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CORRESPONDENCE

WITH

BRITISH MINISTERS AND AGENTS

IN

FOREIGN COUNTRIES,

AND WITH

FOREIGN MINISTERS IN ENGLAND,

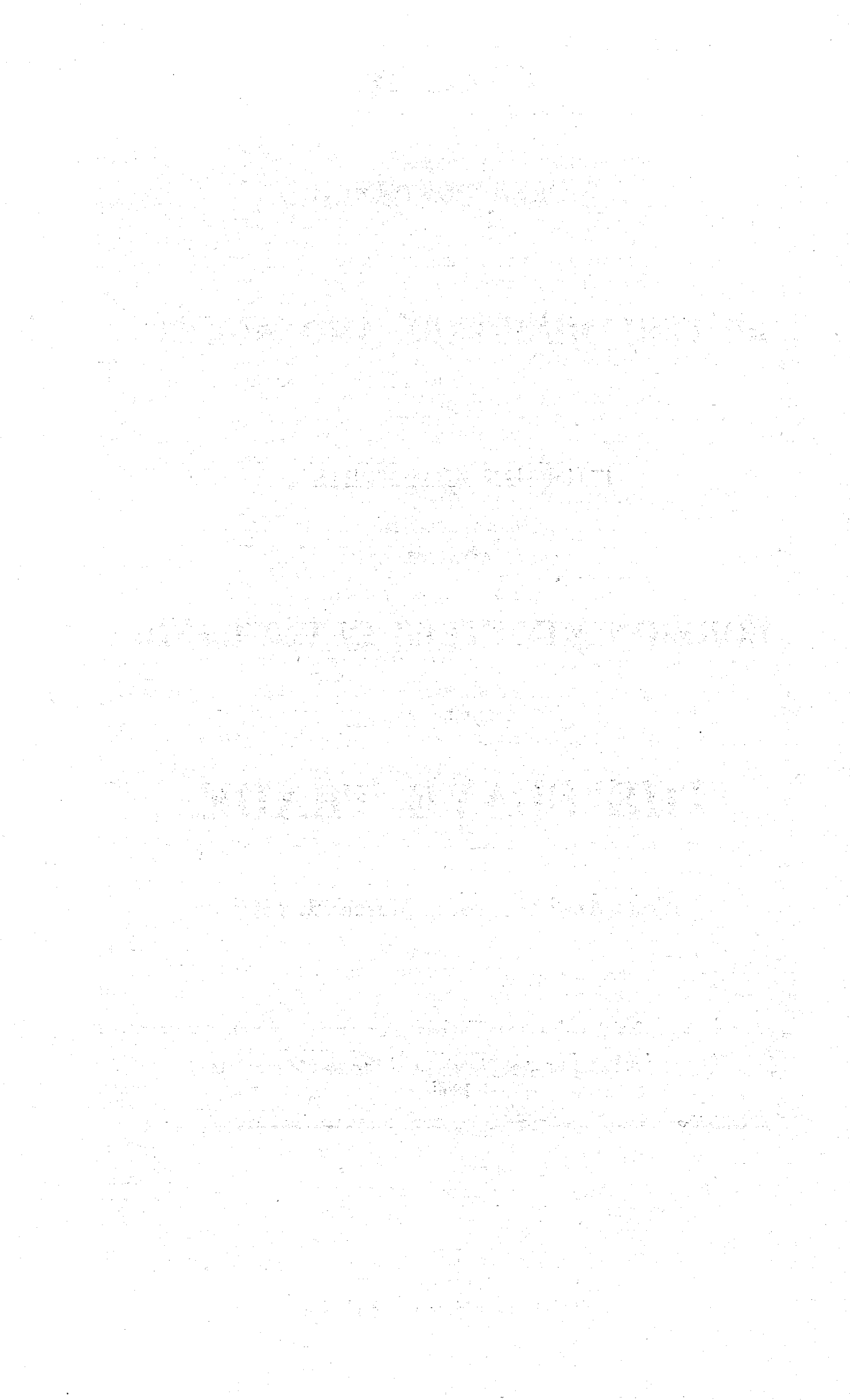
RELATING TO

THE SLAVE TRADE.

From April 1, 1859, to March 31, 1860.

Presented to both Houses of Parliament by Command of Her Majesty.
1860.

LONDON:
PRINTED BY HARRISON AND SONS.



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Class B.

CORRESPONDENCE

WITH

FOREIGN POWERS.

AFRICA. (*Consular*)—*Bight of Benin.*

No. 1.

Consul Campbell to the Earl of Malmesbury.—(Received April 8.)

My Lord,

Lagos, March 4, 1859.

CAPTAIN SANDERSON, of Her Majesty's ship "Archer," the Senior Officer of the Bight's Division, having considerably acceded to my request and efficiently manned Her Majesty's steam-vessel "Brune," directed Lieutenant Lodder, the Commander, to proceed with that vessel as far as the Egenie Market, about three miles west of Kosoko's town, Epé, to procure information of his movements, and the extent of his preparations for attacking Lagos. Lieutenant Lodder, in conformity with his instructions, left Lagos on the 12th ultimo, it being arranged between Lieutenant Lodder and myself that I should join him in the Consular boat on hearing of his arrival at Egenie Market.

After the departure of the "Brune," Dr. Baikie considered that it would be a good opportunity for Lieutenant Glover to complete the survey of Lake Icorrodo and the Lagoon to Epé, which he had commenced during last rainy season (June to August), and it was arranged that the "Rainbow," Niger steamer, should follow the "Brune." Dr. Baikie kindly offering me a passage in the "Rainbow," I embarked on the 14th ultimo, and we started at once, but had not proceeded more than eight miles when we met the "Brune," and found she had been detained by the banks and shoals, on which, in consequence of her draft of water, seven feet, she had repeatedly grounded. The "Rainbow's" draft of water not exceeding four feet and a half, Dr. Baikie decided on remaining with the "Brune," to assist her in getting over the shoals by receiving her heavy stores on board the "Rainbow," and in heaving off the "Brune," when she grounded. This detained us considerably, and the vessels did not reach their destination, Egenie Market, till the 20th ultimo.

While at anchor, about ten miles from Lagos, Kosoko's messengers arrived on board the "Brune" with complimentary messages, in reality to ascertain the object of our visit. I informed them that we had no hostile intentions; that our object was to ascertain the extent of his preparations, and to convince him of the inutility of them, and of his seeking to reinstate himself at Lagos; that having no wish to alarm the population of Epé by the appearance of two steamers off the town, I would anchor off Egenie, when I hoped to see Tappa and the other Cabooceers of Kosoko.

The day after our arrival off Egenie Market, Tappa, with other messengers of Kosoko, arrived, and I received them on board the "Brune." After a few complimen-

tary remarks, I informed Tappa and the others that I had received accounts from all quarters of the extensive preparations made by Kosoko to reinstate himself in Lagos; that through them I warned him against making an attempt which former experience ought to convince him could only result disastrously to himself and to his numerous followers. Tappa at first denied that any preparations had been made by Kosoko to regain Lagos, but, on my remarking that the three large canoes which had brought him and his party, and were then alongside the "Brune," confirmed the accounts I had received, as they were newly fitted for war purposes, having stout platforms on which they place their cannon and swivels, and benches for the paddlers, all of new wood, rendering them quite unfit to stow puncheons of palm oil in, Tappa and his companions at once admitted that preparations had been made for the purposes I had stated, and that Kosoko had been induced to take this step at the instance of several Chiefs of Abbeokuta who had promised to assist him in getting reinstated at Lagos, that they had arranged this matter with the Acting Consul at Lagos, &c. I informed the messengers that I was perfectly aware that Kosoko had many friends in Abbeokuta, and that I knew well the large presents he sent to them from time to time, but that the Abbeokuta Chiefs were only deceiving him and enriching themselves at his expense, for they had no means to do so if they had the wish to bring Kosoko back to Lagos; that it is worse than useless for Kosoko to make the attempt, and that if he committed any hostility at Lagos by setting fire to the town, it would then be for the consideration of Her Majesty's Government whether he should be allowed to remain at Epé, and that, come when he would to Lagos, by night or by day, he would meet preparations to repel him. I then charged Kosoko with having instigated the King of Jaboo to interdict any palm oil from passing through his territory to the markets of Icorrodo and Egenie, which interdiction was the cause of serious loss to the merchants, causing their vessels great detention in obtaining their cargoes, and, by Kosoko's people losing their usual employment of trading, making them more ready to assist him in his hostile intentions against Lagos. This Tappa assured me was not the case; that Kosoko had not moved the King of Jaboo to interdict the transit of palm oil to the markets, for that himself and all the traders at Epé were great losers by this interdiction; and Tappa urged me to send my own messengers to the King of Jaboo, when I should learn from him that the Chiefs of Abbeokuta and Ibadda are the parties who influenced the King of Jaboo in this matter.

After more than an hour's stay on board the "Brune," Tappa and his party left, promising to relate faithfully to Kosoko all I had told them, and to return on the following day with his answer.

The day following Tappa and his party again made their appearance on board the "Brune," but this time attended by several respectable looking Mahometans, visitors to Kosoko. Tappa stated that he had related to Kosoko what had passed at our interview the previous day, that Kosoko sent me his assurance he would never have made his preparations to return to Lagos but for the Chiefs of Abbeokuta, who had assured him that they had paved the way for his return by obtaining the sanction of the English, and that when the moment arrived they would be ready to assist him; that without the sanction of Her Majesty's Government he knew he could not return; that he had not instigated the King of Jaboo to stop the palm oil trade, and he begged of me to send a confidential messenger to the King to inquire into the matter, and he hoped I would use my influence with the King of Jaboo to remove his restriction on the palm oil trade. This I promised Tappa and his party I would do without delay. I then entered into conversation with the Mahometans, who, it appeared, had been attracted on board by Abdul Kader, Dr. Baikie's Fellata Interpreter, a native of Foota Toro, on the Senegal. One of these Mahometans was a Morocco man, some were from Foota Toro, from Footah Jallon, from Sokotoo, from Jenna, and from Segoo on the Joliba or Upper Niger. I was quite aware of the object which had principally induced these people to visit Kosoko, to enrich themselves by working on his superstitious belief in the power of their charms, verses of the Koran written in Arabic on pieces of paper. They asked me why Kosoko could not be allowed to return to Lagos; the reason I briefly explained to them. I then entered into the question of the Slave Trade, explaining to them our reasons for, and objects in, suppressing the exportation of slaves from the coast; that the British Government had no disposition to interfere with the state of domestic slavery existing in Africa; that we were very desirous to promote legitimate trade and to encourage it, not only on the coast but in the interior of Africa, wherever a navigable river or stream gave facilities for the passage of vessels, boats, and canoes; that the small steamer, the "Rainbow," would proceed up the Niger as far as Rabba, as soon as the rainy season set in and rendered the navigation of that river practicable. As many of these Mahometans had not long since passed through Illorin, they were aware of the wreck of

the "Day Spring," and the encampment of Dr. Baikie's party near Rabba. The Moor had been seen at the Felatah encampment at Bidda by Abdul Kader, whither he had been sent by Dr. Baikie to visit the Felatah Chiefs, Osman, Zake, and Dasaba.

These people listened attentively to all we told them, and seemed desirous that a trading communication should be opened with the Niger countries and an establishment formed at Rabba. I pointed out to them the great advantage of persons being able to travel about the country with safety to their persons and security to their property; that I had been in the habit of furnishing persons proceeding from the coast to the interior with passports printed in English, which, having been respected by the Chiefs of Mahometan countries, I had caused some to be printed in the Arabic character, which could be read by many Mahometans; and I begged of them in their journeyings in the interior, to request of the rulers of the countries they may pass through to give protection to the bearers of these passports; this they promised me to do, and requested I would send them some passports to take up with them. I have since done so.

Before Tappa and his party took their leave, I told them that, although after Kosoko's intended hostilities against Lagos I could not myself pay him the compliment of a visit, that, if it was agreeable to him, Dr. Baikie and his party would visit Épé on the morrow, and I requested Tappa to inform me that evening if Kosoko would receive them. Tappa having sent a favourable message, Dr. Baikie and his party proceeded with the "Rainbow," early the following morning, to Épé. They were well received by Kosoko, who provided a good lunch for them. Lieutenant Glover availed himself of this opportunity to complete the survey and soundings of the Lagoon between Lagos and Épé, and the "Rainbow" rejoined the "Brune" that evening off Egenie. The following morning both vessels started on their return to Lagos, the "Rainbow" arriving on the morning of the 27th, the "Brune" on the morning of the 29th ultimo.

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

No. 2.

Consul Campbell to the Earl of Malmesbury.—(Received April 8.)

My Lord,

Lagos, March 4, 1859.

ON the failure of Commodore Protet's mission to the King of Dahomey to obtain from him the concession of the exclusive privilege for the French to purchase slaves at Whydah, the screw steamers "Stella" and "Dahomey," belonging to M. Régis, which had been waiting in Whydah Roads the result of the Commodore's mission, set sail, the former, it was stated, to the Congo, the latter to Palma.

I learn on good authority that the agent of M. Régis, at Palma, with the Delegate of the Imperial Government, proceeded to Kosoko at Épé, and strongly urged him to supply a cargo of slaves for the "Dahomey," that Kosoko wished to comply with the request of the Frenchmen, but was reminded by Tappa of the Treaty he had concluded with the English Government, in which he had strictly bound himself to make no more Slave Trade; the Frenchmen, on the other hand, assured Kosoko that furnishing M. Régis with slaves is not Slave Trade, because the slaves, after working for a limited number of years, are set at liberty, and will be sent back to Africa if they wish it. Kosoko, it appears, was about to yield to the representations of the Frenchmen, when Tappa, and the other Cabooceers pointed out to Kosoko the danger of his selling any of his slaves or people who, having for a few years past enjoyed a great amount of personal liberty, and having had, many of them, the privilege of trading for themselves, would immediately desert when they perceived he was selling them; that not only would Kosoko's people run away, but those of the Cabooceers also; that all of them were aware of Kosoko's Treaty with the English, and would, if he began to sell them for shipment, probably go in a body to Lagos, and throw themselves on the protection of the English Consul. Tappa's fears and representations prevailed, and Kosoko declined to furnish a cargo for the "Dahomey;" whither this vessel went afterwards I have not learnt, as I left Lagos about that time for England.

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

Consul Campbell to the Earl of Malmesbury.—(Received April 8)

My Lord,

Lagos, March 5, 1859.

BEFORE leaving the anchorage off Egenie, I dispatched Mr. Williams, the Consulate Interpreter, to the town of Odé, the residence of the King of Jaboo. It being hardly safe for Mr. Williams to travel alone I directed him to hire two persons to accompany him, whom I would pay for such service on their arrival at Lagos.

Mr. Williams was instructed to ascertain from the King of Jaboo the cause and object of his stopping the valuable palm oil trade, which, at this season of the year, ought to be in full operation at the two markets of Icorrodoe and Egenie, and he was directed to remind the King that his doing so is a direct violation of his Treaty engagement with the British Government; Mr. Williams was also directed to ask the King why the Native Agent of the Church Missionary Society, who, by previous permission, had been allowed to settle at Icorrodoe, had been driven from there.

Mr. Williams returned to Lagos yesterday; he reports that he was well received by the King of Jaboo, that he met there Kosoko's messengers who had been sent to hear the result of my message, that the King of Jaboo declared Kosoko had not influenced him in interdicting palm oil from going to the markets, that he was acting in this matter in concert with the Chiefs of Ibadda, Abbeokuta, Ijaye and Illorin, who were all opposed to the palm oil trade as it yielded them no profit, and that their people occupied themselves too exclusively with this trade, neglecting their plantations and other work, by which the price of provisions had increased greatly. The King informed Mr. Williams that, so firm is his determination to put down the oil trade, that he had already executed some persons who had been detected carrying palm oil to the markets clandestinely; that if he caught his own son transgressing this law he would take his head off, and, if his daughter, he would commit her alive to the flames. Such, my Lord, is the frightful despotism exercised in countries which, until the last few years, have known no other commerce but the Slave Trade, and the present hostile movement against the palm oil trade is evidently a combination of Slave Trade Chiefs, who are unfortunately able to put in force the frightfully despotic powers they possess, to put down a commerce which, although it may bring them but little revenue, they evidently perceive is elevating the position of the masses of the population over whom they have hitherto exercised such despotic sway. The King then informed Mr. Williams that, had it not been for his apprehension that Kosoko might be again King of Lagos, he would have driven him from his territory long since; that Kosoko, if reinstated at Lagos, would have it in his power to prevent tobacco and rum being carried to the Jaboo markets, and so revenge himself for any harsh treatment he might conceive he had received during his exile at Epé from the King. Mr. Williams assured the King that Kosoko would never be allowed to return to Lagos.

The King then entered into other matters, informing Mr. Williams that there are but four crowned heads, or legitimate Kings, in this part of Africa, viz., himself, the King of Benin, the Alake of the Egbas at Abbeokuta, and the King of Yoruba, at Oyo. The King then dismissed Mr. Williams with some trifling presents, directing him to inform me he would be happy to see my messengers oftener. I must here inform your Lordship that I have always found great difficulty in obtaining messengers to go to this King, on account of the delay and tedious formalities to go through before they can obtain an audience, and it being required of them to take off their shoes before going into the King's presence; in the present instance Mr. Williams was informed that he would not be required to submit to that custom.

This serious interruption to the palm oil trade is creating great uneasiness among the trading community, and serious loss to the merchants, by the long detention of their vessels. There are eighteen vessels of various nations at anchor off Lagos, and about a third of that number off Palma, all waiting for cargoes.

We are indebted, my Lord, for this state of things to the revival of the Slave Trade at Whydah, in the attempt made by M. Régis to carry out his contract by the purchase of slaves there and at Palma, and to the shipments of cargoes of slaves occasionally from Whydah.

It is but poor consolation to know that, having a large expensive establishment here, and another at Palma, M. Régis must be a considerable sufferer from the total stoppage of the palm oil trade at both places.

Dr. Baikie returning shortly overland to Rabba, I shall beg of him, and of Lieutenant

Glover, who will shortly follow him, to impress upon the Chiefs who take part in this movement against the palm oil trade, the impolicy of their attempting to stop a trade which has attained such growth and extension in a few years, that, if done in hostility to the English, who have put down the Slave Trade, the English are able, if compelled to resort to such a measure, to stop all supplies of rum, tobacco, powder, guns, &c., from being landed on the coast and sent into the interior.

I must express my apprehension, my Lord, that we shall have a hard struggle to maintain legitimate trade against the strong powers possessed and exercised by the Chiefs in favour of Slave Trade.

The opposition of several of the Abbeokuta Chiefs (those who head the trading guilds of the town in particular) to the palm oil trade is not new, as I had occasion to report upon it in a former despatch, dated October 2, 1855.*

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

No. 4.

Consul Campbell to the Earl of Malmesbury.—(Received May 9.)

(Extract.)

Lagos, March 19, 1859.

I HAVE the honour to transmit the "West African Herald" of 10th February last, giving an account of the capture of a slave vessel, supposed to be the "*El Dorado*," by Her Majesty's ship "Sharpshooter," and of the escape, from Whydah, of another slave-vessel, the brigantine "*Tyrant*," with a full cargo of slaves. The former vessel, it appears, was consigned to a Senhor Carvalho, of Whydah, who, I believe, is a subject of His Majesty the King of Portugal. The person stated to be the shipper of the slaves by the brigantine "*Tyrant*," is Senhor Baeta, a Brazilian, from the province of Bahia.

My object in transmitting this paper and bringing the statements of Slave Trade therein contained to your Lordship's notice, is the expectation that your Lordship will deem it advisable to denounce the shipper of the slaves on board the "*Tyrant*," to the Government of His Imperial Majesty the Emperor of the Brazils, so that, on Senhor Baeta's next visit to Bahia, he may be called to account for this transaction. Senhor Baeta occasionally visits Lagos, on his again doing so I shall call upon King Docemo to expel him.

The "*Tyrant*" is, I expect, the same vessel which, in my despatch dated February 3, 1859, I report as having escaped with a cargo of slaves. It is these occasional successful embarkations which raise the hopes of the slave dealer, and stimulate the actions of the slave-hunting Chiefs.

Inclosure in No. 4.

Extract from the "West African Herald" of February 10, 1859.

ON the 14th January, Her Majesty's ship "Sharpshooter," whilst at anchor off Quittah, received information that a slaver was expected at Whydah on the 15th or 16th, to take in her cargo. She immediately got under weigh and proceeded to that place, where she anchored at dusk the next evening; and as she was about to anchor another vessel was just coming in from the seaward, but it was too dark to make her out. However, at daylight, on Sunday, the 16th, two boats were dispatched to overhaul the stranger, which, having no name, no colours, and no papers, and being perfectly fitted up for the reception of 250 slaves, was at once taken possession of by the "Sharpshooter's" boats. From papers found on board, it appeared she had been "*El Dorado*." She was consigned to a Mr. Carvalho, of Whydah, and her slaves were waiting for her on the beach when the "Sharpshooter" came in so opportunely. She was sent up to Sierra Leone in charge of an officer and ten men from the "Sharpshooter."

The brigantine "*Tyrant*," which anchored in Dutch Roads about the 10th January,

* Class B, presented 1856, No. 17.

under American colours, left Whydah on the 14th January, with a full cargo of slaves, shipped by M. Baeta. She got clear off, there being no cruizers in the neighbourho at the time. We understand that there are a great number of slaves collected for shipment on the slave coast, whenever a chance offers, therefore it behoves the cruizers to be very vigilant, especially about the neighbourhood of Whydah.

No. 5.

Consul Campbell to the Earl of Malmesbury.—(Received May 9.)

My Lord,

Lagos, March 22, 1859.

AFTER the departure of the packet on the 9th instant, I assembled the merchants at the Consulate, to consult with them as to what measures should be taken to induce the King of Jaboo to permit the passage of palm oil through his territories, and it was aranged that a deputation of them, consisting of two Europeans and some of the leading Sierra Leone traders, should proceed to Odé, the King's residence, situated inland some twenty-two miles from the Lagoon, and seek an interview with him. The deputation, accompanied by a messenger from King Docemo, proceeded thither, carrying some handsome presents for the King in the event of his yielding to the request that his territory should be opened, as heretofore, for the free passage of palm oil to the markets.

I regret to have to report to your Lordship that the mission proved a total failure. The King, or rather the Chiefs, by whom he is governed, and who make themselves the exponents of his policy and wishes, expressed most forcibly their determination not to permit the transit of palm oil through their country. The mission was not treated with common civility; they were compelled to purchase water to drink, were not presented with seats to sit upon during their interview with the Chiefs, and refused a guide to show them the road to the Lagoon. The Chiefs and people appeared horrified at the presence of white men in their country, and sacrifices of goats, dogs, fowls, &c., were made at Odé, and at all the villages through which the mission passed, to avert the evil it was feared the white man's presence in their country may give rise to.

I must inform your Lordship that the people of Jaboo and their neighbours, the people of Benin, are deeper sunk in barbarism and the observance of superstitious rites, making human sacrifices, &c., than the people of Yoruba, and that, although so many hundreds of Jaboos and Benins have been released from slavery and located in Sierra Leone, I am informed that not one of these two peoples has been known to have elevated himself by his industry and intelligence beyond the position of a common labourer: and, to explain to your Lordship the great importance of obtaining a free transit for palm oil through the Jaboo country, and the serious loss and inconvenience occasioned by the same being interdicted, I have only to state, that the whole of the palm oil shipped from the port of Palma, amounting, in 1857, to 3,250 tons, and three-fourths of the quantity shipped from Lagos, amounting, in the same year, to 3,714 tons, total value in that year 313,042*l.* 10*s.*, passes from the interior through the Jaboo country to the markets held on the Lagoon.

I have, &c.

(Signed) B. CAMPBELL.

No. 6.

Consul Campbell to the Earl of Malmesbury.—(Received May 9.)

(Extract.)

Lagos, April 5, 1859.

THE English supercargoes and resident traders at Badagry having complained to me that the King of Porto Novo had stopped the palm oil trade for two months, and that they were suffering great loss and inconvenience in consequence of the long detention of their vessels, and I, regarding the King's conduct for this proceeding as arising from the same motive as the Kings and Chiefs of the Yoruba towns—a desire

to crush the palm oil trade, with the expectation that the Slave Trade would then be revived in full force—prepared myself to embark on board Her Majesty's vessel "Brune," to remonstrate with the King of Porto Novo for the breach of his Treaty engagement with Her Majesty's Government, by which he had stipulated that British traders should at all times be allowed to trade freely with his subjects in articles of legitimate commerce, but the services of the "Brune" being otherwise engaged I made a requisition on Lieutenant Glover, R.N., in charge of the "Rainbow," Niger Expedition steamer, to convey me to Porto Novo, and that officer having complied with my request, I embarked on the 23rd ultimo, and at once proceeded to Porto Novo. On arriving at Badagry, I found the "Brune" had the previous day returned from Porto Novo, but, as the stoppage of the trade still continued, I requested Commander Lodder to proceed on in company with the "Rainbow," to Porto Novo.

On anchoring off the town, the King, as usual, sent his stick with his messenger, complimenting me on my arrival, &c., and inviting me to visit him on shore. I replied to his messenger, that my then visit not being like former ones—a friendly one—I could not think of landing; that I came to complain of a breach of his Treaty engagement in having stopped the palm oil trade for two months, to the great injury of the British traders and supercargoes, and that I requested he would forthwith withdraw the restriction he had placed on a free commerce in palm oil. The trading Chiefs—that is, the King's immediate Chiefs—were subsequently sent on board the "Rainbow," to explain why the trade had been stopped; that the British and other traders now gave the makers of the oil so extravagant a price for it, that the Chiefs who bought oil from the makers to sell again could make no profit on it; that a certain measure of oil for which the traders and supercargoes were willing to pay the price of ten heads of cowries (23s. value) should be sold by the makers of the oil (the inhabitants of the distant villages) for five heads of cowries to the King's wives and Chiefs, who would then sell it to the traders and supercargoes at the higher price. Against the gross injustice that the drones around the King's palace should derive so large a profit out of the industry of the laborious bees, the villagers naturally revolted; they refused to bring oil to the Porto Novo market, and ceased manufacturing any more.

Finding my efforts to alter such a system of trade were being frustrated by the intrigues and misrepresentations of the old slave-traders, many of whom are now at Badagry and Porto Novo, I begged of Lieutenant Glover (who was accompanied by the English supercargoes and traders from Badagry) to proceed on shore, have an interview with the King, and remonstrate with him, in my name, against the gross injustice being done to the manufacturers of palm oil, who would, rather than submit to it, keep back their oil from market and cease to make any more, and, above all, the great injury done to English commerce by the attempt to enforce such an arbitrary and unjust regulation, as that the villagers should surrender half the value of the product of their labour to be enjoyed by the King's wives and Chiefs. After much talk and argument with the King, and informing him that he would incur the displeasure of Her Majesty's Government, and would lose the friendship of Her Majesty's Consul, which the King had pretended he highly valued, he consented to annul the decree and to throw the palm oil trade thoroughly open as heretofore. Lieutenant Glover and his party then took their leave, informing the King, as I had previously directed, that on the trade being again freely open I would proceed to Porto Novo and pay him a friendly visit.

The King having subsequently proclaimed, in the usual way, that the palm oil trade was to be freely open to all purchasers, the "Rainbow" and the "Brune," on the following morning, got up steam and left Porto Novo, the "Rainbow" reaching her anchorage off Lagos on the 30th ultimo.

But great evil has been done by attempting to enforce the unjust monopoly to the King's wives and Chiefs of the purchase of all oils brought to market for half its value, as the villagers ceased making more oil, and two of the best months in the year for its manufacture have been lost.

The whole of the palm oil shipped from the ports of Badagry, Porto Novo on the Sea, Appi Vista, and Godomey, is bought at Porto Novo market, amounting in the prosperous year 1857 to 5,750 tons, equal in value to 241,500*l.*; the total stoppage for two of the best trading months in the year was therefore most seriously felt.

No. 7.

The Earl of Malmesbury to Consul Campbell.

Sir,

Foreign Office, May 19, 1859.

I HAVE received your despatch of the 22nd of March last, reporting the unsuccessful efforts made by a deputation of merchants to induce the king of Jaboo to allow the free transit of palm oil through his country, and I have to desire that you will inform me whether you can suggest the adoption of any measures likely to induce the king and chiefs of that country to come to a more favourable determination in this matter.

I am, &c.

(Signed) MALMESBURY.

No. 8.

The Earl of Malmesbury to Consul Campbell.

Sir,

Foreign Office, May 19, 1859.

I HAVE received your despatch of the 5th of April last, reporting your having proceeded in the "Rainbow" Niger Expedition steamer, to remonstrate with the king of Porto Novo against the obstruction created by him to the free trade in palm oil; and I have to acquaint you that I approve your proceedings in this matter.

I am, &c.

(Signed) MALMESBURY.

No. 9.

Consul Brand to Lord J. Russell.—(Received February 13, 1860.)

My Lord,

Lagos, December 30, 1859.

AS every movement tending to the social or material advancement of this place, and the countries adjoining, must be interesting to your Lordship, I beg to inclose herewith copies of two letters, addressed to me.

The first is from the Directors of the Young Men's Benevolent Association, inclosing a copy of their rules and regulations.

The second is from the Abbeokuta Road-Improving Committee. This Committee, as is seen by the paper inclosed in their letter, are at present endeavouring to raise funds to improve the roads between Ake and the two shipping ports of Aro and Agbamaya, on the River Ogun, an object worthy of support, as, if carried out, it will tend much to facilitate the transit of cotton and other produce from the district of Abbeokuta to this place.

As bearing on the general subject of the progress of civilization, I may mention, that on the occasion of the Annual Meeting of the Lagos Branch of the Wesleyan Missionary Society, held a few days ago, King Docemo attended, made a speech from the platform, and subscribed, in cowries, nearly the sum of 5*l.* towards the funds of the Mission.

I have, &c.

(Signed) G. BRAND.

Inclosure 1 in No. 9.

The Directors of the Young Men's Benevolent Association to Consul Brand.

Sir

Lagos, December 1, 1859.

WE, the representatives of the Benevolent Association of this place, have the honour, and beg respectfully, to introduce ourselves to you, to welcome and congratulate you upon your safe arrival here, which event we hope may be made the means of

advancing the growth of the civilization and morals of Lagos and the surrounding country.

We would beg to submit this pamphlet for your perusal, as containing the principle of the Association of which we are the humble Directors. We do not presume individually to claim your attention, but as a body, and, having had the patronage of the late Consul Campbell, we trust that you will be kind enough to accede to our humble request of the like patronage from your Consulship.

As British subjects, we cannot be too proud of the recognition of a British Chief, whose interest, we believe, does not consist merely in his Consulship, but also in the capacity of a sort of Vicegerent of the Almighty, to devise, direct, and superintend such schemes or means as will ensure the legitimate commerce, civilization, and general moral well-being of the people over whose interests he is appointed.

We glory in our being English subjects, and we cannot be too anxious to have introduced, both among ourselves and our country people in general, the spirit; the energy, and general calibre of our much valued friends and patrons the English. In this every sensible and grateful African is ready to acquiesce.

Far from desiring to meddle with politics, we beg, however, to state our regret for the non-existence of a proper Municipal Government in our Sierra Leone community of this place. The spirit, the energy, and noble sentiments with which our elders should be actuated are rather at the ebb. We would, therefore, humbly entertain the hope that, under your kind auspices, things will wear a favourable aspect in this respect, to the satisfaction of the intelligent public of this place.

That God, whose kind providence has safely brought you on our shores for our good, may keep and protect you, blessing you with health and wisdom, rightly to discharge the various duties of your arduous and responsible post, is the hearty prayer of

Your most obedient, humble servants,

(Signed)

J. B. COKER.
T. E. WILLIAMS.
J. H. WILLOUGHBY.
T. G. HAMILTON.
T. J. MARSHALL.
ABR. C. WILLOUGHBY.
SIMEON PUDDICOMBE.

Directors of Benevolent Association.

Inclosure 2 in No. 9.

The Committee of the Abbeokuta Road-Improving Society to Consul Brand.

Sir,

Ake, Abbeokuta, December 13, 1859.

IN conformity with an unanimous vote of the Abbeokuta Road Improving Society, we beg to tender you hearty congratulations on your safe arrival and assumption of duties amongst us. We cordially welcome you to the shores of Africa, and pray that health and strength might be vouchsafed to you equal to the arduous duties you are called to discharge; and we sincerely desire that the blessing of the Almighty might attend all you undertake for the development of the country and the promotion of lawful trade and commerce among its people.

We have, &c.

(Signed)

SAMUEL CROWTHER, Jun.
C. B. MACAULEY.
H. ROBBIN.
J. G. HUGHES.
ROBT CAMPBELL.
J. C. DEWRING.
JOSH. CROWTHER.
C. W. FAULKNER.
F. RIBEIRO.

Committee.

Inclosure 3 in No. 9.

Prospectus issued by the Abbeokuta Road-Improving Society.

THE great inconvenience, and, in many instances, utter impossibility attending the carriage of goods, &c., to and from Abbeokuta, has rendered it essential that some means be at once adopted for the removal of these difficulties.

With this view, a number of gentlemen, interested in the object proposed, have organized a Committee for the purpose of effecting it, as frequently and as far as the means intrusted to them will allow.

Africa possesses vast resources and abundant materials for her civilization; but the pioneers in this Mission have to contend with numerous impediments, not the least of which is the absence of the means of transit, the removal of which is now contemplated.

The particular object sought at present is the construction of five bridges, and repairing the roads leading from Abbeokuta to Aro and Agbamaya respectively, the first, four miles, the latter eight. The members of the Committee have contributed to the extent of their ability; but they need further aid from those interested in the elevation of this country.

They, therefore, make this appeal, hoping it will meet with a liberal response.

J. G. HUGHES, *Chairman.*

SAMUEL CROWTHER, Jun., *Secretary.*

Abbeokuta, September 30, 1859.

The Committee, as at present constituted, comprises the following officers and members:—J. G. Hughes, President; Samuel Crowther, Junior, Secretary; H. Robbin, Treasurer; Robert Campbell; C. B. Macauley; F. Ribeiro; J. Crowther; C. W. Faulkner; and I. C. Dewring.

The following subscriptions have been already received:—

J. G. Hughes..	..	..	5 bags.
S. Crowther, Jun.	..	..	5 bags.
H. Robbin ..	..	..	5 bags.
C. B. Macauley	..	..	5 bags.
F. Ribeiro ..	..	..	5 bags.
J. Crowther ..	..	..	5 bags.
C. W. Faulkner	..	..	5 bags.
J. Dewring ..	..	..	5 bags.

No. 10.

Consul Brand to Lord J. Russell.—(Received February 13, 1860.)

My Lord,

Lagos, December 31, 1859.

I OBSERVE among the series of despatches addressed to my predecessor, an instruction directed to him by Lord Clarendon, in his Lordship's despatch of July 15, 1856, to endeavour to negotiate a Treaty with the King and Chiefs of this town, for the abolition of the inhuman custom of destroying twin children and their parents.

In the subsequent correspondence I do not find any reference to this instruction ever having been carried out, and, in case your Lordship should direct me to take up the matter, I would respectfully suggest that the draft of an agreement should be sent to me to be proposed to King Docemo.

I have, &c.
(Signed) G. BRAND.

No. 11.

Consul Brand to Lord J. Russell.—(*Received February 13, 1860.*)

My Lord,

Lagos, December 31, 1859.

I BEG to report the two following cases of the redemption of slaves; the only cases which have been brought to this Consulate since I entered upon my duties on the 25th ultimo.

The first was that of Moneyakpa or Réki, a female slave belonging to the Balogun of Illorin. She had obtained the Balogun's permission to visit her mother, who resides at Lagos, and who, during her daughter's visit, collected goods and money, which she deemed sufficient to purchase her redemption. The girl proceeded to Illorin to plead with the Balogun to accept the price of her redemption; but, hearing on the way that in consequence of having stayed over the time she had been allowed for the visit to her mother, she was sure, on her arrival, to be ill-treated, she returned to Lagos. There was some irritation at the time on the part of the Balogun, who sent a messenger to Lagos to identify his slave and take her back, but, as the girl would not consent to go, Mr. Lodder, then Acting Consul, sent a messenger to the Balogun with a small present, asking him to agree to the redemption of his slave, in order that she might remain at Lagos with her mother, to name a reasonable sum and to send a messenger to receive it. The Balogun agreed to this, named twelve bags of cowries, and sent two messengers to receive them. The cowries were kindly provided by Mr. James Markson Turner, a settler from Sierra Leone, formerly himself a slave, and delivered over to the Balogun's messengers, in my presence, on the 28th ultimo. At the same time free papers, registered at this Consulate, were delivered to the girl, who has thus been restored to her mother as a free person.

I think your Lordship will approve of the judicious conduct of Acting Consul Lodder in this matter, and also of the liberality of Mr. Turner, who has restored not a few of his countrymen to liberty in the same way.

