity.

The Undersigned is, nevertheless, still prepared to assure his Government that the Porte will not postpone much longer the adoption of adequate measures for the extinction of the Slave Trade within her dominions. Nothing would serve more efficiently to bring her into full accordance with the States of Europe, and place in a stronger light her claims to the character of a wise and equitable Power, alive to the importance of removing abusive practices, and habituating its subjects to that respect for the rights of others which is the best security for their own.

The Undersigned entertains a sanguine hope that the Porte will justify his reliance on her intentions by at once redeeming the pledges which have been so repeatedly given in her name. In this persuasion he seizes, &c.

(Signed) STRATFORD DE REDCLIFFE.

Inclosure 2 in No. 614.

Lord Stratford de Redcliffe to Ethem Pasha.

Therapia, December 6, 1856.

THE Undersigned, referring to his official note of this day's date, on the subject of Slave Trade, begs to remind the Ottoman Minister for Foreign Affairs of the case which he had the honour of submitting to his Excellency's predecessor in office four weeks ago, respecting a vessel with slaves on board, under the Turkish flag, captured by a British cruizer in the Persian Gulf, and consigned to the Pasha of Bagdad.

The papers respecting this affair have been communicated to the Porte, which has also received information on the subject from its own Representative.

It is more than time that some decision should be taken with respect to the vessel in question, and the circumstances connected with its voyage and capture. It is, moreover, desirable that the decision should be such as to mark with reprobation the odious Traffic in which the vessel, its owners, and its crew were engaged, and to encourage the brave men who displayed their zeal in effecting its capture, and their respect for the local authorities by delivering their prize to the Mushir of Bagdad.

The British Government, desirous that the Traffic in Slaves should be repressed in the Gulf of Persia, as on the broader waters of the ocean, is prepared to co-operate with the Porte for that purpose; and it is to be hoped that the Turkish Government will not be less disposed than that of Persia to

sanction, with respect to vessels navigating under their flag, such acts of inquiry on the part of British cruisers in the Gulf, as may be necessary to carry that very important and salutary object into complete effect.

The Undersigned cannot recommend the early solution of this matter too strongly to his Excellency the Minister for Foreign Affairs.

(Signed) STRATFORD DE REDCLIFFE.

No. 615.

The Earl of Clarendon to Lord Stratford de Redcliffe.

My Lord,

Foreign Office, December 26, 1856.

I HAVE received your Excellency's despatch of the 8th of December, reporting the steps which you have taken in order to draw the particular attention of Reshid Pasha and Ethem Pasha to the question of the Slave Trade carried on within the dominions of the Porte.

And I have to acquaint you that I entirely approve your Excellency's proceedings upon this affair, as well as the two notes which you addressed to Ethem Pasha on the 6th of December, explaining the measures of the British Government with regard to the Slave Trade, and urging that steps should be taken by the Ottoman Government upon the case of the slave-vessel lately captured in the Persian Gulf.

I am, &c.
(Signed) CLARENDON.

No. 616.

The Earl of Clarendon to Lord Stratford de Redcliffe.

My Lord,

Foreign Office, December 26, 1856.

I TRANSMIT herewith copies of a despatch, and of its inclosure, which I have received from Her Majesty's Consul at Tripoli,* stating that a Turkish vessel, named the "*Messhaud*," was forced, by stress of weather, to put into Bengazi on the 24th of October, after having been twenty-five days at sea, and that 18 slaves were found closely confined under some planks in the hold of that vessel.

I have to instruct your Excellency to draw the particular attention of Ethem Pasha to this case. You will observe that the captain of the slave-vessel has been detected in flagrantly defying the Sultan's prohibition against the exportation of slaves from the coast of Africa; and as it has been also shown that there can be no doubt that the local authorities were guilty of gross neglect of duty, and of delinquency in this affair, your Excellency will call upon the Porte to make a signal example of all the parties by whom the Sultan's firman has been so audaciously violated.

I am, &c.
(Signed) CLARENDON.

No. 617.

The Earl of Clarendon to Lord Stratford de Redcliffe.

(Extract.)

Foreign Office, January 2, 1857.

WITH reference to my despatch of the 26th of December, I transmit herewith a copy of a further despatch which I have received from Colonel Herman, Her Majesty's Consul at Tripoli,† stating that the Ottoman brig "*Meshauda*" had sailed from Tripoli for Smyrna with 40 negro slaves on board.

I have to instruct your Excellency to represent to Ethem Pasha this fresh violation of the Sultan's firman prohibiting the exportation of slaves; and you will observe to his Excellency that it proves how urgently necessary it is, as

* No. 593.

† No. 595.

pointed out in my previous despatch, that the Ottoman Government should visit, in a marked manner, the delinquency of the authorities of Tripoli in regard to the Slave Trade.

No. 618.

Lord Stratford de Redcliffe to the Earl of Clarendon.—(Received January 9, 1857.)

(Extract.)

Constantinople, December 29, 1856.

THE Sultan has not yet issued his approval of the Council's decision on the subject of Slave Trade, including the capture of a slave-trading vessel in the Persian Gulf. It is expected from day to day. In the meantime, assurances are given to me that the negro Trade is to be wholly and efficiently abolished; that vessels will be stationed on the coast of Africa and in the Gulf of Persia, for giving effect to the Sultan's Decree; and that the arrangements will be such as to admit the co-operation of other Powers, of England and France specifically, in the Mediterranean, and of England in the waters of Persia.

No. 619.

Lord Stratford de Redcliffe to the Earl of Clarendon.—(Received January 9.)

(Extract.)

Constantinople, January 8, 1857.

THE Porte's official note, abolishing completely the Traffic, and eventually the slavery of blacks throughout this Empire, is placed in my hands.

No. 620.

The Earl of Clarendon to Lord Stratford de Redcliffe.

My Lord,

Foreign Office, January 15, 1857.

I TRANSMIT to your Excellency herewith a copy of a despatch which I have received from Her Majesty's Consul-General at Tripoli,* reporting that the Ottoman frigate "*Saida Shaki*," the same vessel that, on a former occasion, shipped a cargo of 120 negroes for Constantinople, returned to Tripoli on the 21st ultimo, and, two days afterwards, shipped from thence a second cargo of 100 negroes, also destined for Constantinople.

This second shipment of slaves on board a Government ship is an abuse so flagrant that the Porte, it is to be hoped, will not hesitate to bring the parties concerned in it to punishment, and with this view I have to instruct your Excellency to bring the facts reported by Major Herman to the notice of the Ottoman Government.

I am, &c.
(Signed) CLARENDON.

No. 621.

Lord Stratford de Redcliffe to the Earl of Clarendon.—(Received January 25.)

(Extract.)

Constantinople, January 5, 1857.

THE Sultan has given his sanction to the abolition of the Black Slave Trade, and to its attendant measures.

I am in daily expectation of a formal communication to that effect from the Porte.

* No. 596.

No. 622.

Lord Stratford de Redcliffe to the Earl of Clarendon.—(Received January 25.)

My Lord,

Constantinople, January 12, 1857.

THE Porte's official note respecting the abolition of the Slave Trade in Blacks has not yet been sent to Her Majesty's Embassy.

I understand that, in consequence of some remarks of mine bearing on what I understood to be a qualification of the measure in point of immediate enforcement, a more minute inquiry as to existing regulations on that subject has been set on foot at the Porte.

It would seem that no firman prohibiting the Traffic in African Slaves has ever been issued, and that the Vizirial letters forbidding their exportation, especially in vessels belonging to the Government, have never been enforced by orders imposing a complete responsibility on persons concerned in the Trade, whether officers of the Porte or private individuals. Hence, in appearance, arises a difficulty as to enforcing the new and complete measure of abolition without a term for notice, and the rescue of slaves already imported, together with the impunity of those who have taken part in their importation.

I have no doubt that the Grand Vizier is serious in now at length carrying a complete measure of abolition into effect, and, balancing the future results of such a measure with the exceptions of past or present periods, the latter, though regrettable in no small degree, are of little comparative importance. I am, nevertheless, unwilling to acquiesce, without a clear necessity, in any arrangements which may be thought to compromise, however slightly, the great principle in question, and I can only hope that the note in preparation will be finally so completed as to reconcile the rights of humanity with the claims of justice.

I have, &c.

(Signed) STRATFORD DE REDCLIFFE.

No. 623.

Lord Stratford de Redcliffe to the Earl of Clarendon.—(Received January 25.)

My Lord,

Constantinople, January 12, 1857.

INCLOSED herewith, for the information of Her Majesty's Government, is copy of an official note which I addressed to the Ottoman Secretary of State for Foreign Affairs on the receipt of Colonel Herman's despatch to your Lordship reporting the detention of a Turkish brig with negro slaves on board at Bengazi, and the embarkation of other black slaves on board a Turkish man-of-war at Tripoli.

Though I am in hourly expectation of receiving the Porte's official note concerning the complete abolition of the Trade in Black Slaves, and the adoption of measures for its suppression, I thought it my imperative duty to bring the circumstances reported by Colonel Herman and Mr. Xerri to the knowledge of the Turkish Ministers, and to demand the punishment of those individuals who appear to have taken part in offences which violate at once the Imperial commands and the most sacred laws of humanity.

I have, &c.

(Signed) STRATFORD DE REDCLIFFE.

Inclosure in No. 623.

Lord Stratford de Redcliffe to Ethem Pasha.

Pera, January 10, 1857.

THE Undersigned, with reference to his previous communications on the subject of the Slave Trade carried on from Africa in spite of the Imperial firmans, has the honour to bring a new and most revolting instance of inhumanity to the knowledge of the Sublime Porte.

The circumstances are as follows :—

An Ottoman brig was driven by stress of weather into the port of Bengazi on the 29th October last. It was placed under custody by order of the Governor, and, no one landing, people were sent on board to make inquiry. These, after some delay and trouble, discovered 18 slaves confined in the hold under planks nailed over them. No one hinted that they were on board; their cries alone gave notice. On their being taken out, the dreadful effects of their suffering became evident to all, and the sight was most distressing. The name of the brig is "*Messhaud*," that of the captain, Bucra.

These particulars are taken from the report of the British Vice-Consul at Bengazi, and the report itself is annexed to this note.

His Excellency Ethem Pasha will not fail to observe that, although the Governor appears to have done his duty on the occasion, there is, nevertheless, good reason to suspect collusion on the part of his officers; that the Director of the Quarantine exposed himself to severe censure; that no provision was made for the emancipation of the slaves; that the punishment of the offenders was anything but satisfactory; and that the 18 slaves (who owed their rescue to the violence of the weather) were a very small part of those who had been exported since the prohibition to embark them had been established.

The British Consul at Tripoli reports that, on stating the case to the Mushir of that province, he found his Excellency aware of the facts, though nothing had been done in consequence, and obtained from him an assurance that the official delinquents should be put in irons for six months, the extreme amount of punishment authorized, as he said, by the Porte.

The Consul, moreover, states that caravans were preparing to start from Bengazi in search of more slaves from Nigritia, and that, within twenty-four hours after his conference with the Mushir, 120 slaves were embarked, at night, for Constantinople on board the Imperial steam-frigate "*Saiki Shadi*."

Such transactions, it is clear, are no less criminal as infractions of the Sultan's firman, than as violations of the common law of humanity. In either point of view, it is disgraceful to any Government to allow the perpetrators, whether private individuals or official functionaries, to escape with impunity.

The Undersigned is commanded by his Government to state its expectation that the Porte will make a signal example of all the parties by whom the offences in question have been committed.

No reasonable doubt can be entertained that the captain of the brig "*Messhaud*" has been detected in flagrantly defying the Sultan's prohibition, and that the local authorities were guilty of gross delinquency in the same affair.

The case of the "*Saiki Shadi*" appears to lie open equally to suspicions of the worst kind, and the Undersigned will not allow himself to believe that the Turkish Ministers can reconcile it to their sense of duty to pass over such audacious violations of the Sultan's authority.

The Undersigned, &c.

(Signed)

STRATFORD DE REDCLIFFE.

No. 624.

The Earl of Clarendon to Lord Stratford de Redcliffe.

My Lord,

Foreign Office, January 28, 1857.

I HAVE received your despatch of the 12th instant, and I have to acquaint you that I approve the note which you addressed, on the 10th instant, to Ethem Pasha respecting the brig "*Messhaud*," which was discovered with African slaves on board at Bengazi, and the exportation of slaves from that place on board the Imperial frigate "*Saiki Shadi*."

I am, &c.

(Signed)

CLARENDON.

No. 625.

Lord Stratford de Redcliffe to the Earl of Clarendon.—(Received February 12.)

My Lord,

Constantinople, January 26, 1857.

THE Porte's official note declaring the complete abolition of the Negro Slave Trade throughout the Sultan's dominions, with a temporary reserve as to the Hedjaz, continues to hang fire. My confidential communications on the subject have had some effect in improving the efficiency of the measure, and the necessity of referring again to the Council is probably the cause of the delay.

Assurances have been given to me by Reshid Pasha that the formal communication of the intended measure shall not be deferred beyond the present week.

I have, &c.
(Signed) STRATFORD DE REDCLIFFE.

No. 626.

Lord Stratford de Redcliffe to the Earl of Clarendon.—(Received February 12.)

(Extract.)

Constantinople, January 31, 1857.

THE Porte's official note declaring the final abolition of the negro Slave Trade, with a view to the extinction of slavery itself throughout the Sultan's dominions, with the temporary exception of the Hedjaz, on grounds of special necessity, has at length been placed in my hands. The delay, occasioned by fresh representations on my part respecting the Porte's obligation to punish existing offenders, and not to extend the periods of notice too far, has been attended with salutary results.

For my own part I cannot refrain from expressing my gratitude to Providence for having been permitted, under your Lordship's instructions, to contribute, as the humble instrument of Her Majesty's Government, to an act of such real and extensive benevolence.

Several weeks have to elapse before the measure so liberally announced will go into complete execution. Distance and long-established usage account for the delay, nor can it be denied that local prejudice renders it necessary to proceed with more than usual circumspection in that quarter. Care must at the same time be taken to prevent the exception from counteracting the effect of the whole measure. To this important object I propose to direct the special attention of the Consuls at Djedda, Hudideh, Moossul, and Alexandria.

Meanwhile, it is satisfactory to observe that the Porte has taken what I trust your Lordship will deem a proper decision respecting the slave-vessel captured in the Persian Gulf, and the Ottoman steam-frigate accused by Colonel Herman of having embarked slaves at Tripoli for this capital.

A translation of the Porte's note, and a copy of mine acknowledging its receipt, are inclosed herewith.

Inclosure 1 in No. 626.

Ethem Pasha to Lord Stratford de Redcliffe.

(Translation.)

January 29, 1857.

I HAVE received the two notes dated the 6th and the 10th of December, 1856, addressed to me by your Excellency, respecting the Slave Trade. Your Lordship's observations on this subject are most just and appropriate, for these unfortunate black slaves while on their passage from remote parts of Africa to the coast, are exposed to all sorts of hardships and privations in the desert. A number of them thus perish, while the remainder, being transported suddenly from a hot climate to a cold one, suffer mostly from complaints of the chest, and other ills, and die at an early age. These are evils the contemplation

of which wrings the hearts of well-thinking men, and causes them to apply themselves with all their might to seek the means for their total suppression.

The Sublime Porte is, in short, desirous of giving effect, as soon as possible, to a praiseworthy deed, so much in harmony with the dictates of humanity: indeed, as a preliminary to the acceptance of the principle of the abolition of negro slavery, the Sublime Porte had already, from time to time, addressed suitable instructions on this subject to some of the provinces; but, as these were found to be insufficient, the definitive resolution has been adopted of abolishing the negro Slave Trade altogether, and of severely punishing those acting contrary to this interdiction.

The definitive resolution adopted by His Imperial Majesty on this subject will naturally be communicated to the proper authorities. His Majesty's commands have been, therefore, sent to Egypt and Tripoli West to the following purport: that any black slaves arriving at the coast of Tripoli after the receipt of the Imperial firman to be sent there, are peremptorily not to be allowed to be sent for sale in any direction, while at the same time the slave-traders in the province, and those scattered about in the remote interior of Africa, are to receive prompt notification of the total abolition of the trade. Slave-traders, however, in any remote places, shall be granted a term of eight weeks, and should any black slaves arrive after the expiration of that period they shall not be permitted to be sold within the province, and the slave-traders who brought them shall be compelled to liberate them on the spot, and they shall be set free: as it would, however, imperil the lives of these unfortunate creatures to send them back to their own country, no measures shall be taken for that purpose; and as they would be equally reduced to destitution by being abandoned to their own resources, they shall be located in proper quarters and provided with food.

Although the taking away the slaves from the traders, in the first instance, after the expiration of the established period, is a sort of punishment in itself, a proportionate punishment shall be inflicted on repetition of the offence; such offenders shall, therefore, be imprisoned during one year for the first offence, and an additional year's imprisonment shall be awarded for each repetition of such offence.

Imperial orders will likewise be addressed to all the authorities on the coasts and the islands of the Mediterranean, and any slaves arriving after the receipt of such orders are not on any account to be allowed to be sent to another quarter: the slave-traders shall be obliged to set such slaves free; they shall be suitably located and provided with food. Imperial orders to the above purport shall be duly published; and as six weeks are sufficient for the promulgation in the Mediterranean of this prohibition, it shall be added that all vessels containing black slaves, arriving at the ports and "scalas" after the expiration of the above term shall be confiscated to the State, the captain imprisoned, and a report of the circumstance made to the capital.

All captains of ships of war cruising in the Mediterranean are to preside constantly over the (execution of these orders), and they shall take possession on behalf of the State of any vessels which they may fall in with carrying negro slaves after the expiration of the aforesaid term, and send them to Constantinople, in conformity with the explicit instructions furnished to them.

Special orders have been addressed to the Governor-General of Bagdad instructing him to grant a delay of three months for the Persian Gulf, owing to the distance of that sea; to promulgate the regulations established with regard to the negro slaves of Tripoli West and Egypt; and to send back to their country, by sea, any black slaves coming to that quarter, if it be easy to do so. Special orders have also been issued for putting the ships of war lying at Bussorah in proper condition: the vessels are to cruise in the proper directions so as to watch over the entire abolition of the Slave Trade; any vessel taken with slaves is to be seized on behalf of the State, the captain imprisoned, and a report of the case to be sent to Constantinople.

Looking to the delicacy of this subject as affecting the neighbourhood of the Hedjaz, it is necessarily exempted from this prohibition for the present. It will be impossible to compel those who, before the promulgation of this interdiction in the Imperial States, had, in pursuance of ancient custom, purchased negro slaves to liberate them. Henceforward no more negro slaves will be imported, and it is not the custom to prolong the servitude of slaves throughout

the term of their lives; it is well known that they are usually liberated, sometimes within two or three years, and, at the latest, after eight or ten years' service. This part of the subject is, therefore, transitory, and must be passed over in silence.

The delivery up to the arsenal at Bussorah of a vessel carrying slaves, and taken by an English cruiser, calls for the thanks and acknowledgments of the Sublime Porte. The Governor-General of Bagdad has been instructed to take possession of the said vessel on behalf of the State, and to hand it over to the captain of the English cruiser for conveying to their country the slaves found on board of her.

The captain of the "*Messhaud*," detained lately at Bengazi with slaves, as set forth in your Excellency's note dated the 10th January, having committed an act of inhumanity, instructions have been sent to the Governor-General of Tripoli for his punishment, as well as the punishment of those among the authorities who have acted in contravention of the Government orders according to their faults, and for the immediate liberation of the slaves found on board that vessel, without reference to the period established, in consideration of the sufferings undergone by them.

With reference to the steam-vessel "*Shadi*," if it should be ascertained that she took negro slaves on board, the captain of her shall be duly punished.

Such, my Lord, is the broad resolution newly adopted by the Sublime Porte, in all sincerity (of purpose), and the several measures of detail consequent upon it, will, no doubt, be duly appreciated by her sincere ally the Government of Great Britain.

It is by His Imperial Majesty's commands that I now communicate them to your Excellency, and I avail, &c.

Inclosure 2 in No. 626.

Lord Stratford de Redcliffe to Ethem Pasha.

Constantinople, January 31, 1857.

THE Undersigned has the honour to acknowledge the receipt of the official note which his Excellency Ethem Pasha has addressed to him under date of the 29th January, 1857.

The Porte in thus announcing its deliberate resolution to abolish completely the Negro Slave Trade, with the view of putting an end even to slavery itself at an early period throughout the Sultan's dominions, has acquired an additional title to the cordial notice of the Governments and nations of civilized Europe, and to none more than to those whom I have the honour to represent.

The Undersigned abstains on this occasion from touching on the particulars of the note, whether they tend to heighten its general effect, or to limit for a time its complete operation. He will take the earliest opportunity of forwarding it to England, and cannot but anticipate the satisfaction which, with very little exceptions, it can hardly fail to afford to his Government.

The Undersigned, &c.

(Signed)

STRATFORD DE REDCLIFFE.

No. 627.

The Earl of Clarendon to Lord Stratford de Redcliffe.

My Lord,

Foreign Office, February 13, 1857.

I HAVE received your Excellency's despatch of the 31st ultimo, inclosing a translation of the official note which has been addressed to you by the Ottoman Minister for Foreign Affairs, announcing the determination of the Porte to abolish the negro Slave Trade, with a view to the extinction of slavery throughout the Sultan's dominions.

Your Excellency will take the means which you may think most expedient for making known to the Sultan the extreme gratification which this measure of humanity and wisdom has afforded to the Queen; and you will convey to the

Ministers by whom the measure was recommended to the approval of their Sovereign the cordial thanks of Her Majesty's Government.

Her Majesty's Government entirely approve the ability and perseverance with which your Excellency has applied yourself to the task of obtaining the suppression of the Slave Trade and of slavery in the Turkish dominions.

I have also to state that I approve the instructions which you propose to address to the British Consuls at Djedda, Hudideh, Moossul, and Alexandria, respecting the Slave Trade in Arabia. Those officers should be careful in reporting to your Excellency the manner in which the local authorities carry out the benevolent intentions of the Sultan.

I am, &c.
(Signed) CLARENDON.

No. 628.

Lord Stratford de Redcliffe to the Earl of Clarendon.—(Received March 14.)

(Extract.)

Constantinople, February 26, 1857.

IN reply to a despatch which I addressed some time ago to Her Majesty's Consul at Diarbekir, with the view of ascertaining in what manner slaves continued to be sold in his neighbourhood, Mr. Holmes has given me the information contained in his report of the 20th ultimo, marked as having been sent in copy to your Lordship's office.

It appears from the Consul's statement that, in so far as the district of Diarbekir is concerned, the known cases of sale are extremely rare, that the present Mushir of Diarbekir exerts his authority for the repression of the Traffic in such as are brought before him, and that the heads of the Christian communities are on the alert. Satisfactory as these circumstances must be deemed to be, others, which appear in the same report, are of a different character. In the first place, a general impression prevails, that the Sultan's prohibition is evaded by sales conducted with secrecy, and that such infractions of the law are frequent. In the second, there is reason to believe that the Traffic, which we justly term inhuman, is popular in the countries where slaves—I mean white slaves—are procured. Parents, children, dealers, all find their account in it, and the kindness with which the slaves in this country are generally treated by their owners concurs, with poverty on the one side, and high prices on the other, to render the extinction of the practice, bad as it undoubtedly is in its moral effects, a work of time and extreme difficulty.

The advancement of Georgia and Circassia in commerce and education, the more complete establishment of the Sultan's authority in Koordistan, a livelier perception of the evils of slavery among the Mussulman gentry, and a kindlier intercourse between the classes of different creed and race in Turkey, may gradually bring about the complete cessation of forced service; and I cannot but wish that the policy and legislation of Governments may be directed on system to the promotion of those objects.

I look with hope to the working, eventual though it be, of that great charter of Turkish reforms which was recorded in the Treaty of Peace, and to the progressive result of that frontier arrangement between Persia and Turkey which it was my fortune to originate. But in the present instance I know not what to do beyond communicating to the Porte, and also to the Russian Embassy, such portions of Mr. Holmes' despatch as may bring under notice respectively the places whence slaves have lately been taken, and the names of those who have been concerned in their abduction.

It only remains for me to request that Bessim Pasha's conduct may be reported to the Sultan for His Majesty's approval.

No. 629.

Lord Stratford de Redcliffe to the Earl of Clarendon.—(Received March 14.)

My Lord,

Constantinople, February 27, 1857.

I AVAILED myself of the private reception with which the Sultan honoured me yesterday to thank him, on the part of Her Majesty's Government,

for his intention, officially announced, to abolish negro slavery throughout his dominions. In the performance of this agreeable duty I took occasion to observe that, in order to give full effect to His Majesty's benevolent declaration, care must be taken to instruct the provincial authorities, and to enforce, by their means, the necessary measures of repression. He replied, that his Ministers at the Porte would give their attention to those objects, and I venture, therefore, to hope that my remonstrances with respect to the frequent infraction of the prohibitory regulations, existing previously, will terminate, at last, in bringing the offenders to some kind of justice.

I have, &c.

(Signed) STRATFORD DE REDCLIFFE.

No. 630.

The Earl of Clarendon to Lord Stratford de Redcliffe.

My Lord,

Foreign Office, Mnrch 18, 1857.

I HAVE received your Excellency's despatch of the 26th ultimo, containing some observations on a report made by Mr. Consul Holmes on the state of the Slave Trade at Diarbekir and its neighbourhood, and I have to state to your Excellency, in reply, that, notwithstanding the difficulties with which the abolition of slavery in Turkey is surrounded, we must not relax in our exertions to accomplish this great object, and Her Majesty's Government has entire confidence that, on every fitting occasion, your best efforts will continue to be used for the extinction of the Slave Trade.

I have to add, that I concur in your Excellency's suggestion that the conduct of Bessim Pasha in the case of the 2 slaves who were restored to freedom by his Excellency's orders, as reported in Mr. Consul Holmes' despatch, should be made known to the Sultan for His Majesty's approval, and I have accordingly to authorise your Excellency to take the necessary steps in this matter.

I am, &c.

(Signed) CLARENDON.

No. 631.

The Earl of Clarendon to Lord Stratford de Redcliffe.

My Lord,

Foreign Office, Mnrch 18, 1857.

I HAVE received your Excellency's despatch of the 27th ultimo, reporting what passed at a conversation which you had with the Sultan respecting the abolition of slavery in the Turkish dominions on the occasion of a private reception with which you were honoured by His Majesty, and I have to acquaint your Excellency that I approve the language held by you to the Sultan on the occasion in question.

I am, &c.

(Signed) CLARENDON.

No. 632.

The Earl of Clarendon to Lord Stratford de Redcliffe.

My Lord,

Foreign Office, March 23, 1857.

HER Majesty's Government has learnt with much satisfaction, by a despatch which I have received from Mr. Consul Calvert, that the Pasha-Governor of the Dardanelles has received instructions from the Grand Vizier by which he is directed, after the expiration of a term of six weeks, to seize and confiscate all vessels sailing under the Ottoman flag which may arrive at the Dardanelles with slaves on board, and, further, that the slaves are to be liberated, and their owners, as well as the captains of the vessels, are to be imprisoned for the term of one year.

And I have to instruct your Excellency to express to the Ottoman Government the thanks of Her Majesty's Government for the instructions which they have sent to the Governor of the Dardanelles in this matter.

I am, &c.

(Signed) CLARENDON.

TURKEY. (*Consular*)—*Bagdad.*

No. 633.

Consul-General Kemball to the Earl of Clarendon.—(Received November 15.)

My Lord,

Bagdad, September 30, 1856.

I HAVE the honour to submit to your Lordship copy of a despatch, with inclosures, I have addressed to Her Majesty's Ambassador at Constantinople announcing the capture of a vessel belonging to the port of Koweit, carrying Turkish colours, by the Honourable Company's corvette "Falkland," attached to the Indian naval squadron in the Persian Gulf.

The presence of 12 slaves on board, and the desertion of the vessel by her crew when seizure was imminent, would seem to establish the liability of her owner, or other persons concerned, to the penalties contemplated by the engagements contracted by the Porte to the British Government for the suppression of the Slave Trade in 1847. Should the decision of the Turkish Minister in the present case be conformable thereto, it would go far, I believe, to remove that sense of impunity which has hitherto actuated parties professing allegiance to the Sultan, and, by giving effect to the efforts that have been so successfully made during the past two or three years to check the prosecution of this nefarious Traffic by the subjects of Persia, and of other States bordering on the Persian Gulf, would conduce very materially to its entire abolition in the Eastern seas.

I have, &c.
(Signed) A. B. KEMBALL.

Inclosure 1 in No. 633.

Consul-General Kemball to Lord Stratford de Redcliffe.

(Extract.)

Bagdad, September 30, 1856.

I HAVE the honour to inclose, for your Lordship's information, copy of a letter, with its inclosures, to my address from Lieutenant Giles, Indian navy, the officer commanding the Honourable Company's corvette "Falkland," setting forth the circumstances under which he had effected the capture of the buglah "Maimoon," of Koweit, having 12 slaves on board; also, copy of a letter from Lieutenant Dickinson, the officer sent in charge of the prize to Bussorah, announcing his having made her over to the custody of the Turkish authorities of that port.

This being the first capture effected under the provisions of the Imperial firman bearing date the beginning of Suffer 1263 (end of January 1847), his Excellency Reshid Pasha has declared his inability to proceed in the matter without special instructions from Constantinople, and, accordingly, inquiry will be made of the Turkish Ministers by the present post in what manner similar infractions of the existing Convention for the suppression of the Slave Trade should be punished.

Had the slaver belonged to any of the Arab States of the Persian Gulf, she would, according to the terms of their Treaties, have been liable to confiscation (with all the cargo on board, to whomsoever pertaining) for the benefit of the captors, or she would have been broken up, and compensation afforded to the said captors at the rate prescribed by Act of Parliament. Had she been a

CLASS B.

Persian vessel, the slaves, as in this case, would have been removed for the purpose of being disposed of in the usual manner, and her owners, for the first offence, would have been subjected to a fine, of which the amount would be determined by mutual understanding between the English and Persian authorities.

In dealing with the present question, however, the peculiar relations of Koweit to the Ottoman Porte must not be overlooked. Though Koweit has always been acknowledged to be a Turkish dependency, its vessels, without exception, carrying the Turkish flag, the authority of the Sultan over its inhabitants is merely nominal. No Turkish officer resides on the spot, and the Sheikh, so far from paying tribute or revenue to the Turkish Government, receives annually from the Governor of Bussorah a quota of dates, in virtue of his engagement to protect the port and Shat-el-Arab from naval attack. Should, however, the destruction of the captured slaver be determined on, the Chief of Koweit will readily comprehend that the act is one to which his feudal superior, the Sultan, is committed by the spirit of his engagements, and for which, therefore, the British Government alone is answerable. Nor can Sheikh Jaber-el-Subah plead ignorance of these engagements, seeing that, while resident in the Persian Gulf, I myself repeatedly warned him of their existence, and of the consequences which the continued prosecution of the prohibited Traffic must, sooner or later, entail upon his subjects.

Inclosure 2 in No. 633.

Lieutenant Giles to Consul-General Kemball.

Sir,

“*Falkland,*” *Bushire, August 29, 1856.*

CAPTAIN JONES, Political Resident at Bushire, informs me that he has acquainted you with the fact that, on the 30th July last, the sloop-of-war “*Falkland,*” under my command, captured the Turkish buglah “*Maimoon*” as a slaver. Full particulars as to the circumstances which induced me to this step will be found in the accompanying papers.

I have now the honour to acquaint you that, by desire of Commodore Ethersey, I have dispatched her, under charge of Lieutenant Dickinson, of this ship, to Bussorah, with instructions to make her over to the British Agent at that port, taking receipts from him, copies of which will be forwarded to you.

From the fact of the boat having been deserted by her own people before capture, it has been necessary to hire a nacoda and crew to navigate her up the river; this, together with the probable expense Lieutenant Dickinson may be put to in returning to this port, will have put the Government (or myself, it may be) to considerable expense. I think it right to urge this on your notice, as, even should she not be condemned as a slaver, her owners, from the fact of her being abandoned at the time of seizure, might be made to pay the actual outlay incurred in conveying her to a safe port.