The history of the other case, that of Ohlomo, a female slave, and a native of the Yoruba country, is more remarkable. When but a child her mother was carried away, sold as a slave, and subsequently shipped on board a slave-vessel. The vessel was captured and taken to Sierra Leone, where the mother was restored to liberty. Ohlomo grew up ignorant of her mother's destiny. One day a person came to her native village in the Yoruba country, and asked her if she knew anything of her mother. She replied, she did not. He said if she would accompany him to Abbeokuta he would take her to her mother. She agreed to do so; but instead of being taken to Abbeokuta, she was carried to the Jaboo country and sold as a slave. She subsequently passed through various hands, but at last became the property of Badda, one of King Docemo's slaves, and the husband of Madame Tinnaboo.

In the meanwhile her mother was living at Sierra Leone, and having heard that Ohlomo was at Lagos, sent a message to announce that she would shortly come to Lagos also, and would purchase her daughter's freedom. Badda, the owner of Ohlomo, hearing of this, and expecting that he could turn her to better account, was about to sell her, when she fled to this Consulate. I sent for Badda, whom I succeeded in getting to agree to accept ten bags of cowries as the price of the girl's redemption, and to allow her ten days to collect them. She collected the cowries among her friends in half the time, and, on the 7th instant, the price was paid to Badda in my presence, and her certificate of freedom registered here and delivered to her.

I inclose, herewith, a copy of the certificate of freedom delivered to Ohlomo, in order to show the form of the paper which, with slight alterations according to the circumstances of each case, it has been usual to issue at this Consulate to redeem slaves.

Ohlomo's mother is expected to arrive here from Sierra Leone by next packet, and thus, through British interposition, mother and daughter will meet, both as free persons, after a separation of many years.

I have, &c.
(Signed) G. BRAND.

Inclosure in No. 11.

*Certificate of Redemption.**British Consulate for the Bight of Benin, Lagos, December 7, 1859.*

THIS is to certify that Ohlomo, a female slave of the Lóruba country, the property of Badda, residing at Lagos, appeared before me this day, and, in my presence, paid over to the said Badda the sum of one hundred heads of cowries, equal to ten bags, which the said Badda did receive as the price of the redemption from slavery of the aforesaid Ohlomo, and the said Badda desires, by this instrument and written declaration, to set free and absolve for ever the aforesaid Ohlomo from all servitude.

I, therefore, Her Britannic Majesty's Consul, call upon all Kings, Princes, Rulers, and Chiefs of countries and towns in and around Lagos, to recognize from henceforth the said Ohlomo as a person of free condition, and to protect her against the attempt of any person claiming and seeking to reduce her into slavery.

Given under my hand and the seal of this Consulate, date as above.

(L.S.)

G. BRAND.

No. 12.

Consul Brand to Lord J. Russell.—(Received March 13.)

My Lord,

Lagos, January 18, 1860.

I HAD the honour to report in my despatch of the 31st December, 1859, the only two cases of the redemption of slaves that had occurred from the period of my arrival here up to that date.

I have since carefully examined the book in which such cases are registered, and have drawn up a list of those which I find recorded, and which I take the liberty of inclosing herewith. I purpose, with your Lordship's sanction, to send from time to time returns of cases of redemption.

The inclosed list, of course, includes only cases registered, and extends to the end of the past year.

During the present year only one case has yet been registered, that of an aged female slave freely emancipated by her mistress, a Brazilian emigrant, for long and faithful services.

I am, &c.
(Signed) G. BRAND.

Inclosure in No. 12.

LIST of SLAVES Redeemed up to December 31, 1859, through the intervention of Her Majesty's Consulate at Lagos, whose Redemptions are Registered in the Archives of Consulate.

Date of Registration.	Name.	Sex.	Estimated Age.	Country.	Price of Redemption.	By whom redeemed.	Remarks.
1857.							
November 14	Ogunbiaday	Male.	No record.	Ijesha.	70 heads of cowries.	The slave	At redemption, the property of Wm. Savage, Sierra Leone emigrant.
" 16	Awoluyi & Fartinukeh	do.	do.	do.	140 heads of cowries.	The slave	At redemption, the property of Madame Tinnaboo.
1858.							
May 8	Rombetah	Female.	do.	do.	70 heads of cowries.	The slave	At redemption, the property of Dionizo Lioncio, a Brazilian emigrant.
June 17	Fardonekeh, and her daughter, Ahdaroomo.	do.	do.	do.	150 heads of cowries.	The slaves	At redemption, the property of Kpaoromela, a native of Lagos.
July 20	Mahlayoh	do.	22	No record.	Free.	Joaquim P. Machado	Free redemption, by owner, Joaquim P. Machado, Brazilian emigrant.
December 13	Ahtartoro	Male.	No record.	Benin.	No record.	Relatives of slaves	At redemption, the property of Jose Francisco Conceen, Brazilian emigrant.
1859.							
April 20	Eboh	do.	27	Tarpa.	Free.	S. B. Williams, Interpreter	} Freely redeemed by the owner, S. B. Williams.
" 29	Ojoe	do.	10	Yoruba.	do.	to this Consulate.	
May 8	Ogoome	do.	No record.	do.	100 dollars.	The slave	At redemption, the property of Francisco da Conceição, Brazilian emigrant.
" 12	Sharfumekeh	Female.	13	Tarpa.	Free.	S. B. Williams, Interpreter	} Freely redeemed by the owner, S. B. Williams.
" 15	Fariku	do.	14	Ijesha.	do.	to this Consulate.	
June 25	Ardabera	do.	25	do.	do.	Vincente Antonio Navaro.	Free redemption by owner, Vincente Antonio Navaro, Brazilian emigrant.
" 28	Rahmahtoo	do.	16	Tarpa.	do.	Henry Jones	Free redemption by owner, Henry Jones, Sierra Leone emigrant.
July 12	Farshoryah	Male.	28	Yoruba.	do.	S. B. Williams, Interpreter	Freely redeemed by the owner, S. B. Williams.
" 25	Lonewah	Female.	No record.	Ijesha.	do.	Souzeh	Free redemption by owner, Souzeh, native of Yoruba.
" 27	Lahme	do.	18	Houssa.	do.	J. B. Boyle, Clerk to Her Majesty's Consul.	Redeemed at the solicitation of the slave's mother to prevent her being sold.
August 11	Anne Cocker	do.	11	Yoruba.	do.	S. B. Williams, Interpreter	Freely redeemed by the owner, S. B. Williams.
September 20	Ashebee and her daughters, Rahmahtoo, Madama, Ahmina.	do.	No record.	do.	do.	Joás Ceuta	Mother and three daughters freely redeemed by owner, Joás Ceuta, Brazilian emigrant.
November 28	Moneyakpa	do.	20	do.	120 heads of cowries.	J. M. Turner	At redemption, the property of the Balogun of Elorin.
December 7	Ohlomo	do.	26	do.	100 heads of cowries.	The slave	At redemption, the property of the husband of Madame Tinnaboo.

Males, 8; Females, 17: Total, 25,

Lagos, January 18, 1860.

G. BRAND, Consul.

No. 13.

Lord J. Russell to Consul Brand.

Sir,

Foreign Office, March 17, 1860.

I HAVE received your despatch of the 30th of December last, transmitting copies of two letters, addressed to you, one by the Directors of the Young Men's Benevolent Association at Lagos, inclosing copies of their rules and regulations, the other, by the Abbeokuta Road Improving Committee.

The objects which both these Institutions have in view appear to be on every account deserving of encouragement, and I have, accordingly, to instruct you to afford them your countenance and support; and, if you should think it advisable to do so, you may make a donation, not exceeding the sum of 5*l.*, to be divided between the Associations above referred to, in such proportions as you may think fit, and you will charge the same in the contingent account of your Consulate. I am, &c.

(Signed) J. RUSSELL.

No. 14.

Lord J. Russell to Consul Brand.

Sir,

Foreign Office, March 17, 1860.

WITH reference to your despatch of the 31st of December last, I transmit to you, herewith, a draft of an engagement between Her Majesty and the King and Chiefs of the town of Lagos, for the abolition, by the latter, of the inhuman practice hitherto prevailing in that place of destroying twin children, and one or both of their parents; and I have to desire that you will use your best endeavours to induce King Docemo and his Chiefs to sign this engagement, and to fulfil its stipulations.

I am, &c.

(Signed) J. RUSSELL.

Inclosure in No. 14.

Engagement between Her Majesty the Queen of Great Britain and the King and Chiefs of the Town of Lagos.

THE King and Chiefs of the town of Lagos engage to Her Majesty the Queen of Great Britain, that from and after the signing of this agreement, the practice hitherto prevailing at Lagos of destroying twin children, and one or both of their parents, shall be utterly and for ever abolished; and that any person or persons who may hereafter be found guilty of that inhuman and wicked practice shall be punished with the utmost severity.

This agreement has been made and signed at Lagos, between George Brand, Esq., Her Britannic Majesty's Consul, on behalf of Her Majesty, and King of Lagos, and his Chiefs, this day of one thousand eight hundred and sixty.

No. 15.

Lord J. Russell to Consul Brand.

Sir,

Foreign Office, March 17, 1860.

I APPROVE of your proceedings in the matter of the redemption of two slaves, as reported in your despatch of the 31st of December last; and I have to instruct you to express to Lieutenant Lodder, and to Mr. Turner, the high sense which Her Majesty's Government entertain of their conduct, the former in procuring the consent of her owner, and the latter in finding the means to pay for the manumission of the slave girl Moneyakpa.

I am, &c.

(Signed) J. RUSSELL.

No. 16.

Lord J. Russell to Consul Brand.

Sir,

Foreign Office, March 22, 1860.

WITH reference to your despatch of the 18th of January last, I have to acquaint you, that I approve of your sending home, from time to time, the Returns which you propose of slaves who may be redeemed, and whose emancipation may be registered at the Lagos Consulate.

I am, &c.
(Signed) J. RUSSELL.

AFRICA. (Consular)—*Bight of Biafra.*

No. 17.

Consul Hutchinson to the Earl of Malmesbury.—(Received April 8.)

(Extract.)

Fernando Po, February 24, 1859.

I HAVE the honour to communicate to your Lordship, that on my recent visit to the Brass river in Her Majesty's steam-vessel "Sharpshooter," I was informed of the fact that during the past month, a slave-brig named the "*Juliet*" had been taken out of that river by Her Majesty's steam-vessel "Archer," which came down from Lagos for that purpose.

It seems that she had crossed the bar of the Nun, whence her supercargo, whose name was Senhor Baptista, had proceeded to Brass Town to negotiate for a cargo of slaves. These he failed to procure, only because he offered but two doubloons for each, whilst the native Chiefs demanded three.

I have been further informed that the Master of the ship having died at sea, she was at the time of her being deserted in the Nun river—having got on shore there—under the command of her mate named Stewart, who was formerly sailing-master in the employment of Messrs. Stuart and Douglas of Liverpool, and had command of a vessel of theirs bound to Bonny.

I impressed upon King Keya, whom I saw ashore at the small town of Twa, and who was afraid to come on board the man-of-war, the wickedness of his allowing this abominable Traffic to continue. I likewise added, knowing it to be a more effectual way of remonstrating with men of his kind, that he ought to bear in mind, by the presence of two men-of-war in his river during the space of one month, that his attempts to revive the Slave Trade must prove ineffectual.

No. 18.

Consul Hutchinson to the Earl of Malmesbury.—(Received May 9.)

My Lord,

Fernando Po, March 4, 1859.

I HAVE the honour to lay before your Lordship a letter that was presented to me on my recent visit to the Old Calabar river, touching the fact of two of the residents of Fernando Po having taken away an emancipated girl as payment for a debt of 5*l.* This, it will be observed, was effected without even making an application to the person who owed the debt, and under whose care the girl was placed.

On my return to Fernando Po, I wrote a letter (of which I have the honour to transmit a copy) to his Excellency the Governor of this Island. The girl was handed over to me, and I sent her back to Old Calabar by the mail steamer which touched here, announcing the fact to Rev. Mr. Anderson.

I have, &c.
(Signed) THOS. J. HUTCHINSON.

Inclosure 1 in No. 18.

The Rev. W. Anderson to Consul Hutchinson.

Sir,

Duke Town Mission House, Old Calabar, January 29, 1859.

MISS AMELIA MACINTOSH requests me to bring before you the following matter:—

A Mr. Knowles, accompanied by his wife, came hither, from Fernando Po, in a boat, about the beginning of last week. They alleged that Miss Macintosh owed them the sum of 5*l.*; but, before applying to her for the alleged debt, they forcibly seized an emancipated girl living under Miss M.'s protection, and made her a prisoner on board their boat. The husband was the party who seized the girl, but he was encouraged in the lawless procedure by his wife. He seized the girl on the beach at Cobham Town, on Thursday, the 20th instant. After seizing the girl, whose name is Rosanna, Mr. and Mrs. K. came to me with a complaint against Miss M., for refusing to pay the 5*l.* The complaint was brought to me, as Miss M. is a member of the church under my care. I called a meeting of the office bearers in the church, to investigate the matter. Rev. Mr. Robb, Dr. Hewan, Mr. Edgerley, and myself, took part in the business of the meeting. Mr. and Mrs. K. furnished no proof whatever that Mrs. M. owed them anything at all, but, in compliance with the suggestion and request of Rev. Mr. Robb, Miss M. agreed, solely for the sake of peace, to pay them 5*l.*, and they agreed to put the girl ashore.

Miss M. was not able to raise the 5*l.* ready money, but Mr. Inglis (of Smith, Inglis and Co.), agreed to guarantee its payment to Mr. K., and Mr. Aldcroft offered to pay it at once, by order on Mr. Simpson, of Clarence, Fernando Po. Mr. and Mrs. K. refused both guarantee and order, and, on the 26th instant, left this river, having the girl on board. It is reported to me that Mr. and Mrs. K. bought several slaves while here, and that his boat, with these on board, is on her way, not for Clarence in the meantime, but for North West Bay. It appears to me that slave-dealing, of the kind carried on by Mr. and Mrs. Knowles, is as much a breach of Treaty between England and Old Calabar as it would be were Mr. K., and such as he, to carry a cargo of human beings to Cuba or to New Orleans.

It will be a service to freedom and to humanity if you can procure the liberation of Rosanna, and have her sent back to her protectors in Old Calabar, provided she wishes to return.

I have, &c.
(Signed) WM. ANDERSON.

Inclosure 2 in No. 18.

Consul Hutchinson to the Governor of Fernando Po.

Sir,

Fernando Po, February 19, 1859.

I HAVE the honour to transmit to your Excellency copy of a letter addressed to me by Rev. Mr. Anderson, Presbyterian Missionary at Old Calabar, in reference to the abduction of a free girl from that country by Mr. Knowles, who is a resident in this colony.

I have, further, to acquaint your Excellency that, previous to my recent departure from Old Calabar, in Her Majesty's steam-vessel "Sharpshooter," Mr. Knowles had consented to take Miss Macintosh's proffered payment, in cash, of the debt of 5*l.*, which she owed to him, and I, therefore, acquainted him that I proposed applying to your Excellency to have the child delivered up to me, in order to have her returned to her natural protectors.

I have, &c.
(Signed) THOS. J. HUTCHINSON.

Inclosure 3 in No. 18.

Consul Hutchinson to the Rev. W. Anderson.

Reverend Sir,

Fernando Po, February 27, 1859.

I HAVE to acknowledge the receipt of your communication of January 29th, in reference to a complaint made by Mrs. Macintosh against Mr. and Mrs. Knowles, of this Island, for having forcibly seized, and taken away with them, from Old Calabar, an emancipated girl, named Rosanna, living under Mrs. Macintosh's protection.

In reply, I have to inform you, that I have sent the girl Rosanna by the present mail-steamer "Retriever," Mrs. Knowles having informed me that she is not supplied with clothes.

As Mrs. Knowles has refused to pay the girl's passage over I have done it, but expect that Mrs. M. will not allow me to be at a loss by this, nor by the guarantee that I have given, in writing, to Mrs. Knowles, of Mrs. M.'s 5*l.* about to be paid.

I have, &c.

(Signed) THOS. J. HUTCHINSON.

No. 19.

Consul Hutchinson to the Earl of Malmesbury.—(Received May 9.)

My Lord,

Fernando Po, March 4, 1859.

I HAVE the honour to transmit herewith copies of applications for emancipation papers to be granted to three persons attached to the Presbyterian Mission in Old Calabar, according to a form of which I have the honour to inclose a copy, and which has been approved by Her Majesty's late Secretary of State for Foreign Affairs, the Earl of Clarendon.

I have, &c.

(Signed) THOS. J. HUTCHINSON.

Inclosure 1 in No. 19.

Mrs. Edgerley to Consul Hutchinson.

My dear Sir,

Duke Town, February 16, 1859.

I WILL feel obliged to you by letting me have a manumitted paper for a girl seven years of age, a Mangan, named Lucy Baillie Edgerley, country name, Eyung.

And you will oblige, &c.

(Signed)

ROSA R. EDGERLEY.

Inclosure 2 in No. 19.

*Certificate.**Ikoneto, Old Calabar, February 16, 1859.*

WE hereby certify that Mr. Thomson has fully redeemed the man named Yellow Will, native of New Calabar, aged about twenty years, from his late owners.

AUBONG OFIONG, his ✕ mark.

ENIANG OFIONG, his ✕ mark.

Witness:

(Signed)

A. HEWAN.

Inclosure 3 in No. 19.

*Declaration.**Ikuneta, Old Calabar, April 27, 1858.*

I HEREBY declare that the Ibo girl, Akanem Esien, whom I now put into Miss Johnstone's hands to be educated, is free, so that neither I nor any one else has henceforth any right of property in her.

(Signed) **ESHEN EYO HONESTY.**

Witnesses:

(Signed) **HUGH GOLDIE.**
JANE GOLDIE.

Inclosure 4 in No. 19.

NAMES of Free Persons connected with the Old Calabar Mission House, being Natives of Old Calabar or neighbouring counties redeemed from Slavery.

English Names.	Native Names.	Born in or brought from.	Age.	Marks.
Lucy Baillie Edgerley	Eyung	Mangan	7 years.	None.
Yellow Will .. ..	.. ..	New Calabar	20 "	do.
Mary Goldie	Akanem Eisen ..	Ibo	5 "	do.

THOS. J. HUTCHINSON, *Consul.**Fernando Po, February 19, 1859.*

Inclosure 5 in No. 19.

Manumission Paper.

TO all whom these presents come, greeting; Know ye that Lucy Baillie Edgerley aged about seven years, whose country name is Eyung, and who was born in Mangan country, has been this day declared before me to have been originally a slave, but to be now manumitted. This is, therefore, to declare that fact to all whom it may concern, and to forbid any one into whose hands she may come from again making her a slave under the pain of incurring the displeasure of Her Britannic Majesty's Government, and of suffering such penalty as the Government may attach to such a step.

Given under my hand and seal at Fernando Po, this 19th day of February, 1859.

(Signed) **THOS. J. HUTCHINSON, Consul.**

No. 20.

The Earl of Malmesbury to Consul Hutchinson.

Sir,

Foreign Office, May 19, 1859.

WITH reference to your despatch of the 4th March last,* I have to acquaint you, that I approve your having procured the restitution to her friends of the emancipated girl who had been forcibly seized and taken away from Old Calabar by two residents in Fernando Po.

I am, &c.
(Signed) **MALMESBURY.**

No. 21.

The Earl of Malmesbury to Consul Hutchinson.

Sir,

Foreign Office, May 19, 1859.

I HAVE to acquaint you that I approve your having granted emancipation papers to the three persons attached to the Presbyterian Mission in Old Calabar, a description of whom is given in your despatch of the 4th March last.*

I have, &c.
(Signed) MALMESBURY.

No. 22.

Lord J. Russell to Consul Hutchinson.

Sir,

Foreign Office, August 2, 1859.

THE Lords Commissioners of the Admiralty have communicated to me a copy of a letter addressed by Commodore Wise to the Governor of Fernando Po, requesting him to prohibit the conveyance of slaves from the mainland to that Island under the English flag.

I inclose, for your information, a copy of Commodore Wise's letter to the Spanish Governor,† and I have to desire that you will use every effort to prevent the abuse of the English flag by vessels engaged in this Traffic, as well as to procure the punishment of any British subjects who may be found transgressing the English laws for the suppression of the Slave Trade.

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

No. 23.

Lord J. Russell to Consul Hutchinson.

Sir,

Foreign Office, September 23, 1859.

I TRANSMIT to you herewith, for your information, a translation of a Royal Order communicated to me by Her Majesty's Minister at Madrid,‡ which has been addressed by the Spanish Government to the Governor of Fernando Po, instructing him not to deliver up, as claimed by the Governor of the Portuguese Possessions of Santo Tomé and the Prince, certain negro slaves who had escaped from thence and taken refuge in the Island of Fernando Po.

I am, &c.
(Signed) J. RUSSELL.

No. 24.

Lord J. Russell to Consul Hutchinson.

Sir,

Foreign Office, September 28, 1859.

WITH reference to my despatch of the 2nd ultimo, I transmit to you herewith, for your information, a copy of a despatch which I have addressed to Mr. Buchanan, Her Majesty's Minister at Madrid,§ from which you will learn that Her Majesty's Government have been informed that the Spanish Government have taken measures to put an end to slavery at Fernando Po.

I am, &c.
(Signed) J. RUSSELL.

* No. 19.

† Class A, Inclosure in No. 108

‡ No. 159.

§ No. 163.

No. 25.

Consul Hutchinson to Lord J. Russell.—(Received November 11.)

My Lord,

Fernando Po, September 28, 1859.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 2nd of August last, inclosing for my information copy of a letter addressed by Commodore Wise, to the Governor of Fernando Po, requesting him to prohibit the conveyance of slaves from the main land to that Island under the British flag.

With reference to your Lordship's desire that I should use every effort to prevent the abuse of the English flag by vessels engaged in this Traffic, as well as to procure the punishment of any British subjects who may be found transgressing the English laws for the suppression of the Slave Trade, I have to state that I have made inquiries from the Board of Trade, if a Consul possesses authority to give (according to Commodore Wise's suggestions) certificates to boats known to belong to liberated Africans, and when aware their owners could not comply with the provisions for registry according to the Merchant Shipping Act of 1854, paragraph 54, a communication in reply, received by this mail, from the Secretary to Board of Trade, by direction of the Lords of the Committee of Privy Council for Trade, informs me that no such temporary register as that before referred to can be given; and that liberated Africans can possess no right to hoist a British flag whilst they are residents of a Spanish Colony.

I have, therefore, communicated the subject of the last-mentioned despatch to Commodore Wise (who is now in this harbour in Her Majesty's steam-ship "Vesuvius"), and he has agreed with me, that it is advisable, pursuant to the opinions of the Board of Trade on the subject, not to grant any more temporary certificates to boats possessed by these people, and to leave to the few that hold them a possession of these papers during the short time that will elapse before their period of protection shall have passed away.

I have, &c.

(Signed) THOS. J. HUTCHINSON.

No. 26.

Consul Hutchinson to Lord J. Russell.—(Received January 11, 1860.)

My Lord,

Fernando Po, November 28, 1859.

I HAVE the honour to transmit herewith copy of a communication which I received a few days ago from Gaboon, and the original whereof I am forwarding, as requested, to the Governor of Cape Coast Castle.

It is needless for me to point out to Her Majesty's Government the evil results that must inevitably flow from the new phase of French voluntary emigration, if reparation be not made in the present case, and any like occurrence in future be not obviated.

I have, &c.

(Signed) THOS. J. HUTCHINSON.

Inclosure in No. 26.

Letter addressed to Consul Hutchinson by some Natives of the Gold Coast.

Sir,

Gaboon, October 20, 1859.

WE beg leave to acquaint honour a few lines concerning our present state: that we are people which belongs to Cape Coast, and we carried our goods to some place called Assime in order to sell, and when we reached there in the midnight the Frenchmen came and cutchs we and shipped we on their man-of-war and carried we to the Goree, but nobody knows not our going, and when we reached there they never let we close the men

of letters, and now they brought we to the Gaboon : we all amounted 75 ; 20 died out of 75 ; but we hope you to try the best as you can and write the Governor of Cape Coast Castle about our sorrowful case, so that we can get leave to go to our mother-land and you shall be highly oblige.

We remain, &c.
(Signed) TAWEAH.
ARBACCAH.
BORDER COFFEE.
COFFEE AMMOO.
ASHON.
ARWELL.
&c. &c. &c.

AFRICA. (*Consular*)—*Sherbro River.*

No. 27.

Consular Agent Hanson to Lord J. Russell.—(Received November 11.)

(Extract.)

Sherbro Island, September 30, 1859.

I HAVE the honour to report to your Lordship that, so far as I have the means of knowing, this Consulate continues to be free from any renewal of the prosecution of the Slave Trade.

It has, however, come to my knowledge, that some native canoes, containing slaves, were, very recently, captured near Cape Shilling; and I have also heard that it is reported, or supposed, that the said canoes were freighted in the Gallinas river, and that they passed, with their cargoes, through the Sherbro waters.

No. 28.

Consular Agent Hanson to Lord J. Russell.—(Received January 15.)

(Extract.)

4, Norfolk Street, Park Lane, January 4, 1860.

IT affords me gratification, in presenting this report upon the condition of the Slave Trade in the Sherbro country, to be able to assure your Lordship that it has been so surely and so constantly on the decrease, that it is now almost extinct, and I believe that, if the trade in the natural animal and vegetable productions of the country—ivory, teak-wood, camwood, palm-oil, palm-kernels, benniseed, and cotton—be constantly fostered by the adoption and the maintenance of measures which will encourage the Chiefs to prefer legitimate trade to the Slave Trade, and give adequate protection to the merchants, and security for their property; in the course of a very short time it will not only entirely cease to exist, but to be remembered with regret by the people of that country.

In the course of the past year, no slave-ships have communicated, directly or indirectly, with the Sherbro. Some canoes, conveying slaves to the Susoo country, have passed through some of the rivers and the Lagoon; but I have reason to believe that their cargoes were obtained in the Gallinas.

The renewal of the internecine strife between some of the rival members of the Caulker family, in the Yawry Bay district, has, no doubt, given hope and encouragement to the Susoo dealers, who are in the habit of buying slaves, chiefly youth, whenever they can get them, and selling them to the ground-nut planters in the Susoo country (to the north of the Colony of Sierra Leone), and they have been trying to profit by the disturbances in Bompey; for, some Susoo canoes have been captured in or near Yawry Bay by Her Majesty's Officers, though in most of the recent instances of capture the canoes and the slaves have belonged to natives of the Bompey district, who, desirous to escape from the confusion and insecurity of a community in a state of civil war, have been removing their households and effects to the Bullam shore country. It will be well my Lord, for the interests of commerce and humanity, if speedy and decisive stop be put to the war which has been permitted to again arise in the district of country subject to the jurisdiction of the Caulkers.

I regret, my Lord, to have to add that, the satisfaction with which I am enabled to report the certain and very large decrease and the prospect of the speedy cessation of the Slave Trade among the Chiefs and the people of the Sherbro, is greatly damped by the fact that there are many liberated Africans among those who have settled in the various districts of that country, especially in the Kittim or Kirrim river, who, in defiance of all law and authority, buy and hold, and use the unrequited labour of slaves; and I beg most respectfully to submit to your Lordship's consideration whether some steps cannot and ought not to be taken, some measures be immediately adopted, for the suppression of this practice, and for the punishment of the offenders.

BRAZIL.

No. 29.

The Earl of Malmesbury to Mr. Stuart.

Sir,

Foreign Office, May 21, 1859.

I TRANSMIT herewith, for your information, copies of a despatch and its inclosure from Mr. Campbell, Her Majesty's Consul at the Bight of Benin,* denouncing Senhor Baeta, a Brazilian subject of the province of Bahia, as the shipper of a cargo of slaves recently carried off from the Coast of Africa by the brigantine "*Tyrant*;" and I have to instruct you to communicate this information to the Brazilian Government.

I am, &c.

(Signed) MALMESBURY.

No. 30.

Mr. Stuart to the Earl of Malmesbury.—(Received June 4.)

(Extract.)

Rio de Janeiro, April 15, 1859.

IN justice to the continued efforts of the Brazilian Government to prevent any revival of the Slave Trade, I should report to your Lordship that a journal of this capital, having in the course of last month given currency to a rumour that a landing of slaves had been lately effected near Jiquiriça, the President of the province of Bahia, although disbelieving in the possibility of such an occurrence, despatched the Chief of the Police with an armed force in a Government steam-vessel to make a strict inquiry into the truth of the allegation at the place indicated.

The inquiry in question established conclusively that no such landing had taken

No. 31.

Mr. Stuart to the Earl of Malmesbury.—(Received June 4.)

My Lord,

Rio de Janeiro, May 7, 1859.

A REPORT having reached the Brazilian Government last week, that an attempt to land slaves was likely to be made shortly at Itabapoona, which lies a little to the north of Campos, the Chief of the Police of this province was sent there in a steamer, with an armed force, to sift the matter, and to take energetic measures to prevent and punish any attempt of the sort, if contemplated.

Senhor Paranhos informs me that the report has turned out to be entirely false, and that the inhabitants of Itabapoona and the neighbourhood were found to be utterly ignorant of and indisposed towards any slave-trading project. The local authorities have

nevertheless been desired to exercise the utmost vigilance, and every possible precaution has been taken along the coast to prevent any revival of the Traffic.

The previous false report of a disembarkation of Africans near Bahia, which formed the subject of my despatch of the 15th ultimo, appears to have arisen from the transfer made by a proprietor of some of his slaves from one property to another, but nothing has, I believe, transpired to show the origin of the present report, which may perhaps be attributed to malice or to the desire of evil-disposed persons to discover whether the Brazilian Government are sincerely determined to enforce the laws of the Empire against those who may be implicated in Slave Trade transactions.

Of such being the sincere determination of this Government there can no longer be any doubt.

I have, &c.
(Signed) W. STUART.

No. 32.

Mr. Stuart to the Earl of Malmesbury.—(Received July 4.)

(Extract.)

Rio de Janeiro, May 31, 1859.

IT may be as well to resume, in a separate despatch, the substance of that portion of Senhor Paranhos' "Relatorio" for the past year which relates to the Slave Trade.

His Excellency commences by mentioning that the Imperial Government are exercising the utmost vigilance with a view to prevent even the apprehension of any fresh introduction of Africans into the Empire, quoting the case of the "*Mary E. Smith*," in 1856, as the last effort of the sort which had been attempted.

Mention is next made of the false reports respecting attempts to introduce slaves by way of Guiana, and to the reported landings of slaves at Jiquiriça, near Bahia, and at Itabapoama, in this province; and much the same account is given of them as that with which your Lordship has been made acquainted by my despatches of the 8th and 29th of November last, and of the 15th ultimo and the 7th instant.

Senhor Paranhos further alludes to a reported project for the introduction of slaves into the province of Rio Grande do Sul by way of the oriental frontier, along the right bank of Lake Merim, and adds that, however improbable the existence of such a scheme may be, every precaution has been taken to prevent it. He states, moreover, that the opinion of the country with respect to the Slave Trade is most satisfactory.

No. 33.

Mr. Stuart to the Earl of Malmesbury.—(Received September 2.)

My Lord,

Rio de Janeiro, July 30, 1859.

IN conformity with the instructions contained in your Lordship's despatch of the 21st of May last, I addressed a note (copy inclosed) to Senhor Paranhos, containing the information received from Her Majesty's Consul at the Bight of Benin, relative to the shipment of a cargo of slaves, from the Coast of Africa, on board the brigantine "*Tyrant*," by Senhor Baeta, a Brazilian subject of the province of Bahia, and I have now the honour to transmit to your Lordship a copy of the answer which has been returned to me by Senhor Paranhos, stating that he has referred the matter to the Minister of Justice.

I have, &c.
(Signed) W. STUART.

Inclosure 1 in No. 33.

Mr. Stuart to Senhor Paranhos.

M. le Ministre,

British Legation, July 11, 1859.

I HAVE been instructed by Her Majesty's Government to communicate to your Excellency the information contained in the accompanying extracts from a despatch, and its inclosure, received from Her Majesty's Consul at the Bight of Benin, by which you will perceive that a Brazilian subject, of the province of Bahia, named Senhor Baeta, is denounced as the shipper of a cargo of slaves recently carried off from the Coast of Africa by the brigantine "Tyrant."

I avail, &c.
(Signed) W. STUART.

Inclosure 2 in No. 33.

Senhor Paranhos to Mr. Stuart.

(Translation.)

Rio de Janeiro, Foreign Office, July 13, 1859.

I RECEIVED the note dated the 11th instant, and whereby Mr. William Stuart, Her Britannic Majesty's Chargé d'Affaires, informed me of the communication of the British Consul at Benin, relative to a Brazilian subject, named Baeta, and native of the province of Bahia, who is denounced to have freighted the brigantine "Tyrant," which recently left the Coast of Africa with a cargo of slaves.

I thank Mr. Stuart for this communication, which I hasten to transmit to the Minister of Justice.

I avail, &c.
(Signed) J. M. DA SILVA PARANHOS.

No. 34.

Mr. Stuart to Lord J. Russell.—(Received November 5.)

My Lord,

Rio de Janeiro, October 4, 1859.

SENHOR SINIMBRI informed me the other day that an intimation had been lately received by the President of the province of Sergipe, to the effect that an attempt was likely to be made to land a cargo of slaves on the coast between Sergipe and Bahia, and assured me that every precaution had been taken by the Imperial Government, both on shore and at sea, to repress and punish any attempt of the sort.

His Excellency further assured me of his conviction, that a revival of the Slave Trade was at present impossible in this country, although isolated attempts to land a slave cargo might occasionally be made by individuals.

I have, &c.
(Signed) W. STUART.

No. 35.

Mr. Stuart to Lord J. Russell.—(Received November 5.)

(Extract.)

Rio de Janeiro, October 5, 1859.

IT was reported to me, shortly after the departure of the last mail, that a French vessel called the "Splendide," which, after landing some camels at Ceará, had brought here a cargo of Arab or Turcoman horses, was preparing to sail for the Congo Coast with a view to take on board a large number of Africans, whom it is intended to hire, on the part of the French Government, as free labourers, for service in the French West Indian Colonies. It is moreover stated that three French steamers, and another sailing-vessel, are to meet the "Splendide" somewhere off Cape Lopez, the whole of them equipped for the same purpose, in virtue of a contract between the French Government and the house of Régis of Marseilles.

It turned out, upon further inquiry, that there were two French officers on board the "Splendide," officially commissioned to superintend the engagement and embarkation of the Africans. I have communicated the above information to Rear-Admiral Sir Stephen Lushington, and with now reporting it to your Lordship.

I have, &c.

(Signed) W. STUART.

No. 36.

Lord J. Russell to Mr. Stuart.

Sir,

Foreign Office, November 8, 1859.

WITH reference to your despatch of the 4th ultimo, I have to instruct you to take an opportunity of expressing to Senhor Sinimbri, the satisfaction of Her Majesty's Government at the assurance which he gave to you that every precaution had been taken by the Brazilian Government, both on shore and at sea, to prevent and punish any attempts that may be made to land slaves in Brazil.

I am, &c.

(Signed) J. RUSSELL.

No. 37.

Mr. Stuart to Lord J. Russell.—(Received December 7.)

My Lord,

Rio de Janeiro, October 31, 1859.

AN incident which at first excited the suspicions and alarm of this Government, as probably indicative of an attempt to revive the Slave Trade on the Brazilian Coast, has occurred here since the departure of the last mail.

On the arrival of the Portuguese brig "Julia" from Angola, on the 12th instant, it was reported and published in the journals that, some days before her departure, an open launch had left Loanda, and had not been heard of since; and on the 15th instant the Imperial Government received information that on the 13th two white men and three Africans had landed from a launch at Tacutiará, some fifteen miles north of the entrance of the Bay of Rio de Janeiro. The police authorities of the province had lost no time in repairing to the place, and in apprehending the five men, who agreed in asserting that they had been driven out of their course by a storm whilst on a voyage from Loanda to Benguella, and that after navigating at hazard for thirty-three days, they had been thrown on shore, where they were found. The two white men, of whom one is a Portuguese pilot, named Manoel Caetano dos Passos, who owned the launch, and other a Brazilian seaman, named Manoel Thomas de Bittencourt, stated that the Africans were hired for the voyage, and that one of them was a slave, and the other two free men: but the latter declared that they had been stolen and taken on board the launch without knowing their destination. It was subsequently ascertained that the two white men had endeavoured, when they landed, to sell their companions, offering one as a present to an inhabitant of Itaipú, provided he would effect the sale of the other two. The launch went to pieces shortly after touching the shore. Some clothes, books, and papers, were seized by the police, as well as two Brazilian bank-notes, and some silver, and Portuguese and English gold, found on the persons of Passos and Bittencourt.