I have directed Lieutenant Dickinson to furnish you with a probable estimate of the expenditure.

I have, &c.
(Signed) E. GILES.

Inclosure 3 in No. 633.

Memorandum.

IN the afternoon of the 30th August, 1856, while cruising at the entrance of the Persian Gulf, I gave chase to a buglah; she at once made for the shore, using every endeavour to escape us. The wind was light, and it was only just before sunset I was enabled to get within gun-shot range of her. Taking no notice of a blank gun, I fired no less than five shot, pitching them close up to her. She would neither heave-to nor show her colours. We were then within two miles of the Arabian coast, between Dibbah and Khorefucawn, latitude about 25° 30' north, longitude 56° 26' east, falling calm. I sent two cutters in

chase, under Acting Lieutenants Dickinson and Crockett, Indian navy. As these boats left the "Falkland" I observed that the buglah crowded her boat with men, who made for the shore.

At 9 P.M. a concerted signal was made that the boat had slaves on board, and at 10 P.M. she joined company.

I was sorry to learn that, in spite of every exertion, our boats were unable to overtake the buglah's boat. They pushed through a heavy surf, and retreated inland as our boats came up.

On boarding the buglah, she was found to have been abandoned by her whole crew. In the run (after-part) of the vessel 12 slaves were found: 4 women, 4 female children, and 4 boys. She had eleven passengers: two men, five women, and four children, the whole from Muttra, on their way to Kerbela. They were unable to give the name of the boat, nacoda, or any information, except that she was from Muscat to Singar, Bushire, and Bassorah; the slaves and cargo, they believed, belonged to the nacoda.

A Turkish flag was found on board, also a number of old receipts, and from them I believe the buglah to be the "*Maimoon*," owned by Mahomed bin Ferage, of Koweit, Nacoda Mahomed bin Sukker.

When deserted by her crew, her sail was left set, and she was in a position to have drifted on the rocks within an hour, had she not been taken charge of.

The following papers are attached:—

No. 1.—Inventory of cargo and stores on board the "*Maimoon*" when taken by "Falkland."

No. 2.—Extract of "Falkland" log-book on the subject.

No. 3.—Statement of a passenger, named Thorab Alli, to Commodore Ethersey.

No. 4.—Statement of a passenger, named Dowd, to Commodore Ethersey.

No. 5.—Statements made before Commodore Ethersey by 2 slaves taken in the buglah "*Maimoon*."

No. 6.—Translations of bills of lading found on board the "*Maimoon*."

No. 7.—A bundle, containing the flag, old receipts, &c., found on board the buglah.

(Signed) E. GILES.

Bassadore Roads, August 22, 1856.

(No. 1.)—INVENTORY of Cargo and Stores found on board the slave-buglah "*Maimoon*."

Names of Stores.	Number or Quantity.
Anchor	1 in number
Bales of English goods	2 "
Boxes clothes	2 "
" writing	1 "
Binocle	1 "
Compass, steering	1 "
Choppers, wood	2 "
Coir	16 bundles of 2 to 3 cwt.
Cooking pots	3 in number
Cloves	5 bags of about 3-cwt. each
Canes, Malacca	8 bundles
Curry stuff (Turmeric)	7 bags
Dhubbeis, ghee, empty	8 in number
Grappel	1 "
Guns, iron (about 2-pounder)	2 "
" matchlock	3 "
Hair, goats'	54 bags at 2 to 4 cwts. each
Hulwa, Muscat	6 pots
Hawsers, coir	2 in number
Knives, grass	1 "
Lead, deep sea	1 "
Myrrh	3 small skins
Mussocks, waiters	8 in number
Platters, coppers	3 "
" wooden	1 "
Pestles and mortar, iron	1 "
Rice	3 bags
Sails, jib	1 in number

Names of Stores.	Number or Quantity.
Sails, main	3 ..
„ mizen	1 ..
Silk	53 pieces
Scrapers, iron	6 in number
Spears	8 ..
Spoon, straining (copper) ..	1 ..
Tank, wooden, of about 250 gallons	1 ..

(Signed)

A. M. DICKINSON,
*Acting Lieutenant.**Bassadore, August 15, 1856.*

Note.—There were two grapnels on board the buglah when she was captured, only one of which is shown in the inventory, the other having been lost, as per log extract, dated August 14, 1856.

(Signed)

A. M. DICKINSON,
*Acting Lieutenant.**August 14, 1856.*

Extracts from the log of the “Falkland,” dated Bassadore Roads, August 14 and 17, 1856.

August 14.—8 A.M. OBSERVED the buglah “Maimoon” driving. Sent a kedge and hawser on board, which brought her up. Found that she had parted from one of her anchors.

August 17.—1 A.M. Observed the biggareh “Fatteh Khair” driving. Sent Lieutenant Crockett, with second cutter, to secure her.

2:30 A.M. Secured her, but, on returning to the vessel, observed also the buglah “Maimoon” adrift. Went on board and secured her by letting go a kedge-anchor, which had been lent from the vessel. On hauling in her cables, found that the large anchor and grapnel she had been riding by had parted, and also a quantity of cable.

(No. 2.)

Extract from the “Falkland’s” log-book, relative to the slave-buglah “Maimoon.”

July 30, 1856.—At 3 o’clock observed a buglah to south-westward, made all plain sail in chase, and fired a blank and then a shotted gun at her, but without effect. Fired at intervals four shotted guns, also without effect; she neither showing colours nor heaving too. 6:30: wind failing, sent the 1st and 2nd cutters in chase, in charge of Lieutenants Dickinson and Crockett. 6:40: observed a boat-load of men leave the buglah for the shore. At 8 o’clock observed two blue lights to westward, answered with one; burnt at intervals two blue lights. At 9 o’clock fired a gun and burnt a blue light. At 10 o’clock 1st cutter returned on board, leaving 2nd cutter with Lieutenant Crockett in charge of the buglah “Maimoon” with 12 slaves on board her, the crew having left her in their boat and gone ashore.

(No. 3.)

The following is the substance of a statement made before me in the Hindostani language on solemn asseveration by Thorab Ali:—

“I am a Mussulman, and was born at Muscat, about thirty-five years of age; I am a merchant, and deal in fish. I went to a coffee-shop about the 24th Zilkad where I met Nacoda Mahomed, who had a buglah that was going to Bussorah, and I agreed to take a passage in his boat to Bussorah, and we went on board the same evening, my wife, my aunt, and my four children; the buglah

sailed that night. The next morning I saw several *Sedees*, and I said to the *Nacoda*, You have slaves on board: he said, That is nothing to do with you; I will take you to *Bussorah*; that is enough for you.

"We came in sight of a ship, which fired an empty gun at the *buglah*, then another with a shot. I told the *Nacoda*, this is a Government vessel, stop and make *salam*: he replied, hold your tongue; then another shot came close to the *buglah*, and the ship was getting close; then the *Nacoda* hauled up the *buglah's* boat, and himself and all the crew got into her, one *Bundaree* and ten *Khalasees*, and pulled away towards the shore and left only us, the passengers and slaves, on board. Two boats from the ship went after the *Nacoda*, and afterwards the two boats came to the *buglah*, and the ship came close to the *buglah* also; I don't know the boat's name or the owners; I did not know that any slaves were in the boat when I engaged my passage, did not see any until the morning after we left *Muttra*; don't know where the boat took in the slaves. *Nacoda* did not say anything about slaves before I left *Muttra*. I am going to *Kerbela* with my family.

"*Nacoda* took away with him in the boat a bag of money, don't know how much; don't know the *Nacoda's* name, only *Mahomed*; there were 12 slaves in the boat."

Sworn before me, this 5th day of August, 1856, at *Bassadore*.

(Signed)

R. ETHERSEY, *Commodore, J. P.*

(No. 4.)

The following is the substance of a statement made before me in the *Hindostani* language by *Dowd*, a *Mussulman* :—

"I am a *Mussulman*, a native of *Nugga Fatta*, am a merchant, have been at *Muttra* seven or eight years; about 24th *Zilkad* I went to a coffee-shop to meet *Mahomed, Nacoda*; I wanted to go to *Bussorah* and to *Kerbela* with my family, and I agreed to go to *Bussorah* in *Mahomed's buglah*; we went on board after sunset the same day, and the *buglah* sailed away; three days afterwards we saw a ship, and the *Nacoda* said, Here is a Government vessel, she will be after us; then the vessels fired at the *buglah* with shot; we told the *Nacoda* to stop and make *salaam*; he replied, Hold your tongue and keep quiet; the vessel came nearer, then the *Nacoda* and all the men belonging to the *buglah* got into the *buglah's* small boat and pulled for the shore; only the slaves, *Thorab Ali*, and I and our families were left in the *buglah*; two boats went from the ship and went after the *Nacoda*, but they did not catch him; the two boats then came to the *buglah* and took the *buglah* close to the ship; there were 12 *Sedees* on board; I did not know there were any slaves on board when I took my passage, *Nacoda* did not tell me; I don't know the name of the boat nor the name of *Nacoda* only *Mahomed*; the boat was going to *Singar*, *Bushire*, and *Koweit*, did not see any slaves the night I went on board, saw them next morning."

Sworn before me at *Bassadore*, this 5th day of August, 1856.

(Signed)

R. ETHERSEY, *Commodore, J. P.*

(No. 5.)

Statement of a slave boy named *Wooladec*, aged twelve years, one of 12 slaves that were captured by the "*Falkland*" in the *buglah* "*Maimoon*:"—

"I was born at *Minowr*; my father and mother died. An Arab took me from *Minowr* to *Keerowr*; from that I was taken to *Sowhylee* where I remained a month; my master had plenty more slaves; after a month we were all put into a *buggareh*, there were about 100, and the *buggareh* went to *Soah* (below *Muscat*); when we came close we were put into two small boats and we came to *Muscat*, some stopped in the *buggareh* at *Soah*. I was about one month at *Muscat*, I was then sold to a *Bussorahman* for 15½ dollars; it was the *Nacoda* of the *buglah* that the ship caught; there were 12 slaves on board when the ship caught us; it was two or three days after we left *Muscat* that we saw the ship. She fired guns at the *buglah*, and one shot came very close. The *Nacoda* then put

us below in the hold; after this Europeans came and took us out of the hold. The passengers told us the Nacoda and all the Arabs had run away, we did not see them again. A European officer came on board and other European men, and we came in the buglah to Bassadore."

Taken in my presence, this 16th day of August, 1856.

(Signed) R. ETHERSEY, *Commodore*.

Statement of a female slave, aged twenty years, one of 12 slaves that were captured in the buglah "*Maimoon*" by the "*Falkland*:"—

"I was born at Minowr, and was brought with my mother to Keerowr where she died; I was then taken by my master to the sea and sold to an Indiaman, and he sold me to another Indiaman, and I stayed with him two years and then he brought me to Muscat. I stayed at Muscat one year and was then sold to Noree, who sold me to the Nacoda of the buglah; I was sold in the market at Muscat; there were plenty of slaves bought and sold there; two days after the Nacoda bought me, he put me in the buglah. I don't know how many days the buglah had been at sea when we saw the ship; the ship fired guns, and then the Nacoda put us down in the hold and locked us in; after that Europeans pulled us up from below, the ship was close to the buglah, then Europeans came on board again, and brought us in the buglah to Bassadore; there were 12 slaves in the buglah."

Taken in my presence, this 16th day of August 1856.

(Signed) R. ETHERSEY, *Commodore*.

(No. 6.)

Bills of Lading.

FROM Muscat to Koweit by a small buglah, owner Furage bin Abdulla, Mahomed bin Sukker, nacoda, Sada bin Furshee, shipper, twenty large bags of wool, belonging to Esa bin Rashood, to be delivered to him at Koweit; freight 30 kerans to be paid on delivery of goods.

24 *Zilkad*.

(L.S.) MAMOMED BIN SUKKER.

GOD'S will we will ship cargo from Muscat to Bussorah in the shore, owner Feragee bin Abdoola, with Nacoda Mahomed bin Sukker: goods sent by Mahomed bin Suleiman bin Dhamin, belonging to Mahomed bin Abdoola Abderhamin to be delivered to him, his mark is on the bags No. 405 sent by No. 129; 34 bags of hair; freight 60 kerans, to be paid on delivery of goods.

17 *Zilkad*.

(L.S.) MAHOMED BIN SUKKER.

Inclosure 4 in No. 633.

Acting Lieutenant Dickinson, I.N., to Consul-General Kembell.

(Extract.)

Mughil, September 9, 1856.

I HAVE the honour to report my arrival at Bussorah in charge of a slave-buglah, called the "*Maimoon*" captured by the Honourable Company's corvette "*Falkland*," which I have this day made over to Mr. Jacob, Dragoon to the British Consulate.

I beg to inclose a copy of the receipts granted by Mr. Jacob,* and also an estimate of the probable expense which has been, and will be, incurred in connection with the slave-buglah.

* Receipt of Governor of Bussorah substituted.

Estimate of expenses incurred in conveying the slave-buglah "Maimoon" to Bussorah.

	Md.	Sh.	Krs.
Wages of a crew hired to navigate the "Maimoon" from Bushire to Bussorah ..	160	0	
Value of provisions for the crew ..	60	0	
Passage for myself and servant to Bushire ..	60	0	
Freight, for anchors, warps and other Government stores which were required for the use of the "Maimoon" ..	20	0	

Total Md. Sh. rupees 300 0
 (Signed) A. M. DICKINSON,
 Acting Lieutenant, I.N.

TURKEY. (*Consular*)—*Canea in Crete.*

No. 634.

Consul Ongley to the Earl of Clarendon.—(Received April 24.)

My Lord,

Canea in Crete, January 25, 1856.

I HAVE the honour to inform your Lordship that, on the 5th instant, the Ottoman brig "*Massant*," Captain Omer Abulabba, put into this port from Bengazi, bound to Constantinople, having on board 90 slaves; and on the 19th instant the Ottoman brigantine "*Caval di Mare*," Captain Suleiman Misseri, also put into this port from Tripoli in Barbary, having on board 70 slaves destined for Smyrna.

Out of the whole number of slaves only 5 or 6 were sold at this place; the rest have gone on to Smyrna and Constantinople.

I have, &c.
(Signed) H. S. ONGLEY.

No. 635.

The Earl of Clarendon to Consul Ongley.

Sir,

Foreign Office, April 26, 1856.

I HAVE received your despatch of the 25th of January last, reporting the arrival at Canea from the coast of Barbary of two Ottoman vessels with slaves on board, bound to Constantinople and Smyrna respectively.

I presume that you are in the habit of communicating to Her Majesty's Ambassador at the Porte any acts of Turkish Slave Trade which come to your knowledge, but you will take care at the same time to report to this office that you have addressed such communications to Viscount Stratford de Redcliffe.

I am, &c.
(Signed) CLARENDON.

No. 636.

Consul Ongley to the Earl of Clarendon.—(Received May 14.)

My Lord,

Canea in Crete, April 25, 1856.

I HAVE the honour to transmit inclosed, copy of a despatch which I have this day addressed to Her Majesty's Ambassador at Constantinople relative to the arrival of another Ottoman vessel having slaves on board.

I have, &c.
(Signed) H. S. ONGLEY.

Inclosure in No. 636.

Consul Ongley to Lord Stratford de Redcliffe.

My Lord,

Canea in Crete, April 25, 1856.

I HAVE the honour to inform your Lordship that, on the 13th instant, the Ottoman brig "*Fesula*," Captain Achmet Marsura, arrived from Bengazi, bound to Alexandria, with 86 slaves on board.

Two Arabs, owners of a part of them, were also on board; they fed the slaves so sparingly that one died on the passage, one a few days after the vessel's arrival, and the remainder were in a most wretched state from want of food.

Veli Pasha, after ascertaining beyond a doubt that the slaves were kept in the lazaretto almost without food, had them removed as soon as their term of quarantine was expired, ordered food, beds, and clothing, to be provided for them, put in irons one of the Arab owners who had been guilty of such cruelty, imprisoned the other, and sent a report of the affair to Constantinople.

One of the Arabs took refuge in the house of the French Consul for protection, but this functionary gave notice of it to Veli Pasha, compelled the Arab to leave the Consulate, and he was then arrested.

I believe it to be the wish of Veli Pasha that the slaves be set at liberty, but whether the Porte will sanction this proceeding is as yet uncertain.

Veli Pasha has no orders from his Government on the subject of slavery, and is acting therefore on his own responsibility.

I have given him a copy of the translation of the orders of the Porte to the Governor of Tripoli on this subject.

The two Arabs above-mentioned were examined at the Council, and Veli Pasha had great difficulty in inducing the members of it to sanction the imprisonment, but when it came out in evidence that the slaves had been fed at Bengazi with the blood of cattle, then the Kadi and the other Turks could no longer object to the punishment of the accused.

Other slaves on board belonging to a Roumeliot Turk were all fed, and, in consequence, presented no appearance of suffering.

I have, &c.
(Signed) H. S. ONGLEY.

No. 637.

The Earl of Clarendon to Consul Ongley.

Sir,

Foreign Office, May 7, 1856.

I HAVE received your despatch of the 25th ultimo with its inclosure, respecting the arrival at Canea of the Turkish brig "*Fesula*," with a cargo of slaves from Bengazi, on her way to Alexandria, and reporting the steps which were taken by Veli Pasha to punish two Arabs for the cruelty of which they had been guilty towards certain slaves belonging to them on board that vessel.

And I have to instruct you to express to Veli Pasha the satisfaction with which Her Majesty's Government have received intelligence of his praiseworthy interference upon this occasion.

I am, &c.
(Signed) CLARENDON.

No. 638.

Consul Ongley to the Earl of Clarendon.—(Received May 20.)

My Lord,

Canea in Crete, April 10, 1856.

I HAVE the honour to transmit inclosed copy of a despatch, with its inclosure, which I have this day forwarded to Her Majesty's Ambassador at Constantinople, showing the frequent arrivals of vessels from the Regency of Tripoli with slaves on board.

I have, &c.
(Signed) H. S. ONGLEY.

Inclosure 1 in No. 638.

Consul Ongley to Lord Stratford de Redcliffe.

My Lord,

Canea in Crete, April 10, 1856.

I HAVE the honour to transmit inclosed a list of vessels that have put in here from the Regency of Tripoli since the 5th January of the present year with slaves on board.

These vessels take out their papers for Salonica, Motylene, and other places further up, and they call in here to procure provisions and water; the slaves are landed, and if the same vessel proceeds onwards it is not always with the same number, and sometimes they are transshipped to other vessels.

The vessels arrive here crowded, and a few weeks ago one which had left for Constantinople with 56 slaves on board, and which had reached Syra, put back here after losing three from cold; several also died after its arrival here.

I called Veli Pasha's attention to the crowded state of the vessel, and he gave positive orders that, in future, a vessel of twenty-five tons should be allowed to take only twenty passengers, and larger vessels ten persons for every ten tons.

I believe the customs are taken for these slaves in Barbary, as if they were merchandise; at least the owners were furnished with a custom-house certificate for them.

As the authorities in Barbary have received instructions not to allow the export of slaves from that country to Crete, it seems extraordinary that it should be permitted to other parts of Turkey.

I have, &c.
(Signed) H. S. ONGLEY.

P.S. The Ottoman bombard "Dervish," Captain Hadji Mustafa, of seventy-five tons burthen, with 10 crew and 196 passengers, almost all of whom are slaves, has just arrived here from Bengazi. I have examined her papers, and they are dated 5th April, and are made out for Canea. I have also examined the custom-house certificates, and they are also made out for Canea; the duties are paid there. It would seem, then, that no attention whatsoever is paid at Bengazi to the Vizirial letter of the Porte, dated 18th March, 1855, prohibiting the export of slaves from the Regency of Tripoli to Crete.

H. S. O.

Inclosure 2 in No. 638.

LIST of Ottoman Vessels which have put into the Ports of Canea and Luda in Crete, from the Regency of Tripoli, with Slaves on board, from the 5th January to the 8th April, 1856.

From Bengazi.

Date of Arrival.	Name of Vessel.	Captain.	Slaves.
1856			
January 5	Brig "Massut"	Omer Abulabba ..	110
" 14	Schooner "Achter Deria" ..	Achmet Reizaki.. ..	33
February 8	Brig "Geran Bahri"	Hassan d'Hassan ..	111
" 22	Schooner "Shabban"	Mustafa Hassachi ..	51
April 2	Schooner "Landar"	Mehmet Ilcanadi ..	60
" 8	Bombard "Menabli"	Mehmet Charka ..	125
" 8	Schooner "Zemilkokris" ..	.. ..	50

From Derna.

Date of Arrival.	Name of Vessel.	Captain.	Slaves.
1856 January 24	Schooner " Afeti Devran "	Achmet Ferrachi ..	40
.. 25	Schooner " Massuda "	Barca Abduraman ..	16
February 23	Schooner " Cristina "	Ismail Hamardani ..	108
April 8	Brig " Mabruca " ..	Dervish Dedmizoglu ..	90

From Tripoli.

January 19	Brig " Caval Marino "	Suleiman Misseri ..	90
February 25	Schooner " Mabruca "	Shaban Gemi ..	30
April 2	Brig " Massoud " ..	Omer Behkir ..	80
Total number of Slaves ..			994

No. 639.

Consul Ongley to the Earl of Clarendon.—(Received July 7.)

My Lord,

Canea in Crete, May 13, 1856.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 26th April.

I have reported to Viscount Stratford de Redcliffe as well as to your Lordship the movements here in the Slave Trade.

I have, &c.
(Signed) H. S. ONGLEY.

No. 640.

Consul Ongley to the Earl of Clarendon.—(Received July 22.)

My Lord,

Canea in Crete, June 12, 1856.

I HAVE had the honour of receiving your Lordship's despatch of the 7th May, instructing me to express to Veli Pasha the satisfaction with which Her Majesty's Government had received intelligence of the praiseworthy interference of Veli Pasha on the occasion of the arrival of the Turkish brig " *Fesula* " with a cargo of slaves.

On the receipt of your Lordship's despatch I waited on his Excellency and gave him a translation of it.

I have now the honour to transmit, inclosed in original, a letter which his Excellency has addressed to me on this subject.

I have, &c.
(Signed) H. S. ONGLEY.

Inclosure in No. 640.

Veli Pasha to Consul Ongley.

M. le Consul,

La Canée, le 11 Juin, 1856.

J'AI reçu la communication que vous m'avez fait l'honneur de m'adresser de la dépêche par laquelle son Excellence M. le Ministre des Affaires Etrangères, Lord Clarendon, daignait m'exprimer la satisfaction avec laquelle le Gouverne-

ment de Sa Majesté Britannique avait reçu la nouvelle de mon intervention dans l'affaire des esclaves Arabes amenés en Crète.

Je n'ai fait dans cette malheureuse circonstance que ce que je considère comme mon strict devoir, et je serai toujours heureux d'agir dans les questions d'humanité et de civilisation conformément aux vues éclairées du Gouvernement de Sa Majesté Britannique, si complètement d'accord avec les prescriptions et le vif désir de mon Gouvernement.

Je vous prie, M. le Consul, d'être auprès du Gouvernement de Sa Majesté Britannique l'interprète de mes humbles remerciements pour les compliments flatteurs dont il a bien voulu m'honorer, et je profite avec empressement de cette occasion pour me rappeler au bon souvenir de son Excellence Lord Clarendon que j'ai eu l'honneur de voir à Londres et dont j'ai reçu un accueil si gracieux et si amical.

Agréez, M. le Consul, en même temps que mes vifs remerciements pour cette communication où vous avez apportée avec moi votre courtoisie habituelle, l'assurance, &c.

Le Gouverneur-Général de l'Île de Crète,
(Signé) VELI.

No. 641.

Consul Ongley to the Earl of Clarendon.—(Received July 28.)

My Lord,

Canea in Crete, July 11, 1856.

I HAVE the honour to inform your Lordship that a small Turkish craft, of about forty tons burthen, named "*Messaud*," Hassim Saïd, master, arrived at Luda a few days ago with 54 slaves on board, and four Arab passengers, owners of the slaves; one of these passengers appears also to be the owner of the vessel.

Her bill of health was dated from Tripoli the 15th June, and the vessel was said to be destined for Gerbi in the Kingdom of Tunis, and on her arrival at Luda the master said he had put in from stress of weather. The passengers were not entered in the bill of health, and from the confession of the master it would appear that the slaves were shipped from the coast, 150 miles from Tripoli, as they could not ship them openly from that place.

The vessel has been stopped, and his Excellency Veli Pasha, has written to Constantinople for instructions. He had some idea of sending the slaves back to Barbary, but this has not been put into execution.

I have, &c.
(Signed) H. S. ONGLEY.

No. 642.

The Earl of Clarendon to Consul Ongley.

Sir,

Foreign Office, July 30, 1856.

I HAVE received your despatch of the 11th instant, reporting the detention by Veli Pasha of a small Turkish vessel which had recently arrived at Luda with slaves on board from Tripoli, and I have to instruct you to acquaint the Pasha that Her Majesty's Government have learnt with satisfaction the proceedings of his Excellency with regard to this vessel.

I am, &c.
(Signed) CLARENDON.

No. 643.

The Earl of Clarendon to Consul Ongley.

Sir,

Foreign Office, August 3, 1856.

THE exportation of negro slaves from the Regency of Tripoli having been prohibited by the Turkish Government, and information having reached Her

Majesty's Government from various quarters that the orders of the Porte in this respect have been violated by the Turkish authorities themselves, as well as by parties interested in the exportation of slaves, who ship them from points on the coasts of Tripoli where there are no authorities to prevent such proceedings, I have to desire that you will report to me, as well as to Her Majesty's Ambassador at the Porte, any arrivals of slaves which may take place within your Consular jurisdiction, either from the coast of Tripoli or from any other part of the African continent; and you will not fail to denounce also to the Turkish authorities the masters of any vessels who may bring slaves from Tripoli.

I am, &c.

(Signed) CLARENDON.

No. 644.

Consul Ongley to the Earl of Clarendon.—(Received October 18.)

My Lord,

Canea in Crete, August 19, 1856.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 30th July, relative to the detention by Veli Pasha of the small Turkish vessel having slaves on board from Tripoli, and instructing me to acquaint his Excellency that Her Majesty's Government had learnt with satisfaction his proceedings with regard to this vessel.

I have the honour to state that his Excellency expressed himself much gratified with your Lordship's communication.

I have, &c.

(Signed) H. S. ONGLEY.

No. 645.

Consul Ongley to the Earl of Clarendon.—(Received October 18.)

My Lord,

Canea in Crete, August 26, 1856.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 3rd instant, relative to reporting the arrival of slaves from the coasts of Barbary, and I will not fail to attend to your Lordship's instructions contained in said despatch.

I have, &c.

(Signed) H. S. ONGLEY.

No. 646.

Consul Ongley to the Earl of Clarendon.—(Received February 14, 1857.)

My Lord,

Canea in Crete, December 23, 1856.

I HAVE the honour to inform your Lordship that the Ottoman brig "*Mashallah*," Mehemet Dabaschi, master, of the burthen of about ninety tons, arrived at this port on the 20th instant, in eight days, from Tripoli of Barbary, bound to Smyrna. She had on board 36 passengers, of whom 26 were negroes.

A paper had been drawn up before the Kadi at Tripoli, stating that these negroes were free, but each man was not furnished with a copy, which would have been the proper legal way.

His Excellency Veli Pasha, suspecting some trick, sent on board to invite them to land, to which the reply from some of them was that they were passengers, and were going on in the vessel: not satisfied with this, Veli Pasha had them landed, and they were spoken to by the Chief of the Free Negroes, as well as by numerous other free blacks, and told that they were free: the result was that they all decided with evident satisfaction on remaining here, some of them even found countrymen here, by whom they were gladly received.

The Pasha's Lieutenant was offered a bribe of about 150*l.* to shut his eyes

to the transaction, which is a proof that the paper stating that the negroes were free, was merely drawn up as a blud.

I am told that the price of slaves now in Barbary is exceedingly low, owing to the difficulty of exporting them, and the dearness of provisions in the Pashalic of Tripoli.

I have, &c.
(Signed) H. S. ONGLEY.

No. 647,

The Earl of Clarendon to Consul Ongley.

Sir

Foreign Office, February 23, 1857.

I HAVE received your despatch of the 23rd December last, reporting the arrival at Canea, of the Ottoman brig "*Mashallah*," on her way to Smyrna, with 26 negro slaves on board, who were represented by their owners to be free passengers; and I have to acquaint you that Her Majesty's Government have learnt with satisfaction the steps taken by his Excellency Veli Pasha to liberate these unfortunate Africans.

I am, &c.
(Signed) CLARENDON.

TURKEY. (Consular)—Constantinople.

No. 648.

Consul-General Cumberbatch to the Earl of Clarendon.—(Received March 26.)

My Lord,

Constantinople, March 16, 1857.

HER Majesty's Ambassador having intimated to me that a British vessel called the "*Kangaroo*," William Knaggs master, had arrived in this port on the night of the 9th instant, bringing a number of passengers from the coast of Circassia, some of whom, from information received from Her Majesty's Consul at Trebizond; were supposed to be slaves, I caused an inquiry to be made into the subject, and I have now the honour to transmit, for your Lordship's information, the examinations relating thereto.

All the passengers left the vessel before any measures could be taken to prevent them from disembarking.

Although it is very probable that some of the women and children who were on board may be destined to be sold in this port, yet it does not appear that the master or any of the crew knew or suspected that such was the destination of any of the passengers until their suspicions were awakened by Her Majesty's Consul at Trebizond, who informed the master of the rumour which had come to his knowledge, and directed him to proceed on to Constantinople, furnishing him with a letter to Her Majesty's Ambassador.

I have forwarded a copy of the inclosed depositions likewise to his Excellency, and I will not fail to transmit to your Lordship any further evidence I may be able to obtain on the subject.

Mr. Thomas Weare, the owner, chartered the "*Kangaroo*" to Ismail Pasha for the voyage, and I understand that he is now in England, residing at Leeds.

A copy of the charter-party is annexed to the examinations.

I have, &c.

(Signed) A. CARLTON CUMBERBATCH.

Inclosure in No. 648.

Examinations of the Crew and others belonging to the "Kangaroo."

On board the "Kangaroo," March 10, 1857.

Examination upon oath of Mr. William Knaggs, aged 30, master of the "*Kangaroo*."

I ARRIVED at this port at about half-past 5 P.M. on the 9th instant, with about 300 passengers on board of all ages, all of whom left the vessel by 7 o'clock P.M., with the exception of five passengers, who embarked at Trebizond, and who are detained on board with their goods, and for their passage-money.

The passengers consisted of Turks, Circassians, and Armenians. There were about 120 Circassian men, 28 children of all ages and of both sexes, and about 50 women of all ages, from sixty downwards.

(Signed) WM. KNAGGS.

(Signed)

ROBERT WM. CUMBERBATCH, *Vice-Consul.*

GEO. A. BRINE, *Lieutenant, Commanding*
H.M.S. "Harpy."

Examination upon oath of William Johns. mate of the "*Kangaroo*," aged 51.

We left the port of Constantinople on the 16th February at 11 A.M. We left the Bosphorus at 4 P.M. of the 18th February. I write my log myself on the slate, and the clerk copies it in the log. The log produced is correct.

We touched at Penteraclea. We landed a few passengers, and took in others. We did the same at Sinope. We took in passengers at Ineboli; and from Sinope we went direct to Circassia, and anchored at a place about thirty-three miles to the north of Verdan, the name of which I do not know; but I believe it was near the River Tchiate, which I point out on the chart. We landed the whole of our passengers for that place there on the 23rd of February. We took no cargo except the passengers' luggage. On the 25th or 26th February, passengers came on board from the shore. They consisted of men, women, and children; they came with their baggage on board. There might have been forty men or more, about forty women, and about fifteen children. The place from whence these people came was near the river. There were huts in the vicinity whence they came; the huts appeared very old. I cannot tell how these passengers came on board, as I was busy with receiving them on board; but they came on board as regular passengers.

Nobody that I know of came on board to arrange about the passage for these people. I placed the men, women, and children altogether, that is to say, that there were some of all three between decks and on deck. It is not the custom to separate the males from the females on board the "*Kangaroo*." They did not appear to me to be like families on board. They slept all huddled together; they eat their meals in the same way. I cannot say whether all the men were armed or not. Some, I think, were without arms. They were old and young. The men did appear to help the women sometimes; the women did not appear to do much. The men, women, and children, conversed together. There was nothing observable to me to indicate that these passengers were not free people. On leaving the River Tchiate at about noon, we dropped down towards Verdan, and anchored at about two miles north of that place at about 6 P.M., about half a mile from the shore. Some passengers came on board; about thirty in number, men, women, and children. I cannot say if they appeared to be families. I saw no village at this place. I did not remark whether there were any huts on shore. I cannot say how the passengers contrived to be waiting for us in either place. It is an affair I have never had confided to me; the master always arranges these matters with the agents. I have been to one of these places before in the "*Kangaroo*," namely, Verdan, in November last. We had no communication that I know of with the shore when passing Verdan in going up to the River Tchiate the first time. After we had taken in the passengers near Verdan, we went nearer to Verdan, and anchored for the night. On the 27th February, we took in about thirty passengers, men, women, and children. They appeared like the other passengers; none of the passengers appeared tired. On the 25th February we returned to the River Tchiate, and took in passengers on the 26th. I was wrong in stating that we took in passengers before we left the River Tchiate; it was after our return from Verdan. We took no passengers in when we first went to the River Tchiate. All the passengers which we took in on the coast of Circassia came down here, with the exception of a few men who landed at Trebizond. We had an agent on board who communicated with the shore at all the places where we received passengers. The agent remained on shore until the passengers came off, and then came on board himself. I wish to describe our voyage better than I have done. We landed our Constantinople passengers at the River Tchiate; went to Verdan for water; the agent communicated with the shore; we returned to the River Tchiate, took in our passengers, called at a place near Verdan, and also at Verdan, at both of which places we took in passengers.

On the 27th February, at 8 P.M., we left Verdan, and at half-past 8 P.M. anchored at a place three miles below Verdan, and the following morning took in about thirty-five more passengers: there was no village or any signs of habitation at this place also. The agent went on shore at this place, also, before the passengers came on board: a man might have been easily sent along the shore from Verdan, both above and below that place. On the 1st March, at 3 P.M., we

anchored at Batoum, and landed about twelve or fifteen passengers here and some cargo. On the 4th March we arrived at Trebizond, but I do not believe any of the Circassians disembarked there: we took in no Circassian women at Trebizond. We arrived at this port at 5 P.M. of the 9th March, and in ten minutes after we got *pratique* the passengers began to leave the vessel; they left much in the same way as they had come, men, women, and children together. I saw no difficulty in the payment of the passengers' passage-money. I did not perceive any one to come from the shore to receive the women and children. The Circassians, male and female, had begun to leave the vessel, previous to the master going on shore: the master left about half-an-hour after we cast anchor.

We did not take in any passengers, that I know of, in the month of November from the Circassian coast.

(Signed) WILLIAM JOHNS.
 ROBERT WM. CUMBERBATCHE, *Vice-Consul*.
 GEO. A. BRINE, *Lieutenant, Commanding*
H.M.S. "Harpy."

Examination upon oath of Andrea Capellas, aged 34, assistant to Mr. Weare, of Galata, and supercargo temporarily on board the "*Kangaroo*."

We left the Bosphorus on Tuesday evening, on the 18th February, I believe, and touched at Penteraclia, Ineboli, and Sinope, leaving the passengers for Trebizond to go by any other steamer: I arranged for their conveyance. From Sinope we went to the coast of Circassia, to a place called Thouabes, where we landed the officers and soldiers we had on board, on the 23rd February. The next day we left for Verdan direct; at Verdan we took two passengers, and disembarked them at Thouabes. We returned to Verdan (after receiving the said two passengers again) the same day, I think about the 26th February. I went on shore with the ship's boats with the master. We received a few passengers on board at Thouabes, and left the same day for a place near Verdan, where we took in about forty passengers, men, women, and children; but, there being a great confusion, I cannot speak exactly as to the number; they came on board in the ship's boats, men, women, and children together: I imagined that they were families of Circassians, some of the women had children at their breasts. We left this last place at about 12 A.M., and proceeded to Verdan, where we took in about seventy passengers, men, women, and children; but very few of the latter. The two passengers we had received at Verdan left the vessel when we returned to Verdan. From Verdan we went to a place below Verdan to take in some more passengers; it might be the 27th February, but I cannot say. The next day we took in about twenty-five passengers, men, women, and children: I cannot say exactly how many men, women, or children were received on board. I have been here since my birth. I never knew that there were Circassian women sold in the vicinity of Tophana: I do not know a Circassian female slave when I see one. I do not know where the Circassian passengers went to after landing. I know that Circassians were sold formerly as slaves, but I thought it was prohibited.

We were informed at Verdan, when we went there the first time, that there were passengers waiting for us above and below Verdan, and that there would be some also at Verdan. I think the steamer could have been seen by any one on shore at the places we touched at. I certainly imagined that all the passengers on board were free: it never occurred to me that there were slaves on board. The second day after our arrival at Trebizond, I heard that there were slaves on board; but I did nothing in the matter. I did not know that it was illegal to take slaves on board an English vessel. I have not yet taken the money for the passage of the Circassians, but we have for nearly all the other passengers. The Circassians have left most of their arms in my charge: their bread and effects are left also. Ismail Pasha is guarantee, I consider, if the five or six chiefs do not pay, as he is the chief Circassian here: he can make them pay. The five or six men I have mentioned, arranged with our clerk to pay for the passage of the

Circassians at Batoum. These five or six chiefs embarked at the different places with the passengers.

(Signed) ROBERT WM. CUMBERBATCH, *Vice-Consul*.
 (Signed) GEO. A. BRINE, *Lieutenant, Commanding*
H.M.S. "Harpy."

Consulate-General, Constantinople, March 11, 1857.

Examination upon oath of John Tilden Ireland, aged 21, Clerk on board the "*Kangaroo*" to Mr. Knaggs, Master of the "*Kangaroo*," but not on the articles.

We left this port on or about the 16th February, and left the Bosphorus on the 18th February, and proceeded to Penteraclia, Ineboli, and Sinope. Passengers left at all these places. I do not know whether any passengers for Trebizond landed at Sinope; I did not know when the vessel left the Bosphorus where we were going to. I thought that we were going our usual voyage; when leaving the Bosphorus, about one hour's distance, one of the passengers, a foreigner, but dressed as a Turkish soldier, told me that the vessel was going to Circassia; from Sinope we went to the coast of Circassia, where we arrived on or about the 23rd February; the vessel anchored at a place called Thouabes, and landed about 120 passengers. I have seen them all dressed as soldiers between Sinope and Thouabes; from Thouabes we went to a place about five hours south. We took in one or two men at Thouabes, and landed them at this place; from this place, which I believe is Verdan, we went to Thouabes; I do not recollect taking in any passengers at Thouabes; I believe they did not come in time. We left Thouabes on the 26th February, and went to a place called Thessigan, north of Verdan. The agent, Mr. Capellas, went on shore in the ship's boat with the master; a boat which had been towed down from Thouabes was sent on shore also; about sixty to seventy passengers came off, men, women, and children, I cannot say how many of each; I do not know how they came on board, whether in families or not. The men and women all conversed together with the children; I had no idea whatever that any of these people were slaves. We afterwards went to Verdan, the agent, master, and myself, went on shore; about ninety passengers came on board at about 11 a.m., men, women, and children; the country boat sank before we arrived at Verdan; the crew belonging to her left at Thessigan; these passengers came on board, like the others, in families; from Verdan we went, I believe, to Souci. I do not know whether we took in any passengers there; we went to Batoum, and I think we may have had about 170 Circassian passengers on board: there might have been 70 men, 70 women, and 40 children. After leaving Souci, about 40 of the women, and some of the children, were placed in the fore-hold; one or two men remained with the women, they were not armed; they handed water to the women; some of the other men went down into the fore-hold; a man of Ismail Pasha had two of his children in the cabin. I heard a rumour at Trebizond that we had slaves on board, but I did not believe it; I did not take any further notice of the matter. I believe it is illegal for British vessels to take slaves; I have never heard of Circassian slaves being sold at Tophana; I do not know what a Circassian slave is like. I believed that we were going to take passengers from Thouabes and Verdan, as the agent, Mr. Capellas, told me that he had given notice as we touched the first time. I saw a flag flying at Thouabes and also at Verdan. There are huts at Thouabes. There is a village at Verdan; I do not know whether there is a village at Thessigan or Souci. The children did not cry on board that I noticed. No money was received from the passengers from Circassia when they came on board; I saw no money or tickets given by the Trebizond passengers; in fact, I know nothing about passengers: my duties on board the "*Kangaroo*" are to report the vessel, discharge the men, and make out the Master's private accounts; I have made out the accounts of the ship. I have never entered any amount as passage-money in the Master's account. I have heard that the owners received 70,000 piastres for taking the passengers to Thouabes; I did not hear from whom; I do not know whether the vessel was chartered or not. I have no interest or share in the profits of the "*Kangaroo*." I do not know who runs the vessel for certain; I have always believed that the agents ran the vessel,

as they sign the advertisements. I have been told that the Master has a share in the vessel. The person I believe to be Ismail Pasha, came on board the "*Kangaroo*," before we left on the 16th February, I do not know what for. I have been to Circassia in the "*Kangaroo*" before; in November last, we took Naib Pasha up to Souci; we had cargo on board, about half full, for Turkish ports. I know nothing about the cargo or the profits of the vessel. When we arrived here on the 9th February, I left the vessel immediately to go on the Master's business, and I know nothing about the disembarking of the passengers. I have seen pieces of paper passing between the agent, supercargo, and some of the passengers. I have no knowledge of what these papers were. I should know one or two of the Circassians again. Mr. Weare was on board the "*Kangaroo*;" he came on board at Buyukdere. I do not know whether Ismail Pasha knows of the arrival of the Circassian passengers. The agent, Mr. Capellas, and the bookkeeper, look after the passengers.

The greater part of the women were young, at least forty of them were young. I never saw seventy Turkish women on board before. If I had thought that there had been slaves on board, I should have left at Trebizond. I heard Mr. Capellas say that it was very wrong for people to say that we had slaves on board. Mr. Brennan, junior, told me that we were supposed to have slaves on board. I replied, I did not know whether we had any slaves, I should always believe what he told me. I thought the Circassians were coming down to see Constantinople. I do not know whether any ammunition or arms were taken up by the "*Kangaroo*" to Circassia; I do not know whether any cases were landed at Thouabes; I was ill in bed. I went on shore four times at Verdan, the passengers came to the shore on horseback, the horses came into the water to put the riders into the boats; some of the people on shore returned; there were one hundred horses on the shore led each by a man.

One Turk returned with us; it was the man who had charge of the children of Ismail Pasha.

(Signed) JOHN TILDEN IRELAND.
 ROBERT WM. CUMBERBATCH, *Vice-Consul*.
 GEO. A. BRINE, *Lieutenant, Commanding*
H.M.S. "Harpy."

Re-examination of Andrea Capellas upon oath.

The steamer "*Kangaroo*" went to Thouabes to take some soldiers in Turkish dresses. Ismail Pasha made a contract with Mr. Weare to go to Circassia, and to share half the passage-money for any passengers brought back. He agreed to give 70,000 piastres for the trip. We never disembarked any ammunition at Thouabes. Mr. Weare received the 70,000 piastres from Ismail Pasha, but we have not received the return passage-money yet.

(Signed) A. CAPELAS.
 ROBERT WM. CUMBERBATCH, *Vice-Consul*.
 GEO. A. BRINE, *Lieutenant, Commanding*
H.M.S. "Harpy."

Consulate-General, March 12, 1857.

Examination upon oath of Christian Lewis, otherwise Natale Luscich, aged 32, second mate of the "*Kangaroo*."

I left in the "*Kangaroo*" on or about the 18th of February for Circassia. I did not exactly know where we were bound to before we arrived on the coast of Circassia. We touched at Penteraclia and Sinope. At Sinope I thought our course was altered. I was told then by one of the passengers that we were going to Circassia. We went there and landed passengers. I do not know where we went to, as I do not know navigation. I believe about seventy passengers landed, all military men. We left this place and went to Verdan, and returned to the first place; took in a few passengers, went to a place near Verdan; we received more than forty passengers. We went to Verdan and took in about a hundred passengers and more. We went below Verdan, and disembarked some passengers. We arrived at Batoum with nearly 200 passengers

on board. There were about 100 men, 50 women, and a few children, but I cannot say exactly, as I was always busy in my works. I never heard that we had slaves on board. I never thought it an extraordinary thing to go and take passengers from the Circassian coast. I never heard of any other vessel doing so before. I do not know that Circassian slaves are sold at Tophana. I should not know one if I saw one. On the 9th of March we arrived in this port. The passengers did not leave in a great hurry; I cannot say how they went away. The Circassians seemed to mix together on board as other passengers. I am called Christian Lewis on board.

(Signed) NATALE LUSCICH.
 (Signed) ROBERT WM. CUMBERBATCH, *Vice-Consul*.
 GEO. A. BRINE, *Lieutenant, Commanding*
H.M.S. "Harpy."

Examination upon oath of Samuel Smith Weare, aged 20, agent for Thomas and John Smith Weare, owners of the "*Kangaroo*."

Ismail Pasha chartered the vessel "*Kangaroo*," by contract, to go to the coast of Circassia, near Verdan, for the sum of 70,000 or 75,000 piastres; we only received 70,000 from Ismail Pasha. Thomas Weare received the money, and went to England on the 20th February. The vessel left the Bosphorus on the 18th February. I went on board the "*Kangaroo*," at Buyukdere, on the 17th February. I went up by my brother's orders to warn the master not to take any ammunition on board. The contract contained a stipulation to receive 200 passengers on board, and to tow a brig laden with salt. The passengers were soldiers; the contract terminated when the soldiers were landed in Circassia. Ismail Pasha stipulated that he was to receive half the passage-money for all passengers received on the Circassian coast, but not on those received at Turkish ports: no stipulation was made for the conveyance of any particular passengers by Ismail Pasha. I do not know whether Ismail Pasha sent any of his own servants by the "*Kangaroo*." I never heard any mention whatever respecting conveyance of slaves from Circassia. I never heard that slaves were sold at Tophana now; but I believed that the Traffic had been suppressed. It never occurred to me that the master could go to the Circassian coast, and, perhaps, bring slaves down in the "*Kangaroo*," if I had thought it possible I should have ordered the master to have been very careful what he was about. Never heard that slaves were brought in Austrian vessels from the Black Sea. I am quite sure that the master would not intentionally have taken slaves on board. My brother told the master to proceed to a place near Verdan, and to seek for passengers elsewhere, as circumstances permitted. Ismail Pasha told us that we should find 200 passengers there if we waited there for two days. The passengers were to pay their own money; but we have not yet received it, we are to receive it at an office at Tophana: we shall look to the bookkeeper Levraki for the money, it is the usual method here; they gave seven notes signed for the payment of the money. I believe the payment was to be in three or four days. The price agreed upon, I believe, for each passenger was 250 piastres; the seven notes amounted to 43,000 piastres given by the Circassians; we are sure to receive the money, we run that chance. If we did not find the people who gave us the notes, we should go to Ismail Pasha, because he is the chief Circassian here, and knows their localities, as they always present themselves (that is to say, all Circassians present themselves before him) to be acknowledged. I do not think he would pay the money himself. My brother never told me why Ismail Pasha was to have half the passage-money. I thought that the Circassian passengers would receive money from their friends at Constantinople. I never knew of any other vessel bringing down passengers under these conditions, the "*Kangaroo*" never did so before. I went on board the "*Kangaroo*" at about 6 P.M., of the 9th March; the master was on board; I spoke to the master. The master told me that he was going up to the English Ambassador with a letter from the Consul at Trebizond, and that it was reported at Trebizond that there were slaves on board the "*Kangaroo*." I should imagine that half the passengers had left when I got on board. I did not see any slaves on board that I know of. The master left the vessel immediately after I went on board. I did not take the trouble to look for slaves. I was not on board when the

master returned, but when I left the vessel all the passengers had gone, except about ten. I left the vessel at about half-past 7 P.M. I did not look at the passengers going on shore particularly; they went in caiques; the passengers left the vessel as passengers generally do. I do not mean to take any proceedings against the people who gave the seven bonds, if they do not liquidate them.

(Signed) (Signed) SAMUEL SMITH WEARE.
 ROBERT WM. CUMBERBATCH, *Vice-Consul*.
 GEO. A. BRINE, *Lieutenant, Commanding*
H.M.S. "Harpy."

Examination upon oath of Charles Hewlett, carpenter, of the "*Kangaroo*," aged 40.

We left the Bosphorus on the 18th February, and went to Penteraclia and Sinope, and from Sinope to the Circassian coast. I did not know when I left the Bosphorus that we were bound to Circassia; I was told by the second mate when at Sinope that we were going to Circassia. We had troops on board for Circassia. We landed the troops, about 100 in number, above Verdan, but I do not know the name of the place; we remained off the Circassian coast for four days and took in passengers at one or two places; I have no idea why the people were waiting for the steamer, I was very busy; I believe that we received about 200 passengers from the Circassian coast. There were about seventy men, seventy women, and forty or fifty children; some of the women were suckling their children. The children and women appeared to be as happy a lot of people as ever I saw; the men and women appeared to mix together familiarly; there was nothing in their appearance to lead me to suppose that they were not free. I have heard that Circassian slaves were sold in Constantinople, but I never imagined that there were any on board the "*Kangaroo*," I should have felt very uncomfortable if I had thought there were any. I think that any person sold was a slave. I really thought that the passengers we were taking from Circassia were escaping from the Russians. Never heard that slaves were on board until this morning, when I was required to give my evidence. I was quite astonished when I heard it this morning. When the passengers left the steamer's side, I thought them a wild set of people; they scrambled out of the vessel in a great hurry; they left in caiques in all directions; I did not see any very pretty women amongst them, they were generally speaking plain. I have always been allowed to go amongst them, there was not more than one thorough good-looking woman, there were about twelve old women; I do not think any person could buy such females for beauty. I always thought that the Circassian passengers were in families.

(Signed) (Signed) CHARLES HEWLETT.
 ROBERT WM. CUMBERBATCH, *Vice-Consul*.
 GEO. A. BRINE, *Lieutenant, Commanding*
H.M.S. "Harpy."

Consulate-General, March 13, 1857.

I, Nicholas Cartali, hereby declare upon oath, that I well understand the English and Greek languages; and I further declare faithfully to interpret in such languages during the following examination of Anastasio Lagudaki.

Examination upon oath of Anastasio Lagudaki, aged 34, clerk on board the "*Kangaroo*."

My business is to look after passengers, and take their passage-money. I left the Bosphorus on the 18th of February, in the "*Kangaroo*;" went to Penteraclia, Ineboli, and Sinope; from Sinope I went in the "*Kangaroo*" to Thouabes, on the coast of Circassia, to land passengers—they were officers and soldiers. Leaving Thouabes, we went to Verdan; we received no passengers at Thouabes the first time we called. I do not know whether any intimation of our return for passengers was given on shore at Thouabes, but Mr. Capelas, my superior, went on shore. At Verdan we received two passengers; we remained two days, and returned to Thouabes, where they received about seven or eight passengers; I do not know whether Mr. Capelas was disappointed or not in not

finding more passengers. The two Verdan passengers landed at Thouabes, but re-embarked and returned in the "*Kangaroo*" to Verdan. We waited at Thouabes four or five hours, and went to a place about an hour's steam from Verdan, where we took in about seventy passengers, men, women, and children—fifty men, thirteen women, and from seven to eight children. The two men we took in at first at Verdan did not appear to take any notice or interest in embarking these passengers; the passengers arrived on the shore on foot; there is a little village close by; some people returned who had come with the passengers. I think the village contained a few huts only; I saw no flag flying. We went to Verdan and we received about eighty-eight passengers—about sixty men, twelve women, and the rest children; all appeared rather indifferent, that is, neither cheerful nor sad. I placed about thirty-five or forty women and children between-decks; one or two men looked after these women, feeding them and assisting them; in fine weather these women came on deck; I have looked down the hatchway at the women. The women appeared to be half old and half young; none of them appeared very pretty, but they were veiled; perhaps there were one or two pretty ones, but I do not pay attention to such things. Below Verdan we took in about eighteen passengers—men, women, and children. I cannot say for what the Circassians were coming here; I considered them as other passengers; they appeared as families. I do not know of any Circassian families at Tophana; I know of no Circassian slave-houses either. We arrived at Trebizond, and took in passengers; I heard nothing about our having slaves on board. I took tickets and *teskerehs* from all the Trebizond passengers; I should have sent any one on shore who had come on board without them. I received no tickets or *teskerehs* from the Circassian passengers; I never asked for the *teskerehs* of the Circassians; I don't know why; I never heard of any arrangement made respecting the Circassians' *teskerehs* or tickets. I took seven bonds from seven of the passengers who arrived at Constantinople; they appeared Chiefs; the bonds were made out by me, some near Verdan, some off Batoum; the bonds guaranteed the payment of 43,250 piastres. None of the bonds were made at Constantinople; one was made near the Bosphorus. Three of the bonds were to be paid at Ismail Pasha's house, Nos. 1, 2, and 3; the others, Nos. 4, 5, 6, and 7, were to be paid at a coffee-house at Tophana. I shall ask for the man who signed the bond. Mr. Capelas ordered me to do as I pleased about the passage-money for the Circassian passengers. I have never done business on so large a scale in this way before. If I do not obtain payment from the people who signed the bonds, I shall return them to the agents, but before doing so, I should go to Ismail Pasha to make them pay; he is their Chief here. A servant of Ismail Pasha went up with the "*Kangaroo*," and returned in that vessels, with two girls of the age of eight to ten years; they were said to be Ismail Pasha's nieces; they were rather pretty; a Circassian, a relative, I was told, of Ismail Pasha, accompanied them also; no women appeared to take charge of them; the Circassian was dressed like the other Circassians.

When we arrived at this port on the 9th of March, I allowed all the Circassian passengers to leave; I was never told to keep them by the master, nor to let them go as quick as possible; they did not leave in a particular hurry. I do not know a slave-dealer when I see one; I do not know if any came alongside to receive the Circassian women. I am servant only on board, and I have done as I was told, that is, as I pleased; I did the best I could.

(Signed) ANASTASSIO LAGUDACHI.

Taken and acknowledged by the interpretation of Nicholas Cartali, of Constantinople, aforesaid Clerk, before me,

(Signed)

ROBERT WM. CUMBERBATCH, *Vice-Consul*.
GEO. A. BRINE, *Lieutenant, Commanding*
H.M.S. "Harpy."

(Signed) N. G. CARTALI, *Interpreter*.

We, owners of the screw-steamer "*Kangaroo*," agree, for the consideration of 70,000 piastres de g. s., to be paid in advance by Ismail Pasha, to perform the following services:—

1st. To receive on board the "*Kangaroo*" 120 to 140 persons on deck and carry them to Verdan.

2nd. To tow a barque of 4,000 kilos (corn measure), laden with salt, from the upper mouth of the Bosphorus, to Verdan, or thereabouts, on the coast of Circassia.

The owners of the steamer engage to remain (if the weather permits) five days inclusive in the port of Verdan, and receive on board passengers to Constantinople, and return to Ismail Pasha one whole half of the sum paid by the said passengers.

In the event of bad weather, all risks to rest upon the brig, and, excepting the passengers from Verdan to Constantinople, all other benefits accruing from passengers at the other ports where the steamer may call on her return, to be for the benefit of the owners of the "*Kangaroo*."

(Signed)

THOMAS WEARE,
(For T. and J. S. Weare.)
ISMAIL PASHA.

TURKEY. (*Consular*)—*Dardanelles.*

No. 649.

The Earl of Clarendon to Consul Calvert, August 3, 1856.

[Same as No. 643.]

No. 650.

Consul Calvert to the Earl of Clarendon.—(Received September 23.)

My Lord,

Dardanelles, September 2, 1856.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 3rd ultimo, calling upon me to report to your Lordship, as well as to Her Majesty's Ambassador at the Porte, any arrivals of slaves which may take place within this Consular jurisdiction, either from the coast of Tripoli or from any other part of the African continent; and to denounce to the Turkish authorities the masters of any vessels who may bring slaves from Tripoli.

I have, &c.
(Signed) F. W. CALVERT.

No. 651.

Consul Calvert to the Earl of Clarendon.—(Received September 23.)

My Lord,

Dardanelles, September 11, 1856.

I HAVE the honour to inform you that it has come to my knowledge that towards the end of the month of August the Tripolitan brig "*Meshaud*," Captain Mehemed oglou Mehemed, arrived here from Tunis and Candia. She had on board sixty-one passengers, of whom a large part were negro slaves of both sexes. A merchant named Omer of Djorba, in the Province of Tunis, landed here from this vessel, and succeeded in privately disposing of a number of these slaves, and proceeded with the rest to Constantinople a few days since in the same vessel.

In conformity with your Lordship's instructions, I have communicated the above-mentioned details in writing to Djemal Pasha, Governor of this province, and shall transmit copies of the whole correspondence for the information of Her Majesty's Ambassador at Constantinople.

I have, &c.
(Signed) F. W. CALVERT.

No. 652.

Consul Calvert to the Earl of Clarendon.—(Received October 6.)

My Lord,

Dardanelles, September 20, 1856.

I HAVE the honour to inform your Lordship that on the 18th instant the Turkish schooner "*Messouda*," Mehemed Zautonia, master, arrived at this port from Tunis, having 53 Arab slaves on board.

I have denounced the fact to Djemal Pasha, Governor of this province, as well as to Her Majesty's Ambassador at Constantinople.

The Governor assures me that, as on the former occasion reported to your Lordship on the 11th instant, he is without instructions how to act in these cases.

I have, &c.
(Signed) F. W. CALVERT.

No. 653.

The Earl of Clarendon to Consul Calvert.

Sir,

Foreign Office, October 16, 1856.

I HAVE received your despatch of the 20th of September, stating that you have informed Djemal Pasha of the arrival at the Dardanelles of the Turkish schooner "*Messouda*," with 53 slaves on board; and that the Pasha has assured you that, as on the former occasion reported in your despatch of the 11th September, he is without instructions how to act in such cases.

I have to point out to you that you did not, in your despatch of the 11th of September, state that the Governor of the Province was not provided with instructions how to deal with these cases.

I have, &c.
(Signed) CLARENDON.

No. 654.

Consul Calvert to the Earl of Clarendon.—(Received December 9.)

My Lord,

Dardanelles, November 18, 1856.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 16th ultimo, pointing out an error apparently committed by me in my despatch of the 20th September last.

In explanation thereof, I beg leave to state that on the first occasion, as reported in my despatch of the 11th of September last, I wrote to the Governor of this province to inform him of the fact that a vessel had landed a number of slaves for sale at the Dardanelles, but I received no reply to this communication.

On the second occasion, when I received information of the arrival of a slaver at the Dardanelles, I deemed it advisable to deliver, myself, to the Governor of this province the letter by which I informed him thereof; and it was then that the Pasha informed me that neither on this nor on the previous occasion pointed out to him by me, had he any authority to interfere, and that he was altogether without instructions on the subject.

I trust that this explanation will serve to place the matter in its proper light, and show the meaning intended to have been conveyed by me in the latter part of my despatch of the 20th of September last.

I have, &c.
(Signed) F. W. CALVERT.

No. 655.

Consul Calvert to the Earl of Clarendon.—(Received March 20.)

My Lord,

Dardanelles, March 3, 1857.

I FEEL great pleasure in informing your Lordship that the Pasha Governor of this province has read to me a letter from the Grand Vizier by which he is ordered, after the expiration of a term of six week, to seize and confiscate all vessels sailing under the Ottoman flag, which may arrive here laden with slaves; these latter are to be immediately liberated, and

CLASS B.

their owners, as well as the captains of the vessels, are to be imprisoned for the term of one year.

Under these circumstances, as no proprietor of a slave is allowed by law to retain him for a period of more than seven years, it is to be hoped that in the year 1864 slavery in this part of the Turkish Empire will have entirely ceased to exist.

I have, &c.
(Signed) F. W. CALVERT.

TURKEY. (*Consular*)—*Diarbekir.*

No. 656.

Consul Holmes to the Earl of Clarendon.—(*Received March 14.*)

My Lord,

Diarbekir, January 20, 1857.

I HAVE the honour to inclose copy of a despatch and its inclosure, which I have just addressed to Her Majesty's Ambassador at the Porte, regarding the manner in which that Traffic is now carried on at Diarbekir; also relating the particulars of a recent case, in which Bessim Pasha has done everything in his power to discourage the continuance of this Trade; and offering a few remarks regarding the position of slaves in Turkey, and the point of view in which it is regarded by themselves.

I have, &c.

(Signed) W. R. HOLMES.

Inclosure 1 in No. 656.

Consul Holmes to Lord Stratford de Redcliffe.

My Lord,

Diarbekir, January 20, 1857.

I HAVE the honour to acknowledge the receipt of your Excellency's despatch of the 6th ultimo, replying to my despatch of last year which reported that slaves were still bought and sold at Diarbekir. After expressing the regret with which your Lordship witnesses the continuance of this inhuman Traffic, and correctly surmising that it is still a general practice throughout Turkey, your Excellency intimates a wish to receive from me any particulars which may serve to throw light on the manner in which it is carried on at Diarbekir.

The Traffic in Slaves as now existing, both here and in other parts of Turkey, may be divided into two categories; one being the transfer or sale of slaves who have been long the property of some individual, who disposes of them either on account of poverty or personal antipathy; and the other being the purchase of individuals, chiefly children of both sexes, recently brought from Georgia and Circassia, the countries from which the supply of slaves is chiefly derived.

With regard to the former mode, I may remark that it is at present very common. It is generally managed secretly, and it would probably be extremely difficult to prove the exact nature of the transaction, particularly as the slave himself (or herself, as the case may be) might be anxious to effect a change, from a poor or hostile master to a rich and kindly one, and would lend himself to any version of the matter which might be considered advisable. I am assured, however, that slaves coming under this denomination have been seen put up at public auction so late as during Izzet Pasha's administration; but my informants can tell me nothing more than that they have simply noticed the fact, without making further inquiry, or being acquainted with the parties concerned.

With regard to the second category, I find that in the time of Abdi Pasha, about six years ago, three or four Christian boys and girls were sold here as slaves, and that the Catholic Armenian bishop endeavoured, without effect, to procure their liberation. Since that time no one seems

to recollect having heard of slaves fresh from Georgia, or the Christian Koordish (Nestorian) mountains, having been brought here for sale, though the impression seems to be that this happens much oftener than is generally supposed; but such matters are conducted with the greatest secrecy, and the parties implicated leave the place the instant anything transpires that might lead to detection. However, in the course of my investigations on the subject, it has singularly happened that I accidentally ascertained that, at the very moment, there were two young Georgians for sale in the hands of a certain Osman Aga. On particular inquiry, I found that they were two boys, named Crobela Alexander and Kitoi Girgola, aged respectively twelve and fourteen years, natives of the village of Gurianta, about two hours from the town of Urzughetta, in Georgia, not far from Choorooksoo. They could only speak Georgian, but an interpreter having been procured, they declared the above particulars, also that two of Zemir Beg's men, named Reshid and Sheker, had seized them about eighteen months ago, while going to a mill near their home, had taken them to Choorooksoo, and had sold them to their present master, Osman Aga, for 3,000 piastres. Osman Aga had taken them through Upper Adjareh to Erzeroom, and not finding it easy or safe to dispose of them there, had finally brought them on to Diarbekir. I lost no time in reporting to Bessim Pasha what had come to my knowledge, and ventured to suggest to his Excellency that it would go far to prevent in future any such unlawful proceedings at Diarbekir, were he to take decisive measures in this case, such as at once to cause the children to be liberated, and formally made over to the heads of the Christian communities here, to be by them sent to their respective homes. The Pasha at first thought that it would be sufficient to send the children with Osman Aga, under a Mussulman escort to Trebizond; but I represented that both Christians and Mahomedans would probably regard this as a mere arrangement for allowing the owner of the children to escape, and dispose of them elsewhere; and that in case of any accident, such as their evasion on the road, his Excellency's connivance would be firmly impressed upon all classes, and no good effect would result. Bessim Pasha agreed with this view of the case, and having summoned the heads of the Christian communities, made over the children to their care. My last information regarding the slave-owner was, that he was in prison. I have just received a letter, a translation of which I inclose, from the heads of the Christian communities, who appear to be much pleased with Bessim Pasha's straightforward and satisfactory conduct in this matter. For my own part, after having had nothing but complaints to make of the conduct of the different Governors who have been at Diarbekir since my arrival, I can assure your Excellency I experience no small satisfaction in being at last enabled to report facts so much to the credit of Bessim Pasha.