The improbability of so small a boat having succeeded in making a safe voyage from so great a distance at once led the Brazilian Government to discredit the story, and to fear that the launch must belong to some vessel engaged in landing slaves on another point of the coast, and that it must have been detached in order to divert the attention of the authorities from the point in reality determined upon. The most energetic measures were therefore taken, with a praiseworthy promptitude, in order to thwart and punish any such attempt.

Two war-steamers were sent to search the coast, and were furnished with powers to require the active co-operation of all the shore authorities. The police were dispatched in all directions with strict orders to arrest all persons who might appear to have been engaged either as authors, or as aiders or abettors, in the landing or purchase of Africans, and the President of the province was urged by the Minister of Justice to leave no stone unturned, which could lead to the discovery of the truth, and to dismiss

summarily any Magistrates who might show want of zeal in the cause. The crew of the brig "Julia" were, moreover, arrested, as well as the consignee, it being naturally suspected that there might have been some connection between that vessel and the launch.

Thus far the result has been that no disembarkation of Africans appears to have been attempted on this side of Cape Frio; that the Subdelegado of Itaipú has been dismissed for negligence, and that the confrontation of the crew of the "Julia" with the men who landed from the launch produced no evidence of previous acquaintance or complicity. The pilot Passos is supposed to have been implicated in the murder of the Captain of a vessel on the Coast of Africa, and to have therefore had reasons for attempting to escape at all hazards. The fact of his having, in conjunction with his companion Bittencourt, endeavoured to sell the Africans, renders the two former liable to a criminal prosecution in this country. Their incarceration will accordingly be continued, and in the meantime further information will be received from Loanda with respect to them. The three Africans will probably be re-embarked for that port, should they desire to return there. They understand and speak tolerably the Portuguese language.

The Minister for Foreign Affairs has kindly permitted me to peruse the correspondence between the different Brazilian authorities relative to the incident in question, and it is from these that I have derived the greater portion of the above information. I am consequently in a position to state my conviction that the activity and determination which the Government have shown in the affair entitle them to the highest praise: and although they are now inclined to believe that their fears were groundless, and that the story of the launch may in part be verified, yet the measures which they deemed it their duty to take need hardly be a matter of regret to them, inasmuch as those measures will doubtless have the effect of producing a salutary terror in the minds of any individuals who may still be watching hopefully for opportunities of reviving the Slave Trade upon these shores, and of proving to such persons that the laws of the Empire will be enforced with the utmost vigour and severity should they attempt to realize their odious and criminal speculations.

I have, &c.
(Signed) W. STUART.

No. 38.

Lord J. Russell to Mr. Stuart.

Sir,

Foreign Office, December 8, 1859.

I HAVE received your despatches of the 31st of October last and 1st ultimo, reporting the proceedings of the Brazilian Government in the case of a launch which arrived on the Coast of Brazil under circumstances that induced suspicion that an attempt had been, or was about to be made, to introduce a cargo of African slaves into that country.

I have, in reply, to instruct you to thank the Brazilian Minister for his courtesy in communicating to you the correspondence of the Brazilian authorities in this case, and you will at the same time express the satisfaction of Her Majesty's Government at the determination evinced by the Imperial Government to frustrate any attempts that may be made to reopen the African Slave Trade, and at the energy displayed in the affair of the launch.

I am, &c.
(Signed) J. RUSSELL.

No. 39.

*Lord J. Russell to Mr. Christie.**

Sir,

Foreign Office, February 11, 1860.

IT is my painful duty to call your attention to the increased and increasing prosperity of the Slave Trade carried on between the West and East Coast of Africa and Cuba.

* Similar despatches were addressed to Her Majesty's Ministers at Madrid, Washington, Paris, and Lisbon.

It appears that the number of negroes introduced into Cuba last year was, according to actual information, 22,000, and according to estimate, 30,000. It appears, further, that United States' capital has been more and more employed in this Traffic.

It is ascertained, by repeated instances, that the practice is for vessels to sail under the American flag. If the flag is rightly assumed, and the papers correct, no British cruiser can touch them. If no slaves are on board, even though the equipment, the fittings, the water-casks, and other circumstances prove that the ship is on a Slave Trade venture, no American cruiser can touch them. The Master, indeed, often taunts the Captain of a British cruiser with his impunity from capture.

From the East Coast of Africa a most profitable Slave Trade is carried on almost without interruption. It is such, that a cargo of 1,000 slaves was lately embarked on board a single vessel, but the Captain finding he had not provisions and water for so many, deliberately threw overboard 400 of those unhappy beings, when he had got out to sea.

The Governments of France, the United States, Portugal, and Brazil, have co-operated with the Government of Great Britain, with a view to put an end to this Traffic.

The Government of Spain alone have persisted in screening and favouring this Trade. The corruption of Spanish official persons in the Island of Cuba is notorious; the price of connivance is publicly known, and many of these persons have returned to Spain, enriched by the gold they have amassed as the price of African blood.

The engagements made by Spain with the British Government, form part of the public law of Europe.

In 1817, Spain concluded a Treaty with this country for the abolition of the Traffic in Slaves north of the Equator, and in accordance with the stipulations of that Treaty, the British Government paid to that of Spain the sum of 400,000*l.*, to compensate Spanish subjects for losses which they might suffer as a necessary consequence of the abolition of the said Traffic.

In 1835, a further Treaty was concluded by the Spanish Government with the Government of this country, by which Spain declared the Slave Trade to be totally and finally abolished in all parts of the world.

Great Britain might enforce by her own means the observance of these Treaties; but humanity recoils at a war undertaken to impose humanity by force and bloodshed. Every expedient ought to be tried before an appeal to this last part is made.

Her Majesty's Government, therefore, propose that the Ambassadors and Ministers of the Courts of France, the United States, Spain, Portugal and Brazil, should be instructed to meet in London in the month of May or June of the present year, to consider what measures can be taken to check the increase of the Slave Trade, and finally provide for its total abolition.

Her Majesty's Government would be prepared to lay before such a Conference their views on this important but distressing subject.

I am, &c.
(Signed) J. RUSSELL.

No. 40.

Mr. Christie to Lord J. Russell.—(Received March 5.)

(Extract.)

Rio de Janeiro, January 30, 1860.

WITH reference to your Lordship's despatch addressed to Mr. Stuart, dated the 8th of November last, I have informed Senhor Sinimbri of the satisfaction with which Her Majesty's Government had received Mr. Stuart's report of the measures taken by the Brazilian Government to prevent an expected landing of slaves about the end of September last. His Excellency was gratified by the communication, and stated that he and his colleagues desired, above all things, that Her Majesty's Government should understand that the Brazilian Government was in earnest, and its determination fixed and unchangeable against the Slave Trade, and that the revival of this Traffic in Brazil was impossible.

Lord J. Russell to Mr. Christie.

Sir,

Foreign Office, March 17, 1860.

WITH reference to your despatch of the 30th of January last, I have to instruct you to express to Senhor Sinimbri the thanks of Her Majesty's Government for the gratifying assurance which he gave you of the fixed and unchangeable determination of the Brazilian Government to prevent the revival of the African Slave Trade in the Brazilian Empire.

I am, &c.
(Signed) J. RUSSELL.

BRAZIL. (Consular)—Bahia.

No. 42.

Consul Morgan to the Earl of Malmesbury.—(Received August 4.)

My Lord,

Bahia, June 30, 1859.

I HAVE the honour to transmit herewith to your Lordship the accompanying List of prices of slaves during the six months ended this day, and in which no alteration has taken place in the value of such slaves.

I have, &c.
(Signed) JOHN MORGAN, Jun.

Inclosure in No. 42.

RETURN of the Prices of Slaves within the district of the Consulate of Bahia at the respective times undermentioned.

Description.	For the half-year ending December 30, 1858.				For the half-year ending June 30, 1859.	
	Currency.		Sterling.		Currency.	Sterling.
	Reis.	Reis.	£ s. d.	£ s. d.		
African Males	1,500\$ to	1,800\$	175	0 0	210	0 0
„ Females	1,200\$	1,500\$	130	0 0	175	0 0
Creole Males	1,600\$	1,800\$	186	13 4	210	0 0
„ with profession	2,200\$	2,800\$	246	13 6	316	13 6
„ Females	1,400\$	1,500\$	163	6 8	175	0 0
					No alteration	in the last six months.

British Consulate, Bahia, 30th June, 1859.

(Signed) JOHN MORGAN, Jun., *Consul.*

No. 43.

Consul Morgan to Lord J. Russell.—(Received February 6, 1860.)

My Lord,

Bahia, December 31, 1859.

I HAVE the honour to transmit herewith the half-yearly Return of the prices of slaves in this city.

I have, &c.
(Signed) JOHN MORGAN, Jun.

Inclosure in No. 43.

RETURN of the Prices of Slaves within the District of the Consulate of Bahia, at the respective times under-mentioned.

Description.	For the half-year ending June 30, 1859.						For the half-year ending December 31, 1859.											
	Currency.			Sterling.			Currency.			Sterling.								
	Reis.	Reis.		£	s.	d.	£	s.	d.	Reis.	Reis.	£	s.	d.				
African Males	1,500\$	to 1,800\$		175	0	0	to	210	0	0	..	1,500\$	..	156	5	0	
„ Females	1,200\$	1500\$		130	0	0		175	0	0	..	1,200\$	..	125	0	0	
Creole Males	1,600\$	1,800\$		186	13	4		210	0	0	..	1,200\$	..	125	0	0	
„ with profession	2,200\$	2,800\$		246	13	6		316	13	6	..	2,000\$	..	208	6	8	
„ Females	1,400\$	1,500\$		163	6	8		175	0	0	800\$000	1,000\$	83	6	8	to 104	3	4

British Consulate, Bahia, December 31, 1859.

(Signed)

JOHN MORGAN, Jun., Consul.

N.B.—A very considerable decline has taken place in the prices of slaves, owing to the monetary crisis at present existing in this city, caused by the drought and almost complete failure of our sugar crops this year.

BRAZIL. (Consular)—St. Catherine's.

No. 44.

Consul Callander to Lord J. Russell.—(Received March 5.)

My Lord,

St. Catherine's, January 23, 1860.

I HAVE the satisfaction to report that no case of foreign slave-trading has occurred within this province during the past year. The want of slave-labour is much felt, and is not sufficiently met by colonization.

The number of slaves who have been exported during the last eight years from the capital and neighbourhood will be seen from the following table :—

Years.				Number of Slaves Exported.
1852	..	..	..	346
1853	..	..	..	153
1854	..	..	..	114
1855	..	..	..	103
1856	..	..	..	56
1857	..	..	..	124
1858	..	..	..	101
1859	..	..	..	74
Total				1,071

Slaves have also been exported from other parts of the province.

The following table shows the number of colonists who have arrived during the last four years :—

Years.				Number of Colonists arrived.
1856	..	..	..	854
1857	..	..	..	534
1858	..	..	..	1,046
1859	..	..	..	376
Total				2,810

These colonists come for the various settlements in the province, and not as seeking employment as labourers ; therefore, the want of hands continues unsupplied.

I consider the slave population of this province as almost stationary at present, the excess of births over deaths being balanced by exportation.

In 1858 the population of the province, not including the Indians, was estimated at 127,786, in the following proportions :—

		Male.	Female.	Total.
Brazilians..	..	49,118	53,093	102,211
Foreigners ..	..	4,406	2,038	6,444
Slaves ..	..	10,789	8,342	19,131
Total ..		64,313	63,473	127,786

The prices of slaves vary from 100*l.* to 200*l.*, according to age and capabilities, and there is a tax of about 10*l.* on each slave exported.

I have, &c.
(Signed) RANDAL CALLANDER.

BRAZIL. (Consular)—Pará.

No. 45.

Consul Vredenburg to the Earl of Malmesbury.—(Received August 3.)

My Lord,

Pará, May 16, 1859.

WITH reference to my despatch No. 4 of the 15th of October last, I have the honour to acquaint your Lordship that the verdict of acquittal, given by the jury in the case of Maria Magdalena Pio Martins, who was tried for the murder of one of her slaves, has been confirmed by the Court of Appeal.

I have, &c.
(Signed) WATSON VREDENBURG.

No. 46.

Consul Vredenburg to the Earl of Malmesbury.—(Received September 1.)

My Lord,

Pará, June 30, 1859.

I HAVE the honour to transmit a Return of the prices of slaves within this district during the last half-year.

There has taken place an augmentation since my last Return, and slaves, never very numerous in this province, are becoming daily more scarce.

The African Slave Trade has long ceased in this portion of the Empire, and I do not anticipate any probability of its revival.

I have, &c.
(Signed) WATSON VREDENBURG.

Inclosure in No. 46.

RETURN of the Prices of Slaves within the District of the Consulate of Pará, during the Half-year ending the 30th June, 1859.

Description.	Currency.		Sterling.			Remarks.
	Reis.	Reis.	£	s.	d.	
Males	1,200\$	to 1,500\$	125	0	0	There has been a perceptible increase in the prices of slaves since the last return.
Ditto, with trades ..	1,500\$	to 2,000\$	156	5	0	
Females	900\$	to 1,200\$	93	15	0	
Children, from 2 to 7 ..	400\$	to 500\$	41	11	4	
				52	1	8

British Consulate, Pará, June 30, 1859.

WATSON VREDENBURG, *Consul.*

No. 47.

Consul Vredenburg to Lord J. Russell.—(Received February 6, 1860.)

My Lord,

Pará, December 31, 1859.

I HAVE the honour to transmit a Return of the prices of slaves within this district during the half-year ending to-day.

I have, &c.
(Signed) WATSON VREDENBURG.

Inclosure in No. 47.

RETURN of the Prices of Slaves within the District of the Consulate of Pará, within the Half-year ending 31st of December, 1859.

Description.	Currency.		Sterling.						Remarks.	
	Reis.	Reis.	£	s.	d.	£	s.	d.		
Males	1,200\$	to 1,500\$	125	0	0	to	156	5	0	The price of slaves has not varied since the date of my last Return.
Ditto, with trades ..	1,500\$	to 2,000\$	156	5	0	to	208	6	4	
Females	900\$	to 1,200\$	93	15	0	to	125	0	0	
Children, from 2 to 7 ..	400\$	to 500\$	41	11	4	to	52	1	8	

British Consulate, Pará, December 31, 1859.

WATSON VREDENBURG, Consul.

BRAZIL. (Consular)—Pernambuco.

No. 48.

Consul Cowper to the Earl of Malmesbury.—(Received May 6.)

My Lord,

Pernambuco, April 6, 1859.

I HAVE the honour to inform your Lordship that there has been no renewal of the African Slave Trade within the limits of this Consulate during the past quarter.

I have, &c.

(Signed) H. AUGUSTUS COWPER.

No. 49.

Consul Cowper to the Earl of Malmesbury.—(Received August 4.)

My Lord,

Pernambuco, July 13, 1859.

I HAVE the honour to transmit to your Lordship a Return of the average prices of slaves within the district of this Consulate, for the half-year ended the 30th of June last.

I have, &c.

(Signed) H. AUGUSTUS COWPER.

Inclosure in No. 49.

RETURN of the Average Prices of Slaves within the District of the Province of Pernambuco, for the Half-year ended June 30, 1859.

Description.	Currency.		Sterling.					
	Reis.	Reis.	£	s.	d.			
African Males	1,500\$000	to 1,600\$000	157	16	3	to 168	6	8
„ Females	1,000\$000	1,500\$000	105	4	2	157	16	3
Creole Males	1,800\$000	2,000\$000	189	7	6	210	8	4
„ Females	1,600\$000	1,800\$000	168	6	8	189	7	6
„ Males with trade ..	1,500\$000	1,600\$000	157	16	3	168	6	8
Infants from birth to 5 years ..	800\$000	1,000\$000	84	3	4	105	4	2
Children from 5 to 14 years ..	1,000\$000	1,200\$000	105	4	2	126	5	0

Exchange, 25*d.* per milrei.

British Consulate, Pernambuco, June 30, 1859.

(Signed)

H. AUGUSTUS COWPER, *Consul.*

No. 50.

Consul Cowper to the Earl of Malmesbury.—(Received August 4.)

My Lord,

Pernambuco, July 13, 1859.

I HAVE the honour to inform your Lordship that there has been no renewal of the African Slave Traffic within the limits of this Consulate during the quarter ended the 30th June last.

I have, &c.

(Signed)

H. AUGUSTUS COWPER.

No. 51.

Consul Cowper to Lord J. Russell.—(Received November 5.)

My Lord,

Pernambuco, October 14, 1859.

I HAVE the honour to inform your Lordship that there has been no renewal of the African Slave Trade within the limits of this Consulate during the past quarter.

I have, &c.

(Signed)

H. AUGUSTUS COWPER.

No. 52.

Consul Cowper to Lord J. Russell.—(Received March 5.)

My Lord,

Pernambuco, February 1, 1860.

I HAVE the honour to transmit to your Lordship a Return of the average prices of slaves in this Province for the half-year ending the 31st December, 1859.

I have, &c.

(Signed)

H. AUGUSTUS COWPER.

Inclosure in No. 52.

RETURN of the Average Prices of Slaves within the District of the Province of Pernambuco, for the Half-year ended December 31, 1859.

Description.	Currency.		Sterling.		
	Reis.	Reis.	£	s.	d.
African Males	1,500\$000 to	1,600\$000	157	16	3
„ Females	1,000\$000	1,500\$000	105	4	2
Creole Males	1,800\$000	2,000\$000	189	7	6
„ Females	1,600\$000	1,800\$000	168	6	8
„ Males with trade ..	1,900\$000	2,200\$000	197	18	4
Infants under 5 years ..	500\$000	1,000\$000	52	1	8
Children from 5 to 14 years ..	500\$000	1,400\$000	52	1	8

Exchange, 25d. per milrei.

British Consulate, Pernambuco, December 31, 1859.

(Signed)

H. AUGUSTUS COWPER, *Consul.*

BRAZIL. (Consular)—Rio Grande do Sul.

No. 53.

Consul Vereker to the Earl of Malmesbury.—(Received September 2.)

My Lord,

Rio Grande do Sul, June 30, 1859.

I HAVE the honour to inclose a Return showing the average prices of slaves in this province during the six-monthly period ended this day.

I have, &c.

(Signed) H. P. VEREKER.

Inclosure in No. 53.

RETURN showing the Average Prices of Slaves in the Province of Rio Grande do Sul, during the Six Months ending 30th June, 1859, compared with the Prices in the preceding Half-year.

Classes of Slaves.	Average Prices in Six-Monthly Periods to				Difference in Price in last Six Months.	
	December 31, 1858.		June 30, 1859.		Increase.	Decrease.
	Currency.	Sterling.	Currency.	Sterling.	Sterling.	Sterling.
<i>Agricultural.</i>	Reis.	£ s. d.	Reis.	£ s. d.	£ s. d.	£ s. d.
Males	1,250\$000	135 8 4	1,250\$000	135 8 4		
Females	1,100\$000	119 3 4	1,150\$000	124 11 8	5 8 4	
<i>Domestic.</i>						
Males	1,400\$000	151 13 4	1,400\$000	151 13 4		
Females	1,250\$000	135 8 4	1,250\$000	135 8 4		
<i>Mining</i>	None.					
<i>Newly Imported</i>	None.					

Exchange at 26*d.* per milrei.

British Consulate, Rio Grande do Sul, June 30, 1859.

(Signed)

H. P. VEREKER, *Consul.*

No. 54.

Consul Vereker to the Earl of Malmesbury.—(Received November 5.)

My Lord,

Rio Grande do Sul, June 30, 1859.

I HAVE the honour to report that during the twelve-monthly period ended this day no information has reached this Consulate of any landing of African negroes upon the coasts of the provinces comprised in this Consular district, nor does there appear any

reason to believe that a renewal of the Slave Trade in this district has been in contemplation.

No perceptible change has occurred in the state of slavery, nor other events in reference thereto deserving special mention, and it may be remarked that the observation with which I concluded my report of the 30th June, 1857, retain full application to the circumstances of the present time.

The Provincial Assembly of this province has shown a wise desire to diminish the number of slaves so as to encourage the large emigration which is being directed towards this district, and has accordingly voted a law* to impose a tax of 200 milreis (£20) on each slave imported; it is however to be regretted that the Central Government at Rio de Janeiro have interposed their authority, refusing to sanction this useful measure, on the grounds, as I am informed, that the imposition of such a tax (which practically would amount to a prohibition to the importation of slaves), exceeds the attributes of a Provincial Assembly. It seems however difficult, in view of the 12th and preceding Articles of the Additional Act to the Brazilian Constitution, to comprehend how the Assembly has the power to impose a tax on the importation of slaves to the amount of 3*l.* 4*s.* or 6*l.* 8*s.* per head, which brings in a revenue, but is deprived of the power of imposing the tax of 20*l.* per head, which would probably imply no revenue whatever from this source, and which must therefore be considered to have been voted through public purposes for the benefit of the province in regard to its special necessities.

I have pleasure in noting an improved feeling in reference to philanthropic efforts to free slaves presented in auction, or otherwise, and also in the desire, supported by public opinion, that those slaves whose colour is not much removed from white should be free.

I have, &c.
(Signed) H. P. VEREKER.

No. 55.

Consul Vereker to Lord J. Russell.—(Received February 6, 1860.)

My Lord,

Rio Grande do Sul, December 31, 1859.

I HAVE the honour to inclose a Return showing the average prices of slaves in this province during the six-monthly period ended this day.

I have, &c.
(Signed) H. P. VEREKER.

Inclosure in No. 55.

RETURN showing the Average Prices of Slaves in the Province of Rio Grande do Sul, during the Six Months ending 31st December, 1859, compared with the Prices in the preceding Half-year.

Classes of Slaves.	Average Prices in Six-Monthly Periods to				Difference in Price in last Six Months.	
	June 30, 1859.		December 31, 1859.		Increase.	Decrease.
	Currency.	Sterling.	Currency.	Sterling.	Sterling.	Sterling.
<i>Agricultural.</i>	Reis.	£ s. d.	Reis.	£ s. d.	£ s. d.	£ s. d.
Males.. ..	1,250\$000	135 8 4	1,250\$000	135 8 4		
Females	1,150\$000	124 11 8	1,150\$000	124 11 8		
<i>Domestic.</i>						
Males.. ..	1,400\$000	151 13 4	1,350\$000	146 5 0	..	5 8 4
Females	1,250\$000	135 8 4	1,250\$000	135 8 4		
<i>Mining</i>	None.					
<i>Newly Imported</i>	None.					

British Consulate, Rio Grande do Sul, December 31, 1859.

(Signed) H. P. VEREKER, Consul.

* See Report of June 30, 1857.

Consul Westwood to Lord J. Russell.—(Received March 5.)

My Lord,

Rio de Janeiro, January 18, 1860.

I HAVE the honour to transmit herewith a Return showing the price of slaves in this province during the six months ending on the 31st ultimo.

I have, &c.

(Signed) JNO. J. C. WESTWOOD.

Inclosure in No. 56.

RETURN of the Price of Slaves in the Province of Rio de Janeiro, during the Half-year ending on the 31st December, 1859, as far as can be ascertained by Her Majesty's Consul at Rio de Janeiro.

Class of Slaves.	Price of Slaves.						Price of Slaves as per last Return, in Sterling.									
	In Currency.		In Sterling.													
	Reis.	Reis.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.		
<i>Agricultural.</i>																
Males	1,200\$000 to 2,000\$000		125	0	0	to	208	6	8	140	12	6	to	225	0	0
Females	1,000\$000 1,500\$000		104	3	4		156	5	0	112	10	0		180	0	0
<i>Mining.</i>																
Males	} About the same as Agricultural.															
Females																
<i>Domestic.</i>																
Males	1,200\$000 to 2,000\$000		125	0	0	to	208	6	8	140	12	6	to	225	0	0
Females	1,000\$000 1,800\$000		104	3	4		187	10	0	112	10	6		202	10	0
<i>Newly Imported.</i>																
Males	} None landed within the district of this Consulate during the last six months.															
Females																

Rio de Janeiro, January 18, 1860.

(Signed)

JNO. J. C. WESTWOOD, Consul.

DENMARK. (*Consular*)—*St. Thomas.*

No. 57.

Consul Lamb to the Earl of Malmesbury.—(Received April 14.)

My Lord,

St. Thomas, March 31, 1859.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch dated 16th instant, informing me that your Lordship was pleased to approve of the report made by me to your Lordship, regarding the arrival of a vessel at Porto Rico with a cargo of slaves.

I have, &c.
(Signed) R. B. LAMB.

FRANCE.

No. 58.

The Earl of Malmesbury to Earl Cowley.

My Lord,

Foreign Office, April 9, 1859.

WITH reference to my despatch of the 26th ultimo, I inclose for your Excellency's information copies of a further correspondence with Lord Napier on the subject of the adoption by the Governments of England, France, and the United States, of a common code of instructions to be issued to the Commanders of their ships-of-war for their guidance in regard to the question of the right of visit.*

I also inclose copies of communications, as marked in the margin, which have passed between the French Ambassador and myself on the same subject.†

I am, &c.

(Signed) MALMESBURY.

No. 59.

The Earl of Malmesbury to Earl Cowley.

My Lord,

Foreign Office, April 23, 1859.

I INCLOSE, for your Excellency's information, copies of a correspondence between the Duke of Malakoff and myself relative to the proceedings of Commander Hunt, of Her Majesty's ship "Alecto," in forcibly visiting the French ship "Phoenix" off the African Coast in the month of November last.

I am, &c.

(Signed) MALMESBURY.

Inclosure 1 in No. 59.

The Duke of Malakoff to the Earl of Malmesbury.

M. le Comte,

Londres, le 4 Mars, 1859.

J'AI l'honneur de vous transmettre ci-joint une dépêche qui vient de m'être adressée par le Comte Walewski relativement à une visite à main armée dont le bâtiment Français le "Phénix" a été l'objet, de la part d'officiers du navire Britannique "l'Alecto." Cette pièce contenant l'exposé des faits, je me bornerai à recommander particulièrement cette affaire à l'attention de votre Excellence.

Veillez, &c.

(Signé) ML. PELISSIER.

* See "Correspondence with the United States' Government on the question of Right of Visit," presented to Parliament in 1859, Nos. 26 and 27.

† Ibid., Inclosures 4 and 5 in No. 25; and No. 28.

(Translation.)

M. le Comte,

London, March 4, 1859.

I HAVE the honour of transmitting to you herewith a despatch which has been recently addressed to me by Count Walewski relative to an armed visit to which the French ship "Phénix" has been subjected by officers of the British ship "Alecto." As this document contains an account of the facts of the case, I shall confine myself to recommending this affair to your Excellency's particular attention.

(Signed)

MARSHAL PELISSIER.

Inclosure 2 in No. 59.

Count Walewski to the Duke of Malakoff.

M. le Maréchal,

Paris, le 1 Mars, 1859.

LE bâtiment Français "le Phénix," employé au recrutement de travailleurs à la Côte Occidentale d'Afrique, par suite d'une autorisation du Gouvernement de l'Empereur, a été l'objet d'une visite à main armée de la part d'officiers du navire Anglais "l'Alecto," dans les circonstances suivantes :—

Les instructions données par M. le Commandant de Gorée et dépendances à M. Chevalier, Capitaine du "Phénix," et à M. Boute, Chirurgien de la Marine, qui avait été désigné pour surveiller les opérations en qualité d'Agent du Gouvernement Français, leur recommandaient de ne pas recruter sur le territoire de la République de Libéria, ni sur les possessions Anglaises. Se conformant à ces prescriptions, le Capitaine Chevalier s'était rendu le 9 Novembre dernier au mouillage de Manna Rock ; à neuf milles nord-ouest du Grand Cap de Monte, et à environ sept milles dans l'ouest du village de Manna Rock ; il était donc hors des eaux de la côte de Galinas, et de celles de la République de Libéria, dont la limite nord est, d'après les cartes Françaises et Anglaises, le Cap Monte. Afin de n'avoir aucun doute sur ce point, M. Boute interrogea les Chefs de la Côte ; tous lui affirmèrent que le Cap Monte bornait effectivement au nord la République de Libéria, et qu'ils n'avaient aucun lieu de dépendance vis-à-vis de cet Etat. L'absence absolue de tout Agent du Gouvernement Libérien sur cette partie du littoral confirmait encore toutes ces indications.

Le 13 Novembre, une embarcation de l'avis à vapeur de la Marine Britannique "l'Alecto," Capitaine James Hunt, qui était venu jeter l'ancre entre la terre et "le Phénix," se dirigea vers le bâtiment Français qui avait arboré ses couleurs. Lorsque cette embarcation fut à portée, le Capitaine Chevalier demanda à l'officier Anglais qui la montait le motif de sa visite. Un noir, sans uniforme, qui se trouvait à côté de l'officier Anglais répondit qu'il était envoyé par le Président de l'Etat de Libéria pour visiter le navire et constater le genre d'opérations auquel il se livrait sur cette partie de la côte dépendante de la République. Le Capitaine Chevalier s'adressa de nouveau à l'officier Anglais, et il y eut entre eux l'échange suivant de questions et de réponses :—"Venez-vous me visiter ? Oui.—Suis-je dans les eaux d'une possession Anglaise ? Non.—Reconnaissez-vous mes couleurs ? C'est possible ; mais j'ai l'ordre de vous visiter.—L'abrogation des Traités de 1831, 1833, 1845, ne vous interdit-elle pas de visiter un navire Français, surtout en dehors de tout territoire reconnu ? Cela ne me regarde pas."

Le Capitaine Chevalier également fit remarquer au Délégué Libérien qu'il ne se trouvait pas sur un point reconnu du territoire de Libéria ; que, mouillé à une grande distance du littoral, il était dans la mer commune, en ajoutant qu'il s'opposait, en conséquence, de la manière la plus formelle à l'acte de visite que l'on voulait exercer sur son bâtiment, et qu'il ne céderait pas que devant l'emploi de la force.

Sur cette déclaration, l'embarcation Anglaise regagna "l'Alecto," mais elle revint quelques instants après, portant deux officiers, le même Délégué Libérien, un policeman noir, et huit matelots ; tous étaient armés. Malgré les nouvelles observations du Capitaine Chevalier et du Représentant de l'Administration, un des officiers Anglais annonça qu'il allait, d'après l'ordre du Commandant du navire de Sa Majesté Britannique "l'Alecto," visiter de force "le Phénix." Ecartant un pavillon Français que M. Chevalier avait fait placer devant l'échelle du bord comme dernière protestation contre la violence dont on le menaçait, les deux officiers Anglais, le Délégué Libérien, et le policeman, montèrent en armes sur le pont du "Phénix," tandis que les hommes restés dans le canot avaient leurs sabres dégainés et le revolver au poing. Ils exigèrent

la production de tous les papiers du navire, des pièces Ministérielles relatives à sa mission de recrutement, ainsi que des instructions adressées au Délégué de l'Administration dont ils méconnaissent ainsi le caractère, et procédèrent ensuite à l'interrogatoire des onze engagés qui étaient à bord. Ceux-ci répondirent qu'ils y étaient venus librement, sauf un seul, le nommé Sévé, qui ayant pris part à la révolte qui a eu lieu sur la "Regina Coeli," avait été capturé par un Chef de la Côte, lors de son évasion de ce bâtiment, et racheté par le Capitaine Chevalier dans l'intention de le remettre à l'autorité Française. Cette homme ayant déclaré qu'il avait été amené de force sur "le Phénix," et qu'il désirait retourner à terre, le Délégué Libérien, sans tenir compte des protestations de M. Chevalier et de M. Boute, fit prendre le noir dans l'entrepont, et le fit descendre dans le canot Anglais, s'engageant seulement à rembourser le prix de son rachat, ce qui eut lieu en effet ensuite par la remise d'une somme de 150 francs. A la demande que le Commandant du "Phénix" fit alors à l'officier Anglais et au Délégué Libérien, à savoir s'ils étaient bien convaincus de la nationalité et de la régularité de ses expéditions, ils répondirent que "oui." Le Capitaine fut averti un peu plus tard qu'il lui était interdit de communiquer avec la terre, sous peine de voir faire feu sur ses embarcations, attendu qu'il devait considérer tous les points de cette partie de la côte comme dépendant du territoire de la République de Libéria ou du territoire Anglais. M. Chevalier fut ainsi obligé d'appareiller, en laissant à terre sept émigrants dont il avait payé l'engagement dans la matinée, et que les Chefs ne purent envoyer à son bord à cause de la présence du croiseur Anglais.

Je vous prie, M. le Maréchal, de porter les faits qui précèdent à la connaissance du Cabinet de Londres, et pour que les circonstances dans lesquels ils se sont produits puissent être, de sa part, l'objet d'une appréciation exacte, je vous invite à laisser copie de la présente dépêche au Principal Secrétaire d'Etat de Sa Majesté Britannique. Je ne doute pas que Lord Malmesbury ne considère l'acte de visite que M. le Commandant James Hunt s'est cru permis à l'égard du "Phénix," comme un incident d'une extrême gravité et qui appelle la plus sévère répréhension. Je ne crois pas nécessaire, après en avoir exposé les détails, d'en faire autrement ressortir le regrettable caractère; je me bornerai seulement à constater que c'est la seconde fois que le même Officier de la Marine de Sa Majesté Britannique met le Gouvernement de l'Empereur dans l'obligation de réclamer contre sa conduite.

Agréez, &c.
(Signé) A. WALEWSKI.

(Translation.)

M. le Maréchal,

Paris, March 1, 1859.

THE French ship "Phénix," employed in recruiting labourers on the West Coast of Africa, in pursuance of a warrant granted by the Government of the Emperor, has been subjected to an armed visit by officers of the English vessel "Alecto" under the following circumstances:—

The instructions given by the Commander of Gorée and its dependencies to M. Chevalier, the captain of the "Phénix," and to M. Boute, naval surgeon, who had been appointed to superintend the operations, in the capacity of agent of the French Government, enjoined them not to recruit on the territory of the Liberian Republic, nor in the English possessions. In conformity with these orders, Captain Chevalier had gone, on the 9th of November last, to the moorings of Mannarock, nine miles north-west of the Great Cape of Monte, and about seven miles west of the village of Mannarock; he was thus outside the waters of the Galinas Coast and of those of the Republic of Liberia, of which Cape Monte is the northern boundary, according to the French and English charts. In order that there might be no doubt upon this point, M. Boute questioned the Chiefs of the coast. They all assured him that Cape Monte was actually the northern boundary of the Republic of Liberia, and that they were in no way dependent upon that State. The entire absence of any agent of the Liberian Government upon that part of the coast was an additional confirmation of all these indications.

On the 13th November, a boat from Her Britannic Majesty's steam-sloop "Alecto," Captain James Hunt, which had arrived and anchored between the land and the "Phénix," directed itself towards the French ship, which had hoisted her colours. When this boat was within hail, Captain Chevalier asked the English officer who was on board, what was the object of his visit. A black, out of uniform, who was beside the English officer, answered that he was sent by the President of the State of Liberia to visit the ship and ascertain the nature of the operations in which she was engaged upon that part of the coast belonging to the Republic. Captain Chevalier again addressed the English officer,

and the following interchange of questions and answers took place between them:—
 “Are you coming to visit me?” “Yes.”—“Am I in the water of an English Possession?”
 “No.”—“Do you recognize my colours?” “Possibly; but I am under orders to visit
 you.”—“Does not the adoption of the Treaties of 1831, 1833, 1845, forbid you to visit
 a French vessel, especially when out of the recognized territory?” “That does not
 concern me.”

Captain Chevalier also remarked to the Liberian Delegate that he was not upon a
 recognized point of the territory of Liberia; that, being moored at a great distance
 from the shore, he was on the high seas, adding, that in consequence he resisted, in the
 most formal manner, the proposed visitation of his ship, and that he should only yield to
 compulsion.

Upon this declaration the English boat rejoined the “Alecto,” but returned a few
 moments later, carrying two officers, the same Liberian Delegate, a black policeman, and
 eight sailors; these were all armed. Notwithstanding the renewed observations of
 Captain Chevalier, and of the representative of the Government, one of the English
 officers announced that, in compliance with the orders of the Commander of Her Britannic
 Majesty’s ship “Alecto,” he was about forcibly to visit the “Phénix,” putting aside a
 French flag which M. Chevalier had caused to be placed before the boarding ladder as a
 last protest against the violence with which he was threatened; the two English
 officers, the Liberian Delegate, and the policeman mounted, armed, upon the deck of the
 “Phénix,” while the men who remained in the boat had their cutlasses drawn, and their
 revolvers in their hands. They demanded the production of all the ship’s papers, of the
 ministerial documents relating to her recruiting mission, as also of the instructions
 addressed to the representative of the Government, whose character they therefore failed
 to recognize, and next proceeded to examine the eleven “engagés” who were on board.
 These answered that they had come there freely, except one, the man Sévé, who, having
 been engaged in the mutiny which took place, on board the “Regina Cœli,” on his
 escape from that vessel had been captured by a Chief of the coast, and repurchased by
 Captain Chevalier, with the intention of handing him over to the French authorities.
 This man having declared that he had been taken by force on board the “Phénix,” and
 that he wished to return to land, the Liberian Delegate, disregarding the protests of
 M. Chevalier and M. Boute, caused the black to be seized between decks, and made him go
 down into the English boat, undertaking only to reimburse the price of his purchase,
 which was afterwards done by the remission of a sum of 150 francs. To the question
 which the Commander of the “Phénix” then addressed to the English officer and to the
 Liberian Delegate, as to whether they were satisfied of his nationality, and of the regu-
 larity of his instructions, they answered, “Yes.” The Captain was warned a little later
 that he was forbidden to communicate with the land, under penalty of his boats being
 fired upon, inasmuch as he was to consider all the points of that part of the coast as
 dependencies of the Republic of Liberia or of the English territory. M. Chevalier was
 thus obliged to set sail, leaving on shore seven emigrants, for whose engagement he had
 paid in the morning, and whom the Chiefs could not send on board on account of the
 presence of the English cruisers.