At the risk of wearying your Excellency with a long despatch, I would beg to offer a few further remarks on the subject of the Slave Trade between Turkey and the Georgian and Circassian Provinces; and I will commence by stating, what many unacquainted with the subject might deem almost incredible, that the two children now in the hands of the Christian Bishops here, to be sent back to their homes, manifest a decided repugnance to go there. The fact is, that slave-dealers in Turkey treat their slaves with great kindness, they feed them and clothe them well, and give them little or nothing to do: while at home, they are ill-clothed, ill-fed, and hard-worked. A great many of the girls and boys formerly sent to Constantinople were sold by their own parents, and to their own great satisfaction, for the market at the capital, the parents considering that while bettering their own condition, they were improving immeasurably the lot of their children, and the children delighting in the prospect of luxury and possible future distinction. During my residence at Batoom, I saw hundreds of these slaves, both male and female, and I can conscientiously declare that I do not recollect having seen a sad countenance among them, unless caused by disappointed ambition, in the case of the slave being about to be disposed of to a person of too insignificant a position to give much chance of a realization of his or her cherished dreams. In whatever position in life, Mahomedans are very rarely otherwise than kind and con-

siderate towards their slaves, which is proved by the fact that one never hears of such a thing as a runaway slave. Many, both male and female, become personages of the highest distinction, and those who remain in poverty seem to share with contentment the lot of their masters. Apart, then, from the immorality and demoralizing influence of the sale of human beings, it is a consolation to know that as far as these parts of Turkey are concerned, the position of slaves with regard to their masters is by no means a hard one. It is to be hoped that this Traffic will at length cease altogether, if the Government and provincial Governors steadily oppose its continuance, but as long as it seems to be the interest and pleasure of parents and children, of the buyer, the seller, and the sold, to maintain the present usage, it is evident that much time will be required, and great difficulty will be experienced, in putting an end to it.

In conclusion, I may inform your Excellency that the Catholic Armenian Bishop here, has information of three children named Migriditch, Tacqui (a girl), and Mardiros, the two former having been abducted from some village near Akiska, and the latter from Alexandropol (Gumri), it is supposed to be sold as slaves. The Bishop tells me he has reason to imagine that they are at Moossil, or in its vicinity, with a certain Bashi-Bozouk leader, called Abbas Bey. Should these children appear in this neighbourhood, I have no doubt that Bessim Pasha would order their immediate liberation.

I have, &c.
(Signed) W. R. HOLMES.

Inclosure 2 in No. 656.

The Heads of Christian Communities to Consul Holmes.

IT came to our knowledge that two Christian children, named Kitöi Girgola, and Crobela Alexander, from the village of Gurianta near Uzurghetta, had been brought to Diarbekir to be sold as slaves, by one of Adjarahlee Shereef Beg's men called Osman ibn Ismail of Cheevan, and that you had reported the case to Bessim Pasha. His Excellency in consequence sent for us, and after observing that the sale of slaves was prohibited, gave the children over to us to be transmitted to their parents.

We have written the present to assure you of the satisfaction and gratitude with which the whole of the Christian communities witness the just and considerate conduct of Bessim Pasha, the like of which we have rarely before experienced.

27th of Djemaziel-evvel, A.H. 1273. (January 23, 1857.)

No. 657.

The Earl of Clarendon to Consul Holmes.

Sir,

Foreign Office, March 18, 1857.

I HAVE received your despatch of the 20th January last, inclosing a copy of a report addressed by you to Her Majesty's Ambassador at the Porte, regarding the present state of the Slave Trade at Diarbekir and its neighbourhood, and I have to acquaint you that I approve your proceedings in the case of the 2 Georgian slaves who were liberated through your exertions and influence with Bessim Pasha.

I have at the same time to desire that you will express to Bessim Pasha the satisfaction with which Her Majesty's Government have learnt the prompt and effectual measures taken by his Excellency to restore to freedom the 2 slaves in question.

I am, &c.
(Signed) CLARENDON.

TURKEY. (*Consular*)—*Rhodes.*

No. 658.

Consul Campbell to the Earl of Clarendon.—(Received April 22.)

My Lord,

Rhodes, March 31, 1856.

I HAVE the honour to report that Mr. Vice-Consul Palma informs me, in a despatch under date of the 4th instant, that, lately, an Ottoman merchant-schooner, Captain Hassan Barhe, arrived at Larnaca from Tripoli in Barbary, with 40 slaves on board, who were landed there, and conducted by their owner, Hassan Aga Morali, a Turkish merchant, into the interior of Cyprus, to be sold in the different towns and villages of that island.

I have, &c.

(Signed) ROBERT CAMPBELL.

No. 659.

The Earl of Clarendon to Consul Campbell.

Sir,

Foreign Office, April 26, 1856.

I HAVE received your despatch of the 31st ultimo, reporting the importation, at Larnaca, of 40 slaves, brought from Tripoli in Barbary, which were carried into the interior of Cyprus for sale.

I presume that you are in the habit of communicating to Her Majesty's Ambassador at the Porte any acts of Turkish Slave Trade which come to your knowledge, but you will take care at the same time to report to this office that you have addressed such communications to Viscount Stratford de Redcliffe.

I am, &c.

(Signed) CLARENDON.

No. 660.

Consul Campbell to the Earl of Clarendon.—(Received June 11.)

My Lord,

Rhodes, May 21, 1856.

I DO myself the honour to report that a Turkish vessel called the "*Dervish*" arrived here this day from Candia with 34 slaves on board, embarked on the coast of Barbary, and that I have reported the same to his Excellency Lord Stratford de Redcliffe.

I do myself the honour to acknowledge the receipt of your Lordship's despatch of the 26th ultimo, and to acquaint your Lordship that I have always reported to his Excellency Lord Stratford de Redcliffe whenever any slaves have been landed on this island, or on any of the others in my jurisdiction.

In obedience to your Lordship's commands, I shall not fail, for the future, to acquaint your Lordship of my having made such report to his Excellency Lord Stratford de Redcliffe when I make the same communication to your Lordship.

I have, &c.

(Signed) ROBERT CAMPBELL.

No. 661.

Consul Campbell to the Earl of Clarendon.—(Received June 18.)

My Lord,

Rhodes, May 27, 1856.

MR. VICE-CONSUL BIGLIOTTI, at Scio, having written to me, under date of the 17th instant, to inform me that a Turkish merchant-schooner called "*Devrand*," Captain Ahmed Selim, with 25 female slaves on board, from Bengazi, bound to Constantinople, was obliged to put in at Scio for repairs, I do myself the honour to report the same to your Lordship, and to state that I have communicated this information to his Excellency Lord Stratford de Redcliffe at Constantinople.

I have, &c.

(Signed) ROBERT CAMPBELL.

No. 662.

Consul Campbell to the Earl of Clarendon.—(Received June 18.)

My Lord,

Scio, June 4, 1856.

I DO myself the honour to transmit herewith to your Lordship copy of a despatch I have addressed this day to his Excellency Lord Stratford de Redcliffe respecting the Slave Trade in this quarter.

I have, &c.

(Signed) ROBERT CAMPBELL.

Inclosure in No. 662.

Consul Campbell to Lord Stratford de Redcliffe.

My Lord,

Scio, June 4, 1856.

I HAVE the honour to acknowledge the receipt of your Excellency's despatch of the 17th ultimo, respecting the introduction of the 40 slaves into the Island of Cyprus.

In reply thereto, I can only beg your Excellency to be kindly pleased to refer to my despatches relating to slaves imported into the Islands of Rhodes, Mitylene, Scio, and Cyprus, at different times, in which I reported to your Excellency that the Governor-General of Rhodes, and the Governors of the other islands, refused to take any measures therein, alleging that they had no firman or instructions to prevent the Traffic in Slaves.

As your Excellency states that such a firman exists, I beg your Excellency will be kindly pleased to cause it to be sent to the different Governors of the Islands, furnishing me, at the same time, with detailed instructions as to the line of conduct I am to pursue, for the future, respecting slave-vessels.

My impression is, that considerable Slave Traffic is carried on between the coast of Barbary and these islands, and all the principal ports on the coast of Anatolia.

Under these circumstances, I beg to submit to your Excellency whether it would not be advisable that a small British steam-vessel of war should be stationed at Rhodes to cruize among the islands, with the necessary warrant to authorize the seizure of all vessels having slaves on board, or who are fitted up to receive them.

The presence of such a British vessel of war, besides checking the Slave Trade, would also be the means of suppressing piracy, and of settling, at once, most matters in dispute in which British interests are concerned.

I have, &c.

(Signed) ROBERT CAMPBELL.

No. 663.

Consul Campbell to the Earl of Clarendon.—(Received June 24.)

My Lord,

Rhodes, June 9, 1856.

I DO myself the honour to transmit herewith to your Lordship the extract of a letter I have received from Mr. Acting Vice-Consul Colnaghi, under date of the 30th ultimo, relative to the Traffic in Slaves in the Island of Mitylene. I have communicated the same to his Excellency Viscount Stratford de Redcliffe.

I have, &c.

(Signed) ROBERT CAMPBELL.

Inclosure in No. 663.

Vice-Consul Colnaghi to Consul Campbell.

(Extract.)

Mitylene, May 30, 1856.

I HAVE the honour to report to you that, since the commencement of the present year, three vessels, under the Turkish flag, carrying slaves, have arrived at this port from Tripoli. Their dates of arrival are as follows:—

January 7.—The brig "*Beinet*," of 300 tons, Captain Abdullah, having on board 85 slaves.

January 11.—The schooner "*Eftichia*," of 75 tons, Captain Omer, having on board 61 slaves.

May 14.—The brig "*Eftichia*," of 75 tons, Captain Mehmet, having on board 100 slaves.

None of the slaves on board the two first-mentioned vessels were landed at Mitylene, but were taken to Smyrna for sale. Of the slaves on board the brig "*Eftichia*," only 8 were landed at Mitylene; the rest were taken to Smyrna.

No 664.

Consul Campbell to the Earl of Clarendon.—(Received July 22.)

My Lord,

Rhodes, July 6, 1856.

I HAVE the honour to report to your Lordship that I have recently received a despatch from Mr. Vice-Consul Charles Bigliotti, at Scio, informing me, that on the 24th ultimo, the Ottoman brig "*Masgaout*," Captain Omer Bulabù, arrived there, with 44 slaves on board, from Bengazi, which were landed and put into the lazaretto.

Mr. Bigliotti states, that the captains of these vessels, in order to elude the law, have the slaves they embark put down in the ship's articles as passengers.

I have reported the landing of these slaves at Scio to Her Majesty's Ambassador at Constantinople.

I have, &c.

(Signed) ROBERT CAMPBELL.

No. 665.

Consul Campbell to the Earl of Clarendon.—(Received July 28.)

My Lord,

Rhodes, July 12, 1856.

MR. VICE-CONSUL CHARLES BIGLIOTTI reports to me, under date of the 28th ultimo, that 38 negro slaves from Bengazi, in Barbary,

arrived at Scio, and were landed at the lazaretto there, from on board the Ottoman schooner "Zucra," Captain Altin Santucca.

I have acquainted Her Majesty's Ambassador at Constantinople of the landing of these slaves at Scio.

I have, &c.
(Signed) ROBERT CAMPBELL.

No. 666.

The Earl of Clarendon to Consul Campbell, August 3, 1856.

[Same as No. 643.]

No. 667.

Consul Campbell to the Earl of Clarendon.—(Received October 6.)

My Lord,

Rhodes, September 19, 1856.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of August 3, and agreeably to your Lordship's instructions, I shall not fail to report to your Lordship, as well as to Her Majesty's Ambassador at the Porte, the arrival of slaves at any place within my Consular jurisdiction, either from the coast of Tripoli, or from any other part of the African continent, and shall denounce to the Turkish authorities the masters of such vessels as may bring slaves from that quarter.

I have transmitted a copy of your Lordship's despatch on this matter to the Governor-General of these Islands, and personally called his attention thereto. I have also forwarded copy of the same to Her Majesty's Acting Vice-Consul at Mitylene, and copies in translation in Greek, Italian, and French, to the other Vice-Consuls and Consular Agents under me, desiring them to use the utmost vigilance in detecting vessels with slaves on board.

I have, &c.
(Signed) ROBERT CAMPBELL.

TURKEY. (*Consular*)—*Salonica.*

No. 668.

The Earl of Clarendon to Consul Blunt, August 3, 1856.

[Same as No. 643.]

No. 669.

Consul Blunt to the Earl of Clarendon.—(Received September 16.)

My Lord,

Salonica, September 3, 1856.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch, dated the 3rd ultimo, informing me that the Turkish Government had prohibited the export of negro slaves from the Regency of Tripoli, but that the orders of the Porte were not strictly adhered to, and shipments of slaves are made from various points of the coast of Tripoli. I am in consequence to report to your Lordship, and to the Turkish authorities, any arrival of slaves within my jurisdiction, either from Tripoli or other parts of the African continent.

I have, &c.
(Signed) CHAS. BLUNT.

TURKEY. (*Consular*)—*Smyrna.*

No. 670.

The Earl of Clarendon to Consul Brant.

Sir,

Foreign Office, June 30, 1856.

I TRANSMIT to you herewith an extract of a letter from Mr. Colnaghi,* the British Vice-Consul at Mitylene, reporting that since the commencement of the present year, three vessels under the Turkish flag have touched at that island on their way from Tripoli to Smyrna, with cargoes of slaves, destined for sale at Smyrna.

I have to desire that you will inform me whether you were aware of the landing at Smyrna, or its neighbourhood, of the slaves alluded to by Mr. Colnaghi, and if so, why you did not report the fact to me.

I am, &c.

(Signed) CLARENDON.

No. 671.

Consul Brant to the Earl of Clarendon.—(Received July 22.)

(Extract.)

Smyrna, July 12, 1856.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 30th ultimo, transmitting to me an extract of a letter from Mr. Colnaghi, the British Vice-Consul at Mitylene, reporting that three vessels under the Turkish flag had, since the commencement of this year, touched at that island from Tripoli, with cargoes of slaves destined for sale at this place, and inquiring whether I was aware of these facts, and if so, why I did not report them to your Lordship.

Not having heard that any slaves had been imported of late from Barbary, I applied, on the receipt of your Lordship's despatch, to the Collector of Customs to ascertain whether the ships named by Mr. Colnaghi had arrived in this port, and I have been most positively assured by that functionary that no slaves have been brought here for sale either from Mitylene, or elsewhere, during the last six months.

Those alluded to by Mr. Colnaghi must therefore have been sent to some other port to be landed.

No. 672.

The Earl of Clarendon to Acting Consul Vedova, August 3, 1856.

[Same as No. 643.]

* Inclosure in No. 663.

No. 673.

Acting Consul Vedova to the Earl of Clarendon.—(Received September 1.)

My Lord,

Smyrna, August 23, 1856.

I AM honoured with the receipt of your Lordship's despatch of the 3rd instant, informing me that notwithstanding the exportation of negro slaves having been prohibited by the Turkish Government, information had reached Her Majesty's Government, from various quarters, that the orders of the Porte in this respect have been violated by the Turkish authorities themselves as well as by parties interested in the exportation of slaves, who ship them from points on the coast of Tripoli where there are no authorities to prevent such proceedings.

In reply, I shall bear in mind, in obedience to your Lordship's commands, to report to the Foreign Department, as well as to Her Majesty's Ambassador at the Porte, any arrivals of slaves which may take place within this Consular jurisdiction, either from the coast of Tripoli, or from any other part of the African Continent, and will not fail to denounce to the Turkish authorities the masters of any vessels who may bring slaves from Tripoli.

I have, &c.

(Signed) G. D. VEDOVA.

UNITED STATES.

No. 674.

The Earl of Clarendon to Mr. Crampton.

Sir,

Foreign Office, April 28, 1856.

WITH reference to my despatch of the 20th ultimo,* instructing you to communicate to the Government of the United States the circumstances of the case of the American slaver "*Mary E. Smith*," I now transmit to you a copy of a despatch which I have received from Her Majesty's Chargé d'Affaires at Rio de Janeiro,† together with a copy of a note inclosed therein, addressed to him by the Brazilian Minister for Foreign Affairs, containing information as to several other American vessels which are expected on the coast of Brazil with cargoes of slaves from Africa.

I also transmit to you a copy of a despatch which I have received from Her Majesty's Consul at Bahia,‡ inclosing translations of two documents found in the possession of João José Vianna, the passenger on board the captured slaver "*Mary E. Smith*."

And I have to instruct you to communicate to the Government of the United States the information contained in the inclosed papers with regard to the employment of the United States' flag in Slave Trade.

I am, &c.

(Signed) CLARENDON.

No. 675.

The Earl of Clarendon to Mr. Crampton.

Sir,

Foreign Office, April 28, 1856.

THE Brazilian Minister for Foreign Affairs has informed Her Majesty's Chargé d'Affaires at Rio de Janeiro, that the Brazilian Legations and Consulates are made acquainted with the information which from time to time reaches the Imperial Government with regard to the designs of the slave-traders in the United States, Havana, and on the coast of Africa; and the Brazilian Minister further states that if the Diplomatic and Consular Agents of Her Majesty will communicate with the Legations and Consulates of Brazil they will always meet with the greatest willingness on the part of Brazilian Agents to co-operate with them for the suppression of the Slave Trade.

I have accordingly to instruct you to communicate freely on Slave Trade matters with your Brazilian colleague on all occasions on which you may be of opinion that such a course would be useful in frustrating the designs of the slave-traders.

I am, &c.

(Signed) CLARENDON.

* Class B, presented 1856, No. 461.

† No. 114, and Inclosures.

‡ No. 224.

No. 676.

Mr. Crampton to the Earl of Clarendon.—(Received April 29.)

My Lord,

Washington, April 9, 1856.

I HAVE the honour to inclose herewith the copy of a note which, in obedience to the instructions contained in your Lordship's despatch of the 20th ultimo,* I addressed to the Government of the United States, informing them of the capture, by a Brazilian cruizer, of the American slaver "*Mary E. Smith*;" and pointing out to them the systematic manner in which the flag and vessels of the United States are abused by persons engaged in the Slave Trade.

I have also the honour to inclose a copy of Mr. Marcy's reply to my communication.

I have, &c.
(Signed) JOHN F. CRAMPTON.

Inclosure 1 in No. 676.

Mr. Crampton to Mr. Marcy.

Sir,

Washington, April 8, 1856.

I HAVE been instructed by Her Majesty's Government to communicate to the Government of the United States the circumstances of the capture, by a Brazilian cruizer, of the American schooner "*Mary E. Smith*," with a cargo of 387 slaves on board, as detailed in the report of which I have the honour to inclose a copy from Her Majesty's Consul at Bahia, and to draw your attention to this case as showing the systematic manner in which, as I have on previous occasions had the honour to report to you, the flag and vessels of the United States are abused by persons engaged in committing the piratical crime of slave-trading.

I avail, &c.
(Signed) JOHN F. CRAMPTON.

Inclosure 2 in No. 676.

Mr. Marcy to Mr. Crampton.

Sir,

Washington, April 9, 1856.

I HAVE the honour to acknowledge the receipt of your communication of yesterday, in which my attention is drawn to the case of the capture, in January last, by a Brazilian cruizer, of the American schooner "*Mary E. Smith*," with a cargo of 387 slaves on board, as showing the systematic manner in which the flag and vessels of the United States are abused by persons engaged in the Slave Trade.

I avail, &c.
(Signed) W. L. MARCY.

No. 677.

The Earl of Clarendon to Mr. Crampton.

Sir,

Foreign Office, May 2, 1856.

WITH reference to my despatch of the 28th ultimo, I inclose herewith, for communication to the Government of the United States, the accompanying copy of a despatch from Her Majesty's Commissioners at Loanda,† containing further information respecting the Traffic in Slaves which is carried on under the American flag.

I am, &c.
(Signed) CLARENDON.

* Class B, presented 1856, No. 461.

† Class A, No. 57.

No. 678.

The Earl of Clarendon to Mr. Crampton.

Sir,

Foreign Office, May 16, 1856.

WITH reference to the former communications which I have addressed to you respecting the employment of the United States' flag in the Slave Trade, I now transmit to you, for your information, the accompanying copy of a despatch from Her Majesty's Commissioners at Loanda,* reporting the capture, in Benguella Velha Bay, of a vessel fully equipped for the Slave Trade, under American colours, by the Portuguese brig of war "Serra do Pilar."

I am, &c.
(Signed) CLARENDON.

No. 679.

The Earl of Clarendon to Mr. Crampton.

Sir,

Foreign Office, May 30, 1856.

I TRANSMIT to you herewith a copy of a despatch from Her Majesty's Consul-General in Cuba,† containing a list of persons who have been expelled from that island by the Captain-General on account of their being suspected of being engaged in making arrangements for slave-trading, and who are reported to have proceeded to the United States, from whence Mr. Crawford is apprehensive that they will dispatch their vessels to the coast of Africa; and I have to instruct you to make known the names of these slave-traders to the United States' Government.

I am, &c.
(Signed) CLARENDON.

No. 680.

Mr. Crampton to the Earl of Clarendon.—(Received June 9.)

My Lord,

Washington, May 27, 1856.

I HAVE the honour to inclose the copy of a note which, in obedience to the instructions contained in your Lordship's despatch of the 2nd instant, I have addressed to the United States' Secretary of State, communicating to him extracts from a despatch from Her Majesty's Commissioners at Loanda, containing information respecting the Traffic in Slaves which is carried on under cover of the American flag.

I have, &c.
(Signed) JOHN F. CRAMPTON.

Inclosure in No. 680.

Mr. Crampton to Mr. Marcy.

Sir,

Washington, May 24, 1856.

I HAVE the honour, by the instructions of Her Majesty's Government, to inclose herewith, for the information of the Government of the United States, the accompanying extracts from a despatch from Her Majesty's Commissioners at Loanda, containing information respecting the Traffic in Slaves which is carried on in that neighbourhood under cover of the American flag.

I have, &c.
(Signed) JOHN F. CRAMPTON.

* Class A, No. 67.

† No. 521.

No. 681.

Mr. Crampton to the Earl of Clarendon.—(Received June 18.)

My Lord,

Washington, May 27, 1856.

I HAVE the honour to inclose the copy of a letter addressed to me by M. Andrada, the Brazilian Chargé d'Affaires at Washington, requesting me to cause the Brazilian Legation to be furnished with such information as might be obtained by Her Majesty's Consuls in this country in regard to the proceedings of persons in the ports of the United States who may be engaged in enterprises connected with the Slave Trade between the coast of Africa and Brazil; and I have also the honour to inclose the copy of my answer to M. Andrada's communication, informing him, in conformity with the instructions contained in your Lordship's despatch of the 28th ultimo, that I should not fail to take proper measures for the immediate communication, either directly to the Brazilian Consuls in American ports, or to the Brazilian Legation at Washington, of any information upon the subject which Her Majesty's Consuls or myself might succeed in obtaining.

I have, &c.

(Signed)

JOHN F. CRAMPTON.

 Inclosure 1 in No. 681.
M. Andrada to Mr. Crampton.

M. le Ministre,

Washington, le 12 Mai, 1856.

IL est aujourd'hui hors de doute que les trafiquants d'esclaves dirigent des ports des Etats Unis leurs opérations pour la côte d'Afrique, afin de transporter des noirs à Cuba et au Brésil. Ici se construisent, et d'ici partent, les navires négriers qui vont charger à Ambriz, sur le fleuve Zaire, et d'autres ports de ces parages.

Deux nouvelles tentatives de ce genre viennent d'échouer, grâce à la vigilance des croiseurs Brésiliens.

Le navire que l'on a capturé, au mois d'Octobre dernier, à l'entrée du port de Serinhaem (Brésil), ayant à bord des nègres, et dont on n'a pu reconnaître le pavillon, appartient, selon toute apparence, au commerce des Etats Unis.

De même, la goëlette "*Mary E. Smith*," dont le brick Brésilien "*Olinda*" a dernièrement effectué la prise, à St. Mathieu, naviguait sous le pavillon de l'Union.

Le capitaine de ce navire a déclaré que deux autres embarcations de la même nation, également (un lougre et la goëlette "*Vilcot*," de New York) étaient entrées dans un port de la côte d'Afrique, entre le Cap Lopez et Loango, pour y prendre des noirs à destination du Brésil.

Ces faits, et d'autres encore, fondent à croire que les abominables trafiquants d'esclaves ont établi aux Etats Unis le centre de leurs criminelles spéculations. Le Gouvernement de Sa Majesté l'Empereur, jaloux de faire toujours respecter les lois du Brésil, et ferme dans sa volonté d'empêcher toute tentative qui tendrait à faire renaître l'odieuse Traite des Nègres, a appelé l'attention la plus sérieuse de cette Légation sur un objet aussi important.

J'apporterai dans l'accomplissement de mes devoirs le plus grand soin, et j'exercerai, comme me l'ordonne le Gouvernement Impérial, la surveillance nécessaire afin d'empêcher, par les moyens officielles en mon pouvoir, que l'on n'équipe, dans ces Etats, des navires destinés au transport d'esclaves au Brésil. Et lorsque je n'aurai pu obtenir la détention d'un négrier, je ne manquerai pas d'en prévenir mon Gouvernement, afin qu'averti des tentatives semblables, il puisse prendre des mesures et empêcher des débarquements à couvert, sur les côtes de l'Empire.

Afin de mieux informer le Gouvernement de Sa Majesté, j'ai donné connaissance à ses Agents Consulaires dans ces Etats de l'ordre que j'ai

reçu du Ministère des Affaires Etrangères, en leur recommandant à cet égard la vigilance la plus active.

Le Gouvernement de Sa Majesté la Reine de la Grande Bretagne n'étant pas moins intéressé dans cette répression, j'accepterai avec le plus grand plaisir, et je regarderai comme un service, l'aide et la co-opération que vous croirez devoir me donner en cette occasion.

Si vous jugez convenable, M. le Ministre, à recommander aux Agents Consulaires de Sa Majesté la Reine d'adresser à cette Légation directement, ou par l'intermédiaire de celle que vous dirigez, les renseignements qui pourraient lui être utiles, et de l'informer des tentatives qui se prépareraient dans l'étendu du territoire où chacun d'eux exerce sa juridiction, je vous en aurais la plus vive reconnaissance, car ils me seraient d'un puissant secours pour l'accomplissement de ma tâche.

Recevez, &c.

(Signé) F. X. DA C. AD. ANDRADA.

Inclosure 2 in No. 681.

Mr. Crampton to M. Andrada.

Sir,

Washington, May 20, 1856.

IN reply to the letter of the 12th instant which you have done me the honour to address to me on the subject of the Slave Trade, and in particular with reference to the late seizure by the Imperial brig "Olinda" of the American schooner "*Mary E. Smith*," having on board a cargo of negroes; I have much pleasure in informing you that, by the instructions of my Government, I have been directed to communicate with you freely on all subjects connected with Slave Trade on all occasions on which it may be useful in frustrating the designs of the slave-traders. Her Majesty's Consuls have all along been instructed to communicate to me any information they may obtain which may lead to the prevention or detection of attempts at carrying on the Slave Trade, and I will not fail to communicate to you such information when received. I need scarcely assure you that it will always give me sincere pleasure to co-operate with you in carrying out the objects which both our Governments have both so much at heart in repressing that nefarious Traffic.

I avail, &c.

(Signed) JOHN F. CRAMPTON.

No. 682.

Mr. Lumley to the Earl of Clarendon.—(Received August 4.)

My Lord,

Washington, July 22, 1856.

I HAVE the honour to inclose an extract from the "New York Herald" of the 14th instant, giving some account of the practice carried on in New York of fitting out vessels for the Slave Trade, from which it appears that not less than eighteen vessels engaged in the Slave Trade are known to have left that port within the last three years.

There is good reason to believe that this list might be added to.

I have endeavoured to procure copies of Mr. Marcy's report on the subject of the fitting out of vessels in the ports of the United States for the purpose of being engaged in the Slave Trade, which has been laid before the Senate; but I have not yet been able to obtain them.

I have, &c.

(Signed) J. SAVILE LUMLEY.

Inclosure in No. 682.

Extract from the "New York Herald" of July 14, 1856.

THE SLAVE TRADE.—FITTING OUT VESSELS IN THE PORT OF NEW YORK.—Mr. Secretary Marcy has laid before the Senate a report in answer to a resolution in reference to the fitting out of vessels in the ports of the United States, for the purpose of being engaged in the Slave Trade. The Secretary gave the names of six vessels sailing out of the port of New York; but we are enabled to supply, from authentic sources, the names of twenty-one vessels, eighteen of which have left this port within the last three years. There are many others which are well known to have embarked on slaving expeditions—as is admitted by a letter from Mr. Marcy to Mr. McKeon, in August 1854; but as they have not returned, they are supposed to have been destroyed at sea. It appears that the usual practice is to equip vessels in this port for the apparent purposes of legitimate trade, but which carry a sufficient quantity of planks to erect slave-decks, a large number of water casks and rice, and other articles of food for a cargo of negroes. Having traded between the slave ports on the coast of Africa, the captain and crew abandon their ship and set fire to her, in order to destroy all traces of her unlawful engagement.

We have laws on the statute books prohibiting the Traffic in Slaves, or the fitting out of vessels for the purpose. The following are the sections of the Act:—

“No citizen, or other person, shall, for himself or others, either as master, factor, or owner, build, fit, equip, load, or otherwise prepare any vessel in any place within the United States, for the purpose of procuring any negro, mulatto, or person of colour, from any foreign country, to be transported to any place whatsoever, to be held, sold, or otherwise disposed of as a slave, or to be held, to service or labour: and such vessel so built, fitted out, equipped, laden, or otherwise prepared for such purpose, her tackle, apparel, furniture and lading shall be forfeited, one moiety to the United States, and the other to the use of the prosecutor, and such vessel may be seized, prosecuted, and condemned in any court of the United States having competent jurisdiction.

“Every person so building, fitting out, equipping, loading, or otherwise preparing or sending away, or causing any such act to be done, with intent to employ such vessel in such trade, or who shall in any wise be aiding or abetting therein, shall, on conviction, forfeit and pay a sum not exceeding five thousand dollars, nor less than one thousand dollars, one moiety to the United States and the other to the prosecutor, and shall be imprisoned for a term not exceeding seven nor less than three years.”

With the immense traffic that is set on foot in our very midst, we would ask what has been done to check it? Turning to the records of the United States' Courts, we find that from 1845 to 1854, there were but five cases of the violation of this law of which judicial notice has been taken, and they were thus disposed of:—Mansfield and Driscoll forfeited their recognizances of 5,000 dollars each; Captain Theodore Canot was held to answer in 1847, but nothing has ever been done in his case since: Captain Jefferson turned State's evidence; and in the case of Captain D. Mathew a *nolle prosequi* was entered.

Since 1854 there have been thirty-two persons indicted, and thirteen tried, of whom one was convicted and twelve acquitted; the indictments against the other nineteen are so recent that they have not yet been tried. Captain James Smith of the brig "*Julia Moulton*," was convicted of commanding that vessel and conveying a cargo of slaves on the coast of Africa—the penalty would have been death; but a new trial was granted, and the Government subsequently consented to a plea of guilty to a minor offence, and he was sentenced to three years' imprisonment. R. E. Lascala was tried on a charge of fitting out the slaver "*Horatio*," and acquitted; Manuel Echeveria, fitting out the "*Mary Jane Peck*," acquitted; E. Valentine, fitting out the "*Julia Moulton*," acquitted; Gaspard M. de

Cunha and eight of the crew of the "*Falmouth*," acquitted. There are still pending charges against Bazilio de Cunha Reis, of the firm of Figaniere, Reis & Co., for fitting out the "*Aleva*," Henrico de Costa, Joseph P. de Cunha, Patricio de Castro, and thirteen of the crew of the "*Braman*," and two other parties not yet arrested.

The following vessels, with the exception of the "*Laurens*," the "*Butterfly*," and the "*Catherine*," sailed out of the port of New York within the past three years; these three schooners were fitted out some few years before that period:—

Class.	Name.	Fate.
Barque	Millaudon	Destroyed at sea.
Brig	Glenmorgan	Captured. Condemned at Boston.
Ditto	Silenus	Ditto. Destroyed on the coast.
Barque	Laurens	Ditto. Condemned at New York.
Schooner . . .	Mary Jane Peck	Ditto by the British. Condemned at Sierra Leone.
Ditto	Mary E. Smith	Ditto by the Brazilians.
Ditto	Butterfly	Ditto. Condemned in New York.
Ditto	Catherine	Ditto. Ditto.
Ditto	Advance	Ditto. Condemned at Norfolk.
Ditto	Julia Moulton	Destroyed at sea.
Ditto	Julia Mystic	Ditto.
Barque	Jasper	Captured. Acquitted because of defect in libel.
Ditto	Chancellor . . .	Ditto. Not yet decided.
Ditto	Martha	Ditto. Condemned in New York.
Schooner . . .	Falmouth	Ditto. Ditto.
Ditto	Horatio	Destroyed at sea.
Ditto	Lady Suffolk	Captured, and since in the Mexican service.
Barque	Republic	Destroyed at sea.
Schooner . . .	Altiva	Ditto.
Ditto	N. H. Gambrill	Captured. Condemned in New York.
Ditto	Braman	Ditto, and in process of adjudication.

Thus we see that though vessels have been captured and condemned, there has been but one man convicted of the offence against the statute. Why such a proportion of acquittals? If the legal construction of those laws permits the encouragement of the Slave Trade, the sooner the Act of Congress is amended the better.

No. 683.

Mr. Lumley to the Earl of Clarendon.—(Received December 15.)

(Extract.)

Washington, November 30, 1856.

I HAVE the honour to inclose herewith to your Lordship a public document emanating from the Chief Magistrate of one of the sovereign and independent States of this Union, recommending the legalization of the Slave Trade.

It is the Message of Governor Adams addressed to the Legislature of South Carolina on the occasion of their meeting at Columbia on the 24th instant.

Governor Adams recommends the repeal of the Act of Congress declaring Slave Trade to be piracy, in order to remove the brand with which that law marks the possession of slaves, for he says, "if Slave Trade be piracy, the slave must be plunder;" and he declares that the present position of the South can only be maintained by cheap labour, which can only be obtained in one way—by re-opening the African Slave Trade.

Inclosure in No. 683.

Message of Governor Adams to the Legislature of South Carolina.

*Executive Department, Columbia, South Carolina,
November 24, 1856.*

Gentlemen of the Senate and House of Representatives:—The object for which you were recently convened in extra session has been determined. The popular vote has declared in favour of the party of our preference. The past admonishes us to reserve the full measure of our rejoicing to the day when the avowed policy of the party shall have been honestly carried out, when justice shall be re-established, and tranquillity restored to the country. Then indeed will the victory be one worthy of the strongest demonstration which patriotism can indulge. So far as the result may be regarded as a rebuke to that Northern party whose principle of cohesion is hatred to the South, we share in the general satisfaction. Considered in reference to the vital issue between the North and South, I fear that it will be a barren triumph—that it will prove to be at best but a brief respite of feverish exhausting excitement, destined to end in embittered feeling and distracted counsel among ourselves. Slavery and free soilism can never be reconciled. Our enemies have been defeated, not vanquished. A majority of the free States have declared against the South upon a purely sectional issue, and in the remainder of them formidable minorities fiercely contended for victory under the same banner. The triumph of this geographical party must dissolve the confederacy unless we are prepared to sink down into a state of acknowledged inferiority. We will act wisely to employ the interval of repose afforded by the late election in earnest preparation for the inevitable conflict. The Southern States have never demanded more than equality and security. They cannot submit to less and remain in the Union without dishonour and ultimate ruin.

The internal state of the commonwealth over whose affairs you are called to deliberate, exhibits a gratifying condition of general prosperity and contentment. The South has been mercifully spared the scourge of the "pestilence which wasteth," and our people have sown and reaped in peace. Impressed with a sense of our mutual obligations, and with hearts full of gratitude to God, we enter on the work of duty before us.

The profits of the Bank of the State for the last year amount to 280,460 dollars 40 cents, exceeding those of the previous year by 7,418 dollars 48 cents.

During the fiscal year, the public debt charged on the Bank has been reduced 4,340 dollars 78 cents. The President of the Bank informed me that he expected to make a further reduction of about 35,000 dollars, the arrangements for which could not be completed before the close of the fiscal year.

I refer you to the report of the Comptroller-General for a detailed statement of the financial condition of the State. Since the 1st of October, 1855, the public debt has been increased as follows:—By issue of bonds to construct new State House 250,000 dollars; by subscription to Blue Ridge Railroad 200,000 dollars.

The following table exhibit the debt, liability, and assets of the State:—

<i>Actual Debt.</i>	dollars cts	<i>Assets.</i>	dollars cts
3 and 5 per cent State Stocks.....	123,407 69	Capital of Bank....	2,770,807 53
Fire loan bonds.....	1,669,868 91	Sinking Fund.....	1,490,386 55
Bonds, new State House	500,000 00	Shares in railroads; par value.....	1,742,300 00
Bonds, Blue Bidge Rail- road.....	400,000 00	Cash on hand 1st Oct.	139,625 66
United States Treasury surplus fund....	1,051,422 09		
Total	3,744,698 69		
<i>Liability.</i>			
Guarantor S. C. Rail- road.....	2,000,000 00		
Total debt & liability	5,744,698 69	Total assets.....	6,143,114 74

I herewith transmit a communication from the Hon. W. F. Colcock, inclosing a copy of a letter from the Secretary of the Treasury to the Lighthouse Board, and also a copy of the opinion of the Attorney-General of the United States, in relation to the provisions of an Act of the Legislature of South Carolina, granting sites for lighthouses. On reference to these communications, it will be seen that the General Government declines to proceed, on the ground that the consent given by South Carolina to the purchase, is coupled with the condition that South Carolina retains the jurisdiction. Further legislation is asked. I think when the Southern States surrendered to the General Government the power to regulate commerce, they committed a great blunder; but that is no longer a debatable question. If the necessities of commerce require the erection of the proposed lighthouses, I can see no good reason for declining to make the cession upon the same terms as other States have done. Whenever the people of South Carolina determine to dissolve their connexion with the General Government, the possession of a few lighthouses will interpose but feeble barriers to the execution of such a purpose.

The outward pressure against the institution of slavery should prompt us to do all we can to fortify it within. Diffusion is strength, concentration weakness. Our true policy is to diffuse the slave population as much as possible, and thus secure in the whole community the motive of self-interest for its support. I have no doubt of the inherent ability of the institution to maintain itself against all assaults. It is the basis of our political organism, and it would not be difficult to show that the poorest white man among us is directly concerned in its preservation; but the argument of self-interest is easy of comprehension and sure of action. I recommend the passage of a law exempting from sale (under contracts to be hereafter entered into) at least one slave. Such an immunity would stimulate every one to exert himself to possess his family at least of a property in some degree above the casualties of debt. As you multiply the number who acquire the property, so will you widen and deepen the determination to sustain the institution.

The consumption of cotton has steadily increased, and will in a few years exceed the supply—not from want, on our part, of land on which to grow it, but from want of operators to cultivate it. The demand for the article being greater than the supply, the price must go up, in the absence of all disturbing causes. As long as this continues to be the case, we must prosper; but the certain effect of high prices will be to stimulate the growth of it in foreign countries, and in time to destroy the monopoly which we have so long enjoyed. The possession of this monopoly is the chief element of southern prosperity, and the dependence of the manufacturing interests on us for a supply of this article will continue to prove to be one of our strongest safeguards. The amount of cotton now grown in the East Indies should open our eyes to our true policy. The idea that African slaves only can successfully grow cotton, is an entire mistake.

Under British domination, free slaves are now producing in the East more than the entire crop of the United States in 1820. From a report of the Hon. W. L. Marcy, Secretary of State, in answer to a Resolution of Congress, it appears that during the year 1855, the shipments of cotton to Great Britain were, from the United States, in round numbers, 679 millions of pounds, and from the East Indies, Egypt, and Brazil, 202 millions of pounds. Whenever England and the Continent can procure their supply of the raw material elsewhere than from us, and the cotton States are limited to the home market, then will our doom be sealed. Destroy the value of slave labour, and emancipation follows inevitably. This, England, our commercial rival, clearly sees, and hence her systematic efforts to stimulate the production of cotton in the East. The success which has thus far attended those efforts will incite her to redouble them. The East Indies abound in fertile land and cheap labour. France, too, is encouraging and stimulating its growth in Algeria, with like advantages of soil and labour. To maintain our present position, we must have cheap labour also. This can be obtained but in one way—by re-opening the African Slave Trade. Until Providence interposes and changes his organism, the African must continue to be a “hewer of wood and a drawer of water.” It is a diseased sentimentality which starts back at the idea of legalizing the Slave Trade, and at the same time contemplates, without emotion, the cruel servitude which capital exacts of labour all the world over. There was a time when canting philanthropists had instilled into us a belief that slavery was wrong. Investigation has entirely changed the once common sentiment on this point. The South now believes that a mysterious Providence has brought the two races together on this continent for wise purposes, and that the existing relation has been mutually beneficial. Southern slavery has elevated the African to a degree of civilization which the black race has never attained in any other age or country. “We see it now in its true light, and regard it as the most safe and stable basis for free institutions in the world.”

Had the Slave Trade never been closed the equilibrium between the North and the South would not have been destroyed. The North has had the Old World from which to draw her supply of labour, and hence the rapid settlement of the North-west. Since 1808 the South has supplied her own labour, and has necessarily made slower progress in settling up the South-west. If the trade were now open, I am persuaded that the South would not consent to close it; and this is, perhaps, the best answer to the argument derived from the mere sentiment that is arrayed against the proposition. It is apprehended that the opening of this trade will lessen the value of slaves and ultimately destroy the institution. It is a sufficient answer to point to the fact that unrestricted immigration has not diminished the value of labour in the North-western confederacy. The cry there is want of labour, notwithstanding capital has the pauperism of the Old World to press into its grinding service. If we cannot supply the demand for slave labour, then we must expect to be supplied with a species of labour we do not want, and which is, from the very nature of things, antagonistic to our institutions. It is much better that our drays should be driven by slaves—that our factories should be worked by slaves—that our hotels should be served by slaves—that our locomotives should be manned by slaves, than that we should be exposed to the introduction, from any quarter, of a population alien to us by birth, training, and education, and which in the process of time must lead to the conflict between capital and labour, “which makes it so difficult to maintain free institutions in all wealthy and highly civilized nations where such institutions as ours do not exist.” In all slave-holding States true policy dictates that the superior race should direct, and the inferior perform all menial service. Competition between the white and black man for this service may not disturb northern sensibility, but it does not exactly suit our latitude. Irrespective, however, of interest, the Act of Congress declaring the Slave Trade piracy is a brand upon us which I think it important to remove. If the trade be piracy, the slave must be plunder; and no ingenuity can avoid the logical necessity of such conclusion. My hopes and fortunes are indissolubly associated with this form of society. I feel that I would be wanting in duty if I did not

urge you to withdraw your assent to an Act which is itself a direct condemnation of your institutions. But we have interests to enforce a course of self-respect. I believe, as I have already stated, that more slaves are necessary to a continuance of our monopoly in plantation products. I believe that they are necessary to the full development of our whole round of agricultural and mechanical resources, that they are necessary to the restoration of the South to an equality of power in the general government, perhaps to the very integrity of the slave society, disturbed as it has been by causes which have induced an undue proportion of the ruling race. To us have been committed the fortunes of this peculiar form of society resulting from the union of unequal races. It has vindicated its claim to the approbation of an enlightened humanity. It has civilized and christianized the African. It has exalted the white race itself to higher hopes and purposes, and it is, perhaps, of the most sacred obligation that we should give it the means of expansion, and that we should press it forward to a perpetuity of progress.

I have received "Resolutions of the Legislature of New Hampshire in relation to the late acts of violence and bloodshed perpetrated by the slave power in the territory of Kansas and at the National Capital." In the exercise of a discretion which, I think, rightfully appertains to the Executive Department I decline to lay these resolutions before your honourable bodies. I care not what may be the theory of State intercommunication, I will not submit to be made the medium of transmitting, from any quarter, an insult to any one State. The Constitution imposes no such duty on the Executive. The usage of the better days of the Republic commands my respect, but it cannot reconcile me to acts of courtesy to those who would gloat in seeing the torch applied to our dwellings and the knife to our throats.

No. 684.

Mr. Lumley to the Earl of Clarendon.—(Received December 20.)

(Extract.)

Washington, December 6, 1856.

I HAVE the honour to transmit to your Lordship an extract from the New York "Journal of Commerce," purporting to give a statement of the United States' Deputy Marshals, to the effect that the African Slave Trade was never carried on from New York with greater energy than at present, and that the occasional interposition of the legal authorities exercises no apparent influence for its suppression. A change is also described which it is said has lately taken place in the manner of conducting the Slave Trade; it is also stated, with reference to the cargo of such vessels, that Judge Betts, of the southern district of the State of New York, has ruled that their character, as ordinarily made up, can afford no evidence justifying the detention of such vessels.

The further extract from the same paper which I have the honour to inclose, and which appeared in the "National Intelligencer" of this morning, states that another slaver sailed from New York within the last few days, but that the officers of the Government could detect nothing which would justify them in detaining her; it is added, however, that there is good reason to believe that the General Government is in earnest in its efforts to suppress this illegal Traffic.

Inclosure 1 in No. 684.

Extract from the "National Intelligencer."

THE AFRICAN SLAVE TRADE IN NEW YORK CITY.—ACCORDING to the "Journal of Commerce," the United States' Deputy Marshals say:—

This business was never prosecuted with greater energy than at present. The occasional interposition of the legal authorities exercises no apparent influence for its suppression. It is seldom that one or more vessels cannot be designated at the wharves respecting which there is

evidence that she is either in or has been concerned in the Traffic; and within the last nine months three alleged slave cases of the character referred to have been before our Courts, resulting in one instance in confiscation.

The manner of conducting this trade has undergone some change within a few months which it is well to observe. Parties in Cuba desirous of fitting out a slaver have no difficulty in procuring agents in this city, through certain commercial houses, to negotiate for the charter of such a craft as may be deemed suitable for an African voyage. They come here with the requisite amount of funds, and effect a charter, with a proviso that the vessel may be purchased, if desired, when she arrives at her destination. Through the potent influence of said funds it becomes the interest of all concerned, even to the sailmaker, caulker, shipwright, and joiner, to say no more about the matter than is necessary; and, as regards the cargo, Judge Betts has ruled that its character, as ordinarily made up, can afford no evidence justifying the vessel's detention.

The vessel, therefore, departs with the United States' flag at her peak, and a proper person on board provided with blank papers, the powers of attorney, &c.; so that, if an arrangement can be effected for procuring a cargo of negroes, the vessel is sold at a large profit, and her late owners in New York are no longer responsible for her proceedings. Her flag will protect her from interference by foreign cruisers, and our own are not so numerous but they can commonly be avoided. The vessel is then run to Cuba, the cargo discharged, and the vessel burnt. Humanity has been outraged, but a princely fortune has been acquired.

The question is renewed with still more earnestness, "Can the fitting out of slavers here be prevented?" There are officers in the employ of the Government, noted for their sagacity and long experience in connection with this subject, who answer that it can, by so amending the law relating to the shipment of crews that vessels engaged in the African trade shall take none but Americans. The journal thinks this would stop the crime, as Portuguese men are the sailors.

Inclosure 2 in No. 684.

Extract from the "National Intelligencer" of December 6, 1856.

SLAVE TRADING.—The "Journal of Commerce" states that another slaver sailed from the port of New York within a few days past. She was closely watched, but the officers of the Government were unable to detect anything which would justify them in detaining her. In the estimates of appropriations for the ensuing year, provision is made for a liberal sum to aid in the suppression of this illegal Traffic; and there is good reason to believe that the General Government is in earnest in its efforts in this direction.

The barque "Susan and Jane," from the coast of Africa, reports that the American schooner "*Flying Eagle*," Captain Cook, which cleared at New York on the 5th of June last for Benguella, was waiting the arrival of a United States' vessel of war, she having been seized at that port by the Portuguese authorities for having a slave cargo on board, and the payment for a cargo of slaves landed in Cuba by another vessel.

No. 685.

Mr. Lumley to the Earl of Clarendon.—(Received January 5, 1857.)

My Lord,

Washington, December 21, 1856.

I HAVE the honour to transmit to your Lordship copies of reports of debates which have taken place in the South Carolina Legislature, at the Southern Commercial Convention lately held at Savannah, and in the United States' House of Representatives, on the question of reopening the African Slave Trade

It is right to mention, in regard to the last of these, that the resolution offered by Mr. Etheridge of Tennessee is considered to have been an attempt to surprise the House into a vote condemnatory of the policy of the South, which will account for the fact that fifty-seven members voted against Mr. Etheridge's motion, execrating all suggestions or propositions for a renewal of the Slave Trade.

Many of the Southern members who voted against the resolution thus explained their vote; but while declaring their repugnance to a revival of the Slave Trade, the members generally did not seem disposed to favour the introduction of the subject into the House; and although it is doubtless satisfactory to see such unanimous reprobation of any proposition to renew the African Slave Trade, it would have been much more so had the opportunity been taken to propose an amendment of the laws of the United States, which are well known to be inefficient in preventing its being carried on from this country.

I have, &c.
(Signed) J. SAVILE LUMLEY.

Inclosure 1 in No. 685.

*Report of Debate in the South Carolina House of Representatives,
November 25, 1856.*

Mr. Bryan, of St. John's Colleton, moved the reference of such portions of the Governor's message as relate to the subject of slavery, and the reopening of the Slave Trade, to a special committee of seven.

Mr. McCrady, of Charleston, Chairman of the Committee on Federal Relations, rose and asked for an explanation as to the reference to a special committee of the subject of a renewal of the Slave Trade. He said that there were two standing committees, to either of which the question might seem legitimately to belong, and of one of which he was chairman; hence the reason of his asking an explanation why a special committee was desired. It would be better to refer the matter, which was new, to the Committee of the Whole, where it might be fully discussed.

Mr. Read, of Prince George Winyah, Chairman of the Committee on Coloured Population, said, the object of appointing committees was to facilitate business, but if every member had a special committee to take in charge his particular project, the end aimed at would be defeated.

Mr. Mullins, of Marion, Chairman of the Committee on Public Buildings, thought the subject should not go to the Committee of the Whole; it has been sprung upon us; it is novel, and needs to be examined and discussed. He wished a complete and careful examination of the question, and a full report. If it should go to the Committee of the Whole, there would be a random debate—no direct issue made, and no practical result obtained. Valuable time will be consumed, the debate dragging its slow length along, made the special order from day to day, each member anxious for a chance to be heard; and so the matter, in wandering mazes lost, would reach no available conclusion.

Mr. Bryan thought a special committee due to the importance of the subject.

Mr. McCrady, in reply, said his reason for a reference to the Committee of the Whole, was because the subject is new. Suppose we do nothing; suppose we refer the matter to another session; nevertheless it is proper to discuss it. If it does draw its slow length along, still let us see if we are really in earnest to do anything.

Mr. Gadberry, of Union, Chairman of the Committee of Roads, Bridges, and Ferries.—The debate on this question can result only in a memorial to Congress, and a special committee would be better informed and more able to instruct us. They can report and furnish the House with something tangible to debate upon or to act upon.

Mr. Read.—The subject is said to be new. Since I have been here, as Chairman of the Committee on Coloured Population, I have made two reports on the matter. It came up on a presentment from the Grand Jury of Richland district.

CLASS B.

Mr. Pope, of Charleston.—We in Carolina can frame no law on this subject. We can make no application to Congress, for it would not be entertained there. With us it would not be a question of reopening the Slave Trade, but one of union or disunion, and disunion, not merely from the North, but from the South also.

Mr. Yeadon, of Charleston, Chairman of the Committee of Privileges and Elections, hoped the question would not be referred to a Committee of the Whole. He entertained no favourable feeling towards the executive proposal, and thought it not of sufficient importance to be referred to a Committee of the Whole, usually reserved for the most grave and serious discussions. He moved that it be referred to the Committee on Coloured Population.

Mr. Reid took exception to the status or grade seemingly assigned to the committee of which he was the exponent.

Mr. Yeadon disclaimed all intention to reflect on that committee, or on its worthy and highly respectable chairman. With all due deference, however, he insisted that there were distinctions of grade and importance in the different committees of the House, and that the Committee of the Whole House was the highest in grade, and the most important of all the committees known to parliamentary usage. There were several standing committees in the House, in his opinion superior in grade to the Committee on Coloured Population, however respectable that committee was in itself. That committee, he thought, was the proper one for the proposition in question. The thing itself was wholly impracticable as a national or federal matter; it ought to be treated as purely a home or domestic affair; and, in that view, it was obviously proper for the action of the Committee on Coloured Population.

Mr. Richardson, of Charleston, regretted to see anything in the topic to excite feeling. Nothing is more foreign from it than the question of union. We discuss the tariff, propositions of national finance, internal improvements, though South Carolina has no power to act on any of these matters. If the subject is worth discussion, this is the place for it. Let it be intelligently, temperately discussed. He regretted to see that it appears already to have been made a party question. My opinion is, that this question does occupy the public mind, and it is our province and duty to ascertain how far it does so. When novel questions are presented, entitled, as this is, to our gravest consideration, it is proper to refer them to a special committee; and it cannot be considered disrespectful to the standing committees so to do.

Mr. McCrady here withdrew his motion to refer the subject to the Committee of the Whole; and

Mr. Yeadon moved that "a special Committee of seven" be stricken from the resolutions, and "Committee on Coloured Population" substituted. *Mr. Y.* avowed his intention to treat the Governor's project with as little respect as is consistent with parliamentary usage. I do not, said he, think it can ever assume sufficient importance to be mooted in the Congress of the United States—it could never get further than the threshold of that body. I consider the proposal a mischievous one, and I wish to crush the mischief in the bud. It is absurd; it is utterly impracticable, it is hopeless: it can never obtain the favourable action of Congress.

Mr. Perry.—I hope it will not go to the Committee on Coloured Population. We seek to repeal an Act of Congress, and the right direction is to the Committee on Federal Relations. He requested his friend (*Mr. Y.*) to withdraw the amendment.

Mr. Yeadon declined to withdraw his amendment. He did not think the proposition important enough to engage the attention of the Committee on Federal Relations. It did not aspire to the dignity of a federal question. It did not involve an amendment of the Constitution of the United States; it merely involved Congressional legislation on the subject, which was utterly useless. Congress, it is true, had the power, under the Constitution, to re-open the Slave Trade: the Constitution only restrained it from prohibiting the Slave Trade previous to the year 1808, but there was no constitutional restriction on the re-opening of that trade. Still it was impracticable, as it would require a majority of States, acting through the

United States' Senate, and a majority of the people of the United States, acting through the United States' House of Representatives, with the Executive assent, or a majority in each house large enough to overcome the Executive veto, in order to consummate the measure; and no one, however extravagant in his views, could count on such a result. It was, therefore, in fact and practically, after all, but a home affair among ourselves, and would never be anything more. Let it, therefore, go to the Committee on Coloured Population, either to be acted on by that Committee, or there to be smothered as in "the tomb of the Capulets." He had decided opinions and strong feelings on the subject; but he purposely forbore, at that time, to go into the general merits of the question.

Mr. Seymour, of Charleston, intended to give his vote for sending the executive proposal to the Committee on Coloured Population, but not for the reason assigned by his colleague. He was for treating his Excellency with all possible respect, although he disapproved his recommendation. The Committee on Coloured Population was the appropriate Committee, and he would vote for the reference accordingly.

Mr. Yeadon meant to cast no imputation on the Governor. That officer had his high respect and regard; nay, he greatly admired him. But while he had a profound respect for his Excellency, he had none whatever for his proposition, and would show it none. A man of the highest character, dignity and attainments might yet put forth absurd or impracticable ideas, and it was perfectly consistent with personal or official respect so to characterize them.

The question was called for, on the motion to refer to the Committee on Coloured Population; and the yeas and nays being taken, the result was as follows:—

Yeas 20, Nays 91; so the motion was lost.

Mr. McGowan, of Abbeville, Chairman of the Committee on the Military, then moved to amend the resolution, by substituting "the Committee on Federal Relations."

Mr. Seymour explained that he would vote against the motion, wishing that Committee to have nothing to do with our home matters.

Mr. Perry.—The subject is local, and it is also federal; therefore its proper direction is to the Committee on Federal Relations. The standing committees express the sense of the House, and their reports may properly go out to the world as the exponents of such sense; but special committees are composed of the friends of a measure, and as such express partial views—the opinions, perhaps, of a few gentlemen; and yet their reports may be taken as expressing the opinion of this House.

Mr. Middleton, of Prince George Winyah, advocated a reference to a special committee.

Mr. Mullins (somewhat in reply to the gentleman from Greenville) said, that argument in favour of the proposition is what we want. No report of a special committee can go out as the opinion of the House, unless the House confirms it. We should be informed of this matter by a careful and elaborate exposition, and if it be of vital importance, I want to know it.

Mr. McGowan meant no disrespect to any committee. They all labour in the discharge of such duties as are assigned to them, and labour is dignity; but he thought the proper direction of this subject to be the Committee on Federal Relations.

Mr. Richardson.—This question, novel, interesting and important, is much more likely to receive attention and be reported on by a special committee, charged with it alone, than by a standing committee, burthened with the numerous and various duties committed to them in the course of legislation.

Mr. Tracy, of St. Bartholomew's, said there was one view not presented, in which this matter was not only local, not only national, but one in which it would affect the tone and touch the sentiment of the whole civilized world. He would say nothing of its merits, but thought it fully entitled to the consideration of a special committee.

The question was taken on the motion to refer to the Committee on Federal Relations, and resulted as follows :

Yeas 45, nays 62, and so the motion was lost.

The question now recurred on the original resolution, which was agreed to, as offered by Mr. E. B. Bryan.

The Speaker stated he would take time to name the special committee.

The next day, the Speaker named the special committee as follows, viz.:—Messrs. E. B. Bryan, M. C. M. Hammond, Geo. P. Elliott, J. Izard Middleton, F. D. Richardson, W. S. Mullins, S. G. Earle.

Inclosure 2 in No. 685.

Report of Debate in the South Carolina Legislature.

IN the South Carolina House of Representatives, on the 9th instant, the special committee, to whom so much of the Message No. 1 of his Excellency the Governor as referred to slavery and the opening of the Slave Trade was referred, made report thereon, and asked leave to sit during the recess.

Before the question, "will the House agree to the report," was decided—

Mr. McCrady said, I cannot allow this report to pass this House without giving some expression of opinion. I do not wish this important, aery important matter, to hang in suspense over us until the next Legislature. What do we intend to do? Do we intend to calculate the number of barbarians who inhabit Africa? What details do we wish? Be this as it may, I never can consent to the re-opening of the Slave Trade.

Mr. Perry.—I concur in what has been said by my friend from Charleston. The committee ask for leave to sit during the recess. This, or something similar, I apprehended, when I made a motion, the other day, to refer this matter to the Committee on Federal Relations. He wished before this session ended to have an expression by the members upon the suggestions made by his Excellency the Governor. They were, in his opinion, nothing more than an apple of discord thrown into the ranks of the democratic party. It is a subject which will not only distract and divide us at home, but injure us abroad. He was unwilling to allow that part of the Governor's message to go abroad as the opinion of this House. He therefore wished to have a report, and let the House act upon it.

Mr. Elliott said he hoped the request of the special committee would be granted. This was a very important matter, and it was due to ourselves, due to the source from which it emanates, and due to the memory of our ancestors, to give it a calm and mature consideration. This, owing to the toils and turmoils, the immense amount of business before us, and the shortness of our session, render it impossible for the committee to make a full and elaborate report. All they asked was time, and he trusted that the good sense of the House would agree to their request.

Mr. Middleton said he could not concur in what had been said. The House has already referred this part of the Message of the Governor to a special committee, and until that committee had reported, he did not see how the House could take any action upon the matter. That committee has not reported, but ask leave for further time. Until they have reported, and the House had acted thereon, the opinions of his Excellency cannot go forth to the world as the opinion of the House. We had the right, as a co-ordinate branch of the Government, to express our opinion upon any matter, but he thought the House could not forego its own action. That special committee had not reported, and he thought the House could not act upon the matter until they had reported.

Mr. J. J. Pope said that when the Message of his Excellency was

read, he apprehended some excitement would be created by that portion of it which referred to the opening of the Slave Trade. He would not take upon himself to say what was the surprise or indignation that pervaded the House when it was read. But for one, he was shocked and horrified when he heard it. When the motion to refer this matter to a special committee was made, the representatives of his Excellency said it was due to the Governor that it should be so referred. They now asked for further time, and he would ask if this House is to be bound hand and foot by that committee. We still have ten days before us, and he thought if the committee could not report before the end of that time the whole matter should be allowed to go by the board. It had already been said that this subject was one fraught with evil, and it was the truth. It was a question of disunion, not only of the North but of the South. Almost every Southern State has denounced this scheme, and he advised the House to stop at once the agitation of so vital a matter.

Mr. Bryan said, as allusions had been made to the representatives of his Excellency, he supposed he was the one alluded to. He arose only to correct a statement made by the gentleman from Charleston. That gentleman said that the reason why he (*Mr. Bryan*) had moved to refer this matter to a special committee, was because it was due to the Governor. The gentleman was mistaken, for the expression used was this—"that it was due to the subject to refer it to a special committee." As to the assertion that this was a "scheme," he hurled it back with contempt.

Mr. B. F. Perry said he thought the gentleman from St. Helena was wrong when he said it was due to the memory of our ancestors that we should give this matter a calm and deliberate consideration. Our ancestors, who were mostly planters and merchants, had nothing to do with the Slave Trade; that was carried on by Northern men, who brought the Africans to our shores, and our ancestors bought them. It was a notorious fact that they denounced the Slave Trade, and *Mr. Calhoun* had said in substance that he regretted exceedingly that his own State had been instrumental in keeping the trade open longer than it would otherwise have been, and spoke against it in strong terms. *Mr. Perry* thought this one of the best abolition moves ever made, and would be a weapon in the hands of the enemy to use against us. The importation of hordes of such barbarians as those Africans were, would diminish the value of our slaves more than one half. Many of them were chiefs and heroes accustomed to rule and to receive homage. Such characters as these would do more to cause insurrections than anything else. It would be folly to suppose that Congress would ever repeal the present laws and open the Slave Trade; all, therefore, that we could do would be to divide the South.

Mr. Winsmith spoke in favour of the report of the committee, and thought it advisable to grant the request they made. He was opposed to the views entertained by the Governor, but still he did not think they would cause such an excitement throughout this country as some supposed.

Mr. Yeadon was opposed to occupying the time of the House upon this question, for it was one full of strife and discord, and would array the entire South against South Carolina. He moved, therefore, an indefinite postponement. The motion was afterwards withdrawn.

Mr. Wallace said he did not intend to enter into the argument at length. The committee merely asked for an extension of time, and he knew no good reason why that request should not be granted, nor had he heard of any. It had been said, however, that the discussion of this question would offend the democratic party. Time was when South Carolina thought and said what she thought proper, without regard to the trammels of party, and he hoped she would do so now. He hoped that she had not fallen so low that the State had to consult party feelings before she could act upon any subject. If the committee be allowed to sit during the recess, they would have time to make a calm and deliberate report upon this matter, as it deserved. It had been said that it was due to our ancestors to remove from it the charge of piracy. If this be the stigma fixed upon it, they did it themselves. We are not now called upon to solve that matter, but only to discuss the broad merits of the question—one of expediency or not.

Mr. Boyeston offered a resolution, the substance of which was that the action of the House in agreeing to the report of the special committee was not to be considered as an endorsement of the views entertained by his Excellency the Governor upon the re-opening of the Slave Trade.