I beg you, M. le Maréchal, to bring these facts to the knowledge of the Cabinet of
 London, and, in order that the circumstances under which they occurred may be justly
 appreciated by them, I invite you to leave a copy of this despatch with the Principal
 Secretary of State of Her Britannic Majesty. I do not doubt that Lord Malmesbury
 will regard the act of visitation which Commander James Hunt thought himself justified
 in exercising in the case of the “Phénix” as an occurrence of extreme gravity, and
 calling forth the most severe reprehension. I do not think it necessary, after exposing
 the details of this occurrence, to enlarge upon its deplorable nature. I will confine
 myself to stating, that it is the second time that the same officer of Her Britannic
 Majesty’s Navy has placed the Government of the Emperor under the necessity of
 appealing against his conduct.

Receive, &c.
 (Signed) A. WALEWSKI.

Inclosure 3 in No. 59.

The Earl of Malmesbury to the Duke of Malakoff.

M. le Maréchal,

Foreign Office April 22, 1859.

I HAVE the honour to acknowledge the receipt of your Excellency’s note of the
 4th ultimo, inclosing a copy of a despatch from Count Walewski, relative to the

proceedings of Commander Hunt, of Her Majesty's ship "Alecto," in forcibly visiting the French ship "Phoenix," off the African Coast, in the month of November last; and I beg leave to acquaint your Excellency that I did not fail to transmit copies of your communications to the Admiralty, with a request that Commander Hunt might be called upon for an explanation of his proceedings in this matter.

Some delay has, however, unavoidably taken place in replying to your Excellency's note, in consequence of the "Alecto" being no longer in commission, and Commander Hunt having felt it necessary to call upon some of the officers who served under him to confirm certain statements which he has made in defence of his proceeding in this case.

I will, however, at once state to your Excellency, that Her Majesty's Government do not pretend to justify Commander Hunt's conduct in this matter. On the contrary, they greatly regret that this officer should, although without any intention of offering an affront to the French flag, have given, by his proceedings, just cause of complaint on the part to the Imperial Government. For these proceedings the Admiralty have reprimanded and admonished Commander Hunt, and Her Majesty's Government acknowledge that an apology is due, and they trust that it will be accepted in the same frank manner in which it is now tendered by Her Majesty's Government.

Although, however, Her Majesty's Government disavow the proceedings of the Commander of the "Alecto" in visiting the "Phoenix," I think it right that the Imperial Government should know that Commander Hunt's account of what passed on this occasion is very different from that given by M. Chevalier, the Commander of the "Phoenix."

Commander Hunt states, that the "Phoenix" was not boarded until all other measures had failed to ascertain her nationality; and he adds, that he thought he had good reason to suspect the nationality of this vessel:—

1. From information received by Colonel Payne, the Attorney-General at Liberia, that a vessel at Manna Rock was receiving slaves, and not emigrants, which information was corroborated by a white man and another person, detained in a canoe, who confessed that they had assisted to put slaves on board, bound and tied;

2. Because the Master of the "Phoenix" refused, when repeatedly requested before being boarded, to show papers, register of authority of any kind, over the side of his vessel, which Commander Hunt states would have quite satisfied the officer sent to ascertain her nationality, and have prevented his going on board; and—

3. Because, knowing that French vessels were prohibited by their instructions from shipping emigrants from the Liberian territory, he did not believe that a French vessel legally authorized would have been found in the act of shipping negroes from what he believed to be the shores of that country.

Commander Hunt moreover states, and his statement is confirmed by the Master of the "Alecto," and by the log of that vessel, that the place where the "Phoenix" was anchored was within two miles of the shore, and, therefore, within Liberian waters; and he adds, that M. Chevalier must have been fully aware of this fact, from his having, when engaged in procuring emigrants on a former voyage, asked and obtained permission from the Liberian authorities to ship emigrants from Manna Rock, the very place where he was engaged in procuring them when he was boarded by an officer from the "Alecto."

It would indeed appear to be evident that Manna Rock is acknowledged by the French authorities on the African Coast to be within the Liberian territory, from the fact that Commodore Protet, in a conversation which he had with Commodore Wisc, informed that officer that he, Commodore Protet, had caused the Governor of Gorée to be suspended and sent to France, for sending the "Phoenix" to Manna Rock in the face of peremptory orders against vessels being sent to the Liberian Coast for emigrants.

The statement contained in Count Walewski's despatch, with regard to the boat's-crew that conveyed the British Officers and the Liberian Attorney-General on board the "Phoenix," being ready with drawn cutlasses and revolvers, is most positively denied by Commander Hunt, as is also the statement that the Liberian Attorney-General forcibly seized, and, notwithstanding the protests of M. Chevalier and the Surgeon of the "Phoenix," took out of that vessel one of the emigrants who had taken part in the revolt on board the "Regina Cœli;" the facts being, as regards the boat that visited the "Phoenix," that the crew, consisting of six, and not eight men as stated, remained quietly in the boat; the only persons who boarded the "Phoenix" besides the officer who made the visit, and who carried his side arms, being Mr. Coates, the Second Master of the "Alecto," the Liberian Attorney-General, the Interpreter, and a Policeman, who were all unarmed.

As regards the examination of the emigrants, and the removal of one of them from the "Phoenix," Commander Hunt asserts most positively that the officers were invited by M. Chevalier and others to see the recruits, and that the boy was not forcibly taken out of the ship, but that, on the contrary, that it was on M. Chevalier's own offer, suggestion and permission, that the boy was received into the boat; and it appears, moreover, that Colonel Payne's reason for ransoming this lad was because he recognized him as an apprentice belonging to a relation of his residing in Monrovia, from whence he had been kidnapped and sold to the French Agents, and in the first instance shipped on board the "Regina Cœli;" and who, after his escape from that vessel, had been a second time seized and put on board the "Phoenix."

I have, in conclusion, to observe, that the inquiry which has been made by Her Majesty's Government in this matter leaves little room for doubting that, except as to the fact of the "Phoenix" having been visited by a boat from Her Majesty's ship "Alecto," the circumstances of the visit, and the proceedings of Commander Hunt have been much misrepresented and exaggerated, and although, as I have already had the honour of stating to your Excellency, Her Majesty's Government do not pretend to justify Commander Hunt's conduct in this matter, they cannot but think that M. Chevalier and the Delegate on board the "Phoenix" are both of them open to blame for not having at once, when the "Alecto's" boat was alongside, made known the fact that the "Phoenix" was a Government ship with a Delegate on board.

Had they done so, Commander Hunt states that he would not have proceeded as he subsequently did, to verify the ship's nationality. By the failure of the French Officers to make known the true character of their vessel they, in the opinion of Her Majesty's Government, laid a trap for Commander Hunt, into which he allowed himself to fall.

I think it right to add, with reference to the last paragraph of Count Walewski's despatch, in which he states that this is the second complaint made by the Imperial Government against the Commander of the "Alecto," that on the former occasion the complaints made were against the Officers in Command of the "Alecto's" boats on detached service, when they were under the orders of another cruiser, and for which, therefore, Commander Hunt could not be held responsible.

I am, &c.
(Signed) MALMESBURY.

No. 60.

The Earl of Malmesbury to Earl Cowley.

My Lord

Foreign Office, May 14, 1860.

WITH reference to my despatch of the 17th of February last, I transmit herewith for your Excellency's information, a copy of a despatch from Mr. Lawless, Her Majesty's Consul at Martinique,* reporting the arrival at that island of the French ship "Dahomed," belonging to Messrs. Régis, with labourers from the Coast of Africa; and also announcing the departure from Martinique of the "Ville d'Aigues Mortes," belonging to the same owners, for a further supply of African labourers.

I am, &c.
(Signed) MALMESBURY.

No. 61.

The Earl of Malmesbury to Earl Cowley.

My Lord,

Foreign Office, June 4, 1859.

WITH reference to my despatch of the 14th ultimo, I inclose for your Excellency's information a copy of a despatch from Her Majesty's Consul at Martinique,† reporting the departure from thence of the screw-steamer "Dahomed" for the African Coast, with a view to procure a further supply of African labourers to be introduced into Martinique, and into the neighbouring Island of Guadaloupe.

I am, &c.
(Signed) MALMESBURY.

* No. 76.

† No. 77.

No. 62.

Lord J. Russell to Earl Cowley.

(Extract.)

Foreign Office, June 30, 1859.

I INCLOSE for your Excellency's information a copy of one letter and extracts of two others from Captain Rigby, the British Agent at Zanzibar, to the Secretary to the Government of Bombay, which have been communicated to me by the Secretary of State for India, containing information respecting the proceedings of the French at Zanzibar and on the East Coast of Africa in connection with the Slave Trade.

Inclosure 1 in No. 62.

Captain Rigby to Mr. Anderson.

Sir,

Zanzibar, December 24, 1858.

WITH reference to my letter to your address, dated the 13th instant, reporting the arrival in this port of the French ship "Alexandre," of La Réunion, having on board about 300 slaves of both sexes, I have the honour to report, that I have since ascertained from personal observation, that the majority of the slaves on board are young children of both sexes, of ages varying from five to twelve years, and also several females with children at the breast.

2. I therefore beg to report this circumstance for the information of the Governor in Council, as I believe that the French authorities justify the Traffic in Slaves now carried on under the French flag, on the East Coast of Africa, under the pretence of the negroes exported being free labourers or "engagés," who willingly bind themselves to serve for a term of years in French Colonies.

3. The French ship "Alexandre" has been condemned as unseaworthy and sold here, and the slaves transferred on board the schooner "Glorieuse," which, though owned by a French merchant of this port, is under the flag of his Highness the Sultan Said Majid; immediately I became aware of the slaves having been thus transferred, I expressed to his Highness my hope that he would not allow the French to convey these slaves away in any vessel under his flag, when I was pleased to find that his Highness had already, immediately on being made aware of the transfer, intimated to the owners of the "Glorieuse," that he would deprive her of his flag and papers if she attempted to leave the port with these negroes on board, and similar notice has been given to the owners of all buggalows belonging to the port.

4. The Customs' Master at this port informs me that upwards of 30,000 English sovereigns have been remitted here within the last few months from the small ports on the Coast of Africa, situated to the south of this; as no direct trade is carried on at these ports with any foreign ships, this money can only have been received in payment for slaves, and estimating the price paid at twenty dollars per head, this would show that nearly 8,000 slaves have been purchased this season from this part of the coast alone.

I have, &c.

(Signed)

C. P. RIGBY, *Captain,*
British Agent, Zanzibar.

Inclosure 2 in No. 62.

Captain Rigby to Mr. Anderson.

(Extract.)

Zanzibar, March 16, 1859.

I HAVE the honour to report for the information of the Governor in Council, the following circumstances relative to the Slave Trade carried on under the French flag on the East Coast of Africa.

2. About twenty days ago, I was informed by the Customs' Master at this port that three French ships had arrived at Kivingia, a small port on the East Coast of Africa, situate within the Zanzibar dominions, in about 8° 40' south latitude, and which is the destination of all the slave caravans coming from the interior and from the Lake Wanyassa, and from whence they are shipped to Zanzibar and other

places within the [Zanzibar dominions. He informed me that two of these French vessels had come for the purpose of procuring slaves, and that the third vessel was a French brig-of-war; that the inhabitants remonstrated with the French, and informed them that the sale of slaves to any foreigners was strictly forbidden by the Sultan, and that the Commanders of the French slavers pointed to the brig-of-war, saying that they were authorized by the French Government to purchase slaves, and that the ship-of-war had come there purposely to protect them in procuring negroes, and to prevent any interference with them in so doing.

This information has since been fully confirmed.

This open violation of the orders of the Sultan of Zanzibar, and the presence of a French ship-of-war for the protection of a Traffic which his Highness has firmly resisted every attempt on the part of the French to establish, has caused considerable excitement amongst the inhabitants here, and made a painful impression on his Highness, who immediately on receiving a report on the subject from the Governor of Keelwa, despatched his yacht to Keelwa, with an order to the Governor, strictly forbidding the sale of slaves to the French, and also a proclamation to the inhabitants of Kivingia and Keelwa, and at the same time I sent a proclamation in the Guzaráté language to the same effect, addressed to the Banians and other Indian residents at the ports.

Two French slave ships recently arrived at Zanzibar from La Réunion for the purpose of secretly procuring cargoes of negroes, but finding that the cholera was raging here, they left without cargoes. One of these, the "La Gironde," has gone to Muscat and Bombay, the other sailed to the south, to procure negroes from the Comoro Isles. At the time these vessels were in this port, a steamer under French colours was seen cruising about to the north of the Island of Zanzibar, near the Island of Pemba, and the main land, evidently for the purpose of procuring slaves. I have heard for some time past that a steamer is employed in the Traffic for the purpose of conveying slaves from the coast of Africa to the slave depôts at Noss-Beh and Mayotta.

A few days ago I received information from Mozambique that at Mamomba, on the west coast of Madagascar, six French vessels were shipping slaves, that three of these vessels were totally wrecked there during a violent hurricane on the 13th of February last, and that some men of their crews were murdered by the natives.

The proceedings of French slave-ships on the coast of Madagascar are creating a deadly feeling of hatred against all white men amongst the population of that coast, and have caused a stoppage of all trade. About a year ago, a French vessel was seized and burnt by the natives to the north of Manomba, and all the crew put to death, owing to the natives of one tribe kidnapping those of other tribes to convey on board the French ships.

The American Consul at this port informs me that he has also made representations to his Government regarding the French Slave Trade, and the injury it is inflicting on the commerce of this port.

Inclosure 4 in No. 62.

Captain Rigby to Mr. Anderson.

(Extract.)

April 4, 1859.

ON the 21st March, the day before the arrival of the "Assaye," the French Imperial schooner "L'Estafette," six guns, arrived here from Keelwa Kevanzia, a small port on the coast of Africa, within the Zanzibar dominions, where she had been for some time openly protecting two French slavers in procuring slaves, in violation of the Sultan's authority and laws.

On the 29th March, the French corvette "Cordelière," 20 guns, with the broad pendant of Commodore le Vicomte A. Heurist de Langlé, commanding the French Naval Division on the East Coast of Africa, arrived here from Mayotta.

No. 63.

Lord J. Russell to Earl Cowley.

(Extract.)

Foreign Office, July 9, 1859.

I HAVE to instruct your Excellency to bring under the serious attention of the French Government the conduct pursued by their agents in Zanzibar.

The proceedings of those agents, as far as regards the Slave Trade, appear to be at variance with the orders of the Emperor Napoleon, that the Slave Trade transactions which had been begun on the Eastern Coast of Africa should be discontinued; but further, your Excellency will explain to Count Walewski that the Imaum of Muscat enjoys the friendship of the British Government, and that the British Government takes a strong interest in his welfare and in his being free from molestation, and that the Imaum is bound by his engagements with Great Britain to prevent Slave Trade from being carried on by his subjects or within his dominions.

No. 64.

Earl Cowley to Lord J. Russell.—(Received July 30.)

My Lord,

Paris, July 29, 1859.

WITH reference to your Lordship's despatches of the 9th and 25th instants, I have the honour to inform you that, in compliance with your Lordship's instructions to bring the matters therein referred to under Count Walewski's notice, I have placed in his Excellency's hands two memoranda, stating the principal facts which your Lordship is desirous should be made known to him.

I have, &c.

(Signed) COWLEY.

No. 65.

Lord J. Russell to Earl Cowley.

My Lord,

Foreign Office, August 1, 1859.

I INCLOSE, for your Excellency's information, the accompanying extract of a letter from Commodore Wise,* containing information respecting the proceedings of French agents in the Congo river in connection with their African Emigration Scheme.

I am, &c.

(Signed) J. RUSSELL.

No. 66.

Lord J. Russell to Earl Cowley.

My Lord,

Foreign Office, August 27, 1859.

I TRANSMIT herewith, for your Excellency's information, an extract of a letter from Commodore Wise,† which has been communicated to me by the Admiralty, from which it would appear that the French Agents on the African coast have ceased to procure emigrants from the neighbourhood of Cape Mount, in the territories of the Republic of Liberia.

I am, &c.

(Signed) J. RUSSELL.

* Class A, Inclosure in No. 113:

† Ibid., No. 116.

No. 67.

Lord J. Russell to Earl Cowley.

My Lord,

Foreign Office, September 10, 1859.

I TRANSMIT to your Excellency herewith, for your information, an extract of a despatch from Mr. Gabriel, Her Majesty's Commissioner in the Mixed British and Portuguese Commission established at Loanda,* containing information respecting the proceedings of French Agents in Africa in relation to the French free emigration scheme, and the injurious effect which those proceedings have had on the commerce and well-being of these countries.

I am, &c.
(Signed) J. RUSSELL.

No. 68.

Earl Cowley to Lord J. Russell.—(Received September 19.)

(Extract.)

Paris, September 18, 1859.

I HAVE generally communicated to Count Walewski extracts from the different reports forwarded to me by your Lordship, relative to the working of the French scheme for procuring African labour. Yesterday Count Walewski placed in my hands a *note verbale*, answering some of the allegations made against French Agents, of which I do myself the honour to inclose a copy.

Inclosure in No. 68.

Note Verbale.

LE Gouvernement de Sa Majesté Britannique a communiqué au Gouvernement de l'Empereur, sous forme d'une note verbale, des informations provenant de la Côte Orientale d'Afrique, et ayant un caractère officiel, au sujet de recrutements de travailleurs effectués sur les territoires du Sultan de Zanzibar par des bâtiments de commerce Français.

Cette note tend à établir une similitude entre ces recrutements et des opérations de Traite, et résume en ces termes les différents points sur lesquels le Gouvernement de Sa Majesté Britannique croit devoir appeler, à raison des renseignements qu'il a reçus, l'attention du Gouvernement de l'Empereur :—

L'autorité du Sultan de Zanzibar, en ce qui concerne les efforts qu'il fait pour remplir consciencieusement ses engagements Conventionnels avec le Gouvernement Britannique au sujet du commerce des esclaves, est à dessein méconnue par les navires Français ;

Ces navires ne sont plus soumis à l'obligation d'avoir à bord un Délégué de l'Administration chargé de prévenir les irrégularités dans l'embarquement des noirs : on se procure ces noirs par un achat qui prouve qu'ils sont esclaves dans le vrai sens du mot et incapables de contracter un engagement volontaire pour servir dans les Colonies Françaises ; en certains cas, leur extrême jeunesse les met évidemment hors d'état de passer de semblables engagements ;

Le recrutement irrégulier de noirs pour les Colonies Françaises se fait sur une très grande échelle ;

Il est protégé par les navires de guerre de la Marine Impériale ;

Le commerce légitime en souffre partout, et s'en trouve même par suite complètement anéanti à Madagascar ;

La reconnaissance en dernier lieu du Sultan de Zanzibar par le Gouvernement Français et l'établissement dans ses eaux d'un Commandement Naval Français spécial, loin de mettre un terme à de telles calamités auront pour effet, on le craint, de les perpétuer par la pression morale, si non matérielle, qu'on exerce sur le Sultan ;

* Class A, Inclosure in No. 59.

Les procédés des Agents Français en ce qui a trait au commerce des esclaves paraissent être en contradiction avec la résolution de l'Empereur d'arrêter les opérations qui s'effectuaient à la Côte Orientale d'Afrique, et qui avaient motivé des représentations.

La note verbale remise par son Excellence le Comte Cowley a été examinée avec l'attention prêtée en toute circonstance aux communications du Cabinet de Londres, et c'est après avoir pris tous les renseignements nécessaires pour être édifié sur les faits qu'elle signale, qu'on va répondre aux assertions énumérées ci-dessus, selon l'ordre dans lequel elles ont été remises.

Il n'est pas exact de dire que les navires de commerce Français ont méconnu a dessein le pouvoir du Sultan de Zanzibar dans leurs opérations de recrutement. Autorisés antérieurement à engager des noirs par voie de rachat, ils ont mit à profit la facilité qu'ils ont trouvée sur plusieurs points de la côte à racheter des mains des Scheiks Arabes des noirs qui étaient en état d'esclavage, mais loin de vouloir donner à ces opérations, légales jusqu'au moment où l'Empereur en a prescrit l'interruption, le caractère d'une atteinte à l'autorité du Sultan de Zanzibar, ils ont chaque fois acquitté les droits de douane dus pour l'embarquement des enrôlés.

En ce qui concerne le fait que des Délégués de l'Administration Française ne surveilleraient plus les recrutements et le peu de moralité qui présiderait aux engagements, on est fondé à répondre que ces allégations perdent toute vraisemblance en présence des instructions précises et répétées émanées du Gouverneur de la Réunion à l'effet d'entourer le recrutement des garanties les plus sérieuses de moralité et d'en assurer en toute circonstance le contrôle par des Agents spéciaux.

Quant au nombre des enrôlements irréguliers de noirs qui s'effectueraient pour les Colonies Françaises, il est difficile qu'il ait été aussi considérable qu'on l'affirme, attendu que le recrutement par voie de rachat n'était permis par le Gouverneur de la Réunion que sur un très-peu nombre de points déterminés, et qu'en outre l'autorisation de s'y rendre dans ce but n'était accordée que sous certaines précautions et à un nombre de navires très-restreint.

L'allégation que les navires de guerre de la Marine Impériale protégeraient le recrutement irrégulier des noirs ne saurait être admise un instant. Les engagements par voie de rachat étant licites jusqu'à la détermination prise l'année dernière par Sa Majesté Impériale, ils ont en effet dû avoir lieu sous les yeux de navires de guerre Français, mais la présence de ces bâtiments, loin d'être de nature à provoquer des observations, témoignait de la surveillance exercée en pareil cas, conformément aux intentions du Gouvernement Français.

Aucun fait, aucun renseignement personnels ne lui ont jusqu'ici révélé d'ailleurs le tort que les opérations du recrutement sont supposées avoir fait au commerce légitime, et il ne s'expliquerait guère ce préjudice d'après le petit nombre de points sur lesquels, ainsi qu'on l'a dit ci-dessus, les engagements par voie de rachat étaient autorisés.

Les appréhensions exprimées à l'occasion de la reconnaissance du Sultan de Zanzibar par le Gouvernement Impérial et du Commandement des Forces Navales Françaises à la Côte Orientale d'Afrique, dont un officier supérieur a été investi par une décision récente, ne subsisteront sans doute plus après les éclaircissements dans lesquels on va entrer sur ces deux points. Le Commandement Naval dont il s'agit n'est pas une création nouvelle ; confondu antérieurement avec les fonctions de Gouverneur de la Réunion, il en a été détaché comme rentrant dans les attributions du Ministère de la Marine, lorsqu'on a distrait de ce Département le service des Colonies pour en faire un Ministère à part. Il n'y a donc eu dans le fait signalé qu'une mesure motivée par un remaniement d'administration intérieure et n'ayant en elle-même aucun sens particulier. A l'égard de la reconnaissance du Sultan de Zanzibar, l'interprétation qu'on lui donne n'est justifiée par aucun des actes du Commandant de la Division Navale Française ou du Consul de Sa Majesté Impériale à Zanzibar. Ce dernier Agent n'est intervenu dans les différends du Sultan Seid Medjid avec son frère de Muscate, Seid Towein, que pour conseiller un accommodement, alors que le Consul d'Angleterre, Mr. Rigby, tendait au contraire, par son attitude, à mettre obstacle à la reconciliation des deux frères. On serait en mesure de fournir à ce sujet des détails très-précis, si on ne désirait éviter d'entrer ici dans des récriminations contre le Consul de Sa Majesté Britannique. Le Commandant de la Division Navale Française n'a pas suivi une autre ligne de conduite que le Consul de l'Empereur ; il a tenu comme lui, dans les rapports qu'il a été amené à avoir avec le Sultan, le langage le plus conciliant, et le plus conforme au respect dû à son autorité. L'un et l'autre ont agi, en cela, selon les vues désintéressées du Gouvernement de l'Empereur. La reconnaissance du Sultan de Zanzibar n'a été, pour ainsi dire, que la démarche ordinaire de courtoisie motivée par un avènement, et dont le Gouvernement

de Sa Majesté Britannique s'est acquitté le premier comme il était naturel de le faire. Elle a été seulement retardée en ce qui concerne le Gouvernement de l'Empereur par des circonstances indépendantes de sa volonté et tenant à l'éloignement de Zanzibar.

En réponse, en dernier lieu, à ce qui est allégué de la contradiction apparente existant entre les ordres de l'Empereur et les actes des Agents de son Gouvernement, on fera observer qu'elle tient uniquement à la date à laquelle se rapportent les informations sur lesquelles la note verbale Anglaise a été rédigée. Jusqu'au commencement de la présente année, les opérations par voie de rachat étaient, en effet, parfaitement autorisées, et le Gouvernement Britannique n'avait pas été tenu dans l'ignorance de la manière d'agir de l'Administration Française à cet égard. Mais les instructions envoyées dans les premiers jours de Janvier ont formellement interdit pour l'avenir les entreprises de cette nature précédemment permises à la Côte Orientale d'Afrique. Seulement un certain nombre de navires déjà partis, au moment où ces ordres sont arrivés à la Réunion, ont dû poursuivre et terminer leurs opérations. Mais aucun autre bâtiment n'a été ni ne sera autorisé à entreprendre des opérations de cette nature, et le Commandant des Forces Navales de Sa Majesté Impériale à la Côte Orientale d'Afrique sera de nouveau invité à tenir rigoureusement la main à l'exécution des instructions du Gouvernement Français.

Septembre 1859.

(Translation.)

HER Britannic Majesty's Government has communicated to the Government of the Emperor, in the form of a *note verbale*, information coming from the East Coast of Africa, and bearing an official character, on the subject of the recruitment of labourers carried on in the territories of the Sultan of Zanzibar by French merchant-vessels.

This note tends to establish a similarity between these recruitments and Slave Trade operations, and sums up in these terms the different points to which Her Britannic Majesty's Government think it their duty, in consequence of information which they have received, to call the attention of the Government of the Emperor:—

The authority of the Sultan of Zanzibar with reference to the efforts which he makes conscientiously to fulfil his constitutional engagements with the British Government on the subject of the Slave Trade, is designedly ignored by French vessels.

These vessels are no longer submitted to the obligation of having on board a Government officer, whose duty it is to prevent irregularities in the shipment of negroes. These negroes are procured by a purchase, which proves that they are slaves in the true sense of the word, and incapable of entering into a voluntary engagement to serve in the French colonies; in some cases their extreme youth evidently incapacitates them for making such engagements.

The irregular recruitment of negroes for the French colonies is conducted on a very great scale:

It is protected by ships of war of the Imperial navy.

Legitimate commerce suffers from it everywhere, and at Madagascar is even completely annihilated in consequence.

Lastly, the recognition of the Sultan of Zanzibar by the French Government, and the establishment in his waters of a special French naval command, so far from putting an end to these calamities, will, it is feared, have the effect of perpetuating them by the moral, if not natural, coercion which is exercised against the Sultan.

The proceedings of French agents, with reference to the Slave Trade, appear to be in contradiction of the resolution of the Emperor to stop the operations which were effected on the East Coast of Africa, and which had given rise to representations.

The *note verbale* communicated by his Excellency the Earl Cowley has been examined with that attention which is always given to the communications of the English Cabinet; and it is after having made all the inquiries necessary in order to be instructed upon the facts which that note points out that the assertions enumerated above will be answered in the order in which they were communicated.

It is not correct to say that French merchantmen have designedly ignored the power of the Sultan of Zanzibar in their recruiting operations. Having been formally authorized to engage negroes by repurchasing them, they have turned to account the facility which they have found in several points of the west for repurchasing from the Arab Scheiks negroes who were in a state of slavery; but far from wishing to give to these operations (which were legal until the Emperor forbade their continuance), the character of an

attempt against the authority of the Sultan of Zanzibar, they have always paid the Custom-house dues for the shipment of the labourers engaged.

With regard to the fact that the officers of the French Government no longer superintend the recruitments, and the want of morality attending the engagements, there is foundations for answering that these allegations lose all probability when contrasted with the precise and repeated instructions issued by the Governor of Réunion, in order to surround the recruiting system by the most serious guarantees of morality, and in every circumstance to insure its control by special agents.

As for the number of irregular recruitments effected for the French colonies, it can hardly have been as considerable as is stated, inasmuch as the system of recruiting by means of repurchasing was only allowed by the Government of Réunion at a very small number of fixed places, and that, besides, authority to sail to those places for that purpose was only granted under certain precautions, and to a very limited number of vessels.

The assertion that the ships of war of the Imperial navy protect the irregular recruitments of negroes cannot be for a moment admitted. The engagements by repurchase being licit until the determination adopted last year by His Imperial Majesty, they must certainly have taken place under the eyes of French men-of-war, but the presence of these vessels, far from being of a nature to provoke remonstrance, marked the watch which was kept up on these occasions, in conformity with the intentions of the French Government.

No fact, no personal inquiry has as yet revealed to the French Government the injury supposed to have been done to legitimate commerce by the recruiting operations, and they cannot explain to themselves how this prejudice to trade can have arisen when they take into consideration the small number of places (as above-stated) at which engagements by means of repurchase were authorized.

The apprehensions expressed on the occasion of the recognition of the Sultan of Zanzibar by the Imperial Government, and of the command of the French naval forces on the East Coast of Africa, with which an officer of high rank was invested by a recent decision, will no doubt disappear after the explanations which will be entered into upon these two points. The naval command in question is not a new creation; combined formerly with the functions of the Governor of Réunion, it was separated from them as coming under the Naval Department, when the Colonial service was detached from the Admiralty in order to be made a separate department. Thus the fact pointed out was only a measure caused by a reorganization of internal administration, and not having any peculiar meaning in itself. With regard to the recognition of the Sultan of Zanzibar, the interpretation given to it is justified by none of the acts of the Commander of the French Naval Division or of His Imperial Majesty's Consul at Zanzibar. This last agent only interfered in the differences between the Sultan Seid Mudjid and his brother of Muscat, Seid Jowein, at a time when the English Consul, Mr. Rigby, was, on the contrary, tending, by the attitude which he assumed, to throw obstacles in the way of a reconciliation between the two brothers. We should be in a position to furnish very precise details on this subject, did we not wish to avoid here to enter upon recriminations against Her British Majesty's Consul. The Commander of the French Naval Division did not adopt a line of conduct different from that of the Imperial Consul. Like him, in his relations with the Sultan, he has held the most conciliatory language in conformity with the respect due to the Sultan's authority. Both have acted in this in accordance with the disinterested views of the Imperial Government. The recognition of the Sultan of Zanzibar has been only, so to say, the ordinary act of courtesy consequent upon an accession, which the British Government was, as was natural, the first to perform. It was only retarded in the case of the Imperial Government by circumstances over which they had no control in connection with the distance of Zanzibar.

Lastly, in answer to the allegations respecting the apparent contradiction existing between the orders of the Emperor and the acts of the Agents of his Government, it must be remarked that it only applies to the date which tallies with the information upon which the English *note verbale* was drawn up. Up to the beginning of the present year, operations by means of repurchase were certainly perfectly authorized, and the British Government had not been kept in ignorance of the mode of action of the French Government in this respect. But the instructions issued early in January formally forbade for the future enterprises of that nature which were formerly allowed on the East Coast of Africa. Only a certain number of vessels which had already left when these orders arrived at Réunion must have pursued out and concluded their operations. But no other vessel was, nor will be, authorized to undertake operations of this nature

and the commander of His Imperial Majesty's naval forces on the East Coast of Africa will be again invited vigorously to carry into effect the instructions of the French Government.

September 1859.

No. 69.

Lord J. Russell to Earl Cowley.

My Lord,

Foreign Office, October 5, 1859.

I TRANSMIT herewith for your Excellency's information an extract of a despatch from Dr. Livingstone, Her Majesty's Consul at Quilimane,* relative to the measures taken by French and Portuguese subjects to carry on the Slave Trade.

I am, &c.
(Signed) J. RUSSELL.

No. 70.

Lord J. Russell to Earl Cowley.

My Lord,

Foreign Office, November 5, 1859.

I INCLOSE for your Excellency's information a copy of a despatch from Her Majesty's Consul at Martinique,† reporting the arrival in that island of the French steamer "Stella," belonging to MM. Régis, with 562 African immigrants.

I am, &c.
(Signed) J. RUSSELL.

No. 71.

Lord J. Russell to Earl Cowley.

My Lord,

Foreign Office, November 26, 1859.

I INCLOSE for your Excellency's information a copy of a letter from the Commander of Her Majesty's ship "Lyra," containing information relative to the proceedings of the French at Zanzibar.‡

I am, &c.
(Signed) J. RUSSELL.

No. 72.

Lord J. Russell to Earl Cowley.

My Lord,

Foreign Office, January 26, 1860.

I INCLOSE herewith, for your Excellency's information, a copy of a despatch from Mr. Lawless, Her Majesty's Consul at Martinique,§ reporting the arrival in that island, from the Coast of Africa, of the vessels "Splendid" and "Tigre," with 846 negro immigrants.

I am, &c.
(Signed) J. RUSSELL.

* No. 136.

† No. 78.

‡ Class A, No. 162.

§ No. 80.

No. 73.

Lord J. Russell to Earl Cowley, February 11, 1860.

[See despatch of same date to Mr. Christie, No. 39.]

No. 74.

Earl Cowley to Lord J. Russell.—(Received February 12.)

My Lord,

Paris, February 11, 1860.

M. THOUVENEL has placed in my hands, with a request that I would call your Lordship's attention to the subject matter of it, a *note verbale*, of which I inclose a copy, complaining of the conduct of Mr. Rigby, Her Majesty's Consul at Zanzibar.

I have, &c.

(Signed) COWLEY.

Inclosure in No. 74.

Note Verbale.

LE Gouvernement de l'Empereur croit devoir appeler l'attention du Gouvernement de Sa Majesté Britannique sur la conduite regrettable que le Consul Anglais à Zanzibar, M. Rigby, a tenu dans une circonstance récente à l'égard d'un administré du Consulat Français, M. Mas.

Le navire Espagnol "Caridad," dont M. Mas était consignataire, étant arrivé à Zanzibar le 13 Novembre dernier, les papiers de ce bâtiment avaient été déposés au Consulat Français, et après s'être convaincu de leur régularité et de la légalité de l'opération commerciale pour laquelle la "Caridad" était envoyé à Zanzibar, le Consul de Sa Majesté Impériale avait chargé sa Chancellerie de l'expédition de ce navire. Mais les Autorités de Zanzibar firent des démarches répétées pour obtenir la remise des papiers de ce bâtiment, afin, disaient-elles, de les montrer à M. Rigby, qui représentait la "Caridad" comme venue à Zanzibar pour se livrer au Trafic des Noirs. Le Consul de France s'étant assuré, comme il le devait, qu'il n'en était rien, et ne pouvant admettre d'ailleurs que ses actes fussent soumis à un contrôle autre que celui de son Gouvernement, a dû nécessairement refuser de se dessaisir des papiers de la "Caridad." Le Consul de Sa Majesté Britannique a fait alors placarder sur le bâtiment de la Douane de Zanzibar un écrit signé de lui par lequel il désignait M. Mas comme faisant le Trafic des Noirs, et interdisait aux sujets Anglais d'avoir aucune relation avec ce négociant. Bien que rien dans les actes de M. Mas ne justifiait une semblable accusation, elle ne pouvait manquer de porter une grave atteinte à son crédit et à celui des deux maisons Françaises de Marseille dont il est le représentant. M. Cochet s'est donc vu dans le devoir de protester contre l'assertion de M. Rigby, et le lui à fait connaître. Le Gouvernement de l'Empereur n'hésite pas à penser que celui de Sa Majesté Britannique ne saurait approuver l'attitude du Consul de la Reine dans cette affaire—attitude si opposée aux bonnes offices que les Agents des deux pays doivent au contraire s'efforcer de se rendre réciproquement en toute circonstance, et qu'il le fera savoir à M. Rigby.

Février, 1860.

(Translation.)