On agreeing to the report, the question being put, the same was agreed to.

COLOURED SEAMEN OF SOUTH CAROLINA.—The South Carolina House of Representatives on the 10th instant proceeded to the consideration of the general orders, and the debate upon the bill to amend an Act in relation to Coloured Seamen was resumed. The debate was long, and therefore we cannot do more than present a short synopsis.

Mr. J. T. Johnson, junior, favoured the bill reported by the Committee on Coloured Population. He thought the present law hard and inhuman, and tended to restrict the commercial interests of Charleston. It was his opinion that a majority of the citizens of the city of Charleston thought the Act of 1835 a hard one, and would be glad to see its severity lessened.

Mr. McCrady did not think the Act of 1835 as hard and as inhuman as it had been represented. It was a mistake to say it was impolitic to suffer that Act to remain as it was. The free persons of colour we wished to keep our negroes from, were those from the British India Islands. The Act of 1835 had been passed just after England had set free all her slaves upon those islands. She now asserts that any of our slaves who land at any of her ports are free; and he did not think we should yield or relax our present policy so long as England continued to assert that right.

Mr. Yeadon favoured the bill reported by the committee. The city of Charleston was more interested in this matter than other portions of the State, and he concurred in what had been said about the commercial interests of Charleston being restricted by the Act of 1835. It was an inhuman act, and should be expunged from our statute books.

Mr. T. Y. Symons, junior, never heard that the citizens of Charleston considered it prudent to depart from the present policy of the State. If it was so, it was founded upon an improper knowledge of the law, and he would dare tell them so. He was here to consult and decide upon all matters affecting the honour and welfare of the State, and he would cast his vote as his judgment dictated. There was no inhumanity in the Act of 1835. He did not think the commercial interests of Charleston were affected by the present law. But even if it did, and the interests of the State would suffer by a departure from our present policy, he would not consent.

Mr. Richardson did not consider the inhumanity complained of was to be traced to the Act of 1835. The law was that all such free persons should be imprisoned until their vessels were ready to depart. Nothing was said about their being manacled and chained. He thought the present law, with some little amendments, could be made to meet the wishes of all.

Messrs. Memminger, McGowan, Mitchell, Elliott, Mullins, and others, engaged in the debate. The bill was finally sent to the Senate by a small vote.

Inclosure 3 in No. 685.

*Report of Debate in the Southern Commercial Convention at Savannah,
December 10, 1856.*

Mr. Jones, of Georgia, moved to take from the table *Mr. Gaulding's* resolution relative to the reopening of the Slave Trade.

Mr. Sratt, editor of the "Charleston Standard," hoped the motion would prevail. He thought the question of slavery was a most appropriate one to occupy the attention of the Convention. He advocated a renewal of the Slave Trade, and desired to hear their objections stated by those who resisted the consideration of the subject. The Convention should not recognise the right of Congress to impose restrictions upon the Slave Trade. They should meet the question at once.

Mr. Hunter, of Virginia, thought the Convention was not competent to consider the subject; it was a great moral question, and the South should ponder long before defying the opinion of the whole Christian world. The recent Message of the Governor of South Carolina astonished the whole South, and, for one, he (Hunter) was not prepared to endorse the views therein embraced. The subject was one involving tremendous consequences, and time for reflection was necessary.

Mr. Richardson, of Maryland, said he was not prepared to advocate commerce in slaves, and he hoped the firebrand would not be considered.

Mr. Gholson, of Virginia, opposed taking the subject up, unless we now discuss with the world the moral question. If the South desired the revival of the Slave Trade, it would drive away many now with us, and be regarded as a direct attack upon the Union.

Mr. Gauling, of Georgia, made a fiery speech, defending the renewal of the Slave Trade. He believed the institution of slavery to be from God, and was ready to defend it in all its bearings; it conferred equal blessings on both races. It was, in his opinion, a greater crime to tear husband from wife in Virginia to work the cotton fields in the South than to purchase the negro in Africa, and christianize and civilize him. Now was the time to decide the question, and assert our rights before the whole world.

Messrs. Cropper and Green, of Virginia, endorsed *Mr. Gauling's* views.

Mr. McLeod, of Texas, pledged his State to the extremest views urged to-day. Mexico is falling to pieces by our side, and we must introduce there our peculiar institution, and counteract European intrigues; negro labour is necessary for the development of that region.

The motion to take up was lost—ayes 18, noes 68—South Carolina, Texas, and part of Tennessee only, voting in the affirmative.

Mr. Cochrane, of Alabama, Chairman of the Business Committee, reported a series of resolutions relative to the Pacific Railroad. The first declares that the general government has no power to construct the road; that the railroad should be made along the line of the 32nd parallel, by and from the states, individuals, and territories, and by grants of land by the general government, and by contracts for carrying the mails, military stores, &c. also, recommending to the Southern States to aid, by every means, the construction of the road.

The first resolution was adopted.

The second elicited a long debate.

Mr. Buckwell defended the resolution as a practical measure. He regarded the road proposed as a conduit to carry southern institutions to the countries bordering on the proposed route, including Northern Mexico. The co-operation of the whole South is needed, or the route through the Northern States will be selected to injure the South. He denied the power of the General Government to build the road.

Mr. Hubbard, of Alabama, thought as the General Government was benefited by building the road, it should grant land therefor.

Mr. Clemans, of Virginia, opposed at length the asking of grants from Congress, as likely to lead to corruption and abuse of power. The General Government, he said, had no right to grant land for railroads.

Mr. Cochrane, of Alabama, defended the resolution, saying it is necessary for the preservation of Southern institutions that the road should be built through the Southern States. He defended the constitutionality of the mode proposed at great length.

Mr. Albert Pike thought the resolutions unnecessary, as the scheme proposed by him had already been adopted by the two last Conventions; this invited the co-operation of the southern states, cities, and individuals, in a joint-stock company. A charter had already been obtained from Louisiana, and he hoped the subscription-book would soon be opened. He wanted the General Government to have nothing to do with the building of the road; but as the North is getting large donations of land, he thought the South should take her share. He referred to the rapidly increasing preponderance of the North, and the hostility to the South

evinced there in the vote at the recent election. The South must act, or be too late, and the North build the road. He opposed disunion, and depicted its horrible consequences, but believed it preferable to inequality and oppression in the Union.

After further debate, the resolutions were recommitted to the committee on business. Adjourned.

A grand ball is to be given by the delegates to-night.

The discussion to-day was animated and interesting, and the ultra-southern sentiments uttered were received with applause.

There is no prospect of an adjournment before Friday.

The business committees are hard at work.

Over 800 delegates are here.

A letter from *Senator Toombs* has been received, and will be read to-morrow.

Inclosure 4 in No. 685.

Report of Debate in the House of Representatives.

MR. ETHERIDGE, of Tennessee, asked consent to submit the following resolution :

Resolved,—That this House of Representatives regards all suggestions and propositions of every kind, by whomsoever made, for a revival of the African Slave Trade, as shocking to the moral sentiment of the enlightened portion of mankind; and that any action on the part of Congress conniving at or legalizing that horrid and inhuman Traffic would justly subject the Government and citizens of the United States to the reproach and execration of all civilized and Christian people throughout the world.

Mr. Smith, of Virginia, objected to the resolution.

Mr. Etheridge moved a suspension of the rules.

Mr. Walker, of Alabama, inquired whether, if the motion to suspend the rules should prevail and the resolution be received, it was the intention of the gentleman from Tennessee to call the previous question, with a view of cutting off debate on the subject?

Mr. Etheridge replied that, in his opinion, the resolution contained a self-evident proposition. He presumed there was not a gentleman who had not an opinion upon the subject; and, as he did not wish to discuss any of the questions connected with it, he should move the previous question if the resolution should come before the House.

Mr. Jones, of Tennessee, asked his colleague to modify his resolution so as to omit from it his speech. He would say to his colleague—

Loud cries of "order! order!"

The *Speaker*.—The gentleman from Tennessee is not in order.

Mr. Jones.—I will not be gagged either by my colleague or the Speaker. I am as much opposed to the re-opening of the African Slave Trade as my colleague or any other man, but not for his reasons and arguments.

Mr. Orr, of South Carolina, stated that if the rules should be suspended, and an opportunity should offer, he would submit the following as a substitute for the resolution of the gentleman from Tennessee :

Resolved,—That it is inexpedient to repeal the laws prohibiting the African Slave Trade.

The yeas and nays having been demanded, and ordered on the motion to suspend the rules, the Clerk proceeded to call the roll, and, when their names were called, various members explained their votes, as follows :

Mr. Cobb, of Alabama, stated that he should vote for the motion to suspend for the purpose of allowing the gentleman from South Carolina an opportunity to offer his proposition.

Mr. Puryear, of North Carolina, remarked that he was as much

opposed to the re-opening of the African Slave Trade as any member of the House; but, believing that the resolution was out of place and ill-timed, he should vote against it.

Mr. Smith, of Virginia, deemed the revival of the Slave Trade inexpedient, but thought that the resolution before the House deserved the condemnation of the body.

Mr. Zollicoffer, of Tennessee, was decidedly opposed to the re-opening of the Slave Trade, but, as he did not believe that any good could result from the resolution, he should vote against the motion to suspend the rules.

Mr. Phelps, of Missouri, was also opposed to the re-establishment of the Slave Trade, and would vote against a Bill proposing to repeal the laws prohibiting it; but he was also against abstractions. The Message of the Governor of South Carolina was not before the House, and he should record his vote in the negative.

Mr. Burnett, of Kentucky, was as much opposed to the re-opening of the African Slave Trade as any man upon the floor of the House; but, believing that he fully understood the object of the gentleman who proposed the resolution, and that he could understand all the inducements which had led him to present it at this time, he should vote no.

Mr. Washburn, of Maine, then gave notice that he should object to any further explanations.

Mr. Barksdale, of Mississippi, stated that whilst he was not in favour of re-opening the African Slave Trade, and whilst he did not believe that any gentleman on his side of the House was in favour of reviving it, yet he regarded the resolution of the gentleman from Tennessee as ill-timed, out of place—

Loud cries of "order! order!" here interrupted the member, and rendered his voice inaudible.

Mr. Greenwood, of Arkansas, stated that, so far as he was advised, there was not a gentleman upon the democratic side of the House who was in favour of re-opening the African Slave Trade, but he should vote against a suspension of the rules.

Messrs. Keitt, of South Carolina, *Garnett*, of Virginia, and *Kelly*, of New York, stated that had they been within the bar of the House when their names were called they would have voted against the motion to suspend the rules.

The vote on the motion to suspend the rules was then announced to be as follows:

Yeas, 140; Nays, 53.

The motion to suspend the rules having been agreed to—

Mr. Etheridge submitted his resolution, and upon its adoption demanded the previous question.

Mr. Orr hoped the gentleman would allow him an opportunity to offer the substitute which he had caused to be read to the House. He thought that if the gentleman would consent to its introduction the vote would be an unanimous one.

Mr. Etheridge replied that, if it were not possible for the gentleman from South Carolina to get his resolution before the House in the same way in which he (*Mr. Etheridge*) had obtained the consideration of his own proposition, he would most cheerfully comply with the request of the gentleman; but, as it was within the power of the honourable member to present his resolution at another time, he should decline to withdraw the demand for the previous question.

Mr. Jones, of Tennessee, wished to inquire of his colleague if he desired to have an expression on the part of the House against the re-opening of the African Slave Trade, or if he desired to have it in such a way as to make it offensive to his own section of the country?

The *Speaker* ruled all debate out of order.

The previous question was then seconded—ayes, 113; nays, 77: and the main question ordered to be put—yeas, 125; nays, 84.

Mr. McQueen, of South Carolina, moved to lay the resolution on the table; which motion did not prevail: yeas, 71; nays, 137.

CLASS B.

The question was then stated to be on the adoption of the resolution, when the yeas and nays were demanded and ordered.

Mr. Millson, of Virginia, asked to be excused from voting on the resolution, and desired to state his reasons for making the request; but objection was made.

Mr. Millson thereupon stated that a vote for or against the resolution would place him in a false position. There were parts and bearings of the resolution to which he had objection, while he was in favour of its general objects.

The question was taken, and *Mr. Millson* was excused from voting.

The Clerk then proceeded to call the roll, and upon this question, as upon the motion to suspend the rules, explanations were made by various members as their names were called.

Mr. Eustis stated that he should vote against the resolution, not because he was in favour of reviving the Slave Trade, for he believed there was but one opinion on that subject, but because he looked upon the resolution as uncalled for, unwarranted, and full of sound, signifying nothing.

Mr. Florence, of Pennsylvania, amid loud cries of order, stated there was not enough cheese upon this "figure four," beautifully gilded as the bait on the trap was, to catch him; so he should vote no.

Mr. Harris, of Illinois, in voting for the resolution, explained that he voted for all that part of it which denounced the opening of the Slave Trade, but not that part which denounced the opinions of other men.

Mr. McMullin, of Virginia, asked to be excused from voting; which request was granted by the House.

Messrs. Oliver, of Missouri, *Smith*, of Tennessee, *Smith*, of Virginia, *Wright*, of Tennessee, severally explained, in voting against the resolution, that they were opposed to the revival of the Slave Trade.

Mr. Sneed, of Tennessee, remarked that on this stump speech he should vote no.

Mr. Cadwalader, of Pennsylvania, asked leave to explain his vote; but objection was made.

The vote was then announced to be as follows: yeas, 152; nays, 57.

Mr. Orr, of South Carolina, asked consent to offer the following resolution:

Resolved,—That it is inexpedient, unwise, and contrary to the settled policy of the United States, to repeal the laws prohibiting the African Slave Trade.

Mr. Barclay, of Pennsylvania, objected.

Mr. Orr moved a suspension of the rules; which motion was agreed to: yeas, 181; nays, 10.

Those who voted in the negative are: *Messrs. Barclay* of Pennsylvania, *Barksdale* and *Bennet* of Mississippi, *Brooks* of South Carolina, *Crawford* of Georgia, *Day* of Ohio, *Garnett* of Virginia, *Quitman* of Mississippi, *Shorter* and *Walker* of Alabama.

Mr. Orr then submitted his resolution, and upon its adoption demanded the previous question.

Mr. Quitman, of Mississippi, hoped that the gentleman would withdraw the demand for the previous question, so that he might be able to move to amend it. He was understood to say that he was in favour of the resolution, excepting the words "contrary to the settled policy of the Government." He did not wish to express an opinion as to its settled policy.

Mr. Orr thought that the resolution was in the best shape in which it could be placed, and he therefore declined to withdraw the demand for the previous question.

The previous question was then seconded—ayes, 90; noes, 73; and under the operation thereof the resolution was adopted by the following vote: yeas, 183; nays, 8.

No. 686.

Mr. Lumley to the Earl of Clarendon.—(Received January 5, 1857.)

My Lord,

Washington, December 23, 1856.

BY the inclosed extract from the "Baltimore Sun" it appears that the Portuguese Consul at that port, who was indicted on the charge of fitting out the schooner "*C. F. A. Cole*," for the purpose of employing her in the African Slave Trade, has been acquitted.

I have, &c.

(Signed) J. SAVILE LUMLEY.

 Inclosure in No. 686.
Extract from the "Baltimore Sun" of December 22, 1856.

THE SLAVE TRADE CASES.—The case of Augusto L. Baptista, late Portuguese Consul at this port, charged with fitting out the schooner "*C. F. A. Cole*," for the purpose of employing her in the Slave Trade on the coast of Africa, was concluded in the United States' District Court on Saturday afternoon, by a verdict of "not guilty." This was the second trial; on the first the jury failed to agree. The case of Albert C. Stabell, charged with the same offence; also, charged with perjury in swearing to the ownership of the schooner; remain to be disposed of.

United States' District Court.—Before Judge Giles.—William Meade Addison, Esq., District Attorney, prosecuting.—The following business occupied Saturday:—

United States *v.* Augusto L. Baptista, indicted on the charge of violating the acts of Congress by the alleged fitting out of the schooner "*C. F. A. Cole*," for the purpose of employing her in the African Slave Trade—before reported. The argument in this case was concluded by Mr. Pitts for the defence, and District Attorney Addison for the prosecution, and the indictment submitted to the jury at 1 o'clock, and court took a recess till half-past 4 o'clock. At that time the jury came in and rendered a verdict of "not guilty."

Court adjourned till 10 o'clock this morning:

No. 687.

The Earl of Clarendon to Lord Napier.

My Lord,

Foreign Office, February 19, 1857.

I TRANSMIT to your Lordship herewith copies of a despatch and of its inclosures from Mr. Miller, Her Majesty's Consul at St. Vincent,* containing information respecting an American vessel called the "*N. Hand*," which arrived at the Cape Verd Islands in the month of August last, and was suspected of being about to engage in the Slave Trade.

I also inclose a copy of a despatch from Her Majesty's Commissioners at Loanda,† stating that the vessel in question was boarded by Her Majesty's steamer "*Teazer*" off the Congo River on the 27th of August, and that she is reported to have shortly afterwards shipped a cargo of slaves from Cabeça de Cobra, with which she got clear off.

Your Lordship will learn from Mr. Miller's despatch that, at the time of the entry of the "*N. Hand*" at the Custom-house at the Cape Verds, she was declared as about to proceed to the neighbouring island of St. Jago, and from thence to the West Indies: but the despatch from Her Majesty's Commissioners at Loanda proves that she was shortly

* NO. 453.

† Class A, No. 98.

afterwards found on the coast of Africa by a British cruizer, when her master declared that she was bound for Benguella, at which place, however, she never arrived. Under these circumstances there can be little doubt that the report of the "*N. Hand*" having subsequently shipped a cargo of slaves from the coast is well founded, and I have to instruct your Lordship to bring the above-mentioned information respecting the "*N. Hand*" to the knowledge of the United States' authorities.

I am, &c.

(Signed) CLARENDON.

UNITED STATES. (*Consular*)—*Baltimore.*

No. 688.

Consul Kuper to the Earl of Clarendon.—(Received August 9.)

(Extract.)

Baltimore, July 16, 1856.

I HAD, at different times, heard of slave-trading vessels having been dispatched to sea by American merchants, especially at New York and at Boston, under fraudulent bills of lading and charter-parties; but it was not until the month of May last that I learnt that an actual case of this kind had been taken up by the authorities at New York. It was that of the brig "*Barman*," which was seized by the United States' Marshal under very suspicious circumstances.

In the meantime, another and most suspicious case has just occurred at this port. On the 14th instant, four persons were arrested by the United States' Marshal in this city, viz., Mr. A. C. Baptista, the Portuguese Vice-Consul, charterer; Mr. Stabell, owner; C. T. Baker, captain; and Carlos Labradada, seaman, of the schooner "*C. F. A. Cole*." It is stated that she was purchased some months ago by Mr. Stabell, and fitted out at this port, as is supposed, for the Slave Trade. It is further conjectured that she sailed for the coast of Africa, secured a cargo of slaves, sold these at Cuba, and returned to the Chesapeake Bay, where she was scuttled. In this condition, fast filling with water, she was discovered about three weeks ago, at the mouth of the St. Mary's River. She was then taken in charge by salvors, and afterwards sold by order of the United States' District Court, in consequence of the suspicious circumstances attending her abandonment and sinking condition, coupled with the authenticated fact of her having cleared at the Baltimore Custom-house for Madeira, and of never having touched at that island.

The four individuals above stated have had several hearings before the Commissioners, and have been admitted to bail, the two former to the amount of 5,000 dollars each, and the captain and seaman to the amount of 2,500 dollars each.

Their trial will come on shortly, and I shall not fail to report to your Lordship the result.

I understand that Stabell is owner of both the vessels mentioned in this despatch.

No. 689.

Consul Kuper to the Earl of Clarendon.—(Received October 3.)

(Extract.)

Baltimore, September 17, 1856.

IN reference to the case of the alleged slaver schooner "*C. F. A. Cole*," mentioned in my despatch of the 16th of July last, I am further enabled to state that a true bill has been found against Captain Baker, as principal, and Messrs. Baptista and Stabell as accessories, and that the former will be tried on the capital offence, before the grand jury, in October term,

and the two latter in November term. These three have been thrown into prison, their bail having been withdrawn. The Spaniard Labradada, who was stated to have been a seaman on board the schooner, has fled, and forfeited his recognizances, 2,500 dollars. It is now asserted that he, in fact, was the prime mover in the whole affair, and that his flight has been promoted by certain wealthy parties in this city, whose names I have not been able to ascertain.

I may, without hesitation, assure your Lordship that the Slave Trade is, in fact, extensively carried on by many citizens of the United States, especially in New York and some of the Southern States. The numerous unreserved statements which I receive from respectable inhabitants of this city, and whose reprobation of such unhallowed and unlawful practices is freely expressed, leave no doubt upon my mind that I am warranted in making the above assertion, especially when I take into consideration the powerful incentives which they tell me impel the slave-traders to defy the laws of justice and humanity, viz., the immense prospect of gain and the connivance of the Spanish authorities in Cuba, for it is to that island that most of the slave cargoes are conveyed.

No. 690.

Consul Kuper to the Earl of Clarendon.—(Received December 20.)

My Lord,

Baltimore, November 28, 1856.

ON the 17th of September last, I had the honour to inform your Lordship that the trials of Baptista and Stabell, as owners, and of Captain Baker, as master of the Slave Trade schooner "*C. F. A. Cole*," were to take place in the course of October and November. Both trials were proceeded with accordingly, before special juries, at the United States' District Court in this city, and as I personally attended their progress, I will endeavour to submit a succinct account of each.

The first went to charge Baptista and Stabell with having purchased and fitted out the aforesaid schooner at this port for a slave-trading voyage; and ample evidence was produced to show—1st, that that vessel had been cleared by Baptista, Stabell, and Baker, under an American register, at the Custom-house of Baltimore, for the Island of Madeira; 2ndly, that she had, nevertheless, proceeded to the coast of Africa, without going near the Island of Madeira; 3rdly, that 375 negroes had been taken on board the aforesaid schooner in the River Congo; 4thly, that she had then sailed to the coast of Cuba, where those negroes were landed; 5thly, that the schooner had thereupon immediately made for the coast of Maryland, and had been scuttled at the mouth of the Bay of Chesapeake, in which condition she had subsequently been discovered, seized, and sold by the United States' Marshal. A bill of sale was also produced in Court by the prosecuting attorney, recording the purchase of the vessel by Stabell (Baptista's chief clerk).

The counsel for the defence produced another bill of sale, dated a day later, tending to show that the schooner had been re-sold by Stabell to the firm of Pedro L. Martino at the Havana, through the medium of one Labradada, professedly deputed by the said firm to Baptista for the purchase of the schooner. This man, as I had the honour to state in a former despatch, was originally arrested, together with Baptista and his associates, but had since found the means of absconding. It was therefore argued that the schooner, at the time of her departure from hence on the voyage in question, was no longer an American, but a Spanish vessel; and that Baptista, having merely figured as Martino's correspondent and agent in the business, ought not to be convicted, and that the law of the United States could not touch the case.

But whereas evidence had been tendered to show that, on nearing the coast of Africa, the schooner had been hailed by Her Majesty's cruiser "*Dolphin*;" that thereupon the schooner had immediately hoisted the American flag, and that American papers had been produced to the officers of the "*Dolphin*," which had then sailed away; it is plain that the whole

transaction was the work of a treacherous conspiracy, involving fraud of the worst description.

The jury, however, could not agree; nine being for conviction, and three for acquittal.

It has been remarked to me since, that it was to be regretted that the "Dolphin," being so near the coast at the time of her hailing the schooner, did not keep the latter in sight, since it was on the very night of that same day that the Africans were taken on board in the Congo river; and it is thought, had she kept that look-out, that she might have convicted the schooner in the very act of embarking the negroes.

The trial of Captain Baker for the capital offence of having commanded a Slave Trade expedition, took place about a fortnight ago. I do not hesitate to assert that the chain of evidence showing his previous intimacy with the other prisoners, and his complicity in the various preparations for fitting out the schooner for the illegal voyage in question; his having then commanded the expedition; his having caused the vessel to be scuttled on her return from Cuba, and having been immediately afterwards seen in Baptista's office; was absolutely conclusive as to his guilt. Nevertheless, the counsel for the defence again alleged, as on the previous trial, the foreign character of the vessel, and maintained that whereas Baker was the son of British parents, born at Rio Janeiro, and educated in England, and there was no evidence to show that he had ever been naturalized in this country, he must be regarded as a foreigner; and that consequently both vessel and master having been foreign, Baker was not amenable to the law according to the Act of Congress of 1820.

The jury, as it subsequently appeared, adopted this view of the question, and returned a verdict of acquittal.

I must here, however, remark, that Baker had been specially appointed to the command of the schooner "*C. F. A. Cole*," on the avowed ground of his being a citizen of the United States, since no foreigner is allowed by law to command an American vessel; and it must be remembered that she had cleared as such, under an American register, at the Custom-house at this port, on which occasion Baker must have made the customary oath to the effect that he was a citizen of the United States. Thus perjury must have been committed by him, if the subsequent argument of his counsel, to which, in fact, he was indebted for his acquittal, was founded in fact.

The second trial of Baptista and Stabell is to take place next month.

It is the opinion of many able members of the bar in this community, that the United States' laws for the prevention and punishment of Slave Trade expeditions under the American flag is defective and inefficient, and I am informed that no man has ever been capitally convicted under those laws, however conclusive the evidence showing him to have been guilty of this most atrocious crime.

It cannot be thought surprising that, such being, on the one hand, the inadequacy of the law, and considering, on the other hand, the notorious temptation which the odious traffic in question offers to the cupidity of unscrupulous traders (principally, it is said, at New York), the Slave Trade should still be so frequently carried on with impunity under the American flag, in defiance of the American laws (which, at all events, brand the Traffic in Slaves as piracy), and moreover, to the sorrow and disgust of the great majority of the intelligent classes in this country.

I have the honour to inclose an extract from the "*Baltimore American*" of this day, from which your Lordship will perceive that, according to the revelations exposed in the "*New York Journal of Commerce*," alluded to in the aforesaid extract, I am justified in making the foregoing statements, especially as the facts therein adduced are in general accordance with what I have repeatedly heard in various quarters upon the subject.

I have, &c.

(Signed) HENRY GEORGE KUPER.

Inclosure in No. 690.

Extract from the "Baltimore American" of November 28, 1856.

THE NORTHERN SLAVE TRADE.—THE effort of certain southern politicians to effect a revival of the Slave Trade, whether seriously intended or not, will be rebuked as it deserves to be by the moral sentiment of the nation; but this same sentiment should not be less effectively invoked to put a stop to the Trade as it is now actively prosecuted in American vessels, belonging to Americans, and chartered and fitted out in the northern ports. The "New York Journal of Commerce" states that the infamous business was never prosecuted with greater energy at that port than at the present time, and it is seldom that one or more vessels cannot be designated at the wharves, respecting which there is evidence that she either is or has been concerned in the Traffic; and within the last nine months three alleged slave cases of the character referred to have been before the Courts, resulting, in one instance in confiscation. The temptation to engage American vessels in the Traffic, beyond the appeal which its excessive profits makes to the natural cupidity of dishonourable men, is the safety with which it is pursued in vessels that are secure under the protection of the United States' flag from the search by foreign cruisers, whilst our own are not so numerous but that they can be easily avoided. How the difficulties of procuring vessels for this Trade are arranged the journal informs us:—

"Parties in Cuba desirous of fitting out a slaver, have no difficulty in procuring agents in this city, through certain commercial houses, to negotiate for the charter of such a craft as may be deemed suitable for an African voyage. They come here with the requisite amount of funds, and readily effect a charter, with a proviso that the vessel may be purchased, if desired, when she arrives at her destination. Through the potent influence of said funds, it becomes the interest of all concerned, even to the sail-maker, caulker, ship-wright and joiner, to say no more about the matter than is necessary; and as regards the cargo, Judge Betts has ruled that its character, as ordinarily made up, can afford no evidence justifying the vessel's detention. The vessel therefore departs with the United States' flag at her peak, and a proper person on board provided with blank papers, the powers of an attorney, &c., so that if an arrangement can be effected for procuring a cargo of negroes, the vessel is sold at a large profit, and her late owners in New York are no longer responsible for her proceedings. The vessel is then run to Cuba, the cargo discharged, and the vessel burnt. Humanity has been outraged, but a princely fortune has been acquired."

The Trade can be prevented, the officers in the employ of the Government engaged in detecting the vessels say, by the very simple precaution of requiring that all vessels engaged in the African trade shall ship none but American crews. To the honour of our people it is stated that native-born sailors will not ship in slave-ships, except under false representations, and when thus inveigled, they are generally prompt in affording their testimony to bring the offenders to justice. Such a provision would inflict some hardships on vessels engaged in the legitimate African trade, but it would be slightly felt, whilst the important object attained by it would operate powerfully in inducing upright and honourable merchants to submit willingly to it. Some compensation for it might also be granted by the Government in the enactment of measures tending to promote the African trade by admitting the products of that country upon more favourable terms than are granted to other branches of marine commerce. The suggestion, if it has any promise of proving a barrier to our complicity in the shocking Traffic, ought to be favourably received. When the nation raises its voice against a revival of the Traffic for purposes which the ultraists of one section may deem essential, let it not be in the power of any to say that we have left an open way, through which unconscionable men are enabled to enjoy its profits, unharmed by the legal penalties to the crime attached, and secure even from the moral shame which should put the stamp of inefaceable degradation upon those guilty of its great wrongs and multiplied horrors.

No. 691.

Acting Consul Bartlett to the Earl of Clarendon.—(Received January 5, 1857.)

(Extract.)

Baltimore, December 23, 1856.

IN reference to the prosecution of the Portuguese Vice-Consul and others in this city, charged with trafficking in slaves by sending the schooner "*C. F. A. Cole*" to the coast of Africa, reported to your Lordship by my predecessor Mr. Kuper, in his despatches of the 16th of July, 19th of September, and 28th of November respectively, I have the honour to inform your Lordship that the trials spoken of by Mr. Kuper took place last week, which ended in the acquittal of the accused.

The trial produced little public interest, as it consisted mainly of a repetition of the same facts and arguments used on the former trials, and the foregone conclusion prevailed that a similar result would follow. The newspapers gave a very short account of the proceedings; the "*Sun*" being the most precise in its report, as well as the most copious.

The prosecuting attorney certainly addressed the jury in strong and emphatic language, but the judge was brief, and did not go into the enormity of the case. The public sentiment here in regard to the trial and its issue is very apathetic.

One other trial is yet to come on, that of Stabell, the result of which I shall not fail to report to your Lordship.

The opinion entertained is, that it is very difficult to obtain conviction in any case of slave-trading in this State, and fears are entertained that the impunity with which this iniquity can be prosecuted, together with the doctrines set forth by the Governor of South Carolina and others, in regard to re-opening and legalizing the Slave Trade with Africa, will lead to many repetitions of such cases as that we have just witnessed.

No. 692.

Acting Consul Bartlett to the Earl of Clarendon.—(Received February 12.)

(Extract.)

Baltimore, January 19, 1857.

I HAVE the honour to transmit to your Lordship, copies of the two principal indictments against Baker, and Baptista, and Stabell, charged with slave-trading in the vessel "*C. F. A. Cole*."

The trial of Stabell, the last of the series, terminated in his acquittal, and I hope to have the honour of forwarding a report thereof to your Lordship by the next steamer.

Inclosure 1 in No. 692.

Indictment.

In the District Court of the United States for the Maryland District.

United States of America, Maryland District, to wit.

THE jurors of the United States for the district of Maryland, do on their oath present, that Charles F. Baker, late of said district, mariner, heretofore, to wit, on the 3rd day of March in the year of our Lord 1856 with force and arms on the high seas, out of the jurisdiction of any particular State of the United States of America, on waters within the Admiralty and Maritime jurisdiction of the United States, and within the jurisdiction of the Circuit Court of the United States, for the fourth circuit in and for the Maryland district; he, the said Charles F. Baker, being then and there one of the ship's company of a certain vessel, being a schooner called the "*C. F. A. Cole*," owned wholly by a certain Albert C. Stabell, he the said Albert being then a citizen of the United States of America, did piratically and feloniously forcibly confine and detain

CLASS B.

divers negroes, whose names and number are to the jurors aforesaid unknown, in and on board of the said vessel called the "*C. F. A. Cole*," with the intent of him; the said Charles F. Baker, to make slaves of the aforesaid negroes, they the said negroes not having been held to service by the laws of either of the States or territories of the United States, contrary to the form of the Act of Congress in such case made and provided, and against the peace, government, and dignity of the United States of America. And the jurors aforesaid, on their oath aforesaid, do further present, that the district of Maryland in the fourth circuit, is the district and circuit in which the said Charles F. Baker was found and was first apprehended for the said offence.