THE Government of the Emperor feels bound to call the attention of Her Britannic Majesty's Government to the regrettable line of conduct which Mr. Rigby, the English Consul at Zanzibar, has pursued in a recent circumstance respecting M. Mas, an employé of the French Consulate.

The Spanish ship "Caridad," of which M. Mas was the consignee, having arrived at Zanzibar on the 13th of November last, the papers of that vessel had been deposited at the

French Consulate, and, after having satisfied himself of their regularity, and of the legality of the commercial business for which the "Caridad" had been sent to Zanzibar, His Imperial Majesty's Consul had ordered his Chancellerie to despatch that vessel. But the authorities of Zanzibar took repeated steps to obtain possession of these papers, in order, as they said, to show them to Mr. Rigby, who represented this vessel as having come to Zanzibar in order to engage in the Slave Trade. The French Consul having, as was his duty, assured himself that this was not the case, and it being besides impossible for him to admit that his acts should be submitted to any controul saving that of his own Government, was necessarily compelled to refuse to give up the papers of the "Caridad." Her Britannic Majesty's Consul, upon this, caused a document, signed by him, to be posted on the Custom-house building at Zanzibar, in which he denounced M. Mas as a slave-trader, and forbade English subjects to have any dealings with that merchant. Although nothing in M. Mas' actions justified such an accusation it could not fail seriously to injure his credit, and that of the two French houses at Marseilles which he represents. Mr. Corbet, therefore, found himself bound to protest against Mr. Rigby's assertion, and informed him accordingly. The Government of the Emperor has no hesitation in believing that Her Britannic Majesty's Government could not approve the conduct of Her Majesty's Consul in this affair, a conduct which is so opposed to the good offices which the Agents of the two countries ought, on the contrary, mutually to exert themselves to render one another on every occasion, and that they will make this known to Mr. Rigby.

February 1860.

No. 75.

Lord J. Russell to Earl Cowley.

My Lord,

Foreign Office, February 29, 1860.

I HAVE received your Excellency's despatch of the 11th instant inclosing a *note verbale* which was placed in your hands by M. de Thouvenel, complaining of the conduct of Colonel Rigby, Her Majesty's Consul at Zanzibar, in having caused a notice to be affixed to the walls of the Custom-house at that place, warning British subjects not to have any commercial dealings with a person named Buena Ventura Mas.

I transmit to your Excellency herewith copies of four despatches and of their inclosures, from Colonel Rigby,* giving a full account of this transaction, which I received almost simultaneously with your Excellency's despatch containing the French complaint.

The following is Colonel Rigby's version of this affair :—

On the 11th of November last, a brig, under Spanish colours, arrived at Zanzibar; she had no name painted on any part of her hull; her rigging was disguised; she carried eight guns on deck, which were not at the ports, but inboard for concealment; she was not consigned to any house at Zanzibar, and had no cargo on board; and it appeared evident to every nautical person that she was equipped for the Slave Trade. It was also ascertained that this vessel had come from Eboo, a port in the Portuguese territories on the East Coast of Africa, where the export of Slaves to Cuba, in vessels under the Spanish flag, is stated to have been carried on so extensively during the last few months as to have exhausted the supply of slaves.

The Sultan of Zanzibar, on becoming aware of the facts which induced suspicions as to the character of this vessel, sent the Captain of one of his ships of war to inspect her papers, when, the Master of the Spanish brig having stated that he had delivered them to the French Consul, the Sultan sent the same officer to the French Consulate to desire that he might be permitted to inspect the ship's papers, with a view to satisfy himself of her country and character.

The French Consul thereupon stated that the vessel, although under Spanish colours, was under French protection, and that he would not permit his Highness, or any of his authorities, to inspect her papers.

At this stage of the proceedings Buena Ventura Mas, who it seems is a Spaniard, residing at Zanzibar, though calling himself a French subject, and who is stated to be a notorious slave-dealer, announced to the Sultan of Zanzibar his intention of proceeding in the Spanish brig to the port of Lamoo, situated on the East Coast of Africa, within his Highness's dominions.

* Inclosures in Nos. 87 and 88.

M. Mas was thereupon told by his Highness that he would not permit the vessel to trade at any of his ports until the Commander had produced his papers, and satisfied the authorities that the vessel was a lawful trader.

A further application was then made by the Sultan to the French Consul, insisting on his right, as sovereign of the country, to satisfy himself of the character of every vessel coming to trade in his dominions, but the French Consul again refused to produce the ship's papers, and the brig sailed to Lamoo, with M. Mas on board, in spite of the Sultan having prohibited her from trading with his dominions.

As it is a matter of notoriety that the export of slaves for the Cuban market has been carried on to a considerable extent during the past year, from the East Coast of Africa, it cannot but be admitted that the refusal to produce this Spanish brig's papers was calculated to give rise to just suspicions with regard to the nature of the voyage on which the vessel was engaged; and the character of M. Mas, the agent who proceeded in her to Lamoo, was not such as to allay those suspicions.

Colonel Rigby states that about two years ago a brig called the "*Venus*," sailing under Spanish colours, touched at Zanzibar under the pretence of trading, and that M. Buena Ventura Mas embarked in her, and went to Lamoo where he procured 500 slaves, whom he shipped in the "*Venus*" for Havana. I may here observe, in corroboration of the above statement, that from information received by Her Majesty's Government from Mozambique and from Cuba, the Spanish brig "*Venus*" did actually land a cargo of slaves in that island in the year 1858, and that the slaves so landed had been procured from the East Coast of Africa.

Colonel Rigby further states that he has been informed by the Customs' Master at Zanzibar, that only a few months ago M. Mas sent a slave-dealer to the port of Keelwa, within the Zanzibar dominions, and provided him with money to purchase slaves—that the slave-dealer, an Arab, by name Salim Jubram, accordingly purchased 424 slaves on account of Mas, but that, in consequence of the vessel which was to export them having become disabled at sea, the slaves were, by order of Mas, taken to Lamoo, and that of the number originally purchased, only 199 survived the transfer from one port to the other, the remainder having died, and the survivors having been sold at Lamoo by order and on account of M. Mas.

It moreover appears that Mas obtained the money which he employed in his slave speculations at Keelwa, surreptitiously from a M. Bérard, a Frenchman, who is established as a merchant at Zanzibar, and who is stated to bear a strictly honourable character; and that M. Bérard, on learning that Mas was employing the money he had advanced in the purchase of slaves, repudiated the transaction.

M. Bérard informed Colonel Rigby that he did not complain to the French Consul because the latter would not attend to any complaints against M. Mas, but he stated that he had sent complaints to his own Government against M. Cochet, the French Consul, for undue partiality shown to Mas, to the prejudice of his, M. Bérard's, firm; and M. Bérard added that the Slave Traffic carried on by Mas is most injurious to the French trade at Zanzibar, as, with the profits arising from it, Mas is enabled to prevent any competition against him in the purchase of produce for shipment to France.

It was under the circumstances which I have described that Her Majesty's Consul issued the warning to British subjects which has given rise to the complaint of the French Government.

Her Majesty's Government feel convinced that, when M. de Thouvenel placed the *note verbale* in your Excellency's hands, the Imperial Government could not have been aware of the true character of Mas, and the nefarious transactions in which he has been engaged.

If, as Her Majesty's Government do not doubt is the case, Colonel Rigby's account of this affair is correct, Mas has, by his slave dealings, not only violated the laws of the country in which he is residing, but also the laws of France; and Her Majesty's Government feel assured that, whether he be a Spanish or French subject, his proceedings will not be either countenanced or supported by the Imperial Government.

It is not the intention of Her Majesty's Government to make any comments on the conduct of the French Consul at Zanzibar in employing in his Consulate, and giving his official support to, a person who has been notoriously engaged in the Traffic in Slaves, a conduct which can hardly be supposed to meet the approval of the French Government; but there is another matter with regard to which it may perhaps be opportune that you should request explanations from M. de Thouvenel.

In the "*Moniteur de la Colonisation*" of the 27th of January of last year, an official announcement appeared, to the effect that the Imperial Government had given directions that the recruitment of negro labourers on the East Coast of Africa for the colony of Réunion should be abandoned.

Your Excellency will perceive, from Colonel Rigby's despatches, that, up to the latest dates, French vessels have been engaged in shipping negroes clandestinely from the dominions of the Sultan of Zanzibar, in violation of the laws of Zanzibar, and in opposition to the wishes of the Sultan.

Her Majesty's Government cannot doubt that these proceedings have taken place contrary to the desire of the Imperial Government, and they feel confident that steps will be taken by the Imperial Government to put an end to these transactions.

I am, &c.

(Signed) J. RUSSELL.

FRANCE. (*Consular*)—*Martinique.*

No. 76.

Consul Lawless to the Earl of Malmesbury.—(Received May 3.)

My Lord,

St. Pierre, Martinique, April 2, 1859.

I HAVE the honour to acquaint your Lordship with the arrival at this Island of another of Messrs. Régis's vessels, the "Dahomed," with labourers from the coast of Africa. This vessel sailed from Loango, on the west coast, on the 5th of February last, with 407 male adults, 86 female adults, and 31 non-adults, of both sexes.

She arrived in Fort de France Bay on the 25th ultimo, and landed two days afterwards 335 men, 79 women, and 26 non-adults, of both sexes.

It follows that the mortalities on board during the voyage, comprised 72 men, 7 women, and 5 non-adults, and several deaths, I am informed, occurred subsequently among them, before they had been made over by Messrs. Régis's agent here to the Commissary of Immigration.

The labourers brought by the "Dahomed" were recruited at Congo and Loango, and the mortalities referred to appear to have occurred almost exclusively among those embarked at the last-mentioned place. Dysentery seems to have been the disease which proved so fatal to these poor creatures. The "Dahomed" is an iron vessel, of 260 tons, French register, built at Glasgow, and she is provided with an auxiliary screw engine, which the total want of fuel prevented her from using during the voyage from the coast to this island. To this regrettable circumstance may be attributed, no doubt, the excessive mortality on board, for it seems that the disease, which proved so destructive, although it broke out shortly after the ship sailed from Africa, appears to have made most of its victims during the last ten or twelve days of the passage. I have been informed that the Master states in his report, that calms proved the principal cause of his being so long on the voyage to this island.

The ship "Ville d'Aigues Mortes," whose arrival here, with African Immigrants for Messrs. Régis, I had the honour to report to your Lordship in my despatch of the 13th of December last, sailed from this port on the 26th ultimo, for the avowed purpose of introducing into this colony a further supply of African labourers; and I learn that the "Dahomed" also is at this moment preparing to return to Africa on a similar mission. I have the honour to inclose herewith a note of the principal articles which the "Ville d'Aigues Mortes" embarked here as sea stores. Among other things procured in this island are included 40,000 feet of pitch pine lumber, for the construction of the huts or "baragues" which it seems that Messrs. Régis are about to have erected on the coast for the reception of the labourers recruited by their agents there. If credit can be given to the assertions of the person who is their representative in this island, Messrs. Régis have no intention of abandoning their project for the introduction of African labourers into the French possessions in those seas; but the recruitment is in future to be carried on at certain points only of the coast, and subject to new regulations, and the supervision of an agent of the French Government.

I feel bound to mention, in conclusion, that the "Dahomed" appears to have been provided with a properly qualified medical man, and that the Immigrants seem to have been attended to on board as well as was possible under the circumstances.

I have, &c.

(Signed) WM. LAWLESS.

Inclosure in No. 76.

NOTE of Sea Stores shipped at Martinique on board of the French ship "Ville d'Argues Mortes," bound to the West Coast of Africa.

221	barrels of beans (haricots).
212	„ Indian corn.
150	„ cassava (farine de manioc).
50	„ beef.
70	„ pork.
50	tierces of rice.
1,300	lbs. of biscuit.
6,000	litres of rum (1,350 gallons, about).
6	tierces of lime.
6	„ coffee.
15	casks of Marseilles wine.
&c.	&c. &c.

St. Pierre, Martinique, April 2, 1859.

No. 77.

Consul Lawless to the Earl of Malmesbury.—(Received June 2.)

My Lord,

St. Pierre, Martinique, May 12, 1859.

I HAVE the honour to inform your Lordship of the departure from this port, on the 10th instant, of the screw steamer "Dahomed," belonging to the firm of Messrs. Régis of Marseilles, whose arrival at this island with African immigrants I had the honour to report to your Lordship in my despatch of the 2nd ultimo.

I have been informed that the "Dahomed's" destination just now is Congo and Loango, on the coast of Africa, at which places she is to embark another cargo of Africans for conveyance to this colony, or to the neighbouring Island of Guadaloupe. The departure in the "Dahomed" of the Government Delegate, who accompanied the immigrants introduced by the vessel on a late occasion, seems to confirm the above report.

I have, &c.

(Signed) WM. LAWLESS.

No. 78.

Consul Lawless to Lord J. Russell.—(Received November 1.)

My Lord,

St. Pierre, Martinique, September 30, 1859.

I HAVE the honour to report, for the information of your Lordship, the arrival at Fort de France, in this island, of the auxiliary screw steamer "Stella," from the Coast of Africa, with 562 African immigrants. This vessel sailed from Loango, on the West Coast, on the 22nd of August, and she arrived at this island on the 23rd instant. She embarked on the coast 642 immigrants, as follows, viz., 461 male adults, 150 female ditto, 29 non-adults, of both sexes, and 2 children.

Of the above number 80 died during the voyage, which lasted thirty-one days, principally of dysentery; and many of those landed were in a very weak state.

The "Stella" belongs to the firm of Messrs. Régis and Co., of Marseilles, by whom these immigrants have been introduced, and she has already sailed for Africa for another cargo, while it is said that the "Dahomed," a sister vessel, also the property of Messrs. Régis, is expected to arrive from day to day, either here or at the neighbouring Island of Guadaloupe.

The official tonnage of the "Stella" is 640 tons, including the space allotted for her engines of 60-horse nominal power, and 384 tons for cargo.

I have to state, in conclusion, that the regulations in force in France respecting the sanitary measures to be adopted on board, appear to have been conformed to, and the vessel was provided with a properly qualified medical attendant.

I have, &c.
(Signed) WM. LAWLESS.

No. 79.

Consul Lawless to Lord J. Russell.—(Received November 1.)

(Extract.)

St. Pierre, Martinique, September 29, 1859.

I HAVE the honour to inform your Lordship of the arrival at this island of the French ship "Admiral Baudin," from Shanghai, with 329 male, and 2 female adults

The "Admiral Baudin's" official registered measurement is 502 tons. Three hundred and fifty-five passengers were taken on board in China, but of this number 24 died during the voyage, which lasted 131 days.

This is the first importation of Chinese labourers into this island; and it has been made by the firm of Messrs. Malevois and Co., who have since contracted with the French Government for the introduction of a further supply of the above-mentioned class of immigrants to this island and to Guadaloupe, on terms which I have not yet learned. Another vessel, belonging to the same firm, brought a cargo to Guadaloupe, but it seems that the planters of that island are not disposed to receive favourably Chinese immigrants; only a very small portion of the cargo was taken up at Guadaloupe. After a delay of some weeks the Governor of that colony was obliged to despatch the remainder in a war steamer to this island, where they immediately found employment, notwithstanding the rather onerous conditions of the engagement, obligatory in the case of this class of labourers.

The number of Chinese received from Guadaloupe amounts to 225, forming a total of 556 introduced into this colony.

No. 80.

Consul Lawless to Lord J. Russell.—(Received January 20, 1860.)

My Lord,

St. Pierre, Martinique, December 30, 1859.

I HAVE the honour to inform your Lordship of the arrival at the port of Fort de France in this island, of two vessels from the Coast of Africa with negro immigrants. One of these ships, the "Splendide," belongs to the firm of Régis and Co., of Marseilles, the other, the "Tigre," has been chartered for the account of two wealthy planters of this colony.

The former vessel has come from Loango, and the latter from Gabon.

The total number of Africans landed here from both vessels is stated to be 846, but the number embarked in Africa I am not as yet acquainted with. I shall have the honour of transmitting to your Lordship by the next mail further particulars connected with these vessels.

I have, &c.
(Signed) WM. LAWLESS.

MEXICO.

No. 81

Lord J. Russell to Mr. Mathew.

Sir,

Foreign Office, November 28, 1859.

I TRANSMIT, for your information, the accompanying copies of a letter and its inclosures from Commander Hewett, of Her Majesty's ship "Archer,"* reporting the circumstances under which he had seized and sent to Vera Cruz, for adjudication, the Mexican barque "Laura," for being equipped for the Slave Trade.

Although it is probable that the case of the "Laura" will have been adjudicated in the Mexican Courts before this despatch reaches you, I think it right that you should be furnished with a copy of Commander Hewett's report; and I have at the same time to acquaint you that, according to advices received by Her Majesty's Government, the "Laura" sailed from New Orleans fully equipped for, and was destined for employment in the Slave Trade.

I am, &c.

(Signed) J. RUSSELL.

No. 82.

Mr. Mathew to Lord J. Russell.—(Received January 2, 1860.)

(Extract.)

Mexico, November 29, 1859.

ON the 4th of November last I received intelligence from Vera Cruz that, on the 17th of October, Lieutenant Pitman, of Her Majesty's ship "Archer," had arrived at that port from the Coast of Africa in charge of the Mexican barque "Laura," which had been captured as a slaver.

In conformity with his instructions, Lieutenant Pitman, after an interview with Mr. Consul Giffard, delivered over the "Laura" to the Local Authority, who placed the matter for adjudication in the hands of the district Judge.

From a subsequent despatch addressed to me by Lieutenant Pitman, it would appear that there is a possibility of the case being given against the captors, and that it would have to be carried to the Supreme Court of Justice of the Republic.

I may add that, in a private letter which I received from Mr. Giffard, it is stated that the vessel went to pieces in one of the late gales.

No. 83.

Mr. Mathew to Lord J. Russell.—(Received February 1, 1860.)

My Lord,

Mexico, December 27, 1859.

I HAVE the honour to transmit herewith a copy of a despatch from Her Majesty's Vice-Consul in Yucatan, under date of the 28th November, with regard to the seizure of the ship "Catarina" as a slaver.

The Government at Vera Cruz, whose rule extends over that province, have given orders for her transmission to that port.

* Class A, No. 138.

M. Regil y Peon intimates that many vessels, coming from the United States, have recently been fitted out for the African Slave Trade in Yucatan.

I have, &c.
(Signed) GEORGE B. MATHEW.

Inclosure in No. 83.

Vice-Consul Peon to Mr. Mathew.

Sir,

Merida, November 28, 1859.

IN compliance with my duty, I beg to inform you that the ship "*Catarina*," having been seized on the coast of this Peninsula, upon suspicion of being engaged in the Slave Trade, the competent Authority has decided upon placing her at the disposal of the District Court of Vera Cruz, in conformity with the stipulations of the Treaty celebrated in the month of June, 1843, between Her Majesty's Government and that of this Republic.

According to the declaration of the boatswain the vessel in question is American, as were also her crew; and they sailed from New York for Africa, from whence they came to the coast of the Island of Cuba, where they succeeded in landing 800 negroes.

The captain and mate have not been apprehended, the Authorities having only secured the Boatswain, and two sailors, Greeks by birth, but naturalized citizens of the United States.

The Government of this State, on rendering an account of this affair to the Supreme Constitutional Government, have, I am assured, requested that the vessel might not be sent to Vera Cruz, although judged there, but that, after being condemned, she should be sold at Sisal, and the proceeds applied to meet the many exigencies of the Administration.

I have reason to fear, that as Sisal is an open and unprotected port, and as, to save expense, there may not be a sufficient guard on board, the said vessel may disappear some night in derision of the fulfilment of the law.

I also avail myself of this opportunity to bring to your knowledge, although without being able to vouch for the truth of the assertion, that I am told some vessels have lately fitted out at the port of Campeachy for the Coast of Africa, and that some of them return to the abovenamed port, after having landed negroes on the Island of Cuba. At this moment, it is said there is a barque there waiting for a crew from the Havana, in order to set sail in the prosecution of this illegal and abominable Traffic.

I have, &c.
(Signed) PEDRO DE REGIL Y PEON.

No. 84.

Lord J. Russell to Mr. Mathew.

Sir,

Foreign Office, February 6, 1860.

I TRANSMIT to you herewith, for your information, a copy of a letter from Commodore Edmonstone,* reporting the capture, by Her Majesty's ship "*Arrogant*," of the brigantine "*El Rosarito*," fitted out for the Slave Trade, and sailing under Mexican colours, but without any papers of nationality.

I am, &c.
(Signed) J. RUSSELL.

MEXICO. (*Consular*)—*Vera Cruz.*

No. 85.

Consul Giffard to Lord J. Russell.—(Received December 2.)

My Lord,

Vera Cruz, November 1, 1859.

I HAVE the honour of reporting to your Lordship the arrival here, on the 17th ultimo, of the Mexican barque "*Laura*," detained on the 10th of August on the coast of Africa, by Her Majesty's ship "*Archer*," for being employed in Slave Traffic.

Lieutenant R. Pitman, R.N., of the "*Archer*," who had her in charge, lost no time, pursuant to his instructions, in making her over to the Governor of the State, who, at his request, has placed the case, in accordance with the Treaty, into the hands of the judicial authority for adjudication; and the evidence appears to me to be so clear against that ship, that I have no doubt of her prompt condemnation.

I need scarcely add that I have given Lieutenant Pitman all the advice and assistance in my power on the occasion.

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

MUSCAT. (*Consular*)—*Zanzibar*.

No. 86.

Captain Rigby to Lord J. Russell.—(Received October 25.)

My Lord,

Zanzibar, September 1, 1859.

I HAVE the honour to forward, for your Lordship's information, the accompanying copy of a despatch, which I have this day addressed to Her Majesty's Principal Secretary of State for India.

I have, &c.
(Signed) C. P. RIGBY.

Inclosure in No. 86.

Captain Rigby to Sir C. Wood.

(Extract.)

Zanzibar, September 1, 1859.

I HAVE the honour to inform you that an extensive Slave Trade is being carried on at the port of Eboo, situated on the East Coast of Africa, within the Portuguese territories, in about 12° south latitude, and with the full knowledge and connivance of the Portuguese Authorities of that port.

I have been informed that a large vessel approached the port of Eboo about two months ago, and mistaking a vessel at anchor there for a British cruiser, hoisted American colours and stood out to sea, but soon afterwards, having ascertained that it was not a ship-of-war in the port, returned under Spanish colours, and commenced shipping slaves for Cuba; this vessel carried a large crew and was armed with guns.

About a month ago letters were received here from Eboo, stating that two large slavers, under Spanish colours, had arrived at that port, and after making contracts and all arrangements for receiving cargoes of slaves, had stood out to sea, and were to return in about 20 days to ship the slaves.

On these occasions the slave-ships, having previously made all arrangements with local agents, seldom remain more than a few hours in the port; some spot on the coast is agreed upon, the slaves and provisions are collected there at the appointed time, and within a few hours after the arrival of the slaver, they are all shipped, and the vessel leaves the coast.

The slaves which are provided at the Portuguese port of Eboo are taken by land a few miles to the south, and shipped in a small bay called Poona; it is described as having a very narrow entrance, and ships inside it cannot be seen by a vessel out at sea.

I have received authentic information that, on the 24th of August, a large American ship, under Spanish colours, shipped 1,200 negroes for conveyance to Cuba from a bay a few miles to the south of Eboo, and that all the boats belonging to Eboo were employed in conveying them to the ship; and also that the Portuguese Governor of Eboo received a fee of 10 dollars for each negro embarked, part of which amount he distributes amongst the various officials of the port.

I believe his Excellency the Governor-General of Mozambique to be entirely ignorant of the Slave Trade carried on at Eboo; he has been very zealous in putting a stop to the export of slaves from the port of Mozambique.

No. 87.

Lieutenant-Colonel Rigby to Lord J. Russell.—(Received February 9.)

My Lord,

Zanzibar, November 21, 1859.

I HAVE the honour to forward, for your Lordship's information, the accompanying copies of two despatches, dated the 19th and 21st instant, and which I have addressed to Her Majesty's Principal Secretary of State for India.

I have, &c.

(Signed) C. P. RIGBY.

 Inclosure 1 in No. 87.
Lieutenant-Colonel Rigby to Sir C. Wood.

(Extract.)

Zanzibar, November 19, 1859.

I HAVE the honour to report, for your information, the following circumstances which have recently occurred at this port:—

On the 14th instant a brig arrived here under Spanish colours; no name was painted on any part of the hull; the rigging was disguised, she carried eight guns on deck, they were not at the ports, but inboard for concealment; she was not consigned to any house here, and had no cargo on board, and it appeared evident to every nautical person that she was equipped as a slaver. It was also ascertained that this vessel had come from Eboo, a port in the Portuguese territories on the East Coast of Africa, where the export of negroes to Cuba in vessels under the Spanish flag has been carried on so extensively during the last few months that the supply is exhausted, and it is reported that the inhabitants of that place have even disposed of most of their domestic slaves to supply the demand.

His Highness the Sultan, on becoming aware of the suspicious character of this vessel, sent the Captain of one of his ships of war to inspect her papers, and the Commander of the Spanish brig having stated that he had delivered them to the French Consul, his Highness sent the same officer to the French Consulate, to desire that he might be permitted to inspect the papers with a view to satisfy himself of her country and character. The French Consul stated that the vessel, although under the Spanish flag, was under French protection, and that he would not permit his Highness, or any of his authorities, to inspect the papers.

The following day a Spaniard who is residing here, a notorious slave agent, by name Buona Ventura Mass, who calls himself a French subject, called on his Highness and stated his intention of proceeding in this vessel to the port of Lamoo, situated on the East Coast of Africa, within his Highness' dominions. His Highness told him that he would not permit the vessel to trade at any of his ports until the Commander had produced his papers, and satisfied the authorities here of her being a lawful trader.

His Highness then made another application to the French Consul, insisting on his sovereign rights to satisfy himself of the character of every vessel coming to trade in his dominions. The French Consul again refused to produce the papers.

This morning the Spanish brig sailed for Lamoo with the Spanish slave agent on board, in spite of the prohibition of his Highness against trading at his ports. His Highness has, therefore, despatched his new corvette "Iskunder Shah," 22 guns, to watch this vessel, and prevent her embarking slaves from his dominions.

About two years ago the brig "Venus," under Spanish colours, came to this port under the pretence of trading; the individual Buona Ventura Mass embarked in her and went to Lamoo, under the pretence of procuring a cargo, and he there procured 500 negroes, and shipped them in the "Venus," and that vessel carried them direct to Havana, having sold all her anchors and cables before sailing from Lamoo.

His Highness the Sultan shows himself on every occasion most anxious to faithfully act up to his Treaties with the British Government for the suppression of the Slave Trade; but he states that if Spanish slavers are permitted to come to his ports, and he is threatened with the armed interference of the French whenever he endeavours to satisfy himself of the character of such vessels, it will be impossible to prevent the Traffic in negroes from his ports on the coast of Africa.

Inclosure 2 in No. 87.

Lieutenant-Colonel Rigby to Sir C. Wood.

(Extract.)

Zanzibar, November 21, 1859.

WITH reference to my despatch to your address, dated the 19th instant, reporting that a notorious slave agent, by name Buona Ventura Mass, a Spaniard residing here under French protection, had gone in a slave-brig under Spanish colours to the port of Lamoo, in contempt of the authority of his Highness the Sultan, I have the honour to state that the Customs' Master of this port has since informed me that Buona Ventura Mass, some months ago, sent a slave-dealer to the port of Keelwa, situated on the Coast of Africa, within the Zanzibar dominions, and provided him with a sum of 9,000 German crowns to purchase slaves. That the slave-dealer, an Arab, by name Salim Jubran, accordingly purchased 424 slaves at Keelwa, on account of Buona Ventura Mass; that the ship which was expected to embark them became disabled at sea, and that, in consequence, the slaves were, by order of Mass, taken from the Port of Keelwa, situated about 9° south latitude, to the port of Lamoo, situated in about 2° 30' south latitude; that of the 424 slaves 225 died, and the surviving 199 slaves were re-sold at Lamoo, by order and on account of Buona Ventura Mass; that there was a loss on the transaction of about 5,600 dollars, and that Buona Ventura Mass has now a claim pending against a M. Berard, a French subject residing here, to reimburse him for the half of this loss, as he states they were in partnership in the transaction.

Salim Jubran has to-day confirmed to me all the circumstances as stated to me by the Customs' Master, and he produced several letters, the following extracts from which show the nature of the Slave Traffic in which Buona Ventura Mass and M. Berard are engaged.

Extract from a letter from Saad Jubran, at Zanzibar, to Salim Jubran, at Keelwa, dated 1st Safr (10th September, 1858).

“Oh Salim, M. Mass says to you, that he will send you money by the hand of Amber boo Bukr; he will mention the amount when he sends it; and M. Mass says to you, ‘purchase six hundred slaves quickly, quickly’; the ship will soon arrive; of every 100 slaves let ten slaves be females, and of the 600 slaves, sixty must be females, for the Government at Bourbon insist that ten slaves of every 100 shall be females, or they will not accept them. This he tells me to write to you, and I inform you of it. And if you have not money enough to purchase the slaves draw a bill on M. Mass.

(Signed) “SAAD JUBRAN.”

Extract from a letter from Saad Jubran, at Zanzibar, to Salim Jubran, at Keelwa, dated 19th of Safr (28th September, 1858).

“After compliments.

“M. Mass salutes you, and desires me to say that his plans are disarranged; that his ship, which he sent to Bourbon, put back from sea, and did not reach Bourbon. The Captain told him she sprung a leak, and, in consequence, M. Mass desires me to direct you about the slaves which you have. The full grown ones, which suit Europeans, sell at Keelwa, and the remainder, the young ones, such as suit the local markets, and the Sowahil, and the markets of Arabia, convey to Benadir and Sowahil (the small ports on the mainland, to the north of Zanzibar, are thus termed) wherever you think advisable. Hire boats for their conveyance; but call at Zanzibar on the passage, in order that you and M. Mass may arrange together. And he told me to urge you earnestly to hire the vessels for Benadir; do not delay, for he will certainly send a ship to Benadir; so when you arrive he will make arrangements. This is his wish, and by his command I write to you.

(Signed) “SAAD JUBRAN.”

Extract from a letter from Buona Ventura Mass, at Zanzibar, to Salim Jubran, at Lamoo, dated 6th of Jumjadi el Awul (13th December, 1858).

“And oh, Salim, when you took leave of me I told you to deliver some slaves to Allmass, such as suit the markets of Benadir; and now two months have elapsed, and

you have not informed me how many slaves you have delivered to him, and how many slaves you have remaining; it is as if you were the master (or lord of the property), as if I were your agent.

(Signed) "BUONA VENTURA MASS."

Extract from a letter from Buona Ventura Mass and A. Berard, at Zanzibar, to Salim Jubran, at Lamoo, dated 7th of Jummadi el Akhir (12th January, 1859).

"If you have sold all the slaves you took from Keelwa inform me of it, and send the bill of sale, as one-half is on my account (B. V. Mass), and one-half on account of M. Berard; and if you receive any letters or orders from M. Berard act according to his directions, and whenever you write to me send a copy of your letter to M. Berard.

(Signed) "BUONA VENTURA MASS."
"A. BERARD."

Salim Jubran has delivered to me the original letters in Arabic, from which I have translated the above extracts.

His Highness the Sultan has frequently expressed to me his desire to order Buona Ventura Mass to quit his dominions, but he fears that, were he to do so, the French would make it a cause of quarrel.

No. 88.

Lieutenant-Colonel Rigby to Lord J. Russell.

My Lord,

Zanzibar, November 28, 1859.

I HAVE the honour to forward, for your Lordship's information, the accompanying copies of two despatches, dated the 25th and 28th instant, which I have addressed to Her Majesty's Principal Secretary of State for India.

I have, &c.
(Signed) C. P. RIGBY.

Inclosure 1 in No. 88.

Lieutenant-Colonel Rigby to Sir C. Wood.

(Extract.)

Zanzibar, November 25, 1859.

IN continuation of my despatches to your address dated the 19th and 21st instant reporting the Traffic in Slaves carried on in the Zanzibar dominions by a Spaniard, by name Buona Ventura Mass, who is residing here under French protection, I have the honour to report that, on receiving positive proofs of the infamous nature of the Traffic Buona Ventura Mass had been carrying on, I issued a notice to the British Indian subjects residing here, warning them against having any commercial dealings with the said Buona Ventura Mass, as he would never be admitted to the British Consular Court.

The notice was written in the Guzeratti language, which is not understood by any persons here except British Indian subjects, and it was made public to them in the usual manner by the Customs' Master of the port, who is a British subject, and the head of the Indian community here.

The following day I received from the French Consul a note, copy of which is inclosed, marked No. 2; a copy of my reply to this is inclosed, marked No. 3; and a copy of the second note of the French Consul is inclosed, marked No. 4.

In carrying on this cruel Slave Traffic, Buona Ventura Mass has acted so openly in defiance of the authority of his Highness the Sultan, that I was in hopes my notice to the British subjects would induce the French Consul to interfere, and bring him to justice, but he has taken no steps whatever to prove his innocence or guilt, and appears to attach no criminality to the acts which I have denounced.

The atrocious cruelty of the Traffic, as conducted by Buona Ventura Mass, is apparent from the fact that of 424 slaves purchased for him at Keelwa, only 199 lived to reach Lamoo, and on my questioning the Slave Agent, Salim Jubran, as to this dreadful mortality, he said that the slaves were conveyed in boats from Keelwa to a point a few miles from Zanzibar, and detained on board these boats a long time by Mass' order, until he had decided how they were to be disposed of.

In December last year, the ship "Alexandre," of La Réunion, came to this port densely crowded with slaves, most of them being very young children, and many women with infants at the breast. This vessel was anchored just under the windows of the British Consulate—a revolting and pitiable sight—and most of these poor creatures died here of cholera.

During the month of March last, the Governor of La Réunion published a notice that the Port of Keelwa was appointed a place of shipment for negroes, and sent two vessels escorted by the French ship-of-war "l'Estafette" to that port to procure slaves in open violation of the laws of his Highness the Sultan. The Arab Governor protested against their proceedings, and the Commander of the "Estafette" told him he did not care for the orders of the Sultan of Zanzibar, that his Sultan had sent him to see that the vessels procured negroes. On the passage to La Réunion cholera broke out on board these ships, and they landed the slaves on an island (a dependency of the Mauritius), and did not even bury the dead.

The French corvette "Cordelière," with the broad pendant of Commodore le Vicomte de Langle, Commander-in-chief of the French squadron on the East Coast of Africa, arrived here on the 26th ultimo.

Inclosure 2 in No. 88.

M. Cochet to Lieutenant-Colonel Rigby.

Zanzibar, le 23 Novembre, 1859.

HIER à quatre heures environ de l'après-midi, a été affichée sur l'édifice de la Douane une pancarte émanant du Consulat Britannique, et signé "C. P. Rigby, Lieutenant-Colonel, Her Majesty's Consul, Zanzibar," par laquelle il est fait interdiction aux sujets Indo-Britanniques de faire du commerce avec M. Mas, qui y est désigné comme se livrant au Trafic des Noirs. La dite pancarte est restée exposée à la vue du public de Zanzibar pendant vingt-et-une heures, et n'a été enlevée qu'après la réclamation faite au Sultan par le Consul de France.

Cette assertion calomnieuse et injurieuse contre un Administré du Consulat de France, et de plus représentant d'une maison Française des plus honorables, ainsi que la mode de publicité qui lui a été donnée, obligent le Consul de Sa Majesté l'Empereur de protester contre la violation par M. Rigby des principes du droit des gens, de ceux de la moralité, et enfin des coutumes du pays.

Le Consul de France a l'honneur d'informer M. Rigby que des copies de la présente protestation sont envoyées à Son Altesse le Sultan de Zanzibar et à M. le Consul des Etats Unis en cette ville; il en sera également adressé une au Gouvernement de l'Empereur, qui en fera l'usage qu'il jugera convenable.

Le Consul de France,
(Signé) LADISLAUS COCHET.

(Translation.)

Zanzibar, November 23, 1859.

YESTERDAY at about 4 o'clock P.M., a placard emanating from the British Consulate, and signed "C. P. Rigby, Lieutenant-Colonel, Her Majesty's Consul, Zanzibar," was posted on the Custom-house building, by which Indo-Britannic subjects are forbidden to trade with M. Mass, who is described in it as being engaged in the Slave Trade. The said placard remained exposed to the sight of the public of Zanzibar during twenty-hours, and was only removed after an appeal made to the Sultan by the Consul of France.

This calumnious and injurious assertion against an agent of the French Consulate, who is moreover the representative of one of the most honourable French houses, together with the publicity which was given to it, oblige the Consul of His Majesty the Emperor to protest against the violation by Mr. Rigby of the principles of international law, of morality, and, lastly, of the customs of the country.

The Consul of France has the honour of informing Mr. Rigby that copies of this present protestation have been sent to His Highness the Sultan of Zanzibar, and the United States' Consul in this town; one will be also addressed to the Government of the Emperor, who will make whatever use of it they may think fit.

The Consul of France,
(Signed) LADISLAUS COCHET.

Inclosure 3 in No. 88.

Lieutenant-Colonel Rigby to M. Cochet.

Zanzibar, November 24, 1859.

THE Undersigned, Her Britannic Majesty's Consul and British Agent, Zanzibar, has to acknowledge the receipt of a note dated yesterday, signed "Ladislaus Cochet, Consul de France," relative to a notice issued to British subjects residing at this port, warning them against having any commercial transactions with an individual by name Buona Ventura Mass.

2. The Traffic in Slaves carried on by Buona Ventura Mass, in the Zanzibar dominions, has been for a long time a matter of so much notoriety amongst all classes of the community here, and has, during the period of residence of the Undersigned at this port, been so frequently a topic of conversation, that the tenor of the above note considerably surprised the Undersigned, as it would appear from it that the Consul of France is entirely ignorant of the Traffic in Slaves so long carried on by Buona Ventura Mass.

3. The Undersigned, on receiving positive proofs that Buona Ventura Mass had been engaged in a Traffic which is stigmatized by every Christian Government, which is contrary to the law of France; also contrary to the law of the Sultan of Zanzibar, and in violation of the Treaties existing between Her Britannic Majesty and his Highness the Sultan; the provisions of which his Highness endeavours to fulfil in the most loyal and praiseworthy manner,—deemed it his solemn duty to warn all British subjects against having any commercial dealings with the said Buona Ventura Mass.

4. By the law of England, if a British subject, residing in a foreign dominion, engages in the Traffic of Slaves, he is debarred from the protection of English law; and therefore, if a subject of a foreign Power engages in this infamous Traffic contrary to the law of his own country, and of the State in which he is residing, and in violation of Treaties, he cannot be permitted to claim a privilege denied to a British subject.

5. Buona Ventura Mass will therefore not be admitted to the British Consular Court at this port, as a plaintiff, with respect to any claims against British subjects; nor will any complaints of British subjects against the said Buona Ventura Mass in respect to any transactions subsequent to the issue of the notice be taken cognizance of.

6. The Undersigned has represented to the Government of Her Britannic Majesty the disgraceful and illegal transactions in which Buona Ventura Mass has been engaged in the Zanzibar dominions; and a copy of the note of the Consul of France, and also of this reply to it, will be forwarded to Her Majesty's Government by the earliest opportunity.

(Signed) C. P. RIGBY.

Inclosure 4 in No. 88.

M. Cochet to Lieutenant-Colonel Rigby.

Zanzibar, le 24 Novembre, 1859.

LE Consul de France à Zanzibar soussigné a l'honneur d'accuser réception à M. le Lieutenant-Colonel Rigby de la note qu'il lui a fait l'honneur de lui adresser aujourd'hui même.

Après en avoir pris connaissance le Consul de France prévient M. Rigby qu'il maintient dans toute son étendue la protestation motivée par la pancarte calomnieuse et injurieuse pour M. Mas, Administré de ce Consulat, émanant du Consulat Britannique et exposée à la vue publique sur l'édifice de la Douane de cette ville pendant vingt-et-une heures, et le rend responsable des préjudices que peut occasionner à la maison de MM. Vidal Frères et à celle de M. Régis, aîné, de Marseilles, l'interdiction faite par M. le Lieutenant-Colonel Rigby aux sujets Indo-Britanniques de commercer avec leur représentant à Zanzibar.

Le Consul de France,
(Signé) LADISLAUS COCHET.

(Translation.)

Zanzibar, November 24, 1859.

THE Undersigned, Consul of France at Zanzibar, has the honour to acknowledge the receipt of the note which Colonel Rigby did him the honour of addressing to him this day.

After having given his attention to it, the Consul of France announces to Mr. Rigby that he maintains in all its bearings the protestation which was given rise to by the calumnious and injurious placard against Mr. Mass, an agent in this Consulate, which emanated from the British Consulate, and which was publicly exposed on the Custom-house building of this town during twenty-one hours, and that he considers him responsible for the prejudices which may be occasioned against the house of Messrs. Vidal Brothers, and against that of M. Régis, the elder, of Marseilles, by Lieutenant-Colonel Rigby's forbidding Indo-Britannic subjects from trading with their Representative at Zanzibar.

The Consul of France,
(Signed) LADISLAUS COCHET.

Inclosure 5 in No. 88.

Lieutenant-Colonel Rigby to Sir C. Wood.

(Extract.)

Zanzibar, November 28, 1859.

WITH reference to my despatch, dated 21st instant, in which an extract of a letter is given as "Extract No. 4," signed "Buona Ventura Mass" and "A. Berard," from which it would appear that the latter individual had been in partnership in a Slave Traffic with the former; I have the honour to inform you that M. Berard has since called on me, and solemnly declares that Buona Ventura Mass obtained his signature to that letter surreptitiously, on the assurance that it related only to a joint speculation in purchasing oil seeds. He declares that he has never been engaged directly or indirectly in the purchase of slaves, and that immediately he became aware that Mass was employing the money he had advanced in the purchase of slaves at Keelwa, he repudiated the transaction. He states that he did not complain to the French Consul, as the latter would not attend to any complaints against Mass.

M. Berard also states that he has sent complaints to his own Government against M. Cochet, the French Consul, for undue partiality shown to Buona Ventura Mass to the prejudice of his firm; he states that the Slave Traffic, carried on by Mass is most injurious to the French trade at this port, as with the profits arising from it, Mass is enabled to prevent any competition against him in the purchase of produce for shipment to France.

As M. Berard, who is a "Capitaine au long cours" in the French Mercantile Marine, bears the character here of being a strictly honourable merchant, and I have never before heard his name mentioned in connection with the Slave Trade, I deem it due to him to make this communication.

I have also ascertained that Mass shipped 600 slaves in the French ship "*Pallas*," which sailed from here on the 27th February last. The slaves were collected secretly, and sent in boats to the south end of the Island of Zanzibar, where the "*Pallas*" took them on board. Two hundred of these slaves were supplied to Mass on contract by an Arab named Suleiman bin Abdoollad.

NETHERLANDS.

No. 89.

Mr. Ward to the Earl of Malmesbury.—(Received February 21.)

My Lord,

The Hague, February 17, 1859.

AMONG the petitions presented to the Second Chamber of the States-General against the Government Bill for the Abolition of Slavery in the Dutch West India Possessions is to be found one on behalf of English colonists, owners of, or interested in, plantations in Surinam.

The petitioners use the strongest terms with respect to the proposed measure, characterizing it as an almost complete confiscation of their property in Surinam, and not hesitating to declare their belief that there is no example in any civilized State of a project so destructive of the rights of property as the one in question ever having been taken into serious consideration, even during the anarchy of a revolution.

In conclusion, they express their opinion that the Chamber will find sufficient in the argument which they have brought forward to refuse their assent to the measure, or, at least, to introduce into it the following amendments—

1. That the amount of compensation shall be proportioned to the value of the property of which the petitioners are about to be despoiled.
2. That it shall be paid in cash, and the project of the bank be set aside.
3. That the plan of Government plantations be not approved of.
4. That the emancipated slaves shall remain in the plantations where they are now established, until provision shall be made for a sufficient introduction of immigrants.

This petition is signed by R. Kirk, C. Gray, G. Nicholson, G. M. Donald, Adam Pearson, and Widow Ferrier.

I have, &c.
(Signed) WILLIAM R. WARD.

No. 90.

Mr. Ward to the Earl of Malmesbury.—(Received May 3.)

My Lord,

The Hague, April 30, 1859.

I HAVE the honour to inclose, for your Lordship's information, a copy of a letter addressed to me by the Secretary of the British and Foreign Anti-Slavery Society, requesting me to take steps for placing in the hands of His Majesty the King of the Netherlands a memorial from the Society, on the subject of the petition of certain British subjects, owners of slaves in the Dutch colony of Surinam, which, as I had the honour of reporting to your Lordship in my despatch of the 17th February last, was recently presented to the Second Chamber of the States' General of the Netherlands.

I have accordingly transmitted the memorial to the Baron de Goltstein, requesting his Excellency to take an opportunity of placing it in the hands of His Majesty.

Copies of my note and of the memorial are likewise inclosed.

I have, &c.
(Signed) WILLIAM R. WARD.

Inclosure 1 in No. 90.

Mr. Chamerovzow to Mr. Ward.

Sir,

London, April 25, 1859.

I BEG to transmit, through the medium of one of our correspondents at The Hague, the original of a memorial to His Majesty the King of the Netherlands, which the Committee of this Society has adopted on the subject of a petition which has been recently presented to the Second Chamber of the States-General of Holland, on behalf of certain slave-holders in Surinam, being British subjects.

The Committee are desirous that their memorial should be placed in the hands of the King without any delay. I addressed a letter to his Excellency Baron Bentinck, requesting him to forward the same for presentation; but his Excellency has declined doing so, pleading that his instructions preclude his interference in such cases, but suggesting that I should send the document to you. I have, therefore, the honour to submit to you, with the memorial, the wishes of the memorial, and to beg that you will please to take the necessary steps for placing it in the hands of the King.

(Signed) L. A. CHAMEROVZOW.

Inclosure 2 in No. 90.

Mr. Ward to Baron de Goltstein.

THE Undersigned, Her Britannic Majesty's Chargé d'Affaires, has the honour to forward to his Excellency the Baron de Goltstein, Minister of Foreign Affairs, a memorial to His Majesty the King of the Netherlands, on the subject of a petition which has been recently presented to the Second Chamber of the States-General of the Netherlands on behalf of certain slave-holders in Surinam, being British subjects.

This petition has been transmitted by the Committee of the British and Foreign Anti-Slavery Society to the Undersigned, for presentation to His Majesty

In requesting the Baron de Goltstein to take an opportunity of placing this memorial in the hands of the King his Sovereign, the Undersigned, &c.

(Signed) WILLIAM R. WARD.

Inclosure 3 in No. 90.

Memorial to the King of the Netherlands.

Sire,

THE attention of the Committee of the British and Foreign Anti-Slavery Society has been directed to a memorial, bearing date December 1858, addressed to the Second Chamber of the States-General of the Netherlands, by the representations of certain slave-holders in Surinam, and by certain other slave-holders, themselves British subjects. Were these persons subjects of the King of the Netherlands, interference on the part of the Committee might be unbecoming and intrusive. The memorialists, however, are not only British subjects, but they address the Netherlands Government in that capacity. The Committee therefore respectfully submit that this fact renders it incumbent upon them, as the representatives of a society whose object is to accomplish the universal extinction of slavery, to protest in the strongest terms in their own name, as well as in that of their constituents, against every attempt on the part of their own fellow countrymen to perpetuate the system in a foreign colony.

The memorialists to the Second Chamber can scarcely be ignorant of the strong feeling against slavery which pervades the mind of the British public, nor doubt that their pretensions will be viewed in England with disfavour, as an outrage upon the enlightened humanity of the age and the Christian sentiment of the country. Yet in taking exception to the vital clauses of the Bill for the Abolition of Slavery in the Dutch Colonies, now under the consideration of the Netherlands Government, they are obstructing the progress of a measure, the object of which commends itself to every friend of humanity, and the speedy realization of which is ardently to be desired.

The memorialists complain: 1st, of the inadequacy of the compensation money; 2nd, of the mode in which it is to be paid; 3rd, of the contemplated establishment of

Government plantations; and 4th, they demand that the slaves shall be obliged to remain upon the estates where they are now located, that their emancipation shall not take place under a given number of years, and not until a sufficient supply of emigrants has been procured.

The Committee do not deem it to be their province to offer any observation upon the project of the Netherlands Government, to which the memorialists take exception. They rejoice that it is seriously addressing itself to the accomplishment of the great work of emancipation, and sincerely trust it will not allow itself to be turned aside by the opposition it may encounter from those who are interested in the maintenance of the present system, and that it will stedfastly resist the importunate demands of the memorialists. Deeply do the Committee regret that any British subject should be found, at the present day, owning slaves and slaves' property in a foreign land, and aggravating the shame and the disgrace by impeding the progress of a measure framed with a view to give immediate freedom to those they unrighteously hold in bondage. Shameful is the confession of those men that they own, in value, one-third of the whole plantations in Surinam. Other British subjects there are whose names are not appended to the present memorial, but who also hold slave-property in Surinam, and are therefore involved in the censure which attaches to the actual memorialists. They are H. Wright, B. Lyon, J. Lyon, J. Tyndall, G. B. Conolly, J. Robinson, R. Wright, J. E. Ellis, J. B. Barry, W. Jackson, W. Christie, A. McIntosh, G. Fraser, M. Balfour and heirs, J. Hamilton, B. McCrudden, J. Robertson, and T. Green. To these may be added the names of Sir J. Young, Bart., of London, late High Commissioner of the Ionian Islands, owner of Plantation Petersburg, of 625 acres, with 292 slaves, and Plantation Kent, of 1,000 acres, with 329 slaves; and Messrs. M. F. Barry, of Boulogne-sur-Mer and Bath, owner of the half of Plantations Alkmaar and Fredericksdorp. The Committee cannot forget that the parties last-named, together with Mrs. Ferrier, of Glasgow, the owner of the other half of Plantations Alkmaar and Fredericksdorp, petitioned the British Ambassador at The Hague in 1852, through the Messrs. Wittering Brothers, of Amsterdam, to use his influence with the Imperial Government to obtain compensation for them, and for the yet unborn children of the slave mothers they owned, whom it was proposed by a Bill, then before the Netherlands Government, to declare free as soon as they should be born.

The Committee will not dwell upon the various pleas these slave-owners urge in support of their pretensions, but they consider themselves bound to protest against the calumnious assertion that the emancipated negro will not labour for wages, which is alleged as one prime reason for advising the delaying of emancipation until immigrant labour can be obtained. The Committee are aware that there is a prevalent tendency of opinion in favour of this view, and that it is said emancipation caused a deficiency of available labour and consequent abandonment of estates, followed by a great depreciation in the value of West India property. These allegations, however, have been triumphantly refuted over and over again. It is even asserted, on the highest official authority, that no estate in the British West Indies can be shown to have been abandoned for absolute want of labour, though many properties have been permitted to go out of cultivation for want of requisite capital. Equally untrue is it to attribute to emancipation any depreciation which has taken place in the value of property in the British West Indies. It is established beyond a doubt that for many years antecedent to that great and memorable act of national justice, the monstrous mismanagement of estates had involved them inextricably in debt, and that the abolition of slavery only brought affairs to a crisis, scarcely hastening the ruin already then inevitable.

It may suit the immediate objects of the memorialists to promulgate statements which are directly opposed to well-ascertained facts; but in doing this they are only following the example set by the West India Proprietary in this country during the agitation for the abolition of slavery throughout the British Colonies. It appears to the Committee that the memorialists have given up their own case, by admitting that "as a condition of their possessions they had accepted the risks attending the institution of slavery." Surely one of these risks was the contingency of emancipation, upon whatever condition it might ultimately be declared. They have therefore, according to their own admission, no right to ask the Netherlands Government to arrest, for their benefit, the progress of the important measures under consideration, nor to make them the objects of special favour. Besides, and referring to the scale of compensation awarded to Dutch slave-holders in British Guiana under the British Emancipation Act, the utmost they claim at the outside is the rendering back of "an equal measure of justice to the English colonists of Surinam." The Committee submit most respectfully that these persons have no right to expect, still less to demand, a larger compensation than is to be awarded to the Dutch slave-holders. It is to be presumed that in fixing the amount of compensation,

the Netherlands Government has been guided by the experience of competent judges of the actual value of slave property in Surinam. The British slave-holders have cast in their lot with the Dutch proprietors, and are bound to abide by the decision of the Government which recognizes their claim to compensation.

The Committee would observe, that the case of the memorialists is not strengthened by the use they make of the consideration which guided the British Government in adopting compensation as a principle of their Act of Emancipation, and in regulating the amount of it. The fact is notorious, that a considerable number of the Anti-Slavery party in this country, including some members of the Committee who unite in the present address, were totally opposed to compensation, believing, if any one was entitled to it, that person was the slave. But even were the Committee to admit that compensation ought to be a principle of emancipation, they respectfully submit that British slave-holders in Surinam have no claim to be placed in an exceptional category.

In this opinion the Committee are strongly confirmed by the very decided views expressed by the Earl of Malmesbury in 1852, on the occasion of the shameful application made on behalf of Sir John Young and others, through the Messrs. Wittering Brothers, of Amsterdam, already referred to. On that occasion the Earl of Malmesbury, then Foreign Minister, addressed these memorable words to the British Ambassador at The Hague, and instructed him to lay the whole correspondence before Baron van Zuyler van Nyevelt:—"You will say, first, that Her Majesty's Government have no sympathy with British subjects who own slaves in foreign countries; and secondly, that they think the emancipation of slaves is so much more important to the welfare of the human race than the interests of any British subjects who may consider they are entitled to compensation for losses sustained in consequence of the emancipation of slaves in foreign countries, that far from throwing any obstacle in the way of any other Government which may entertain an intention of emancipating slaves, they will not claim compensation for losses sustained by British subjects through the enactment of laws by any foreign countries is, that in case of emancipation, they shall be placed on the same footing as slave-holders who are subjects or citizens of the emancipating country." In these sentiments, save in so far as the principle of compensation is involved, the Committee most cordially concur, and would ask what new circumstances have arisen to warrant the preferring of so disgraceful a request as that which is now again addressed to the Netherlands Government by these same British slave-owners.

The memorialists demand that emancipation shall not take place till a sufficient supply of immigrant labour has been secured. Here again they furnish arguments against themselves. They are at considerable pains to demonstrate that neither Africans, Indians, Chinese, nor Portuguese can be procured, save at an expense which places immigration out of the question. It must be admitted that they establish their case, and it would be doing them great injustice not to allow them the full benefit of their own conclusions. But if they foresee the failure of immigration into the Dutch colonies, with what degree of consistency can they require that the Netherlands Government shall delay emancipation until immigration has rendered them independent of the creole labourers? Would not this be tantamount to an indefinite postponement of the whole question? In reply to the objections of the memorialists to the provisions of the proposed measure for maintaining industrial habits amongst the liberated slaves, it may be suggested that the obvious remedy for the inconvenience they profess to anticipate is, to hold out proper inducements to the negro to remain upon the estates. It is a recognized fact that any inconveniences which the planters of the British colonies may have been subjected from a want of labour, may be traced in almost every case to their own misconduct. Let the Surinam planters but treat the emancipated slaves as men, justly, humanely, not with the cruelty the memorialists admit is practised upon them, and they will find no difficulty in obtaining labour. At least this is the general testimony borne by competent witnesses in our West India Colonies. No system of apprenticeship will meet the anticipated dilemma which the slave-holders in Surinam profess to fear; and it is in bold defiance of facts the memorialists assert that the system came to a premature close, in the sense of having been terminated too soon in the British Colonies. In British Guiana the termination of the apprenticeship system was the only solution of a state of things which threatened the very existence of the colony. In one or more of the other colonies the planters would not avail themselves of it at all, and found their advantage in this course. None should know these facts better than the memorialists. The picture they have drawn of the advantages of the negro would enjoy under the system of apprenticeship advocated by them is therefore purely imaginary. A similar one was painted by the opponents of emancipation in this country. Freedom cannot be partial. It must be absolute or it is nothing but a delusion. In conclusion, the Committee, while again referring to the despatch of the Earl of Malmesbury above quoted, as laying down what they conceive to

be the only principle upon which the claims of the memorialists ought to be adjusted, would beg leave respectfully to submit the following copy of a circular despatch, addressed by the Earl of Clarendon, in 1856, to all Her Majesty's Consuls, for their guidance.

(Follows despatch of January 19, 1856.)

The Committee conceive that they might, upon such grave authority as this, venture seriously to call in question the right of the memorialists to assert any claim at all for compensation; but, even were such right indisputable, it is clear that they have no moral justification for preferring a request which is calculated to embarrass the Netherlands Government, and to impede its efforts to effect the abolition of slavery.

That these efforts may be eminently successful and favoured with the Divine blessing is the sincere wish of the Undersigned.

On behalf of the Committee,

(Signed)

THOS. BINNS, *Chairman.*

L. A. CHAMEROVZOW, *Secretary.*

27, *New Broad Street, London, April 6, 1859.*

No. 91.

Lord J. Russell to Lord Napier.

My Lord,

Foreign Office, October 22, 1859.

I TRANSMIT herewith for your Lordship's information a copy of a note which I have addressed to Baron Bentinck, &c., in reply to one from him announcing the abolition of slavery in Netherland India.

I am, &c.

(Signed)

J. RUSSELL.

Inclosure in No. 91.

Lord J. Russell to Baron Bentinck.

M. le Ministre,

Foreign Office, October , 1859.

I HAVE the honour to acknowledge the receipt of your letter of the 8th instant, inclosing a copy of a decree published by the Governor-General of Netherland India, by which slavery is abolished in those possessions.

I have to request you, M. le Baron, to convey to your Government the best thanks of Her Majesty's Government for the communication of this intelligence, which they have received with unfeigned satisfaction.

I beg at the same time that you will offer the congratulations of Her Majesty's Government upon the publication of this act of justice and wisdom.

I am, &c.

(Signed)

J. RUSSELL.

No. 92.

Lord J. Russell to Lord Napier.

My Lord,

Foreign Office, January 31, 1860.

WITH reference to your Lordship's despatch of the 18th instant, I transmit herewith, for your information, copies of despatches as marked in the margin,* to and from Her Majesty's Consul at Surinam, relative to British subjects holding slaves in that colony.

I am, &c.

(Signed)

J. RUSSELL.

No. 93.

Lord J. Russell to Lord Napier.

My Lord,

Foreign Office, February 23, 1860,

WITH reference to my despatch of the 31st ultimo, I transmit to you herewith for your information copies of a further despatch and its inclosure from Mr. Munro, Her Majesty's Consul in Surinam,* reporting the purchase by Mr. Hugh Wright, a British subject resident in that colony, of another estate with 156 slaves on it.

I likewise inclose a copy of a despatch which I have addressed to Mr. Munro upon this subject.†

I am, &c.
(Signed) J. RUSSELL.

No. 94.

Lord J. Russell to Lord Napier.

My Lord,

Foreign Office, February 25, 1860.

I TRANSMIT herewith, for your Lordship's information, a copy of a despatch from Mr. Munro, Her Majesty's Consul at Surinam,‡ reporting the circumstances under which a seaman, who was recognized as a runaway slave belonging to the Dutch Government, was taken from on board the British schooner "Adonis," on the arrival of that vessel in Surinam.

I likewise inclose a copy of a despatch which I have addressed to Mr. Munro with reference to this case.§

I am, &c.
(Signed) J. RUSSELL.

* No. 99.

† No. 100.

‡ No. 97.

§ No. 101.

NETHERLANDS. (*Consular*)—*Surinam*.

No. 95.

Lord J. Russell to Consul Munro.

Sir,

Foreign Office, August 16, 1859.

I TRANSMIT to you herewith copies of a letter and its inclosure from the British and Foreign Anti-Slavery Society, calling the attention of Her Majesty's Government to an extract from the "Surinam Gazette" of the 7th of May last, recording the transfer to a British subject of the name of Wright of five plantations, together with 234 slaves, and I have to desire that you will furnish me with a full and particular report in regard to this alleged purchase of slaves by a British subject.

You will perceive that this Society has also called the attention of Her Majesty's Government to the proceedings of certain British subjects, slave-holders in Surinam, who have memorialized the Netherlands Government against the measures in contemplation by that Government for the emancipation of slaves in the Dutch Colonies; and I have to desire that you will report to me generally upon the case of these British subjects.

In order that you may understand the bearing of the British laws in regard to the possession of slaves by British subjects, I inclose copies of the Acts 5th Geo. IV., cap. 113, and 6th & 7th Vict., cap. 98, which relate to this subject.

I am, &c.

(Signed) J. RUSSELL.

Inclosure in No. 95.

Mr. Chamerozow to Lord J. Russell.

My Lord,

29, New Broad Street, July 18, 1859.

I BEG, on behalf of the Committee of the British and Foreign Anti-Slavery Society, to call your attention to the accompanying extract from the "Surinam Gazette" of the 7th May ultimo, the original of which is in the Committee's possession, recording the transfer to one H. Wright, a British subject resident in Surinam, of five plantations; two of which, namely, Plantations Sporksgift and Lodewijksburg, have been so transferred with 234 slaves, the former having 120—54 men, 66 women; the latter 114—74 men and 40 women. These estates, with the slaves, were sold for the creditors of a Mrs. A. Cameron, a Dutch lady, the widow of a Scotchman, under an order of the Supreme Court of Justice of Surinam, and are now the property of the said H. Wright.

According to the 6th & 7th Vict., cap. 98, this transaction subjects the said H. Wright to the pains and penalties of the 5 Geo. IV, cap. 101; and the object of the Committee in addressing you is to ascertain whether Her Majesty's Government is prepared to make any representation on this subject to the British Consul in Surinam, with a view to the prosecution of the said H. Wright for violating the laws of this country for the prevention of slave-trading by British subjects.

The printed document, which I also inclose, is a copy of an address from the Committee recently presented to the King of Holland on the subject of a memorial submitted to the Second Chamber of the States-General by certain slave-holders in Surinam: British subjects from whom the Dutch Government is experiencing considerable

opposition to its projected measure of emancipation. Their names are set forth in the Committee's address to the King, a copy of which was forwarded to the Right Honourable the Earl of Malmesbury on the 14th April ultimo, and the Committee deeply regret to find amongst them that of Sir John Young, late High Commissioner of the Ionian Islands, who, on his return, received a signal mark of favour from his Sovereign. The Committee have reason to believe that amongst these British slave-holders in Surinam are many who, as well as the said H. Wright, have violated the statutes already cited, and the Committee would respectfully suggest that Her Majesty's Government should institute an inquiry, through the medium of the British Consul, into the circumstances under which the said British slave-holders acquired their slave-property.

The Committee believe that the effect of such an inquiry would prove most salutary in its effects, and though it might not result in causing the British slave-holders in Surinam to give up their property, it would operate to prevent other British subjects from settling in that district of Surinam contiguous to Berbice, called Nickerie, which has been parcelled out in lots, on speculation, with a view to attract British capitalists to the spot.

I have, &c.
(Signed) LOUIS ALEXIS CHAMEROVZOW, *Secretary*.

No. 96.

Consul Munro to Lord J. Russell.—(Received December 2.)

My Lord,

Surinam, October 10, 1859.

I HAD the honour of receiving, on the 9th September, your Lordship's despatch dated the 16th of August last, with its inclosures, from the British and Foreign Anti-Slavery Society, with regard to the purchasing of slaves by H. Wright, a British subject, as also regarding the other slave-holding British subjects.

Mr. Hugh Wright came into this colony with his late uncle, Mr. Hugh McLeod, about the year 1836, from Demerara, the latter having purchased at the time Plantation Burnside, a cotton estate, with upwards of 300 slaves, in the upper district of Nickerie, now called Coronie; the said plantation, about four years afterwards, was sold to the late Thomas Gray. Mr. McLeod having about the same time bought plantation New Accanoribo, a coffee and plantation estate in the Commowynne river, with about 250 slaves attached. About the month of March, 1843, Mr. Hugh McLeod died, leaving Mr. Hugh Wright, with others of his family, heirs to his property. Afterwards, at different periods, Mr. Wright bought several other estates, with slaves attached. In 1854 he purchased the cotton estate Leydenshoop, with a gang of 140 slaves attached, but the negroes refusing to have him for a master, he got permission from the Court to dispose of them separately and in families. The estates of Mrs. Adam Cameron he purchased at execution sale, on the 25th of March of this year, with p.m. 392 slaves attached, as also the wood ground Hanover, on the 9th September last, with about 230 slaves attached; which makes him owner of upwards of 1,700 slaves. I believe he has gone on purchasing under the idea that he, being a burgher of Surinam, is therefore not amenable to British law, as also on the plea that he is not purchasing slaves, but merely the properties on which they are attached; and no doubt would, in the event of a prosecution being entered against him, have recourse to naturalization as a Dutch subject.

With regard to the parties who signed the petition to the States-General of Holland, first was Mr. Kirk, nephew of the late Dr. James Balfour, of Nickerie, who died in 1841, leaving two fine sugar estates, with a wood ground, having in all about 800 slaves, attached and private. Mr. Kirk, with other members of his family, inherited the whole of his property, the greatest part of which has fallen into the hands of Mr. Kirk by inheritance and transfer.

Mr. G. Macdonald became purchaser of Plantation Moy in 1853, from the heirs of the late Alexander Ferrier, of Glasgow. Mr. G. Macdonald died about the 28th of June last.

Mrs. Ferrier and family inherited, in 1848, from the late Alexander Ferrier, the half share of Plantation Alkmaar and Frederiksdorp, having in all about 600 slaves attached; the other half proprietor is the minor, T. B. Parry, of Bath. These properties were in possession of Messrs. Ferrier and Parry, seniors, since 1827.

Mrs. C. Gray, of Plantation Burnside and Potosi, inherited these estates, with

about 500 slaves, in 1856, from her deceased husband. The former estate was purchased in 1840, the latter estate in 1854, with about 150 slaves attached.

Mr. George Nicholson, of Plantation Hampton Court, Nickerie, has been owner of said property for upwards of forty years. I have been informed that the petitioners had no desire to retard the measure of emancipation, but will the contrary, only demanding a fair and just compensation for what they esteemed as their property. Of those parties mentioned in the address of the British and Foreign Anti-Slavery Society to His Majesty the King of the Netherlands many are dead; those living are Joshua Lyon, he has been owner of Plantation Susannasdaal since 1838. His son, Barnet Lyon, became proprietor of Plantation Iagtlust, with 220 negroes, in 1848, by purchase. James Tyndall purchased, in 1842, Plantation L'Esperance, with 96 slaves; his father, the late Joseph Tyndall, had been settled in Nickerie for upwards of forty years. He died in 1845, leaving his estate, the Nursery, with about 400 slaves, to Mrs. Tyndall and family.

Joseph Robinson lately left this colony for Holland. He purchased, in 1846, the Coffee estate Hugten Trorue, with five slaves. In 1852 he bought, at execution, the Plantation Sara Maria, with about fifty slaves, and sold altogether last year to the proprietors of Plantation Dordrecht.

R. Wright possesses no slave-property in this colony. T. C. Ellis is proprietor of Plantation Gondmyn, some time previous to 1843.

William Christie has been resident in the colony upwards of fifty years, and has been a holder of slave property for the greatest part of the time.

George Fraser inherited his slaves from his father. Mrs. Taylor Hamilton inherited her property from her husband.

George Cruden is a Creole, and a Netherlands subject.

Thomas Green became proprietor of the half share of Plantation Boxel (sugar estate), and half Plantation Maryshope (cotton estate), in 1855, by purchase, both estates having in all about 300 slaves attached.

John Mackintosh (Nickerie), has become part proprietor of an estate with a few slaves attached, through marriage, his wife having inherited them from her father, the late James Gordon, of Huntly.

Sir John Young's connection with slaves in this colony has originated through his father, the late Sir William Young, who had been for many years connected with this colony while trading under the firm of McKillop and Young, and as Acting Curator for the Bank of England, holding mortgages upon many properties here, most of which have of late years been closed. It is much to be regretted that the parties then here, holding Her Majesty's Commission as Slave Commissioners, at the time of the publication of the Act of 1853, for the more effectual suppression of the Slave Trade, did not make the same publicly known to the British subjects in this colony, as then such a thing as ignorance of such a law existing could not be pleaded, and it is to be hoped that the measure of emancipation proposed by the Dutch Government will speedily be carried through, which will put an end to such unlawful transactions on the part of British subjects.

I have, &c.

(Signed) D. C. MUNRO.

No. 97.

Consul Munro to Lord J. Russell.—(Received January 2.)

My Lord,

Surinam, December 1, 1859.

ON Friday afternoon, the 27th November, the British schooner "Adonis," of George Town, Demerara, I. Marshall, Master, was cleared out at the public offices here, to sail that afternoon for Demarara with a cargo of sugar and gin; while alongside of the weigh-house stelling, and during the time the Master was busy with his crew getting the anchors up, the Captain was spoken to from on shore by the Lieutenant of Police, who asserted that there was a slave on board, which the Captain denied; but he, supposing there was suspicion that some slave from on shore might be there, replied, if there was he could take him; on which the Lieutenant of Police, with two policemen, boarded the vessel and seized hold of one of the sailors named John Smith, shipped at George Town, Demerara, and walked him off to prison, he having formerly been a slave belonging to the Dutch Government, and had made escape from the Government

CLASS B.

steamer "Paramaibo" while in Demerara for the mails about twelve months ago. The Captain and broker having come to report the case, I advised them to apply to the Procureur-General for the restoration of the sailor, John Smith, to his vessel. The Procureur-General informed them that he would give them an answer in half-an-hour, on consulting with his Excellency the Governor. Later in the evening the Procureur-General sent me, by the Commissary of Police, a message, if I would do him the pleasure of calling upon him, which I did; he then informed me that the sailor was arrested and put in custody without his sanction or knowledge, but that the sailor, Smith, was now anxious to remain with his family, if I would sanction his discharge from the vessel. I informed him that the Master of the vessel must be consulted, and should he be willing to give, and the sailor to take, his discharge, it was alone then that I was permitted to sanction such, which in the present case I feared I would not be sufficiently justified in doing, as, in the recently manumitted colony of Demerara, it would be at once alleged that the man was forced to acknowledge willingness to remain. I impressed upon the Procureur-General the propriety of at once putting the man Smith on board the vessel wherefrom he had been so unjustifiably taken; and as the Government seemed willing to forgive the man they could offer him a free passage back to Surinam on board one of the Government steamers, which he coincided with, and went afterwards to the Governor for his advice and sanction. His Excellency also agreed, and in about an hour afterwards the seaman Smith was again put on board of his vessel, which left this port the following morning for Demerara. Still some of the authorities esteem it as an act of grace and clemency on their part, as he was a Government slave; but if he had been formerly private property they would have no authority or right in sanctioning his leaving this colony again, especially if the owners demanded their interference; or that such were found walking about on the streets. They even suppose the police authorities would have the right of taking such a returned runaway from on board a vessel if in their ports or harbours. Should such a case occur, as there are many runaways from this colony in Berbice and Demerara, your Lordship will much oblige by informing me how to act under such circumstances, especially that the greater part of the schooners and craft trading from Demerara to Surinam and Cayenne, never have Articles of Agreement with their crews, or muster-rolls, so as to let it appear what the crew consists of.

I have, &c.
(Signed) D. C. MUNRO.

No. 98.

Lord J. Russell to Consul Munro.

Sir,

Foreign Office, January 27, 1860.

I HAVE received and have referred for the consideration of the Law Officers of the Crown your despatch of the 20th of October last, reporting the circumstances under which Hugh Wright and certain other British subjects are slave-holders in Surinam.

I have to state to you in reply, that it appears to Her Majesty's Government to be clear, from the statements contained in your above-mentioned despatch, that Mr. Wright and other natural-born British subjects resident in Surinam, have been guilty of a violation of the statute 6 & 7 Vic., cap. 98, by buying slaves in that colony, and have by reason thereof rendered themselves liable to a criminal prosecution whenever they shall be found within British jurisdiction.

With reference to the latter part of your despatch I have to observe, that the fact of the statute of 1843 not having been published (if that were possible) by Her Majesty's Slave Trade Commissioners in Surinam, or of the British subjects holding slaves having been ignorant of it, is immaterial in a legal point of view, although of course very material in considering the question whether, in the event of the offender being within British jurisdiction, any prosecution should or should not be instituted.

I have, therefore, to instruct you to make known to all British residents in Surinam the strict provisions of the law, and the determination of Her Majesty's Government to enforce it.

I am, &c.
(Signed) J. RUSSELL.

No. 99.

Consul Munro to Lord J. Russell.—(*Received February 1, 1860.*)

My Lord,

Surinam, December 31, 1859.

I HAVE hereby the honour to communicate to your Lordship that Mr. Hugh Wright, a British subject, has again yesterday bought Plantation Bentshope, with about 156 slaves attached, for the sum of 30,000 guilders; said estate was sold at execution sale, and belonged to the heirs of the late John Bent, Messrs. Farwell and others, of Totness.

Herewith I inclose the Government advertising paper with a notification of the sale and purchaser, and a translation.

I have, &c.
(Signed) D. C. MUNRO.

Inclosure in No. 99.

Notification.

(Translation.)

At the Bar of the Court, Friday, December 30, 1859.

THE Plantation Bentshope, with all attached, situated to the Warappa Creek, belonging to John Bent now his Boedel—30,000f.—H. Wright.

No. 100.

Lord J. Russell to Consul Munro.

Sir,

Foreign Office, February 23, 1860.