2nd Count.—And the jurors aforesaid, upon their oath aforesaid, do further present that the said Charles F. Baker afterwards, to wit, on the day and year aforesaid, on the high seas, out of the jurisdiction of any particular State of the United States of America, on waters within the Admiralty and Maritime jurisdiction of the United States, and within the jurisdiction of the Circuit Court of the United States, for the fourth circuit in and for the Maryland district; he, the said Charles F. Baker, being then and there one of the ship's company of a certain vessel, being a schooner called "*C. F. A. Cole*," owned wholly by a certain Albert C. Stabell, he the said Albert then being a citizen of the United States of America, did piratically and feloniously aid and abet in forcibly confining and detaining divers negroes whose names and number are to the jurors aforesaid unknown, in and on board the said vessel called the "*C. F. A. Cole*," with intent of the said Charles F. Baker to make said negroes, slaves; they the said negroes not having been held to service, by the laws of either of the States or territories of the United States of America, contrary to the form of the Act of Congress in such case made and provided, and against the peace, government, and dignity of the United States of America. And the jurors aforesaid, on their oath aforesaid, do further present that the district of Maryland in the fourth circuit, is the district and circuit in which the said Charles F. Baker was found and was first apprehended for said offence.

3rd Count.—And the jurors aforesaid, on their oath aforesaid, do further present that the said Charles F. Baker, afterwards, to wit, on the day and year aforesaid, on the high seas, out of the jurisdiction of any particular State of the United States of America, on waters within the Admiralty and Maritime jurisdiction of the United States, and within the jurisdiction of the Circuit Court of the United States, for the fourth circuit in and for the Maryland district; he, the said Charles F. Baker, being a citizen of the United States, and being then and there of the ship's company of a certain foreign vessel, being a schooner called the "*C. F. A. Cole*," which said vessel was then and there engaged in Slave Trade, did piratically and feloniously aid and abet in forcibly confining and detaining divers negroes whose names and number are to the jurors aforesaid unknown, in and on board of the said vessel, with intent of the said Charles F. Baker to make such negroes, slaves; they, the said negroes not having been held to service by the laws of either of the States or territories of the United States, contrary to the form of the Act of Congress in such case made and provided, and against the peace, government, and dignity of the United States of America. And the jurors aforesaid, on their oath aforesaid, do further present that the district of Maryland in the fourth circuit, is the district and circuit in which the said Charles F. Baker was found and was first apprehended for said offence.

4th Count.—And the jurors aforesaid, upon their oath aforesaid, do further present that the said Charles F. Baker, on the day and year aforesaid, with force and arms, on a foreign shore, to wit, on a shore of the continent of Africa, within the Admiralty and Maritime jurisdiction of the United States of America, out of the jurisdiction of any particular State of the said United States, and within the jurisdiction of the said Circuit Court of the United States; he, the said Charles F. Baker, then and there

being one of the ship's company of a certain vessel, being a schooner called the "*C. F. A. Cole*," which said vessel was then and there owned in whole by a certain Albert C. Stabell, he, the said Albert, then being a citizen of the United States of America, did piratically and feloniously receive divers negroes whose names and number are to the jurors aforesaid unknown, in and on board of said vessel with the intent of him the said Charles F. Baker to make slaves of the aforesaid negroes, they the said negroes having been before then, to wit, on the day and year aforesaid, seized on a foreign shore, to wit, on the coast of Africa aforesaid, by some person or persons whose names are to the jurors aforesaid unknown, they the said negroes not having been held to service or labour by the laws of either of the States or territories of the United States, contrary to the form of the Act of Congress in such case made and provided, and against the peace, government, and dignity of the United States of America. And the jurors aforesaid, upon their oath aforesaid, do further present that the district of Maryland in the fourth circuit is the district and circuit in which the said Charles F. Baker was found and was first apprehended for the said offence.

5th Count.—And the jurors aforesaid, upon their oath aforesaid, do further present that the said Charles F. Baker on the day and year aforesaid, with force and arms on a foreign shore, to wit, on the shore of the continent of Africa, within the Admiralty and Maritime jurisdiction of the United States of America, out of the jurisdiction of any particular State of the said United States, and within the jurisdiction of the said Circuit Court of the United States; he, the said Charles F. Baker, then and there being a citizen of the United States of America, and being then and there one of the ship's company of a certain vessel, being a schooner called the "*C. F. A. Cole*," which said vessel was then and there a foreign vessel, engaged in the Slave Trade, did piratically and feloniously receive divers negroes whose names and number are to the said jurors unknown, in and on board of said foreign vessel, being a schooner called the "*C. F. A. Cole*," with the intent of him, the said Charles F. Baker, to make slaves of the aforesaid negroes, they the said negroes not having been held to service or labour by the laws of either of the States or territories of the said United States, contrary to the form of the Act of Congress in such case made and provided, and against the peace, government and dignity of the United States of America. And the jurors aforesaid, on their oath aforesaid, do further present that the district of Maryland for the fourth circuit is the district and circuit in which the said Charles F. Baker was found, and was first apprehended for said offence.

6th Count.—And the jurors aforesaid, upon their oath aforesaid, do further present that the said Charles F. Baker, on the day and year aforesaid, with force and arms on a foreign shore, to wit, on a shore of the continent of Africa, within the Admiralty and Maritime jurisdiction of the United States of America, out of the jurisdiction of any particular State of the said United States, and within the jurisdiction of the said Circuit Court of the said United States, he, the said Charles F. Baker, then and there being one of the ship's company of a certain vessel, being a schooner called the "*C. F. A. Cole*," which said vessel was then and there owned in whole or in part by a citizen or citizens of the United States, to the jurors aforesaid unknown, did piratically and feloniously receive divers negroes, whose names and number are to the jurors aforesaid unknown, in and on board of said vessel, with the intent of him, the said Charles F. Baker, to make slaves of the aforesaid negroes; they, the said negroes, not having been held to service or labour by the laws of either of the States or territories of the said United States, contrary to the form of the Act of Congress in such case made and provided, and against the peace, government, and dignity of the United States of America. And the jurors aforesaid, upon their oath aforesaid, do further present, that the district of Maryland, in the fourth circuit, is the district and circuit in which the said Charles F. Baker was found, and was first apprehended for the said offence.

7th Count.—And the jurors aforesaid, upon their oath aforesaid, do further present, that the said Charles F. Baker afterwards, to wit, on the day and year aforesaid, on a shore of the continent of Africa, on waters within the Admiralty and Maritime jurisdiction of the United States, the said Charles F. Baker being then and there one of the ship's company of a certain vessel, being a schooner called the "*C. F. A. Cole*," owned wholly or in part by a citizen or citizens of the United States, did piratically and feloniously aid and abet in forcibly confining and detaining divers negroes, whose names and number are to the jurors aforesaid unknown, in and on board of the said vessel, with intent to make such negroes slaves, which said negroes were not held to service by the laws of either of the States or territories of the United States, contrary to the form of the Act of Congress in such case made and provided, and against the peace, government, and dignity of the United States of America. And the jurors aforesaid, on their oath aforesaid, do further present, that the district of Maryland, in the fourth circuit, is the district and circuit in which the said Charles F. Baker was found, and was first apprehended for said offence.

8th Count.—And the jurors aforesaid, upon their oath aforesaid, do further present that the said Charles F. Baxter, on the day and year aforesaid, with force and arms on a foreign shore, to wit, on a shore of the continent of Africa, out of the jurisdiction of any particular State of the said United States, and within the jurisdiction of the said Circuit Court of the United States, he, the said Charles F. Baker, being then and there one of the ship's company of a certain vessel called the "*C. F. A. Cole*," which said vessel was then and there owned, in part, by a citizen of the United States, whose name is to the jurors aforesaid unknown, did piratically and feloniously receive divers negroes, whose names and number are to the jurors aforesaid unknown, on board of the said vessel, with the intent of him, the said Charles F. Baker, to make slaves of the aforesaid negroes, they, the said negroes, having been before then seized on a foreign shore, to wit, on the coast of Africa, by a person whose name is to the jurors aforesaid unknown, he being of the ship's company of the said vessel, and having before then, to wit, on the 8th day of February, in the year of our Lord 1856, landed from the said vessel, on the coast of Africa aforesaid, and, together with persons to the jurors aforesaid unknown, seized said negroes, with intent to make such negroes slaves, they, the said negroes, not having been held to service or labour by the laws of either of the States or territories of the said United States, contrary to the form of the Act of Congress in such case made and provided, and against the peace, government, and dignity of the United States of America. And the jurors aforesaid, on their oath aforesaid, do further present, that the district of Maryland, in the fourth circuit, is the district and circuit in which the said Charles F. Baker was found, and was first apprehended for said offence.

9th Count.—And the jurors aforesaid, upon their oath aforesaid, do further present that the said Charles F. Baker, on the day and year first above-mentioned, with force and arms on a foreign shore, to wit, on a shore of the continent of Africa, out of the jurisdiction of any particular State of the United States of America, and within the jurisdiction of the said Circuit Court of the United States, he, the said Charles F. Baker, being then and there one of the ship's company of a certain vessel called the "*C. F. A. Cole*," which said vessel was then and there owned, in whole, by a citizen or citizens of the United States, did piratically and feloniously receive divers negroes, whose names and number are to the jurors aforesaid unknown, on board of the said vessel, with the intent of him, the said Charles F. Baker, to make slaves of the aforesaid negroes, they, the said negroes, having been before then seized on a foreign shore, to wit, on the coast of Africa, by a person whose name is to the jurors aforesaid unknown, he being of the ship's company of the said vessel, and having before then, to wit, on the 8th day of February, in the year of our Lord 1856, landed from the said vessel on the coast of Africa aforesaid,

and, together with persons to the jurors aforesaid unknown, seized said negroes with intent to make slaves of such negroes, they, the said negroes, not having been held to service or labour by the laws of either of the States or territories of the United States, contrary to the form of the Act of Congress in such case made and provided, and against the peace, government, and dignity of the United States of America. And the jurors aforesaid, upon their oath aforesaid, further present that the district of Maryland, in the fourth circuit, is the district and circuit in which the said Charles F. Baker was found, and was first apprehended for the said offence.

10th Count.—And the jurors aforesaid, upon their oath aforesaid, do further present that the said Charles F. Baker, on the day and year first above mentioned, with force and arms, on a foreign shore, to wit, on a shore of the continent of Africa, out of the jurisdiction of any particular State of the said United States, and within the jurisdiction of the said Circuit Court of the United States; he, the said Charles F. Baker, being a citizen of the United States, and being then and there one of the ship's company of a certain foreign vessel, being a schooner called the "*C. F. A. Cole*," which said foreign vessel was then and there engaged in the Slave Trade, did piratically and feloniously receive divers negroes, whose names and number are to the jurors aforesaid unknown, on board of the said foreign vessel, with the intent of him, the said Charles F. Baker, to make slaves of the aforesaid negroes, they, the said negroes, having been before then seized on a foreign shore, to wit, on the coast of Africa, by a person whose name is to the jurors aforesaid unknown, he being one of the ship's company of the said foreign vessel, and having before then, to wit, on the 8th day of February, in the year of our Lord 1856, landed from the said foreign vessel on the coast of Africa aforesaid, and together with persons to the jurors aforesaid unknown, seized said negroes, with intent to make such negroes slaves; they, the said negroes not having been held to service or labour by the laws of either of the states or territories of the United States, contrary to the form of the Act of Congress in such case made and provided, and against the peace, government, and dignity of the United States of America. And the jurors aforesaid, upon their oath aforesaid, do further present that the district of Maryland, in the fourth circuit, is the district and circuit in which the said Charles F. Baker was found, and was first apprehended for the said offence.

11th Count.—And the jurors aforesaid, upon their oath aforesaid, do further present that the said Charles F. Baker, a citizen of the United States, for himself as master, after the passing of the Act of Congress of the United States, entitled "An Act in addition to an Act to prohibit the introduction of slaves into any port or place within the jurisdiction of the United States, from and after the 1st day of January, in the year of our Lord 1855, and to repeal certain parts of the same," to wit, on the 30th day of November, in the year of our Lord 1855, did fit out in the port of Baltimore, in the said district of Maryland, within the jurisdiction of the United States, and within the jurisdiction of the said circuit of the United States, a certain vessel called the "*C. F. A. Cole*," with intent to employ the said vessel in procuring negroes from a foreign country, to wit, from the continent of Africa, to be transported to another place to the said jurors unknown, to be sold as slaves, contrary to the true intent and meaning of the Act of Congress in such case made and provided, and against the peace, government, and dignity of the United States of America.

12th Count.—And the jurors aforesaid, on their oath aforesaid, do further present that the said Charles F. Baker, a citizen of the United States, did, for some other person or persons to the said jurors unknown, as master, after the passing of the aforesaid Act of Congress, to wit, on the 30th day of November, in the year of our Lord 1855, fit out in the port of Baltimore, in the said district of Maryland, within the jurisdiction of the United States, and within the jurisdiction of the said Circuit Court

of the United States, a certain vessel called the "*C. F. A. Cole*," with intent to employ the said vessel in procuring negroes from a foreign country, to wit, from the continent of Africa, to be transported to another place to the said jurors unknown, to be sold as slaves, contrary to the true intent and meaning of the Act of Congress in such case made and provided, and against the peace, government, and dignity of the United States of America.

13th Count.—And the jurors aforesaid, upon their oath aforesaid, do further present, that the said Charles F. Baker did, for some other person to the jurors aforesaid unknown, as master, after the passage of the Act of Congress aforesaid, to wit, on the 30th day of November, in the year of our Lord 1855, at the district aforesaid, in the port of Baltimore, within the jurisdiction of the United States, and within the jurisdiction of the said Circuit Court of the United States, aid and abet in fitting out a certain vessel called the "*C. F. A. Cole*," with intent to employ said vessel in procuring negroes from a foreign country, to wit, from Africa, to be transported to another place to the jurors aforesaid unknown, to be held and sold as slaves, contrary to the true intent and meaning of the Act of Congress in such case made and provided, and against the peace, government, and dignity of the United States of America.

14th Count.—And the jurors aforesaid, upon their oath aforesaid, do further present that the said Charles F. Baker, a citizen of the United States of America, late of the district aforesaid, mariner, did for a certain Albert C. Stabell, who was then and there the owner of the hereinafter-mentioned vessel, after the passage of the Act of Congress last aforesaid, to wit, on the 30th day of November, in the year of our Lord 1855, as master, aid and abet in fitting out in the port of Baltimore, in the said district of Maryland, within the jurisdiction of the United States, and within the jurisdiction of the Circuit Court of the United States, for the fourth circuit in and for the Maryland District, a certain vessel called the "*C. F. A. Cole*," with intent on the part of him, the said Charles F. Baker, to employ the said vessel in procuring negroes from a foreign country, to wit, from Africa, to be transported to another place, to wit, to the Island of Cuba, to be sold and held as slaves, contrary to the true intent and meaning of the Act of Congress in such case made and provided, and against the peace, government, and dignity of the United States of America.

15th Count.—And the jurors aforesaid, upon their oath aforesaid, do further present that the said Charles F. Baker, late of the district aforesaid, mariner, did, for a certain Albert C. Stabell, who was then and there the owner of the hereinafter-mentioned vessel, as master, after the passage of the Act of Congress last-mentioned, to wit, on the 30th day of November, in the year of our Lord 1855, at the port of Baltimore, in the said District of Maryland, within the jurisdiction of the United States, and within the jurisdiction of the said Circuit Court of the United States, a certain vessel called the "*C. F. A. Cole*," with intent to employ said vessel in procuring negroes from a foreign country, to wit, from the continent of Africa, to be transported to another place, to wit, to the Island of Cuba, to be sold and held as slaves, contrary to the true intent and meaning of the Act of Congress in such case made and provided, and against the peace, government, and dignity of the United States of America.

(Signed) WM. MEADE ADDISON,
Attorney of the United States for the Maryland District.

Court's Instructions.

1. To entitle the United States to a conviction under the 1st, 2nd, 4th, 6th, 7th, 8th, and 9th Counts of the indictment, the jury must find, from the evidence in this case, that the schooner "*C. F. A. Cole*," at the period

of the commission of the several acts charged in said Counts belonged in whole or in part to a citizen or citizens of the United States, or that she was navigated for on behalf of a citizen or citizens of the United States; and that the burden of proof to establish this fact is upon the prosecution, and the ownership of the said schooner is a fact to be found by the jury from the evidence, and is not ascertained or determined by the register at the custom-house.

2. And if the jury shall find from the evidence that the said schooner was purchased from her American owners for on or behalf of a citizen of Cuba, to whom the bill of sale was subsequently made, and who paid the purchase-money, and to whom or to whose agent she was delivered, then the title to the said schooner passed to said citizen of Cuba, although the jury may also find that the agent or one of the agents of said purchaser took out for her an American register, by taking a false oath at the custom-house, by which the said schooner or her value became liable to be forfeited to the United States, if they further find that the United States took no steps to enforce said forfeiture.

Defendant's additional Prayers.

3. That in order to convict the prisoner upon the 2nd and 7th Counts, it is necessary for the jury to find that the prisoner aided and abetted in taking on board or confined the negroes as charged, with intent to make them slaves.

4. That in order to constitute the offence under the 5th section of the Act of 1820, chap. 115, it is necessary that the Acts therein described as piracy, should be done and committed on board the vessel by a person who was at the time of their commission, one of the crew or ship's company of the vessel on board of which they were committed.

5. In order to find the defendant guilty under the said five Counts in this indictment in this case, the jury must find that before or at the time the vessel left the United States, the traverser had an intention to employ her in procuring negroes from Africa to be transported to some other place to be sold or held as slaves, and this must be a fixed intention, not conditional or contingent, and depending on some future arrangement.

United States of America, District of Maryland, to wit.

I, Thomas Spicer, Clerk of the District Court of the United States, in and for the Maryland district, do hereby certify that the foregoing is a true copy of the original on file among the record and proceedings of the District Court aforesaid.

In testimony whereof, I hereunto subscribe my name and affix the seal of the said District Court, this 12th day of January in the year of our Lord 1857.

(Signed) THOS. SPICER,
Clerk of the District Court.

Her Britannic Majesty's Consulate, Baltimore.

Know all persons to whom these presents shall come: That I, John S. Bartlett, Esq., Her Britannic Majesty's Acting Consul for the State of Maryland, do hereby certify that the foregoing copy of the indictment and instructions of Court in the case of the United States *v.* Charles F. Baker, was procured from the office of Thomas Spicer, Clerk of the District Court of the United States, in and for the Maryland district, and that full faith and credit are due and ought to be given to the same as a true and authentic copy.

Given under my hand and seal of office, at the city of Baltimore, in the State of Maryland, the United States of America, the 12th day of January, 1857.

(Signed) JNO. S. BARTLETT,
Her Britannic Majesty's Acting Consul.

Inclosure 2 in No. 692.

Indictment.

In the District Court of the United States for the Maryland District.

United States of America, Maryland District, to wit.

THE jurors of the United States of America in and for the body of the Maryland District do, on their oath, present that Albert C. Stabell, late of the district aforesaid, a citizen of the United States, yeoman, for himself as owner of the vessel hereinafter mentioned, and Augusto L. Baptista, late of the same district, a citizen of the United States, merchant, for the said Albert C. Stabell, as factor, after the passing of the Act of Congress of the United States entitled "An Act in addition to an Act to prohibit the introduction of Slaves into any port or place within the jurisdiction of the United States from and after the 1st day of January, in the year of our Lord 1808, and to repeal certain parts of the same," to wit, on the 30th day of November, in the year of our Lord 1855, did fit out in the port of Baltimore, in the said district of Maryland, within the jurisdiction of the United States, and within the jurisdiction of this Court, a certain vessel called the "*C. F. A. Cole*," with intent to employ the said vessel in procuring negroes from a foreign country, to wit, from the continent of Africa, to be transported to another place to the said jurors unknown, to be sold as slaves, contrary to the true intent and meaning of the Act of Congress in such case made and provided, and against the peace, government, and dignity of the United States of America.

2nd Count.—And the jurors aforesaid, upon their oath aforesaid, do further present that the said Augusto L. Baptista, a citizen of the United States, for himself as owner of a vessel hereinafter mentioned, and the said Albert C. Stabell, a citizen of the United States, as factor for the said Augusto L. Baptista, after the passing of the Act of Congress aforesaid, to wit, on the day and year last aforesaid, did fit out, in the port of Baltimore, in the district aforesaid, within the jurisdiction of the United States, and within the jurisdiction of this Court, a certain vessel called the "*C. F. A. Cole*," with intent to employ the said vessel in procuring negroes from a foreign country, to wit, from the continent of Africa, to be transported to another place to the jurors aforesaid unknown, to be sold as slaves, contrary to the true intent and meaning of the Act of Congress in such case made and provided, and against the peace, government, and dignity of the United States of America.

3rd Count.—And the jurors aforesaid, upon their oath aforesaid, do further present that the said Albert C. Stabell, a citizen of the United States, for himself as owner of the vessel hereinafter mentioned, and the said Augusto L. Baptista, a citizen of the United States, as factor for the said Albert C. Stabell, after the passing of the Act of Congress aforesaid, to wit, on the day and year last aforesaid, did fit out, in the port of Baltimore, in the district aforesaid, within the jurisdiction of the United States, and within the jurisdiction of this Court, a certain vessel called the "*C. F. A. Cole*," with intent to employ the said vessel in procuring negroes from a foreign country, to wit, from the continent of Africa, to be transported to another place to the jurors aforesaid unknown, to be disposed of as slaves, contrary to the true intent and meaning of the Act of Congress in such case made and provided, and against the peace, government, and dignity of the United States of America.

4th Count.—And the jurors aforesaid, upon their oath aforesaid, do further present that the said Augusto L. Baptista, a citizen of the United States, for himself as owner of the vessel hereinafter mentioned, and the said Albert C. Stabell, a citizen of the United States, as factor for the said Augusto L. Baptista, after the passing of the Act of Congress aforesaid, to wit, on the day and year last aforesaid, at the district aforesaid, did fit

out in the port of Baltimore, in the district aforesaid, within the jurisdiction of the United States, and within the jurisdiction of this Court, a certain vessel called the "*C. F. A. Cole*," with intent to employ said vessel in procuring negroes from a foreign country, to wit, from the continent of Africa, to be transported to another place to the jurors aforesaid unknown, to be held as slaves, contrary to the true intent and meaning of the Act of Congress in such case made and provided, and against the peace, government, and dignity of the United States of America.

5th Count.—And the jurors aforesaid, upon their oath aforesaid, do further present that the said Augusto L. Baptista and the said Albert C. Stabell, citizens of the United States, after the passing of the Act of Congress aforesaid, to wit, on the day and year last aforesaid, at the district aforesaid, did, for some other person or persons to the jurors aforesaid unknown, as factors fit out in the port of Baltimore, within the jurisdiction of the United States, and within the jurisdiction of this Court, a certain vessel called the "*C. F. A. Cole*," with intent to employ the said vessel in procuring negroes from a foreign country, to wit, from the continent of Africa, to be transported to another place to the jurors aforesaid unknown, to be sold as slaves, contrary to the true intent and meaning of the Act of Congress in such case made and provided, and against the peace, government, and dignity of the United States of America.

6th Count.—And the jurors aforesaid, upon their oath aforesaid, do further present that after the passage of the Act of Congress aforesaid, to wit, on the day and year last aforesaid, at the district aforesaid, some person or persons to the jurors aforesaid unknown, did cause to be fitted out for himself or themselves, as owner or owners, in the port of Baltimore, within the jurisdiction of this Court, and within the jurisdiction of the United States, a certain vessel called the "*C. F. A. Cole*," with intent to employ the said vessel in procuring negroes from a foreign country, to wit, from the continent of Africa, to be transported to another place to the jurors aforesaid unknown, to be disposed of as slaves; and the jurors aforesaid, upon their oath aforesaid, do further present that the said Augusto L. Baptista and the said Albert C. Stabell, citizens of the United States of America, on the day and year last aforesaid, at the district aforesaid, in the port of Baltimore, within the district aforesaid, within the jurisdiction of the United States, and within the jurisdiction of this Court, they, the said Augusto and Albert, then and there, well knowing the intent aforesaid of the owner or owners aforesaid of the said vessel to employ the said vessel in procuring negroes as aforesaid from the said continent of Africa, to be transported to another place as aforesaid to the jurors aforesaid unknown, to be there held as slaves as aforesaid, did aid and abet the fitting out of said vessel as aforesaid, contrary to the true intent and meaning of the Act of Congress in such case made and provided, and against the peace, government, and dignity of the United States.

7th Count.—And the jurors aforesaid, upon their oath aforesaid, do further present that the said Augusto L. Baptista and Albert C. Stabell, citizens of the United States of America, after the passage of the Act of Congress aforesaid, to wit, on the day and year last aforesaid, at the district aforesaid, in the port of Baltimore, within the jurisdiction of the United States, and within the jurisdiction of this Court, did, for some person or persons whose names are to the jurors unknown, as factors, aid and abet in fitting out a certain vessel called the "*C. F. A. Cole*," with intent to employ the said vessel in procuring negroes from a foreign country, to wit, from the continent of Africa, to be transported to another place, to the jurors aforesaid unknown, to be held as slaves, contrary to the true intent and meaning of the Act of Congress in such case made and provided, and against the peace, government, and dignity of the United States of America.

8th Count.—And the jurors aforesaid, upon their oath aforesaid, do further present that Albert C. Stabell, late of the district aforesaid,

yeoman, for himself as owner of the vessel hereinafter mentioned, and Augusto L. Baptista, late of the same district, merchant, as factor for the said Albert C. Stabell, heretofore, to wit, on the 30th day of November, in the year of our Lord 1855, at the port of Baltimore, in the district aforesaid, within the jurisdiction of the United States, and within the jurisdiction of this Court, did fit out a certain vessel called the "*C. F. A. Cole*," for the purpose of procuring, and with the intent to employ the said vessel in the trade and business of procuring negroes from a foreign country, to wit, from Africa, to be transported to some place to the jurors aforesaid unknown, to be sold as slaves, contrary to the true intent and meaning of the Act of Congress in such case made and provided, and against the peace, dignity, and government of the United States of America.

9th Count.—And the jurors aforesaid, upon their oath aforesaid, do further present that Augusto L. Baptista, late of the district aforesaid, merchant, for himself as owner of the vessel hereinafter mentioned, and Albert C. Stabell, late of said district, yeoman, as factor for the said Augusto L. Baptista, heretofore, to wit, on the 30th day of November, in the year of our Lord 1855, at the port of Baltimore, in the district aforesaid, within the jurisdiction of the United States, and within the jurisdiction of this Court, did fit out a certain vessel called the "*C. F. A. Cole*," for the purpose of procuring, and with the intent to employ the said vessel in the trade and business of procuring negroes from a foreign country, to wit, from Africa, to be transported to some place to the jurors aforesaid unknown, to be sold as slaves, contrary to the true intent and meaning of the Act of Congress in such case made and provided, and against the peace, government, and dignity of the United States of America.

10th Count.—And the jurors aforesaid, upon their oath aforesaid, do further present that Augusto L. Baptista, merchant, and Albert C. Stabell, late of the district aforesaid, yeoman, for themselves as owners of the vessel hereinafter mentioned, heretofore, to wit, on the 30th day of November, in the year of our Lord 1855, at the port of Baltimore, in the district aforesaid, within the jurisdiction of the United States, and within the jurisdiction of this Court, did equip a certain vessel called the "*C. F. A. Cole*," for the purpose of procuring, and with the intent to employ the said vessel in the trade and business of procuring negroes from a foreign country, to wit, from Africa, to be transported to some other place, to wit, to the Island of Cuba, to be held as slaves, contrary to the true intent and meaning of the Act of Congress in such case made and provided, and against the peace, government, and dignity of the United States of America.

11th Count.—And the jurors aforesaid, upon their oath aforesaid, do further present that the said Augusto L. Baptista and Albert C. Stabell, citizens of the United States after the passage of the Act of Congress aforesaid, to wit, on the 30th day of November, in the year of our Lord 1855, at the port of Baltimore, in the district aforesaid, within the jurisdiction of the United States, and within the jurisdiction of this Court, did aid and abet a certain person or persons to the jurors aforesaid unknown, who did then and there, for himself or themselves, as owner or owners of said vessel, cause to be fitted out a certain vessel, called the "*C. F. A. Cole*," with intent to employ the said vessel in procuring negroes from a foreign country, to wit, from the continent of Africa, to be transported to another place, to the jurors aforesaid unknown, to be sold as slaves, contrary to the true intent and meaning of the Act of Congress, in such case made and provided, and against the peace, dignity, and government of the United States of America.

12th Count.—And the jurors aforesaid, on their oath aforesaid, do further present that the said Augusto L. Baptista and Albert C. Stabell, after the passage of the Act of Congress aforesaid, to wit, on the day and year last aforesaid, at the port of Baltimore, in the district aforesaid, within the jurisdiction of the United States and of this Court did

aid and abet in the fitting out hereinafter mentioned of the hereinafter-named vessel, by a certain Charles F. Baker, who, on the day and year last aforesaid, did, in the said port of Baltimore, fit out as master for a certain Carlos Labradada a certain vessel, called the "*C. F. A. Cole*," which said vessel the said Charles F. Baker did then and there fit out with intent to employ said vessel in procuring negroes from a foreign country, to wit, from the continent of Africa, to be transported to another place, to wit, to the Island of Cuba, to be sold and held as slaves contrary to the true intent and meaning of the Act of Congress in such case made and provided, and against the peace, government, and dignity of the United States of America.

13th Count.—And the jurors aforesaid, upon their oath aforesaid, do further present that the said Augusto L. Baptista and Albert C. Stabell, citizens of the United States, after the passage of the Act of Congress aforesaid, to wit, on the day and year last aforesaid, at the port of Baltimore, in the district aforesaid, within the jurisdiction of the United States, and within the jurisdiction of this Court, did aid and abet a certain Charles F. Baker in fitting out as master for another person or persons to the jurors aforesaid unknown, a certain vessel called the "*C. F. A. Cole*," which said vessel the said Charles F. Baker did then and there fit out with intent to employ said vessel in procuring negroes from a foreign country, to wit, from the continent of Africa, to be transported to another place, to wit, to a place to the jurors aforesaid unknown, to be sold and disposed of as slaves contrary to the true intent and meaning of the Act of Congress in such case made and provided, and against the peace, government, and dignity of the United States of America.

14th Count.—And the jurors aforesaid, upon their oath aforesaid, do further present that the said Augusto L. Baptista and Albert C. Stabell, heretofore, to wit, on the day and year last aforesaid, at the port of Baltimore, in the district aforesaid, did aid and abet a certain Charles F. Baker in fitting out and sending away as master, for some person or persons to the jurors aforesaid unknown, from the said port of Baltimore, a certain vessel called "*C. F. A. Cole*," which said vessel the said Charles F. Baker then and there fitted out and sent away with intent to employ said vessel in procuring negroes from a foreign country, to wit, from Africa, to be transported to another place, to wit, to the Island of Cuba, in the West Indies, to be sold and disposed of as slaves and to be held to service and labour contrary to the true intent and meaning of the Act of Congress in such case made and provided, and against the peace and government of the United States.

15th Count.—And the jurors aforesaid, upon their oath aforesaid, do further present that the said Augusto L. Baptista and Albert C. Stabell, citizens of the United States, after the passing of the Act of Congress aforesaid, to wit, on the day and year last aforesaid, at the port of Baltimore, in the district aforesaid, within the jurisdiction of the United States and within the jurisdiction of this Court, did aid and abet a certain Carlos Labredada, in fitting out, equipping, loading, and preparing for himself, as owner, on the day and year last aforesaid, in the port of Baltimore, in the district aforesaid, within the jurisdiction of the United States and within the jurisdiction of this Court, a certain vessel called the "*C. F. A. Cole*," which said vessel the said Carlos Labredada did then and there fit out, equip, load, and prepare, with intent to employ in procuring negroes from a foreign country, to wit, the continent of Africa, to be transported to another place, to wit, to the Island of Cuba, in the West Indies, to be sold as slaves, contrary to the true intent and meaning of the Act of Congress in such case made and provided, and against the peace, government, and dignity of the United States of America.