WITH reference to my despatch of the 27th ultimo, and to your despatch of the 31st of December last, reporting that Mr. Hugh Wright had purchased another estate with 156 slaves on it, I have to instruct you specially to warn that person of the penalties which he has incurred by this further violation of British laws.

I am, &c.
(Signed) J. RUSSELL.

No. 101.

Lord J. Russell to Consul Munro.

Sir,

Foreign Office, February 25, 1860.

I HAVE received and have referred to the Law Officers of the Crown, your despatch of the 1st of December last, reporting the circumstances under which a seaman, who had been recognized as a runaway slave belonging to the Dutch Government, was taken from on board the British schooner "Adonis" on the arrival of that vessel in Surinam; and I have, in reply, to observe that, as the case of the seaman in question was amicably settled by the Dutch authorities returning him to the "Adonis," it will not be necessary that I should furnish you with any instructions with reference to this case.

With regard, however, to that portion of your despatch in which you infer that the decision of the Dutch authorities might have been different if the runaway slave had been the property of a private individual, I have to state, for your information and guidance, that if a British vessel enters the port of Surinam, having on board one or more sailors, being natural-born Dutch subjects, and who by the laws of Surinam were, and still are, slaves, the Dutch authorities will be justified in arresting and taking such sailors out of the vessel, and that there can be no just complaint on account of such a proceeding on the part of the British Captain, or of Her Majesty's Government.

I am, &c.
(Signed) J. RUSSELL.

No. 102.

Consul Munro to Lord J. Russell:—(Received March 16.)

My Lord,

Surinam, February 16, 1860.

I HAVE hereby to report that a British subject, Mrs. Charlotte Gray, born Cort, widow of the late Thomas Gray, of Plantation Burnside, in this colony, now resident in London, has had purchased for her, and in her name, the cotton estate, Hope, situated in the district of Coronie, to which are attached eighty-five slaves; said estate was purchased at execution sale on Friday last, the 10th day of February, for the sum of 13,600 guilders. Herewith I inclose the Government advertising paper, containing a notification of the sale and purchaser, with a translation.

I have, &c.
(Signed) D. C. MUNRO.

Inclosure in No. 102.

Notification.—Public Auction.

(Translation.)

Before the Bar of the Court of Justice, Friday, February 10, 1860.

THE Plantation Hope, with all attached, situated in Coronie, belonging to Catharina Susanna Medici, wife of Frederick Wilhelm Faerber—13,600f.—Widow Gray.

PERSIA.

No. 103.

Mr. Doria to Sir C. Wood.—(Received August 28.)

Sir,

Camp at Sultaniah, July 26, 1859.

IN consequence of representations sent to me by Captain Jones, the British Resident at Bushire, that several instances of importation and successful landing of slaves had lately taken place at Lingah, I addressed a letter to the Minister for Foreign Affairs, of which I have the honour to inclose a copy for your perusal.

His Excellency, in compliance with my request, promised to issue instructions to the Prince Governor of Fars to guard against the future recurrence of similar proceedings.

I have the honour to inclose a translation of his Excellency's answer to my communication on the subject.

I have, &c.
(Signed) WM. DORIA.

Inclosure 1 in No. 103.

Mr. Doria to Meerza Said Khan.

July 21, 1859.

IT has again become my duty to trouble your Excellency on the subject of the Slave Trade which is openly carried on within the territory of the Chief of Lingah in the Persian Gulf.

I have the honour to inclose a list of vessels which it has been ascertained have lately carried slaves to Lingah, and which have been successfully landed and taken beyond reach of being discovered.

This has been effected through the evasive answers given by the Chief of Lingah, when first applied to by the Slave Trade Commissioners.

The criminal conduct of the Chief of Lingah is deserving of signal reprehension.

From the inclosed extract, addressed to Captain Jones by the British Agent at Lingah, your Excellency will observe that the Chief of Lingah has neither answered his communication or granted him an interview.

I have to bring to your Excellency's knowledge another case of open breach of the regulations, with reference to a buglah called the "*Sahab*;" this vessel was boarded and searched by the competent authorities while off the coast of Oman, near Muscat. A slave was found on board, who the owner pretended had been in his possession this ten years. This it is impossible to believe, because the slave could speak no language but his native tongue. Moreover, he was not furnished with the necessary passport, as laid down by paragraph 2 of the Agreement made by the Persian Government, "that slaves who have been heretofore in Persia wishing to go by sea to Mecca or India, must procure a passport from the officers at the head of the Passport Office at Bushire."

The Slave Commissioners, notwithstanding this infraction of the regulations, refused to co-operate with the English officer, and the vessel was allowed to proceed on her voyage; the vessel belongs to merchants of Lingah.

In bringing these circumstances under the consideration of your Excellency, with

view to the immediate suppression of this nefarious Trade, I beg to call to your Excellency's recollection that it was only seven months since, by His Majesty the Shah's command, that a letter was addressed to the authorities for the suppression of the Slave Trade, for the further prevention and better guarding against the introduction of slaves, I therefore have to urge upon your Excellency the necessity of taking immediate steps to insure the future obedience to the instructions and orders issued by the Persian Government, and I venture to recommend to your Excellency that the Chief of Lingah should be visited by some special mark of His Majesty the Shah's displeasure.

Inclosure 2 in No. 103.

Meerza Said Khan to Mr. Doria.

(Translation.)

July 26, 1859.

AFTER fully understanding your letter of the 21st, referring to the behaviour of the Sheikh of Lingah, and the non-fulfilment of the instructions issued to the Commissioners, regarding the exportation of slaves, which it was their duty to carry out, and the other question regarding the Captain of the vessel named "*Sahab*," it has become necessary to state to you in reply, that the Persian Ministers have been, and are always ready to act in accordance with the Articles of the Treaty concluded between the two High Powers. This affair which you allude to, if it should prove to be correct, is of course contrary to the desire of the Persian Government, and it has arisen from the recent change of Governors in Fars. His Royal Highness Sooltan Moorad Meerza had not then assumed the Government, and had issued no orders regarding the administration of the said province and its seaports.

Strict orders necessary in this case have been issued, in order that any offence which may have been given by the Sheikh of Lingah or others, may be investigated, and punishment administered to the offenders, in accordance with the Articles of the Treaty; and likewise that an arrangement may be made to insure proper order being observed for the future, of which arrangement the Persian Ministers are to be informed.

As it was necessary that you should be informed of the orders issued in this matter by the Persian Ministers, I have troubled you with this letter.

No. 104.

Sir G. Clerk to Mr. Doria.

Sir,

India Office, October 20, 1859.

I HAVE the honour to inform you, in reply to your letter of the 26th of July last, that the letter which you addressed to the Persian Secretary for Foreign Affairs, respecting the importation of Slaves allowed by the Chief of Lingah is approved by Sir Charles Wood.

I have, &c.
(Signed) G. CLERK.

No. 105.

Mr. Doria to Sir C. Wood.—(Received November 19.)

Sir,

Camp near Tehran, October 17, 1859.

I HAVE the honour to inclose for your information copy of Meerza Said Khan's reply, with its two inclosures, which his Excellency has favoured me with, in answer to my communication, transmitting to his Excellency a report sent to me by Captain Jones from Bushire, relative to the importation of Slaves in the Gulf; setting forth the culpability of the Chief of Lingah in sanctioning the clandestine landing of slaves within his territory, and their ultimate departure into the interior.

Notwithstanding the assurances from the Persian authorities in Fars, addressed to

Meerza Said Khan, I cannot feel otherwise, than persuaded that the information furnished by Captain Jones is materially correct, and I shall take an early opportunity to bring under Meerza Said Khan's consideration, that an active and sincere co-operation with the English authorities on the part of the Persian officers appointed for the suppression of the Slave Trade in the Gulf, is the only certain mode of insuring success in their undertaking.

I have, &c.
(Signed) WM. DORIA.

Inclosure 1 in No. 105.

Meerza Said Khan to Mr. Doria.

(Translation.)

September 13, 1859.

I HAVE understood the contents of your letter of the 5th instant, in which you state that fifty-one slaves had been landed at the Port of Lingah, and that the Sheikh of that place had failed to deliver them up. I have also carefully perused the copy of the letter written by the Resident at Bushire.

In reply, I beg to state, that in consequence of your first communication, I had written to the authorities in Fars to make a careful investigation into the facts, and should it appear that the Sheikh of Lingah was implicated in the matter, to bring him severely to account, and prevent him from again engaging in a proceeding which was at variance with the Agreement entered into by the Persian Ministers. About the same time when your letter reached me, I also received the answers of the authorities in Fars, in which the particulars are mentioned. As a perusal of these papers will put you in possession of all the details, it is unnecessary that I should recapitulate them here. I inclose copies of them herein.

Notwithstanding this, as the Persian Ministers are most desirous to carry out the agreement which exists between the two Governments, fresh instructions of a stringent nature have been issued by them to the authorities in Fars to use their best endeavours in preventing any contravention of the above Agreement.

Whatever they may reply on this subject will be communicated by me to you.

Inclosure 2 in No. 105.

The Prince Governor of Fars to Meerza Said Khan.

(Translation.)

I HAVE received your Excellency's letters by the courier of the 1st of Moharrem and I have understood their contents. Meerza Mahomed Ali has also shown me the copies of your Excellency's correspondence with the English Chargé d'Affaires.

With regard to the matter of the slaves, which you wrote in strong terms about, Meerza Mahmood Khan (the Persian Slave Commissioner) having just arrived here when your letter reached me, I sent for him and made inquiries into the question. It appeared that some time since the English officers made a statement to him on this subject, and accordingly he investigated the affair, but could find nothing to prove the case. Meerza Mahomed Ali has reported the particulars to you, with which you will become acquainted. I have again given strong injunctions to Meerza Mahmood Khan and to Meerza Koochook, whom I have despatched to Lingah to act as superintendent there, to exert themselves in order to prevent any infringement of the regulations in this matter.

Inclosure 3 in No. 105.

Meerza Mahomed Ali to Meerza Said Khan.

(Translation.)

May I be your sacrifice.

August 16, 1859.

I HAVE received by the courier of the 12th of August, the letters which your Excellency wrote to me on the 3rd, and I have understood the instructions they contained: With regard to the conduct of the Chief of Lingah and the want of attention on the part of the Persian authorities to the fulfilment of the regulations regarding the Slave

Trade, and also with reference to the proceedings of the Captain of a bughal named "Sahib," which, having been represented to your Excellency by the English Mission, you communicated to the Prince Governor and to myself, with instructions for me to be vigilant in the matter, it fortunately happened that Meerza Mahmood Khan, who has for a long time been superintending these affairs, under orders from the Persian Government, and who had placed one of his subordinate officers at the Port of Lingah to put a stop to this Trade, having received permission to come to Sheeraz for three months on sick leave, had just arrived in this city.

The Prince Governor summoned him to his presence and made inquires on the subject. He stated that, sometime ago, a communication to the above effect having been made to him by the British authorities, he had sent one of his officers to investigate the matter, and one slave was found on board the bughal, the Captain of which brought forward a number of witnesses to prove that this slave had been for years in his possession, that he had a wife then living in his house, and that he had not been recently imported.

With this exception no slaves were found on board. The Prince therefore gave strict orders to Meerza Mahmood Khan and also to Meerza Koochook, who is proceeding to Lingah on the part of the Prince, to attend most carefully to this matter. He further commanded Meerza Mahmood Khan, on his return to Bushire, to proceed himself to Lingah and there to investigate fully the question, and to give strict injunctions on this head. Meerza Koochook is to reside at Lingah, and therefore there is no likelihood of any neglect being shown in the matter. I have presumed to state this for your Excellency's information.

PORTUGAL.

No. 106.

Mr. Howard to the Earl of Malmesbury.--(Received April 5.)

My Lord,

Lisbon, March 30, 1859.

I HAVE the honour to report to your Lordship that in the sitting of the Chamber of Peers of the 26th instant, Count Thomar rose and called the attention of the Chamber to what had taken place with reference to the question of the "Charles et Georges," on the occasion of the discussion on the Address in answer to the Royal Speech.

His Excellency said that, acting upon the documents presented by the Portuguese Government, and under the supposition, founded upon them and upon the Ministerial speeches, that Portugal had met with the most complete neglect on the part of England, in this question, which Great Britain ought to consider as her own, and in which she could not refuse firm support to her faithful Ally, he had, as a true and patriotic Portuguese, stigmatised and censured the inexplicable conduct of the English Government towards Portugal, and that he had done so under the conviction that such neglect had actually taken place; but that upon seeing in the papers relating to this case, which were presented to the British Parliament, the proofs that the English Government had from the very commencement offered their good offices to the Portuguese Government, and had actually put them in practice to the extent of eliciting their acknowledgments and thanks for the same, as stated in a document which he would read to the Chamber, and which statement had not been denied by the Government; he felt bound, conscientiously to declare to the House that he therefore withdrew the censure which he had without foundation imputed to the English Government, as being entirely unmerited, according to the uncontradicted confessions of the Marquis de Loulé, and that he reserved his judgment upon the proceedings of the English Government in this case, until such time as the actual Cabinet, whose attention he now called to the documents published in England, as he had done that of their predecessors, should elucidate the question by stating how far the assertions of the English Government were correct.

Count da Taipa made some observations tending to impugn the declaration of Count Thomar, and after some further conversation the subject dropped.

The paper referred to by Count Thomar is my despatch to your Lordship of this series dated the 22nd November, 1858, and published under No. 66 of the Correspondence presented to Parliament.

I have, &c.
(Signed) HENRY F. HOWARD.

No. 107.

The Earl of Malmesbury to Mr. Howard.

Sir,

Foreign Office, April 7, 1859.

I TRANSMIT herewith, for your information, copies of a despatch and its inclosure from Her Majesty's Commissioners at the Cape of Good Hope,* reporting what passed in the Mixed Commission Court on the occasion of a question put by the Portu-

* Class A, presented 1859, No. 58.

guese Commander to Commander Oldfield of Her Majesty's ship "Lyra," as to whether that officer considered that he had a right in the execution of his duties for the suppression of the Slave Trade "to enter the bays, rivers, and creeks, in the Portuguese territories."

I am, &c.
(Signed) MALMESBURY.

No. 108.

The Earl of Malmesbury to Mr. Howard.

Sir,

Foreign Office, June 8, 1859.

I TRANSMIT to you herewith a copy of a despatch from Her Majesty's Commissioners at the Cape of Good Hope,* relative to a question which has arisen between Her Majesty's Commissioners and their Portuguese Colleagues as to whether an Arbitrator once elected by ballot for the adjudication of a case should undertake the arbitration throughout that case, or whether as each point of difference occurred there should be a new ballot for the election of an Arbitrator.

You will see, on referring to the correspondence as noted in the margin,† that a similar question arose in the year 1849 between the British and Portuguese Commissioners in the Mixed Commission Court at Loanda, when both the British and Portuguese Governments placed on record their opinion that an Arbitrator once elected should be the Arbitrator throughout the case.

I have accordingly to instruct you to remind the Portuguese Government of these facts, and you will request that instructions may be sent to the Portuguese Commissioners at the Cape of Good Hope in the same sense on this point as it has already instructed those at Loanda.

I am, &c.
(Signed) MALMESBURY.

No. 109.

The Earl of Malmesbury to Mr. Howard.

Sir,

Foreign Office, June 8, 1859.

I TRANSMIT to you herewith a copy of a despatch from Her Majesty's Commissioner at Loanda,‡ inclosing a copy of the sentence pronounced by the Court of Relação at that place on an appeal from the judgment of the Juiz de Direito, in the case of the notorious slave-trader Benito Derizans.

As this person has already escaped from Lisbon, the sentence, in so far as he is concerned, is not of much importance, but I have to call your special attention to it as laying down a rule which Her Majesty's Government cannot but consider contrary to the spirit and letter of the Treaty between the two Countries for the suppression of the Slave Trade.

You will therefore make an immediate representation upon the subject to the Portuguese Government, who I am persuaded will not allow an interpretation to be put upon laws which have been passed with the object of putting an end to the Traffic in Slaves, if such interpretation be calculated, as in this instance, to afford a direct encouragement to slave-dealers.

I am, &c.
(Signed) MALMESBURY.

* Class A, No. 29.

† Viscount Palmerston to Mr. Howard, October 26, 1849. Mr. Howard to Viscount Palmerston, February 14, 1850. (See Slave Trade Papers presented to Parliament, Class B, pp. 271 and 280.)

‡ Class A, No. 53.

No. 110.

Mr. Howard to the Earl of Malmesbury.—(Received June 25.)

My Lord,

Lisbon, June 18, 1859.

INCLOSED I have the honour of transmitting to your Lordship a copy of a note which I addressed under yesterday's date to the Duke of Terceira, containing the representation which I was directed by your Lordship's despatch of the 8th instant to make to the Portuguese Government, on the subject of the sentence of Court of Relação of Loanda on an appeal in the case of the notorious slave-trader Benito Derizans.

I have, &c.

(Signed) HENRY F. HOWARD.

 Inclosure in No. 110.
Mr. Howard to the Duke of Terceira.

M. le Ministre,

Lisbon, June 17, 1859.

IT is my duty, in compliance with instructions from Her Majesty's Government, to bring under your Excellency's notice the inclosed sentence of the Court of Relação of Loanda on an appeal from the judgment of the Juiz de Direito in the case of the well known slave-dealer, Benito Derizans.

As this person has already escaped from Lisbon, the sentence, in so far as he is concerned, is not of much importance. It acquires, however, a peculiar importance, as laying down a rule which Her Majesty's Government cannot but consider contrary to the spirit and letter of the Treaty between the two countries for the suppression of the Slave Trade. That principle is that the penalties imposed for smuggling are to be applied to the crews of vessels equipped for the Slave Trade, and that in order to render these delinquents liable to the punishment awarded in the 19th Article of the Decree of the 10th of December, 1836, it is necessary that slaves should actually be on board the vessel at the time of capture. This judgment is founded on the 7th Article of the above-mentioned Decree.

I beg your Excellency's attention to the arguments by which the provisions of that Article, which refer exclusively to the examination by the civil authorities of vessels fitting out in the ports of Portugal to navigate to Africa, and the penalties incurred by the parties concerned in such vessels if found with articles designed for the Slave Trade, are applied to individuals found on board ships detained on the African Coast completely equipped to receive slaves.

For particulars respecting the condemnation of the "General Pierce," and of her crew (including Derizans), I beg to refer your Excellency to my note of 4th April, 1857, and to further correspondence of that year. It will be sufficient for me to recall here that he was in reality the captain and principal manager of this and of several other slaving enterprises, that he was condemned by the Tribunal of Loanda on the 7th June, 1856, to serve three years without pay on a vessel of the State, as an accessory to the offence of slave-trading. Finally, the said sentence was reversed by that now complained of, which assimilates his offence to that of smuggling and not to that of piracy, on the ground of the absence of proof of any overt act of having conveyed slaves.

The last paragraph of the 9th Article of the Treaty of 1842, between our two Sovereigns, after enumerating certain articles of equipment, declares the existence of such on any vessel to be *primâ facie* evidence of the actual employment of that vessel in the Traffic of negroes. By the 15th Article, that Trade is declared piracy, and Portuguese who shall take a part therein are to be subject to the most severe secondary punishment.

The sentence of 23rd February, 1859, appears therefore to be not only an incorrect interpretation of the Decree of 10th December, 1836, but in direct contradiction to the Treaty of 1842. It cannot but have the most pernicious effect in regard to the final eradication of the Slave Trade in the Portuguese possessions. It is to be feared that if slave adventures can be conducted by Portuguese subjects without other risk, until the slaves are actually embarked, than the loss of the money which may be employed in fitting out their expeditions, and a trifling fine, many unprincipled men will readily be

found to engage in a pursuit which offers to them the prospect of such great pecuniary advantages as invariably follow the successful issue of transactions of this description.

I feel convinced that the enlightened Government of His Most Faithful Majesty could never have contemplated such an interpretation of the law as has now for the first time been established by the Court of *Relação* at Loanda, and I do not entertain a doubt but that a knowledge of the facts which I have now the honour to report, will produce measures calculated to remove the existing defects in the Portuguese legislation on this unfortunate matter, and to deter notorious criminals like Benito Derizans from engaging in a Traffic solemnly prohibited by the Treaty between the two Crowns.

I avail, &c.

(Signed) HENRY F. HOWARD.

No. 111.

Mr. Howard to the Earl of Malmesbury.—(Received June 25.)

My Lord,

Lisbon, June 18, 1859.

IN execution of the instructions contained in your Lordship's despatch of the 8th instant, I this day addressed to the Duke of Terceira the note of which I have the honour to inclose a copy, requesting the transmission by the earliest opportunity of instructions to the Portuguese Commissioners at the Cape of Good Hope, to be guided by the recorded opinions of both the Governments of Great Britain and Portugal in respect to the election of an Arbitrator in cases of differences between them and the British Commissioners in the Mixed British and Portuguese Commission.

I have, &c.

(Signed) HENRY F. HOWARD.

Inclosure in No. 111.

Mr. Howard to the Duke of Terceira.

M. le Ministre,

Lisbon, June 18, 1859.

A QUESTION has arisen between Her Majesty's Commissioners at the Cape of Good Hope and those of His Most Faithful Majesty, as to whether an Arbitrator once elected by ballot for the adjudication of a case should undertake the arbitration throughout that case, or whether, as each point of difference occurred, there should be a new ballot for the election of an Arbitrator.

Your Excellency will perceive, on referring to the correspondence of the year 1849, that a similar question arose in that year between the British and Portuguese Commissioners at Loanda, when both the British and Portuguese Governments placed on record their opinion that an Arbitrator once elected should be the Arbitrator throughout the case.

The British Commissioners informed those of Portugal, in a case brought before the Commission last year, that, in 1831, the opinion of the King's Advocate had been given to the effect that a Commissioner of Arbitration having once been chosen in a particular case, he is the proper person to whom all subsequent matters of dispute in the same case ought to be referred, and they pressed on their colleagues their desire to abide by that opinion.

To this the Commissioners and Arbitrator of His Most Faithful Majesty declined to accede, expressing their determination not to proceed with the business rather than adopt it.

This course of proceeding appears to be directly at variance with former assurances received from the Portuguese Government. In consequence of representations from that of Her Majesty in the case of the ship "*Galianna*," Count Tojal, then Minister for Foreign Affairs, informed Her Majesty's Chargé d'Affaires, by a note dated February 7, 1850, that "the necessary orders were about to be issued to the Commissioners of Loanda, that in the event of an equal number of votes on any question, or in event of a difference of opinion between the two Commissioners, the stipulations of the IVth Article

of the Annex B to the Treaty of the 3rd of July, 1842, be exclusively attended to, the first Arbitrator named serving to decide any difference of opinion which may arise with reference to the same question."

This being communicated by the Portuguese Government to their Commissioners at Loanda a minute was entered in the book of that Commission, to the effect that, according to the construction of the Slave Trade Treaty taken by Great Britain and Portugal, an Arbitrator once elected is to be the Arbitrator throughout the case in which chosen.

These decisions have been communicated to the Portuguese Commissioners at the Cape. They, however, refuse to alter their former views, unless they receive instructions from Portugal.

In order, therefore, to prevent any further obstruction of business, I have the honour, in compliance with the instructions which I have received from Her Majesty's Principal Secretary of State for Foreign Affairs, to request that your Excellency will give instructions, by the earliest opportunity, to His Most Faithful Majesty's Commissioners at the Cape that they shall be guided by the recorded opinions of both the Governments of Great Britain and Portugal on the point at issue.

I avail, &c.
(Signed) HENRY F. HOWARD.

No. 112.

Lord J. Russell to Mr. Howard.

Sir,

Foreign Office, July 4, 1859.

I HAVE received your despatch of the 18th instant, inclosing a copy of a note which, in pursuance of instructions from Lord Malmesbury, you addressed to the Duke of Terceira on the subject of the judgment of the Court of Relação at Loanda, in the case of the notorious slave-dealer Benito Derizans, and I have to acquaint you that I approve the representation addressed by you to the Portuguese Government in this matter.

I am, &c.
(Signed) J. RUSSELL.

No. 113.

Mr. Howard to Lord J. Russell.—(Received July 22.)

My Lord,

Lisbon, July 14, 1859.

IN acknowledging the receipt of your Lordship's despatch of the 4th instant, acquainting me with your Lordship's approval of the note which, in pursuance of the Earl of Malmesbury's instructions, I addressed to the Duke of Terceira on the 17th ultimo, relative to the judgment of the Court of Relação at Loanda, in the case of the notorious slave-trader Benito Derizans, I beg to state that I received, on the 11th instant, a note from his Excellency of the date of the 6th, informing me that he had already brought the contents of my note to the knowledge of the Minister of Marine, and that he hoped to be enabled shortly to send me a reply.

I have, &c.
(Signed) HENRY F. HOWARD.

No. 114.

Mr. Howard to Lord J. Russell.—(Received August 12.)

My Lord,

Lisbon, August 2, 1859.

WITH reference to my despatch of the 18th of June last to the Earl of Malmesbury, I have the honour to inclose a copy and a translation of a note of the 28th ultimo, which I have received from the Duke of Terceira, acquainting me that instructions, in the sense desired by Her Majesty's Government; are about to be issued to the Portuguese Commissioner in the Mixed Portuguese and British Commission at the Cape of Good Hope, in respect to the election of an Arbitrator in cases of difference arising between him and the British Commissioner.

I have, &c.
(Signed) HENRY F. HOWARD.

Inclosure in No. 114.

The Duke of Terceira to Mr. Howard.

(Translation.)

Palace, July 28, 1859.

I HAVE before me the note which you were pleased to address to me on the 18th of June last, in which, referring to the difference of opinion which had lately arisen between the Portuguese and British Members of the Mixed Commission established at the Cape of Good Hope, upon the interpretation which ought to be given to Article IV of Annex B to the Treaty of 3rd of July, 1842, in that part which treats of the naming of an Arbiter to decide upon any difference of opinion between the respective Commissioners, you request, in the name of your Government, that instructions be sent to the Portuguese Commissioner in the said Mixed Commission to observe in this case what has already been decided upon between the two Governments of Portugal and of Great Britain.

In reply to your said note I have the honour to state to you that, as in 1850, it was decided, with reference to the Mixed Commission established at Loanda, that, in the event of a casting-vote being required in any decision, or of a difference of opinion between the two Commissioners, the Arbiter first appointed in accordance with the said Article IV of Annex B should be the one to decide upon all points in which a difference of opinion might arise having reference to the case under discussion; the necessary instructions are now about to be issued to His Majesty's Commissioner at the Cape of Good Hope, to the effect that the same principle be observed there, not only from the necessity of harmonizing the labours of the two Mixed Commissions, but also in consideration of that being the most reasonable interpretation of the above-mentioned Article IV of Annex B.

Your above-mentioned request being thus complied with, as preferred on the part of your Government, I avail, &c.

(Signed) DUKE OF TERCEIRA.

No. 115.

Lord J. Russell to Mr. Howard.

Sir,

Foreign Office, August 16, 1859.

WITH reference to your despatch of the 6th instant, I have to acquaint you that there is no record in this Department of any communication from Count Lavradio regarding the permission granted to Senhor Flores to return to Angola.

I am, &c.
(Signed) J. RUSSELL.

No. 116.

Mr. Howard to Lord J. Russell.—(Received September 13.)

My Lord,

Lisbon, September 6, 1859.

M. VAN ZELLER, the Agent of the Royal Mail Steam-Packet Company here, informs me that the police officer who visited the passengers who arrived a few days ago by the Company's packet "Tasmanian," and have since been in quarantine, sent to him this day a negro who had not paid his passage nor was provided with a passport, having escaped from Rio de Janeiro.

The negro, whose name is André, M. Van Zeller says, is about 24 years of age, his owners are stated to be José Joaquim Lima e Silva e Sobrinho, and his profession that of a cook.

M. Van Zeller, on examining him, found that he had embarked at Rio on board the "Tasmanian," at 7 o'clock on the day of sailing, unknown to the Captain of the vessel, having purposely run away on account of bad treatment, that he had concealed himself on board until the vessel had sailed, and afterwards passed himself off during the voyage as a passenger's servant. On M. Van Zeller renouncing all claim to passage money, the negro was taken to the Civil Governor of Lisbon.

By the laws of this country, and more particularly by the Law of the 18th of August, 1856 (a copy and a translation of which were transmitted in my despatch of the 26th of that month and year to the Earl of Clarendon, and which, moreover, is published at page 318 of the Parliamentary Slave Trade Papers, from April 1, 1856, to March 31, 1857), all slaves belonging to foreigners landing in any port or anchorage of the Kingdom of Portugal, or of the archipelagoes of Madeira and of the Azores, are considered free.

Should there arise any necessity for calling the attention of the Portuguese Government to the stipulations of this law as regards the negro André, I will not fail to do so.

I have, &c.
(Signed) HENRY F. HOWARD.

No. 117.

Lord J. Russell to Mr. Howard.

Sir,

Foreign Office, September 8, 1859.

I TRANSMIT to you herewith, for your information, the accompanying copy of a despatch from Mr. Gabriel, Her Majesty's Commissioner at Loanda,* containing a report on the State of the Slave Trade at that place and in its vicinity, for the year 1858.

I am, &c.
(Signed) J. RUSSELL.

No. 118

Lord J. Russell to Mr. Howard.

Sir,

Foreign Office, October 5, 1859.

I TRANSMIT herewith, for your information, a copy of a despatch from Dr. Livingstone, Her Majesty's Consul at Quilimane,† relative to the measures taken by Portuguese and French subjects to carry on the Slave Trade.

I am, &c.
(Signed) J. RUSSELL.

* Class A, No. 59.

† No. 136.

No. 119.

Lord J. Russell to Mr. Howard.

Sir,

Foreign Office, October 22, 1859.

I TRANSMIT herewith, for your information, a copy of a despatch from Captain Rigby, Her Majesty's Consul at Zanzibar, relative to the countenance alleged to be given by Portuguese authorities to slave-trading proceedings on the East Coast of Africa.

I am, &c.
(Signed) J. RUSSELL.

Inclosure in No. 119.

Captain Rigby to Mr. Anderson, July 25, 1859.

[See Inclosure in No. 86.]

No. 120.

Mr. Howard to Lord J. Russell.—(Received October 22.)

(Extract.)

Lisbon, October 15, 1859.

I THINK it as well to state that the fugitive slave André, from Rio de Janeiro, who formed the subject of my despatch to your Lordship of the 6th ultimo, was placed in liberty by the Civil Governor of Lisbon, before whom he was taken on his arrival, and remains at large in this capital under supervision of the Police.

It does not appear that any inquiries have yet been made concerning him from Rio de Janeiro.

No. 121.

Lord J. Russell to Mr. Howard.

(Extract.)

Foreign Office, October 26, 1859.

WITH reference to my despatch of the 22nd instant, inclosing a copy of a despatch from Her Majesty's Consul at Zanzibar, I have to instruct you to bring to the notice of the Portuguese Government the facts reported by Captain Rigby, and in doing so you will state to the Portuguese Minister that Her Majesty's Government do not doubt that the Government of Her Most Faithful Majesty will visit with their severe displeasure those Portuguese Officers who, in defiance of the stringent orders of their Government, have been guilty of conniving at the iniquitous Traffic in Slaves.

No. 122.

Lord J. Russell to Mr. Howard.

Sir,

Foreign Office, October 31, 1859.

IN my despatch of the 5th instant, I transmitted to you a copy of a despatch which I had received from Dr. Livingstone, Her Majesty's Consul at Quilimane, giving an account of certain Slave Trade proceedings carried on in that neighbourhood with the connivance of the Portuguese authorities.

Although the proceedings referred to by Dr. Livingstone took place as far back as the end of the last and the commencement of the present year, the accounts recently received by Her Majesty's Government, show that Portuguese subjects and Portuguese authorities are still engaged in carrying on the Slave Trade.

I have to instruct you to communicate the substance of Dr. Livingstone's report to the Portuguese Government, and you will at the same time represent to the Portuguese Ministers that these Slave Trade operations, besides depopulating the country, and thereby depriving it of a source of wealth, are perpetuating barbarism in regions which Providence has supplied with prodigal liberality with all the means for commerce advantageous to Europe and civilizing to Africa.

I am, &c.
(Signed) J. RUSSELL.

No. 123.

Mr Howard to Lord J. Russell.—(Received November 13.)

(Extract.)

Lisbon, November 6, 1859.

INCLOSED I have the honour of transmitting a copy of the note which I addressed to the Duke of Terceira on the 3rd instant, bringing to his notice, the case reported by Captain Rigby, Her Majesty's Consul at Zanzibar, of a shipment of a cargo of 1,200 slaves in an American vessel under Spanish colours, from a bay a few miles to the south of Ibo, and repeating your Lordship's observations on the subject of it.

I have likewise called the Duke of Terceira's attention verbally to the subject of my note.

Inclosure in No. 123.

Mr. Howard to the Duke of Terceira.

M. le Ministre,

Lisbon, November 3, 1859.

IN compliance with the instructions which I have received from Her Majesty's Principal Secretary of State for Foreign Affairs, I have the honour to acquaint your Excellency that a despatch has reached Her Majesty's Government from Captain Rigby, Her Majesty's Consul at Zanzibar, reporting that he had received authentic information that on the 24th of August last, a large American ship, under Spanish colours, shipped 1,200 negroes for conveyance to Cuba from a few miles to the south of Ibo, on the East Coast of Africa, and that all the boats belonging to Ibo were employed in conveying them to the ship; and also that the Portuguese Governor of Ibo received a fee of ten dollars for each negro embarked, part of which amount he distributes amongst the various officials of the port.

It further appears from the information received by Captain Rigby that, since the Sultan of Zanzibar has so strongly forbidden the export of slaves from his ports in foreign ships, Ibo is the chief market from which they are shipped, which cannot be done without the connivance of the local Portuguese authorities, and that the above-mentioned case of a large shipment is by no means the only one which has taken place within the few last months from that port.

The practice observed on such occasions is said to be that the slavers call at Ibo and make all the necessary contracts and arrangements with the local agents for receiving cargoes of slaves, stand out to sea again, and afterwards return within a certain period. A point on the coast having been agreed upon, and the slaves and provisions having been collected at the appointed time, the slave-ships on their return to Ibo, seldom remain long in port, but ship their slaves and leave the coast a few hours afterwards. The slaves thus shipped are stated to be taken by land about thirty miles south, and shipped in a small bay called Poona. It is described as having a very narrow entrance, and ships inside it cannot be seen by a vessel out at sea.

In thus bringing to the notice of your Excellency the facts reported by Captain Rigby, I am directed by Lord John Russell to state that Her Majesty's Government do

CLASS B.

not doubt that the Government of Her Most Faithful Majesty will visit with their severe displeasure those Portuguese Officers who, in defiance of the stringent orders of their Government, have been guilty of conniving at the iniquitous Traffic in Slaves.

I avail, &c.

(Signed) HENRY F. HOWARD.

No. 124.

Mr. Howard to Lord J. Russell.—(Received November 21.)

My Lord,

Lisbon, November 13, 1859.

WITH reference to my despatch of the 6th instant, I have the honour to inform your Lordship that I yesterday received a note of the 9th instant from the Duke of Terceira, acquainting me that he was about to bring to the knowledge of the Minister of Marine the contents of my note of the 3rd, relative to the shipment, as reported by Her Majesty's Consul at Zanzibar, of 1,200 negroes from the neighbourhood of Ibo, with the connivance of the local Portuguese authorities; and that he awaited his Excellency's answer, which he would not fail to communicate to me.

I have, &c.

(Signed) HENRY F. HOWARD.

No. 125.

Mr. Howard to Lord J. Russell.—(Received November 21.)

My Lord,

Lisbon, November 16, 1859.

IN execution of the instructions contained in your Lordship's despatch of the 31st ultimo, I addressed to the Duke of Terceira, on the 13th instant, the note of which I have the honour to inclose a copy, communicating the substance of Dr. Livingstone's Report, of the 4th of March last, relative to certain Slave Trade proceedings carried on in the neighbourhood of Quillimane with the connivance of the Portuguese Authorities, and representing the evil effects of those operations.

I have this day verbally called the attention of the Duke of Terceira, and of General Ferreri, the Minister of Marine, to this note, as well as to that which I addressed to the Duke on the 3rd instant, relative to a large shipment of negroes from Ibo, and have received from both those Ministers the assurances that they will take every means in their power to prevent the revival of the Slave Trade in the Portuguese African possessions.

I have, &c.

(Signed) HENRY F. HOWARD.

Inclosure in No. 125.

Mr. Howard to the Duke of Terceira.

M. le Ministre,

Lisbon, November 13, 1859.

IN my note of the 3rd instant it was my duty to lay before your Excellency the information received by Her Majesty's Government from Captain Rigby, Her Majesty's Consul at Zanzibar, in a despatch of the 1st of September last, relative to a shipment of 1,200 negroes for conveyance to Cuba, from a bay near Ibo, on the east of Africa, with the participation of the Governor of that place.