16th Count.—And the jurors aforesaid, upon their oath aforesaid, do further present that the said Charles F. Baker, after the passing of the Act of Congress aforesaid, to wit, on the day and year last aforesaid, at

the district aforesaid, in the port of Baltimore, within the jurisdiction of the United States and of this Court, did fit out for himself, as master, a certain vessel called the "*C. F. A. Cole*," with intent to employ said vessel in procuring negroes from a foreign country, to wit, from the continent of Africa, to be transported to another place, to wit, to the Island of Cuba, in the West Indies, to be sold, held, and disposed of as slaves; and the jurors aforesaid, on their oath aforesaid, do further present that the said Augusto L. Baptista and Albert C. Stabell, then and there, well knowing the said Charles F. Baker was fitting out as aforesaid, for the purpose and with the intent as aforesaid, the said vessel, on the day and year last aforesaid, in the port of Baltimore aforesaid, in the district aforesaid, was aiding and abetting therein, contrary to the true intent and meaning of the Act of Congress in such case made and provided, and against the peace, government, and dignity of the United States of America.

17th Count.—And the jurors aforesaid, on their oath aforesaid, do further present that Carlos Labredada, late of the district aforesaid, yeoman, after the passing of the Act of Congress aforesaid, to wit, on the day and year last aforesaid, at the district aforesaid, in the port of Baltimore, within the jurisdiction of the United States and of this Court, did fit out, equip, load, prepare, and send away for himself, as master, a certain vessel called the "*C. F. A. Cole*," with intent to employ the said vessel in procuring negroes from a foreign country, to wit, from Africa, to be transported to another place, to the jurors aforesaid unknown, to be held, sold, and disposed of as slaves; and the jurors aforesaid, on their oath aforesaid, do further present that the said Augusto L. Baptista and Albert C. Stabell, then and there, well knowing the said Carlos Labredada was fitting out the said vessel as aforesaid, for the purpose and with the intent aforesaid, on the day and year last aforesaid, at the port of Baltimore aforesaid, in the district aforesaid, was aiding and abetting therein, contrary to the true intent and meaning of the Act of Congress in such case made and provided, and against the peace, government, and dignity of the United States of America.

18th Count.—And the jurors aforesaid, upon their oath aforesaid, do further present that the said Augusto L. Baptista and the said Albert C. Stabell, citizens of the United States, after the passing of the Act of Congress aforesaid, to wit, on the day and year last aforesaid, at the district aforesaid, for some other person or persons to the jurors aforesaid unknown, as factors, did fit out and equip, and cause to be fitted out and equipped, in the port of Baltimore, within the jurisdiction of the United States, and within the jurisdiction of this Court, a certain vessel called the "*C. F. A. Cole*," and sent away and caused to be sent away the said vessel, with intent to employ said vessel in procuring negroes from the continent of Africa, to be transported to another place to the jurors aforesaid unknown, to be held and sold as slaves, and to be held to service and labour, contrary to the true intent and meaning of the Act of Congress in such case made and provided, and against the peace, government, and dignity of the United States of America.

(Signed) WM. MEADE ADDISON,
Attorney of the United States for the District of Maryland.

United States of America, District of Maryland, to wit.

I, Thomas Spicer, Clerk of the District Court of the United States, in and for the Maryland district, do hereby certify that the foregoing is a true copy of the original, on file among the records and proceedings of the District Court aforesaid.

In testimony whereof I hereunto subscribe my name, and affix the seal of the said District Court, this 12th day of January, in the year of our Lord 1857.

(Signed) THOS. SPICER,
Clerk of the District Court.

Her Britannic Majesty's Consulate, Baltimore.

Know all persons to whom these presents shall come, That I, John S. Bartlett, Esq., Her Britannic Majesty's Acting Consul for the State of Maryland, do hereby certify that the foregoing copy of the indictment in the case of *The United States v. Augusto L. Baptista and Albert C. Stabell*, was procured from the office of Thomas Spicer, Clerk of the District Court of the United States, in and for the Maryland District, and that full faith and credit are due, and ought to be given to the same as a true and authentic copy.

Given under my hand, and seal of office, at the city of Baltimore, in the State of Maryland, the United States of America, the 12th day of January, 1857.

(Signed) JNO. S. BARTLETT,
Her Britannic Majesty's Acting Consul.

No. 693.

Acting Consul Bartlett to the Earl of Clarendon.—(Received February 14.)

(Extract.)

Baltimore, February 3, 1857.

I HAVE now the honour of transmitting to your Lordship detailed reports of the trials of Baptista and Stabell, and of Stabell on a separate trial, in the case of the "*C. F. A. Cole*," on a charge of slave-trading.

My object in obtaining the reports was to show how difficult it is to ensure conviction in such cases in this community.

Inclosure 1 in No. 693.

Report.

United States' District Court. *United States v. Baptista and Stabell.*

THE jury in the joint trial of 21st, 22nd, 23rd, and 24th October, of Baptista and Stabell, not being able to agree, the parties were tried separately.

Baptista was acquitted, and in January of this year the trial of Stabell took place. The evidence in Stabell's case was a repetition of much of that adduced in the case of the United States against Baptista and Stabell, reported as having been tried on the 21st, 22nd, and 24th October, 1856.

The following points were brought out in the present case, viz. :—

That Stabell was the clerk of Baptista at the time the "*C. F. A. Cole*" was bought by Baptista ; that he was in his office or store, Baptista being also present, at the time when Labradada brought the letter of introduction from P. Martino, of Cuba, relative to the purchase of a vessel, and that he was acquainted with the contents of said letter ; that he went with Labradada to examine the "*C. F. A. Cole*," preparatory to a purchase ; that he saw Labradada produce to Baptista the bag of doubloons, and heard the conversation between them at the time ; that he was engaged in carrying the messages which Baptista sent to Wallace and Dunnock, who were fitting out and supplying the "*C. F. A. Cole*" for her voyage, from time to time, relative to such fitting out and supplying, and the way in which he, Baptista, wished the same done ; that in order to make the "*C. F. A. Cole*" an American vessel, Stabell swore at the custom-house at Baltimore, and signed his name to such oath, that the vessel was owned solely by himself, an American (whereas it was proved at the trial that he had no interest in her) ; that on the day subsequent to taking such oath, he made a bill of sale of the same to P. Martino, of Cuba ; that he never reported such change of ownership to the custom-house ; and that on the

day immediately following that the last-mentioned, he procured the vessel to be cleared from the port of Baltimore, with the register made out in his own name as owner, and Captain Baker as captain.

The counsel argued the case before the jury, and Stabell was acquitted, after a short absence of the jury from the court-room.

Inclosure 2 in No. 693.

Report.

United States *v.* Augusto L. Baptista and Albert C. Stabell.

JOINT trial of Augusto L. Baptista and Albert C. Stabell, October 21, 1856.

The motion to quash certain counts in the indictment was granted in part, the Court holding that the 12th, 13th, 14th, and 15th counts were fatally defective, as they charged no crime under the Act of 1818, and were therefore quashed. The motion was overruled as to the 6th, 11th, 16th, and 17th counts.

A jury having been sworn, the following witnesses were examined on the part of the United States.

Captain Bush testified that he resides in Alexandria, Virginia. Had been a shipmaster for over twenty years. Had sailed vessels to the Brazils. About the middle of last May, went down to the mouth of St. George's Creek and saw the schooner "*C. F. A. Cole*" lying, sunk in about eight feet water. The water was within six or eight inches of her hatchway. Took out several water-casks, and tried to pump her, but could not succeed. Employed a diver, who found several holes in her bottom. They made plugs, and he went down and plugged up five 2-inch augur holes. Pumped her out then. The limber-board was removed, and the holes bored into her larboard streak. She was in a very filthy condition, and had seventy water-casks on board. The schooner had the appearance of having a middle deck in her; had cleats nailed on the sides of the vessel; others were floating about. The hatchway had been cut away so as to make a passage-way from the forecastle to the between-deck. She had a very large number of cooking-vessels on board of her. Every other alternate plank of her hatchways had been removed so as to make it cooler between decks. Found also on board of her a number of slips of paper on which nautical calculations had been made; they indicated that she had been 1° north or south of the equator. Her trunk-seams were much shrunk from being in a hot climate. Her name had been scraped off the stern, and painted over with black paint; you could see, however, the original name. The name "*C. F. A. Cole*" was chalked on her. The piece of Brazilian coin in Court was picked up in the galley. The schooner was a very fast vessel, and in coming up to Baltimore, after she was raised, she passed everything in the bay. An unusually large-sized medicine-chest was on board. A very fine spy-glass was found on board, but no compass or chronometer.

By defence.—Never made a voyage to the Island of Madeira. It lies in about 30° latitude. In going to Madeira from Baltimore you pass through a temperate climate. Witness has not his tables with him, and could not trace the course of the "*C. F. A. Cole*" by the papers found on board, at that time [examines the papers]. One indicates a latitude of 5° 38' but can't say whether north or south; another indicates 4° 14'; no longitude is marked on either; another indicates 1° 31', either north or south, can't tell which. The longitude calculations are given in some of the papers.

By a juror.—These slips of paper were found by witness in the binnacle, above water.

By defence (continued).—One of the slips of paper contain the date of "March 29th;" another, the word "Cuba;" others, words written in Spanish or Portuguese.

Edward A. Slicer testified that he is clerk of the Marine Department of the Custom-house. Her register shows the schooner "*C. F. A. Cole*"

to be owned by Albert C. Stabell, he swearing to be the sole owner, and Captain C. F. Baker, a citizen of the United States, her master; and that she was built in Dorchester County, Maryland, in 1851, and is of ninety-two tons burthen. The manifest of her cargo shipped for Madeira and a market, shows a freight of flour, whiskey, bread, rice, potatoes, and 2,000 feet of lumber, valued at 4,979 dollars 30 cents. The date of the manifest is the 30th November, 1855; Stabell swearing to be the sole owner of the cargo. The schooner was cleared by Wallace and Dunnock. Persons frequently clear vessels who have no interest either in the vessels or cargoes. Neither the crew-list nor certificate of the registry of the vessel have been returned to the Custom-house, as the law requires.

By defence.—There is very little trade between this port and Madeira. Vessels sometimes clear from here for Madeira. Lambert Gittings made the last legitimate clearance from this port for Madeira over nine months ago.

Mr. Baden, a pilot, testified to carrying down the schooner "*C. F. A. Cole*" from Baltimore. This was about the last day of November or first of December last. Witness went on board the schooner at the foot of Union Dock. Does not recollect seeing Baptista or Stabell on board. The schooner was towed down about ten miles by a steamer. On the second day out, in the afternoon, the captain went on shore at Annapolis to get port wine he had neglected to procure. She had a very large and unusual crew for a vessel of her size, mostly foreigners. She had six men, two mates, two captains, one steward, and one passenger on board. The cabin passenger could speak no English at all. She appeared in a great hurry to get away, and had a more general outfit than any vessel of her class witness ever saw, on board. Does not believe, from the draught of water and sailing trim of the vessel, she could have had on board the cargo mentioned in the manifest. She only drew 7 feet 8 inches water. She was an unusually fast sailer; she ran from Annapolis to Cape Henry, 140 miles, in fifteen hours.

Samuel R. Dunnock testified that he is of the firm of Wallace and Dunnock, merchants. They were applied to in October 1855, by Mr. Miles, for a vessel of about 100 tons. The schooner "*C. F. A. Cole*" appeared to suit, and Baptista was introduced to them, and they bargained at 3,250 dollars; Baptista representing he was buying for another party. Baptista was asked to settle for the vessel in the course of a few days, and witness and Baptista went to New York, where 325 colonial doubloons (over 5,000 dollars) were exchanged and paid to witness. The doubloons were carried from here to New York. The 5,000 dollars were to pay for the vessel and for fitting her out and preparing her for a voyage. The firm paid various bills, including bills to Mr. Hagar for charts, and Mr. Gould for a chronometer. Captain Baker, the master of the vessel, selected the chronometer in company with Carlos Labradada. Baptista told witness Baker was to be captain of the vessel, and frequently saw them together at Baptista's store. Saw Stabell at Baptista's store frequently, and at witness's office, bringing directions from Baptista, relative to fitting out the vessel. Baptista left the name of A. C. Stabell at witness' store, to make out the bill of sale of the vessel to. The schooner laid in Union Dock. Saw about a dozen water-casks lying on the dock at the vessel at one time. Did not look into the hold after her sale. The vessel prior to her sale belonged to witness' uncles, Captain Traverse and Captain Myers. Witness went down with and was standing on the wharf with Baptista, when the steamer-tug took the vessel off. Witness had the vessel cleared in the name of their firm.

By defence.—Received money for Baptista indirectly from Havana. It came directly in a draft from New York, from Barling, Kibby, and McKee; don't recollect the amount. The firm of Wallace and Dunnock paid for the vessel's outfit, seamen's wages, the steam-tug, rice bought in New York, whiskey, meats, &c. After the vessel sailed, had a settlement with Baptista, and he was in their debt for a small amount, which he paid. There was nothing in the cargo of the schooner singular, that excited any suspicion of witness that she was not about to sail for Madeira. At the time of the purchase of the vessel, Labradada, Baptista, and

witness went across the basin to examine her : Labradada had a tape-line and measured her thoroughly in the hold. The 5,000 dollars and the draft from New York were both exhausted in the purchase and outfit of the vessel, and cash to Baptista, leaving him a small amount in their debt.

By United States.—They kept no account with Baptista on their books, from the fact that they suspected the transaction. They put nothing on their books, but kept vouchers of the payments ; and in the settlement with Baptista returned them all to him with an account.

By defence.—Baptista always represented that he was acting for another party. The vessel was delayed about three weeks in taking in her cargo. When Stabell's name was handed in for the bill of sale, witness asked Baptista how it was, where was his friend? Baptista replied that he had not come on, and he could not keep the vessel waiting here.

Mr. Stowey, of the firm of Gould and Co., testified that they have now in their store the chronometer sold to the "*C. F. A. Cole*" last fall. It was sent up there by Baptista with his card, and Baptista has since called there to see about the chronometer.

United States' District Court, October 22, 1856. The prosecution continued the examination of witnesses :

Mr. Stowey, recalled.—The chronometer was returned to Gould and Co.'s store by Baptista, on the 26th of April last. Saw Baptista at the store a few days afterwards speaking to Mr. Gould relative to the chronometer. That was the same chronometer sold in the fall (for the "*C. F. A. Cole*"). The case of the instrument showed that it had been used.

Mr. Gould testified to receiving the chronometer April 26th ; it was the same instrument sold to a Spanish captain in the fall of 1855, and which Wallace and Dunnock paid for ; Baptista called a week or so after it was left there to know if it was there. They had given a receipt for the chronometer to the person who left it. [Receipt produced by a sailor present.]

Mr. Dunnock (recalled) testified to going to Gould, Stowell, and Ward's last fall, with Captain Baker and Carlos Labradada to purchase a chronometer.

By defence.—Was frequently at Baptista's store after the schooner sailed ; never saw a chronometer there.

Mr. Bradley testified to being at Piney Point last spring when a vessel sunk off the mouth of the St. Mary's river.

The prosecution proposed to show the acts of Captain Baker and the crew of the vessel whilst at Piney Point, but the defence objected, and the Court sustained the objection.

Mr. Bradley resumed—Was at Piney Point in the early part of May. Did not see the vessel that had sunk. Did not know Captain Baker by that name. Recognised Joseph and Antonio Petersen, two of the seamen in Court, as of the crew he saw at Piney Point.

Mr. Murray testified to being at Piney Point with Mr. Bradley about the 1st of May ; it might have been the latter part of April and run into May. The seamen referred to arrived at Piney Point the day after witness got there.

Mr. Wallace, of the firm of Wallace and Dunnock, testified to the sale of the vessel to Baptista ; the acceptance of bills for repairs, goods, &c. ; payment of money to Baker, Baptista, and Stabell. The bill of sale of the vessel was made out in the name of Stabell. Never knew Baptista or Stabell before this transaction. Made no entries on account of the transaction ; kept the bills, and returned them all to Baptista, as he requested the vouchers. Made out their statement from the bills, and put nothing on their books.

By defence.—The first payment (of 5,000 dollars) came in a draft from New York. The second payment came from Havana—Baptista gave witness a draft on a person in Havana for some 2,280 dollars, which was collected through Barling, Kibby and Co. of New York.

By a juror.—The draft on Havana was signed by Baptista.

Dr. Hall testified that he saw the "*C. F. A. Cole*" when here in May last. Witness had been long on the coast of Africa as agent of the Colonisation Society, and had frequently seen slavers there. The peculiar appearances of the "*Cole*;" the large quantity of water-casks, and the hatchways; the filthy condition of the vessel; peculiar smell about the vessel, all tended to show that she had been on the coast of Africa.

Captain Baker was brought into Court and identified as the person Mr. Bradley and Mr. Murray saw at Piney Point, represented to be the master of the schooner sunk at St. Mary's river. Mr. Dunnock also identified him as the man with whom he went to Gould and Co.'s to purchase a chronometer.

Captain M. McDonald, boarding officer of the Custom-house, testified to having followed the sea since 1825. Has frequently been on the coast of Africa. (The slips of paper found in the binnacle of the "*C. F. A. Cole*" shown.) The latitudes and longitudes on these papers, compared with a chart, show the vessel to have been down about the Bight of Benin. (The witness explained the calculations on the slips of paper.) On one paper is longitude $3^{\circ} 04'$ west and latitude $5^{\circ} 09'$ either north or south—the calculations on different sides of the paper. These would place a vessel in sight of land at Cape Three Points on the Gold Coast. (The witness was examined relative to these papers at considerable length.) In going to Madeira witness would not, if he could avoid it, go lower than 32 degrees. Witness has seen many slavers on the coast of Africa, and been on board of them. Witness could see on the "*Cole*," after her return here, where her slave-deck had been laid; the large number of casks on board which had had fresh water in them; the unusually large medicine-chest, and peculiar kinds of medicines; the hatchways, &c., all indicating a slaver. The schooner may have carried the amount of cargo enumerated in the manifest, together with the seventy water-casks.

Joseph Peterson, a Spanish lad, testified (through Joseph Marks, as interpreter), that he went out last December in the schooner "*Cole*," from Baltimore. Captain Baker went along. The vessel went from here to the coast of Africa—went first to Cabinda. They were two months going to Cabinda. A passenger named Drummond left the vessel there. The vessel stopped there one day. The vessel then cruized out one month, and then went into the River Congo. They went into the river between 11 and 12 o'clock in the daytime. They anchored in the river, and waited for people from the brig "*Dolphin*" to visit them. An official came on board the "*Cole*," and asked for all the papers on the vessel. The officer tried to see what was on board of her. Antonio Silva, the mate, raised the American colours, and said they had no right to search an American vessel. That night they went up the coast to Devil's Point, and anchored. Captain Labradada and two men went ashore, and the captain again came on board with the cabin passenger. They landed at Cabinda. They discharged cargo, and the negroes began to come on board in ten and twelve, all fastened by the neck, in boats. Some 335 negroes came on board, eight or nine boats bringing them off. The negroes were all on board by 8 or 9 o'clock in the daytime. The vessel lay one or two miles from shore. They landed from the vessel nothing except whiskey and lumber. They sailed from Devil's Point about 1 o'clock that day, the vessel going to Sagua la Grande, Cuba. They were thirty-five days in making the voyage. About 35 of the negroes died on the passage. The passenger who got out at Cabinda came to Cuba with them. The negroes were put down in the hold on a deck laid over the water-casks, and fed on beans and bread and rice. When they put the negroes ashore at Cuba, they went in in the daytime, landed the negroes after 7 o'clock, and came out at night. Six men were discharged after landing the negroes at Cuba. Only eight men were on board when they came out from Cuba—Baker, Silva, witness, and five men. Captain Labradada, Antonio Pollens, a passenger named Lippold, Drummond, Frank Labradada (cousin of the captain), and the cook, got out at Cuba. Four men were discharged in the Chesapeake before the vessel was sunk; they were put on a vessel from Baltimore. Captain Baker, Antoine,

witness, and two others, were on the vessel when she was sunk. She was sunk about 8 o'clock at night. The holes were bored in her in the bay. She was run ashore, the plugs taken out, and she was let go. From the vessel they went to a pilot's house, and thence to Piney Point, where they stayed three days. Nothing was taken from the vessel before she sunk. Witness shipped for Madeira, wishing to get to his own home at Cadiz, Spain. Before they left the vessel, after she was sunk, three pilots came aboard next morning. The mate, Antonio Silva, left Piney Point the day they got there. The others went up to Washington in a steamer three days after. Witness then came to Baltimore, and went off that evening. The chronometer on board *Labradada* took ashore with him at Sagua la Grande, Cuba.

October 23, 1856.—*Joseph Peterson* recalled.

By defence.—Witness shipped in Baltimore, in December, to go on the schooner "*C. F. A. Cole*." The first mate, Silva, asked witness to ship on the schooner for Madeira. Captain *Labradada* took command of the vessel the first day she started from Baltimore. Captain *Labradada* told the mate, in witness's presence, that he fooled the people in Baltimore nicely; that he represented he was going to Madeira, when she was going to the coast of Africa. Heard the captain, *Labradada*, frequently talking to the second mate and passengers about his fooling the people in Baltimore and the sailors about going to Madeira. Don Ramond (and not Drummond) was the name of the passenger they put ashore at Cabinda, and who came on board again at Devil's Point. The "*Dolphin*," from which an officer came on board of the schooner, in the Congo river, was a British vessel. The slave-deck was not laid till they arrived at Devil's Point.

By the United States.—Witness, when they came up from Washington, after the sinking of the vessel, left Captain Baker in Baltimore. They were seven days in coming from Sagua la Grande to Cape Henry.

Antonio Peterson, a Portuguese, testified (through Joseph Marks, as interpreter,) that he was a sailor on the schooner "*C. F. A. Cole*." [This witness described the voyage of the vessel from Baltimore to Africa; the obtaining the cargo of negroes; landing them in Cuba; arrival in the Chesapeake, &c., similar to the preceding witness.] The vessel had 375 slaves on board, 35 of whom died. They were at Sagua la Grande from 2 o'clock till 8 or 9 o'clock the same day. They left there in such a hurry because the owners at Cuba wanted to hire the fishermen to set fire to the vessel, and burn them all up; this was because the sailors asked Frank *Labradada* for their right pay. The crew heard Frank *Labradada* ask the fishermen alongside to burn the vessel. The mate bored the holes in the bottom of the schooner in the Chesapeake Bay; saw him knock a cask to pieces to get it out of his way, and the lining of the vessel off. Witness had been at Baptista's store several times before she sailed; never saw Baptista on board of the vessel.

William Williams, an officer in the custom-house, testified to arresting Baptista at his store; Captain Mc Donald was with witness.

Captain Fry testified that he is a shipping-master; that he was employed by Baptista last fall to ship a crew for the "*C. F. A. Cole*." He ordered the articles up for Madeira, and for one or more ports in Portugal. Baptista told him he would send two men to him to ship. Witness shipped the mate, a cook, a man, and one boy at Baptista's office, Baptista finding the men. The first mate, shipped as William Wilson, did not give the name of Silva. Witness shipped four other men at his (witness's) office, sent there by Baptista. The day before the vessel sailed, when at Baptista's store, Baptista pointed to Captain Baker as the person who was to command the vessel. Had seen Captain Baker in Baptista's always when he went in there to see about the vessel. Baptista told witness he wanted him to ship Portuguese or Spaniards, and that he would send them to him to ship; no others were shipped.

Joseph Marks testified to receiving a receipt from Baptista on the 8th of June last, for 86 dollars and cigars, paid to Baptista for a chrono-

meter, the same that was left at Goulds. Witness arrived here from Havana on the 5th of June (receipt shown).

By defence.—Witness has been in Havana many times; knows many merchants and others there; knows Pedro L. Martino residing there.

J. F. Strohm testified to having seen Captain Baker at Baptista's place of business last fall, and last May or June; had seen Labradada there also, and Stabell.

By defence.—Knows Mr. Figaniere the Portuguese Consul-General's handwriting (a paper shown); knows the signature to be Figaniere's.

The United States having closed its testimony, the following witnesses were examined on the part of the traversers, Baptista and Stabell.

Mr. Dorsey (of firm of Middleton and Dorsey) testified to being on the schooner "*Cole*" before she sailed from Baltimore last fall. Examined her, and found flour in her cargo, liquor-barrels, lumber, &c.; saw nothing peculiar about her; her general appearance was that of an ordinary coaster. Has known Baptista, and boarded in the same house with him about two years; knows of no charge against his general reputation; his general character is good.

By the United States.—Has no recollection of ever hearing of Baptista being engaged or concerned in the Slave Trade. Captain Baker and Labradada boarded at the same house with Baptista last fall; Baker boarded there several months.

Joseph H. Boyd testified to knowing Baptista some ten years; lived next door to him; his general character was pretty good. He has been Portuguese Consul for some five years. Has known sea-captains to be at Baptista's house frequently.

Dr. P. S. Kinnemon testified to knowing Baptista eight or ten years; was his family physician; always thought his general character good.

Mr. Fowler testified that it is a common occurrence for men to be shipped who are sent by the captain, mate, and agents of the vessel. Has shipped men in merchants' offices, and on board the vessel.

Mr. Pearce testified to knowing Stabell since 1852; his general character was good; never heard anything against it.

Charles Cunningham testified to knowing Baptista some three years; boarded in the same house with him. His general character was good. Saw the "*Cole*" before she sailed last fall, and observed nothing in her appearance of an extraordinary character.

By the United States.—Saw Labradada at the boarding-house last fall. Baptista introduced him as a friend, named Carlos Labradada; boarded there some ten days. Had several times seen Labradada and Baker at Baptista's store. Some time in the spring met Labradada in company with Baptista, in front of the Custom-house, Gay-street. On another occasion in the spring, saw Labradada and Baker at Stabell's store, Centre Market.

October 24, 1856:—

Ed. C. Slicer recalled by the prosecutor.—First saw Labradada when he went to the store of Mr. Strohm to arrest Baptista, in company with Mr. Williams. After Baptista's arrest, and when about to leave the store with the officer, Baptista and Labradada had an animated interview, which, though he could not understand, created in his mind suspicion that Labradada was engaged in the matter, and seeing a marshal's officer near, he pointed him out to him and suggested his arrest, which was made. Witness also testified that so far as he was aware, Baptista sustained a good general reputation amongst the community.

The defence then resumed:

Captain Post testified to having known Baptista for eight years. Knew but little of him, but thought his general character good.

Mr. Abrahams testified to Baptista's general character being good; had known him for some six years.

Marcus Evangelista testified that he resided in New York; was in this city during the last of October and first of November, 1855; was in the

store of Baptista frequently whilst in the city on business; was there when a Spaniard named Carlos Labradada came to his store with a letter of introduction from Pedro L. Martino, a gentleman in Cuba, to Baptista. The letter set forth that the person bearing it was an agent authorized to purchase a vessel for Pedro L. Martino, of Cuba, and came to Mr. B., with the view of securing his aid in such purchase. (The letter was submitted to the witness, who recognized it as the one he then read.) Was acquainted with the handwriting of Pedro L. Martino; was confident the letter was written by him. The bearer of the letter also bore with him 6,000 dollars, with which to make the purchase, which money he saw placed in the charge of Baptista. Saw the money, but did not see it counted. (The letter desired Mr. B. to aid in the purchase of the vessel, set forth what kind of a vessel was needed, &c., and offering him a commission of $2\frac{1}{2}$ per cent. for his trouble.) Another letter from Martino to Baptista of a subsequent date, acknowledged the reception of a letter from Baptista, announcing his purchase of the schooner "C. F. A. Cole," and expressing his satisfaction at the bargain he had effected in the amount he paid for her. Other letters, also of subsequent dates, were read in reference to the fitting out of the vessel, &c., showing Baptista to have acted for Martino.

Mr. Gill, teller of the Merchant's Bank, testified to Baptista's having deposited the money spoken of in that bank, on or about the time it is alleged to have been delivered to Baptista's charge.

Marcus Evangelista recalled.—Witness identified a copy of the bill of sale of the vessel from Stabell to Labradada. He was a witness to the instrument at the time it was drawn.

Mr James testified to having known Baptista for several years past, and to his general character being good.

The evidence was here closed, when the prosecution proposed to submit the case without argument, which proposition was accepted by the counsel for the accused, and at 12 o'clock the indictment was handed to the jury, with leave to seal their verdict should they agree. The jury have sat from that time till Saturday 25th October, 4 o'clock P.M., when not being able to agree, they were discharged.

UNITED STATES. (*Consular*)—*Boston.*

No. 694.

Consul Grattan to the Earl of Clarendon.—(Received May 19.)

My Lord,

Boston, April 30, 1856.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 19th ultimo, transmitting to me a copy of a despatch from Mr. Morgan, Her Majesty's Consul at Bahia, reporting the particulars of the capture of the schooner "*Mary E. Smith*," with a large number of slaves on board, off the coast of Brazil, in the month of January last.

It is to be hoped that the capture of this vessel, and the late seizure and condemnation of the schooner "*Falmouth*" at New York, may have the effect of deterring the Association referred to by Mr. Morgan from a further prosecution of their schemes in the ports of the United States.

I beg leave to state that the United States' authorities for this district, to whom I have thought it proper to communicate the facts contained in Mr. Morgan's despatch, have manifested much satisfaction at the capture of the "*Mary E. Smith*," and have expressed their desire to prevent, by all means within their power, the renewal of attempts at fitting out slave-vessels at this port.

I have, &c.

(Signed) EDMUND A. GRATTAN.

No. 695.

The Earl of Clarendon to Consul Grattan.

Sir,

Foreign Office, May 30, 1856.

WITH reference to your despatch of the 30th ultimo, I have to acquaint you that I approve of your having communicated to the United States' authorities in Boston the fact of the capture, off the coast of Brazil, of the American schooner "*Mary E. Smith*" with a cargo of slaves. Her Majesty's Government are glad to learn that this capture has been viewed with satisfaction by the authorities at Boston, and that they are anxious to prevent the renewal of attempts to fit out slave-vessels at that port.

I am, &c.

(Signed) CLARENDON.

UNITED STATES. (*Consular*)—*Richmond.*

No. 696.

The Earl of Clarendon to Consul James, April 28, 1856.

[Same as No. 675.]

No. 697.

Consul James to the Earl of Clarendon.—(Received June 16.)

My Lord,

Norfolk, May 26, 1856.

I HAVE the honour of acknowledging your Lordship's despatch, informing me that the Legations and Consulates of Brazil are instructed to afford information to the Diplomatic and Consular Agents of Her Britannic Majesty, with regard to the designs of slave-traders, and directing me to communicate with the Brazilian Consul in Virginia on the matter.

The Brazilian Consul is Mr. Myer Myers, whom I had the honour of recommending as Her Majesty's Vice-Consul at Norfolk. He assures me that he will omit no occasion of communicating to me immediately any information he may obtain; and I presume it would be my duty, should any facts of an important character thus reach me, to inform your Lordship of the same, and also to communicate them to the British Admiral on the South American Station by the speediest conveyance I can find.

At the same time I may be permitted to state that by the exercise of the utmost vigilance, I have not been able to discover that ships are built with a view to that nefarious Traffic, or that it has for many years been carried on by this or the neighbouring States, although there can be no doubt that in the North, not only are many vessels actually fitted out for the Slave Trade, but many are constructed and adapted in all respects for slavers, and sent out to be sold upon the African coast. The general feeling in the South is strongly against the Slave Trade; and in the cases of kidnapping from our West India Islands, to which I have frequently had occasion to refer, the agents employed to receive the negroes and send them to the south-west, and all persons concerned, are almost universally natives of some other State or some foreign country.

I have, &c.

(Signed) G. P. R. JAMES.