In compliance with the further instructions which I have received from Her Majesty's Principal Secretary of State for Foreign Affairs, I have now the honour to bring to your

Excellency's notice the information contained in a despatch, dated Tette, the 4th of March of this year, from Dr. Livingstone, Her Majesty's Consul at Quillimane, respecting certain Slave Trade proceedings carried on in that neighbourhood with the connivance of the Portuguese authorities.

Although the proceedings referred to by Dr. Livingstone took place as far back as the end of the last and the commencement of the present year, nevertheless Lord John Russell considers it desirable that His Most Faithful Majesty's Government should be made acquainted with them, as the accounts more recently received by Her Majesty's Government, as communicated in my above-mentioned note of the 3rd instant, show that Portuguese subjects and Portuguese authorities are still engaged in carrying on the Slave Trade.

In Dr. Livingstone's despatch in question, he reports that about the beginning of October, 1858, an intelligent native pilot informed him that a cargo of slaves had been dispatched a few days before from Massengave or Sangave, a prayo or farm situated in the mouth of the Maindo, a river lying some 15 or 20 miles south of the entrance to Quillimane. The person who shipped them is a Senhor Cruz, a resident in Quillimane and the owner of the farm. The proceeding had caused considerable uneasiness in the class to which the pilot belonged, namely, the calavos or serfs, for Senhor Cruz has forced his sister-in-law to part with her domestic slaves in payment of a debt, and had exported them. As household slaves and serfs were believed to enjoy the privilege of rarely being sold except for crimes, the above-mentioned shipment had raised an alarm, but it was hoped that, through the influence of Major Secard, the example would not be followed up the Zambesi. Information was also obtained from the Portuguese themselves, that Senhor Cruz had made a contract with certain parties in Bourbon, to furnish several hundred slaves, to be exported as free emigrants, at so much per head; but, being aware of the prevailing disposition of the parties to slander each other, Dr. Livingstone says that he had hesitated to report in a despatch the ensuing revival of the slave-hunting in the countries north-west of Quillimane, in order to the fulfilment of the contract, until he could feel positive that the representation might confidently be relied on.

It is now, he proceeds to say, notorious that Senhor Cruz ships cargoes of slaves regularly from the Shaindo, in French vessels, and the merchants at Tette complain that he is so plentifully supplied with money as to be able to purchase up all the goods that came to Quillimane, and that he will not part with them for anything but slaves, or food used in exporting them. These merchants have no chance of selling their ivory except at a ruinously low price, and will probably be forced to bring slaves to Senhor Cruz instead of carrying on lawful commerce.

Senhor Cruz has an active agent for collecting slaves at Shupanza, named Senhor Francisco, and a Portuguese woman left Tette on the 3rd of March, 1859, with a cargo of slaves in irons for that depôt. A feint was made to catch her after she had left, but the Governor of Quillimane was conveniently ill at the time, and all understand the meaning of his connivance in Cruz's dealings too well to hinder them.

Dr. Livingstone observes, that it is painful to witness the infatuation with which the Portuguese again commence the Trade which ruined their power and commerce in the region in question; and that it might truly be said that they labour for a trifle and neglect fortunes lying at their feet. He could, he says, rise from his despatch and collect many cartloads of indigo, growing as a weed in the streets of Tette, but that it would all be allowed to rot, or be burned off as a nuisance.

In thus having the honour to communicate the foregoing information, I have been directed by Lord John Russell to represent to His Most Faithful Majesty's Government that these Slave Trade operations, besides depopulating the country, and thereby depriving it of a source of wealth, are perpetuating barbarism in regions which providence has supplied, with prodigal liberality, with all the means for commerce advantageous to Europe and civilizing to Africa.

I avail, &c.

(Signed) HENRY F. HOWARD.

No. 126.

Lord J. Russell to Mr. Howard.

Sir,

Foreign Office, November 26, 1859.

I TRANSMIT to you the accompanying extracts of a letter from Commander Oldfield of Her Majesty's ship "Lyra" relative to the Slave Trade in the Mozambique

Channel, and I have to instruct you to make known to the Portuguese Government the substance of that part of Commander Oldfield's report which shows the extent to which the Slave Trade is carried on from the Angoxa river, and from the other parts of the African coast situate within the limits claimed by the Crown of Portugal.

I am, &c.
(Signed) J. RUSSELL.

No. 127.

Mr. Howard to Lord J. Russell.—(Received December 4.)

My Lord,

Lisbon, November 25, 1859.

WITH reference to my despatch of the 16th instant, I have the honour to inclose a copy and a translation of a note of the date of the 22nd which I have received from the Duke of Terceira, stating that he had brought my note of the 13th instant relative to certain alleged Slave Trade proceedings in the neighbourhood of Quillimane to the knowledge of the Minister of Marine, in order to be enabled to reply to me, but assuring me in the meantime that His Most Faithful Majesty's Government would not spare such individuals as might be found implicated in that odious Traffic.

I have, &c.
(Signed) HENRY F. HOWARD.

Inclosure in No. 127.

The Duke of Terceira to Mr. Howard.

(Translation.)

Palace, November 22, 1859.

I HAVE the honour to acknowledge the receipt of the note which you were pleased to address to me under date of the 13th instant, relative to certain Slave Trade operations said to have been effected in the neighbourhood of Quillimane, and at which it is presumed that the Portuguese authorities have connived.

Having given the most serious attention to what you state in the above-mentioned note, I thought it right to bring the same to the knowledge of the Minister of Marine, in order that he may enable me to reply to you; but I can in the meantime assure you that His Majesty's Government will not spare such as may be found implicated in that odious Traffic.

I renew, &c.
(Signed) DUKE OF TERCEIRA.

No. 128.

Mr. Howard to Lord J. Russell.—(Received December 14.)

My Lord,

Lisbon, December 5, 1859.

HEREWITH I have the honour of transmitting a copy of a note which I yesterday addressed to the Duke of Terceira, bringing under his notice, in compliance with the instructions contained in your Lordship's despatch of the 26th ultimo, the substance of that part of the Report of Commander Oldfield, of Her Majesty's ship "Lyra," therein inclosed, which shows the extent to which the Slave Trade is carried on from the Angoxa river, and from other parts of the African Coast, situate within the limits claimed by the Crown of Portugal.

I have, &c.
(Signed) HENRY F. HOWARD.

Inclosure in No. 128.

Mr. Howard to the Duke of Terceira.

M. le Ministre,

Lisbon, December 4, 1859.

IN compliance with instructions from Her Majesty's Government, I have the honour to report to your Excellency the following information, dated April and May of this year, derived from Commander Oldfield of Her Majesty's ship "Lyra," showing the extent to which the Slave Trade is carried on from the Angoxa river, and from other parts of the African Coast, situate within the limits claimed by the Crown of Portugal.

A French brig obtained 200 slaves at Angoxa about that time; also two dhows arrived at Comoro from thence, and were shipped, together with others, from the neighbourhood of Quiloa. Two or three dhows (one of them the "Eleonora") were also stated on unquestionable authority to have arrived on the coast of Madagascar from Angoxa since October, 1858, carrying respectively 450 and 350 slaves. In one of the cases the Sultan himself shipped 80, and on a large portion of the remaining number of slaves shipped, he received head-money (at the rate of 4\$ per head) 44\$ being the price paid by the receivers (Frenchmen).

Besides these shipments, four, if not more dhows (it is believed nine), have run cargoes of slaves either to or off the bays on the north-west coast of Madagascar, or to Comoro, for shipment on board French *engagé* ships; one of the four dhows, which are known with certainty, being the personal property of his Highness, as likewise the cargo.

2,000, if not more, slaves since October last, nine dhows and two ships, have, to Commander Oldfield's certain knowledge obtained cargoes from the rivers Angoxa, Saint Antonio, Tegungo, Linyinga, and Monia. Those from the last named places are generally transhipped to Angoxa for ulterior shipment.

I have, &c.
(Signed) HENRY F. HOWARD.

No. 129.

Mr. Howard to Lord J. Russell.—(Received December 22.)

My Lord,

Lisbon, December 10, 1859.

WITH reference to my despatch of the 5th instant, I have the honour to transmit herewith a translation of a note of that date, which I this day received from the Duke of Terceira, stating, in reply to my note of the 4th, relative to certain Slave Trade operations on the East Coast of Africa, reported by Commander Oldfield of Her Majesty's ship "Lyra," that the Portuguese Government do not cease to employ every means for the suppression of the Slave Trade, that he had immediately communicated to the Minister of Marine the information I had conveyed to him, with a view to the institution of the necessary inquiry into the case, and that he reserves to himself to acquaint me with the measures to be taken.

I have, &c.
(Signed) HENRY F. HOWARD.

Inclosure in No. 129.

The Duke of Terceira to Mr. Howard.

(Translation.)

Palace, December 5, 1859.

I HAVE the honour to acknowledge the receipt of the note which you were pleased to address to me under date of yesterday, acquainting me with the information received by your Government relative to certain Slave Trade operations, said to have been effected at Angoxa, and other ports in the Portuguese possessions on the Eastern Coast of Africa.

Having taken note of what you state in your above mentioned note, it is my duty to say to you, that His Majesty's Government do not cease in the employment of every means for the extinction of the Slave Trade,, and with regard to the information to which

you refer, it was immediately communicated by me to the Minister of Marine, in order that the case may receive the investigation that it requires, reserving to myself to make known to you such measures as may be taken.

I avail, &c.
(Signed) DUKE OF TERCEIRA.

No. 130.

Mr. Howard to Lord J. Russell.—(Received December 22.)

My Lord,

Lisbon, December 14, 1859.

WITH reference to my despatches of the 6th and of the 16th ultimo, I have the honour to inclose a copy and a translation of a note of the 12th instant, which I have received from the Duke of Terceira, in reply to my notes of the 3rd and 13th of November, relative to a shipment of 1,200 slaves from Ibo to Cuba, and to other Slave Trade operations on the East Coast of Africa.

From this note your Lordship will perceive that the Minister of Marine has issued orders for the removal of the Governor of Cape Delgado from his post, and for the institution of an inquiry into the circumstances pointed out in my notes, with a view to the punishment of any Portuguese subjects found guilty of carrying on the Slave Trade.

I have, &c.
(Signed) HENRY F. HOWARD.

Inclosure in No. 130.

The Duke of Terceira to Mr. Howard.

(Translation.)

Palace, December 12, 1859.

IN reply to the two notes which you were pleased to address to me, under date of the 3rd and 13th of November last respectively, relative to a shipment of 1,200 slaves, said to have been effected in the neighbourhood of Ibo, and wherein accusations are made against certain authorities and Portuguese subjects on the East Coast of Africa with reference to that Traffic, I have the honour to state to you that the Minister of Marine informs me, in a despatch dated the 5th instant, that on the same day the proper orders were issued to the Governor-General of the Province of Mozambique, to cause the First Lieutenant of the Navy, Jeronymo Romero, now Governor of Cape Delgado, to be removed from his governorship, and to substitute him provisionally by some person whose conduct may hold out a guarantee for the faithful discharge of his duties; and also to cause an investigation to be made into the circumstances pointed out in your above-mentioned notes, in order to proceed against such persons as may be found guilty, and to make use of every means in his power to put an end, as His Majesty's Government desire, to any accusations against Portuguese subjects of connivance in the infamous Traffic in Slaves.

In bringing the above to your knowledge, I avail, &c.
(Signed) DUKE OF TERCEIRA.

No. 131.

Lord J. Russell to Sir A. Magenis.

Sir,

Foreign Office, March 6, 1860.

I TRANSMIT to you herewith a copy of a despatch from Mr. Gabriel, Her Majesty's Commissioner at Loanda,* inclosing copies of a correspondence which has passed between

* Class A, No. 83.

the Governor-General of Angola, Commander Hewett, of Her Majesty's ship "Viper," and Mr. Gabriel, arising out of the proceedings of the Commander of the "Viper" in detaining and sending to Loanda a launch called the "Barboleta," the property of a Portuguese subject named Pamplona.

It would appear that when Commander Hewett detained the "Barboleta" he was under the impression that the Portuguese regulations required that the small coasting craft should renew their passports or sailing licenses annually, whereas the ordinance which prescribed this formality had been abolished in 1854, of which fact, however, the Commander-in-chief of Her Majesty's Naval Forces, and the Commanders of British cruisers on the African station, by some oversight, do not appear to have been informed.

This omission, however, is immaterial, as far as the proceedings of the Commander of the "Viper" are concerned; for, as the "Barboleta" was not suspected of being engaged in the Slave Trade, Her Majesty's Government are not prepared to justify Commander Hewett's conduct in detaining this vessel, and they think it right, therefore, at once to disavow his proceedings.

I cannot refrain, however, from making some observations with regard to the claims put forward by Senhor Pamplona on account of the detention of his vessel, and with regard also to the exaggerated terms in which the Governor-General of Angola has thought proper to denounce the proceedings of the Commanders of British cruisers engaged in the suppression of the Slave Trade.

Senhor Pamplona, in his sworn protest, estimates his losses on account of the detention of the "Barboleta" at 1,065*l.*, and these losses are made up as follows, viz. :—

	£
1st. For value of goods stated to be existing on board the "Barboleta" at the time of her detention	100
2nd. For value of provisions on board the vessel	25
3rd. For deterioration of the vessel in consequence of her being towed from the Congo to Loanda ..	40
4th. For sum required to ransom and indemnify seven Cabenda men, composing the crew of the "Barboleta," who are stated to have been put on shore at a place where they would be detained as prisoners by the natives	200
5th. For estimated losses by the interruption of the business for which the cargo was intended ..	200
6th. For injury done to the Protester by the suspicion thrown upon him as being engaged in the Slave Trade	500
Making a total of	£1,065

Now, as regards the 1st, 2nd, and 5th items of claim, it appears, from the statement of the Commander of the "Viper," as will be seen on referring to the letter from Mr. Gabriel to the Governor-General of Angola of the 7th of November last, that the "Barboleta" had not, at the time of her detention, any cargo or provisions whatever on board, and that she came down the River Congo for the sole purpose of communicating with the Commander of the "Viper," with the view to ascertain what had become of another boat which Commander Hewett had detained, but which was subsequently released.

There can be no ground, therefore, for making a claim for the value of a cargo and for provisions which did not exist, and this answer will apply equally to the claim made by Senhor Pamplona under the 5th head, for damages in consequence of his business being paralyzed by the loss of a cargo which never had any existence.

With reference to the 4th item of claim, viz., 200*l.*, the sum estimated to be required to ransom and indemnify the Cabenda men who formed the crew of the "Barboleta," and who are stated to have been put on shore at a place where they would be detained as prisoners by the natives, it appears, according to Commander Hewett's account, that the crew of this vessel was composed of two white men and three or four negroes, and that they were transferred to the boat, regarding which the "Barboleta" had been sent to make inquiries, but which had already been released as above stated, and in this boat they all, at their own request, returned to Ponto da Lenha.

As regards the 6th and largest item of claim put forward by Senhor Pamplona, namely, 500*l.*, for the injury which his character will suffer by the suspicion thrown upon him of being engaged in the Slave Trade, I have in the first place to observe, that Commander Hewett, in his correspondence with the Governor-General of Angola, states that the "Barboleta" was not detained on a charge of being engaged in the Slave Trade, but because he was under the impression that she was navigating in violation of the Portuguese Laws for regulating the Coasting Trade, and that he was consequently justified in seizing her; and, as regards any damages Senhor Pamplona's character may suffer from the imputation that he had been engaged in the Slave Trade, I have to observe, that

it has been notorious for some years past that Senhor Pamplona has been engaged in that inhuman Traffic.

In the year 1857, when the American slave-vessel "*Mary E. Smith*" was captured by the Brazilian authorities off the coast of Brazil, Senhor Pamplona's name appeared in the papers of that vessel as one of the shippers of the slaves found on board.

Since that period, amongst the correspondence found on board a slaver, captured by a British cruizer on the African Coast, there is a letter addressed to Senhor Pamplona by his correspondent at Havana, which proved that he has been engaged in the Cuban Slave Trade. It will scarcely, therefore, be contended that Senhor Pamplona's claim for damages, under this head, could be sustained.

There remains, then, to be considered the 3rd item of claim, namely, 40*l.*, for deterioration of the "*Barboleta*," in consequence of her having been towed from the Congo to Loanda; and with reference to this claim, I have to state that, if, after a survey of the "*Barboleta*" by competent persons, which the authorities at Loanda will, doubtless, have already caused to be made, it should prove that this vessel did actually suffer damages to the amount of 40*l.*, that sum, or any less amount which may be awarded by the Surveyors, will be paid by Her Majesty's Government.

It remains for me to offer a few observations with regard to the Governor-General's statement, that the legitimate coasting trade, both in Portuguese and in native vessels, is the object of "unheard-of violences" and "atrocious persecution" on the part of Her Britannic Majesty's cruizers.

When such accusations are made against the Commanders of British cruizers, it is to be expected that they would have been supported by specific charges, but with the exception of the case of the "*Barboleta*," Her Majesty's Government are not aware that any Portuguese vessels have been improperly detained or interfered with by British cruizers on the West Coast of Africa; nor, as far as the reports which have hitherto been received would show, have any native vessels been captured or destroyed, except upon well-grounded information that they have been engaged in the Slave Trade.

So far from legitimate trade being subject to persecution and violence by British cruizers, Her Majesty's Government have no hesitation in asserting that, on the greater part of the African Coast where legal trade does exist, it owes such existence to the policy pursued by this country, and to the unwearied exertions of the Commanders of British cruizers for the suppression of the Slave Trade.

I have to instruct you to make a communication to the Portuguese Minister of Foreign Affairs in the sense of this despatch, and, if he should desire it, to give him a copy of it.

I am, &c.
(Signed) J. RUSSELL.

No. 132.

Lord J. Russell to Sir A. Magenis.

Sir,

Foreign Office, March 13, 1860.

I TRANSMIT to you herewith copies of two despatches from Her Majesty's Commissioners at the Cape of Good Hope: * one containing their Report upon the Slave Trade which has been carried on from the East Coast of Africa during the past year, the other inclosing a letter from Rear-Admiral the Honourable Sir F. Grey, containing information which, corroborated as it has been by reports received by Her Majesty's Government from other sources, leaves no room for doubting the fact that the Slave Trade has been extensively carried on from the Portuguese possessions, and that the Portuguese Governor of Ibo, as well as the authorities on other parts of the Coast, have connived at the Traffic.

I have to instruct you to communicate copies of Admiral Grey's letter and its inclosure, and also the substance of the Cape Commissioners' despatches to the Portuguese Government, and in doing so you will state that Her Majesty's Government feel assured that the Government of Her Most Faithful Majesty will cause immediate steps to be taken for the investigation of the circumstances reported by Admiral Grey and the Cape Commissioners, with the view to the removal and punishment of those officers who may be proved to have engaged in, or to have connived at, the Traffic in Slaves.

I am, &c.
(Signed) J. RUSSELL.

No. 133.

Sir A. Magenis to Lord J. Russell.—(Received March 22.)

My Lord,

Lisbon, March 14, 1860.

THE inability of the Duke of Terceira, from continued indisposition, to receive at the Foreign Office the Corps Diplomatique, prevented me from carrying out immediately your Lordship's instructions, contained in your despatch of the 11th ultimo, which reached me on the 21st.

I saw his Excellency, however, last week at his own house, and delivered to him a copy of that despatch, in conformity with your Lordship's instructions, and he promised to instruct the Portuguese Minister in London to take part in the Conference which your Lordship proposes should meet in London in May or June next to consider what measures can be taken to check the increase of the Slave Trade.

I have, &c.

(Signed) ARTHUR C. MAGENIS.

PORTUGAL. (*Consular*)—Azores.

No. 134.

Consul Vines to Lord J. Russell.—(Received December 30.)

My Lord,

St. Michael's, December 8, 1859.

I HAVE the honour to transmit to your Lordship the accompanying copy of a despatch (Inclosure No. 1), which I have this day received from Mr. James Mackay, the British Vice-Consul at Flores, together with a copy of a statement (Inclosure No. 2) made by a carpenter, of the name of Major T. Donnell, who was one of the crew of an American schooner the "*Wanderer*" of Savannah, the real name of the Master of which, according to the carpenter's statement on oath, is Mr. Lincoln Patten, of Bath, State of Maine.

I beg respectfully to call your Lordship's attention to the facts stated by the carpenter; that this American ship master had first assumed the name of D. S. Martin, and then that of George D. Walker, and changed the name of the vessel under his command from the "*Wanderer*" to the "*William*," altered the destination of his ship three times, and gave false reports to the vessels spoken with at sea, from all of which it would appear that he was about to engage in the Slave Trade.

I have, &c.

(Signed) SAMUEL VINES.

Inclosure 1 in No. 134.

Vice-Consul Mackay to Consul Vines.

Sir,

Flores, November 12, 1859.

I HAVE to inform you that, on the 6th of the current month, there arrived here an American schooner called "*William*," Captain, George D. Walker; the said Captain stated that he had encountered very bad weather, and lost his spars and sails and spoilt his provisions. After noting his protest, and calling a survey on his vessel, he gave large orders for provisions, and bought an anchor and chain and several spars, and employed carpenters on board of the said schooner, as well as on shore. The said Captain was repeatedly desired by his Consul to bring his ship's register on shore, but always made some excuse. To-day he was ordered to go on board and get the document; at the same time some of the parties who furnished his supplies requested him to bring money to settle. Afterwards the said Captain went on board of his vessel, slipped from his anchor, and made sail. In his hurry he left his carpenter on shore, who states, on oath, that the real name of the vessel is the "*Wanderer*," of Savannah, U.S., and that the Captain's real name is Lincoln Patten, a resident of Bath, in the State of Maine, U.S. A few days after leaving Savannah the said Captain stated to the crew his intention of going to the East Coast of Africa for a cargo of slaves. I herewith inclose a copy of the statement made by the carpenter.

I am, &c.

(Signed) JAMES MACKAY, Jun.

Inclosure 2 in No. 134.

Statement.

ON Friday, the 14th day of October, 1859, I shipped on board the schooner "*Wanderer*," the Captain of which then called himself D. S. Martin, and bound to Matanzas, West Indies; wages to be 18 dollars a-month, and advance 15 dollars, which I never received. Worked on board the ship and slept on shore until the 18th, when I asked the Captain to let me get my clothes and tools on board, but he kept me at work, the schooner then lying in the stream, and taking in provisions on board. That night, between 10 and 12 o'clock, Captain D. S. Martin came on board, accompanied by Captain Black, the Shipping Master, who brought with him a set of Articles. The two Captains came down into the cook's room, and called all hands that were on board; and Captain Martin said, "The '*Wanderer*' has to go to sea this night." We all asked him if he would let us get our clothes, but he refused, and said that Charles Tamarr* had told him not to allow a man to go on shore, and that he was rich enough to pay us all for our clothes. He then called all hands into the cabin to sign the Articles that Captain Black had brought with him, and which he read over to the crew. I have forgotten the name of the place we were to go to, but I know that it was on the coast of Africa. Captain Martin then compelled every man to put his name to the Articles, saying he would shoot every man that would not sign, and he and his mate were both armed with a pistol each. And when we had all signed, we were fifteen men all told, Captain, mate, second mate, cook, and steward, and ten men before the mast; then the Captain made the two men that came in Ned the boatman's boat with Captain Black sign too, and that made us twelve men before the mast, and we had left some men on shore who had already signed Articles for the West Indies. Captain Black then wanted to go on shore, but Captain Martin would not allow him, and swore that the first man that offered to go over the rail he would shoot. He then ordered me and another man to load all the muskets; there were twelve in all, but only ten good ones, and he said he would fight the Revenue Cutter. Whilst we were loading the guns he gave the order to get under weigh, putting tackles on the chain, and began to haul in by hand, making as little noise as possible, not to be heard on shore. Captain Martin told the second mate he had shot a man on shore, but did not know if he were dead. Ned the boatman said he was dead. The schooner got aground twice that night, but floated off at high water. Just outside the bar hauled up Ned's boat, and gave him our boat and a spar for a mast, and a horse pistol and cutlass to Captain Black, and then cast them off. It was understood when we left that Charles Tamarr was to meet us outside in a steamer with more men and more provisions; but Captain Martin, fearing to hang on the coast, for, not seeing the cutter, he expected she had gone to Charleston to get the other cutter to help her, he decided to run for St. Thomas's, to get provisions and other necessaries there, he having neither chronometer or chart, and but one quadrant and one Pidamy. On the 20th the Captain told me to build a false rail on the stern, and said he was in a hurry for it, and I worked at it until night. Same night spoke a ship, and told her we were from Rio, bound to Halifax with coffee. Friday, 21st, the Captain told me to paint out the schooner's name; gave it two coats of paint that day. Same day, saw a sail on weather-bow, it blowing fresh she passed our course; we kept away for her, ran up the American flag, got the starboard gun ready for use, and myself ready with a match. The vessel was an American barque, and our Captain said he suspected there were slaves on board. I have forgotten her name. The Captain asked what we wanted; we said to know his longitude, which he gave us. For some days rather stormy weather, which did much damage to our ship. I was kept constantly at work. On the 31st, spoke the ship "*Charlotta Morrison*" of Bath, bound south; told her to report us as the schooner "*William*" of Savannah. Also spoke an American schooner from New York, bound to Matanzas; told her we were from New York, out eight days, bound to St. Thomas, and asked her to report us as the "*Ida*" of Boston. On Wednesday, the 2nd of November, saw a full rigged brig ahead, but wind being light could not come up with her. The Captain thought it was the brig "*Echo*," also a slaver. On Friday, the 4th, we signed a new set of Articles, George D. Walker, Master, bound to Smyrna. The Captain changed his name to suit the name on an old set of clearances he had on board. Also cut out and put up and painted the name of "*William*" on the stern, the old name being carefully scraped out and painted over. About 4 o'clock, on the 5th November, made land. The Captain then called all hands aft, and said he was going into Fayal to get provisions and clothes; said he would not

* Probably the owner of the "*Wanderer*."

stop more than forty-eight hours, and gave us all some instructions what to say. Anchored, on the 6th November, at 10 o'clock in the morning, to the south of Santa Cruz, Island of Flores. The health boat came alongside, and then a pilot and officers. Captain showed his papers, all but clearances, which he said he could not find. After the officers left the mate got them, and altered them to suit. On the Monday the Captain ordered provisions and spars, and various other things. I was on shore at work, and the Captain, on being applied to for money for all the purchases he had made, said he would go to his vessel to get money, and instead of returning to shore he, on that same day, the 11th of November, slipped his cable, and stood off to sea, leaving me on shore, and I have seen no more of him.

The above I have written of my own free will and accord, at Santa Cruz, Island of Flores, November 16, 1859.

(Signed)

MAJOR T. DONNELL.

PORTUGAL. (*Consular*)—*Cape de Verds.*

No. 135.

Consul Miller to Lord J. Russell.—(Received December 17.)

My Lord,

St. Vincent, Cape de Verde Islands, November 23, 1859.

AT this moment, when the mail is about to close, I have received information of the appearance of a suspicious craft bearing Spanish colours between the Islands of Brava and Fogo, the most leeward of this group.

The Captain of the vessel boarded a small coasting schooner belonging to the islands, called the "Esperança," and after commanding his boat's crew to lay off from the schooner's side, to prevent their communicating with the crew of the "Esperança," demanded to be supplied with sugar, &c., which were furnished, but were not paid for.

The Patrao (Master) of the "Esperança" states that the vessel was a brig, a very fast sailer, and that he supposes that she is a slaver. After the Captain of the Spaniard took the stores he wanted from the "Esperança," he ordered the Patrao to make sail, which he did, but he says that the brig seemed to be pursuing no definite course, being at times sharp hauled close by the wind, and at times running with the wind free on his quarter.

This circumstance occurred about fifteen days since.

I have, &c.
(Signed) THOMAS MILLER.

PORTUGAL. (*Consular*)—*Quillimane.*

No. 136.

Dr. Livingstone to the Earl of Malmesbury.—(Received September 19.)

(Extract.)

Tette, March 4, 1859.

ABOUT the beginning of October last, an intelligent native pilot informed me that a cargo of slaves had been dispatched a few days before from Massangane or Sangane, a "prazo" or farm, situated in the mouth of the Maindo, a river lying some fifteen or twenty miles south of the entrance to Quillimane. The person who had shipped them is a Senhor Cruz, a resident in Quillimane, and the owner of the farm. The proceeding had caused considerable uneasiness in the class to which the pilot belonged, namely, the "Colonos" or serfs, for Senhor Cruz had forced his sister-in-law to part with her domestic slaves in payment of a debt, and exported them. As household slaves and serfs were believed to enjoy the privilege of rarely being sold, except for crimes, the above shipment had raised an alarm, but it was hoped that through the influence of Major Secard the example would not be followed up the Zambesi.

Information was also obtained from the Portuguese themselves that Cruz had made a contract with certain parties in Bourbon to furnish several hundred slaves to be exported as "free emigrants" at so much per head, but being aware of the prevailing disposition of the parties to slander each other, I hesitated to report in a despatch to Her Majesty's Government the ensuing revival of the slave hunting in the countries north-west of Quillimane in order to the fulfilment of the contract, until I could feel positive that the representation might confidently be relied on.

It is now notorious that Senhor Cruz ships cargoes of slaves regularly from the Maindo in French vessels, and the merchants here complain that he is so plentifully supplied with money as to be able to purchase up all the goods that come to Quillimane; and as he will not part with them for aught but slaves or food used in exporting them, they have no chance of selling their ivory except at a ruinously low price, and will probably be forced to bring slaves to Cruz instead of lawful commerce.

Señhor Cruz has an active agent for collecting slaves at Shupanga, named Senhor Francisco, and a Portuguese woman left this yesterday with a cargo of slaves in irons for that depot. A feint was made of catching her after she had left, but the Governor of Quillimane is conveniently ill at present, and all understand the meaning of his connivance in Cruz's dealings too well to hinder them. It is boasted that though English men-of-war were in the Mozambique channel, they dared not interfere with these emigrants in irons; and when persons in authority are asked if their home Government did not disapprove of this new slave trade, they reply—of course it did, but no one knows or cares about what is done in this country except the Viscount de Sá da Bandeira.

It is vexatious to witness the infatuation with which the Portuguese again commence the trade which ruined their power and commerce in this region. It may truly be said that they export their labour for a trifle, and neglect fortunes lying at their feet. I assure your Lordship that I could rise from this letter, and collect many cart-loads of indigo growing as a weed in the streets of Tette. It will all be allowed to rot or be burned off as a nuisance.

SPAIN.

No. 137.

Mr. Buchanan to the Earl of Malmesbury.—(Received April 13.)

(Extract.)

Madrid, April 7, 1859.

I TRANSMIT herewith a report I have received for your Lordship, under flying seal, from Her Majesty's Consul at Cadiz,* in reply to a despatch which he had received from your Lordship, on the subject of a vessel stranded at Puerto Rico with slaves on board.

No. 138.

Mr. Buchanan to the Earl of Malmesbury.—(Received April 15.)

My Lord,

Madrid, April 9, 1859.

WITH reference to my despatch of the 7th instant, I have the honour to transmit herewith, for your Lordship's information, the copy of a note which I have addressed to M. Calderon Collantes, in conformity with the instructions conveyed to me in your Lordship's despatch of the 10th ultimo, urging the Spanish Government to institute a stringent inquiry into the case of the slaver "*Magestad*," which was lately stranded on the island of Puerto Rico with a cargo of slaves on board, and which is alleged to have been fitted out at Cadiz.

I have, &c.

(Signed) ANDREW BUCHANAN.

Inclosure in No. 138.

Mr. Buchanan to Señor Collantes.

Sir,

Madrid, April 9, 1859.

IN conformity with instructions which I have received from the Earl of Malmesbury, Her Majesty's Principal Secretary of State for Foreign Affairs, I have the honor to call your Excellency's attention to the circumstances reported in the inclosed copies of despatches from Her Majesty's consuls at Puerto Rico and St. Thomas, under which the "*Majesté*," a large vessel alleged to have been fitted out at Cadiz, had been stranded at the port of Humacao, on the east end of Puerto Rico, with 850 slaves on board, the survivors of a cargo of 1050, with which she had left the coast of Africa. It does not appear certain whether the vessel had actually intended to land these slaves at Puerto Rico, or to carry them on to Cuba, but your Excellency will learn from the report of Her Majesty's Consul at St. Thomas, that he had not only been assured that this cargo of negroes was intended for the former island, but that a small cargo had been safely landed some time previously on the southern coast.

I feel assured that your Excellency will read with the indignation which it justly excites, the description which Mr. Vice-Consul Ick has given in his private letter to Her Majesty's Consul at Puerto Rico, of the disgraceful and horrible condition in which these unfortunate negroes were landed; and that your Excellency will feel with me, that no consideration for the dissatisfaction which the measures that may be necessary to suppress

so odious and detestable a traffic, should for one moment deter a Christian Government from adopting them.

In making this communication to your Excellency, I have also to state, in obedience to my instructions, that the Government of the Queen, my Sovereign, confidently expect that stringent enquiries will be made, with the view to the punishment of the parties who may have been engaged, either in planning the expedition in Puerto Rico or in Cuba, or in fitting out the vessel at Cadiz, as the case may be.

I have, &c.
(Signed) ANDREW BUCHANAN.

No. 139.

Mr. Buchanan to the Earl of Malmesbury.—(Received April 29.)

My Lord,

Madrid, April 23, 1859.

DON JOSE MARIA LAGO, an Agent of the Society for the introduction of Cotton Cultivation into the Island of Cuba, addressed to me some days ago the letter of which a translation and copy are inclosed, accompanied by some samples of Cuba grown cotton, and requesting me to support a scheme for the immigration of free labourers from the Coast of Africa into the island.

I inclose for your Lordship's information a translation of my reply, in which I have taken occasion to point out to him, that Her Majesty's Government would not only oppose any attempt to establish a system of emigration from the Coast of Africa, as likely to degenerate into a Slave Trade; but that while slavery exists in Cuba it would even be impossible for them to sanction the emigration of free labourers from any of Her Majesty's dominions in the East to that island.

I have, &c.
(Signed) ANDREW BUCHANAN.

Inclosure 1 in No. 139.

Señor Lago to Mr. Buchanan.

(Translation.)

Sir,

Madrid, April 18, 1859.

HAVING been commissioned to represent at this Court the Company called the "Algodonera de la Isla de Cuba," for whose prosperity your Excellency has evinced so noble and generous an interest, by using your good offices to induce the Spanish Government to grant that protection and support which this most important branch of Cuban agriculture deserves, I consider it my duty, in offering you, on behalf of my principals, my most hearty thanks, to bring under your notice the samples of this fine and delicate plant, which have been forwarded to me by the Company.

I avail myself of the occasion thus afforded me of having the honour of addressing your Excellency to inclose to you at the same time a copy of project of free African immigration into Cuba, which was submitted some years ago to the decision of the Government by Don José Suarez Argudin, a proprietor in the island, as well as a note describing the course which the proceedings on this subject have taken hitherto, and their actual position at the present time.

The want of field labourers in Cuba, in consequence of the epidemic diseases, which in a short space of time have deprived agriculture of more than 100,000 arms; the unfortunate results which have sprung from the European and Asiatic immigrations attempted since 1848, and the consequent urgent necessity of supplying to the rising cotton cultivation interest the strong arm, which alone is capable in that climate of supporting the severe labour demanded by the preparation of the lands intended for this purpose, have urged the author of the project to seek permission from the Government for the introduction into Cuba of 8,000 or 10,000 free African labourers, with every imaginable guarantee, and without prejudice to carrying out the said project in every point at some future period.

I cannot but call your Excellency's attention to this most interesting subject, which is one of life and death for Cuban agriculture, and more especially for the branch of it relating to cotton, the development of which would be impossible without the

powerful element of African labour, and, therefore, I cannot but hope from your great courtesy, that in continuing as hitherto to afford your powerful protection to the interests of the Company, you will assist efficaciously in disposing the Government to decide promptly and favourable the still pending scheme of Suarez Argudin in reference to African labourers.

I have, &c.
(Signed) JOSE M. LAGO.

Inclosure 2 in No. 139.

Mr. Buchanan to Señor Lago.

(Translation.)

Madrid, April 23, 1859.

Sir,

I HAVE received your letter of the 18th instant, together with the samples which accompanied it of Cuban grown cotton, and in returning them, I have much satisfaction in congratulating you on the prospect of that plant increasing before long the prosperity and the commercial importance of Cuba.

With reference, however, to the memorandum and pamphlet inclosed in your letter, and your wish that I should use my influence to promote the establishment of a system of free immigration into Cuba from the Coast of Africa, I have to observe, that, however much the Government of the Queen my Sovereign may feel interested in the success of the efforts now making to introduce cotton cultivation into that island, they will not be disposed to encourage it by giving their sanction and support to the views of Don José Suarez Argudin.

The social condition of Africa, and the odious practice of man-stealing which the Slave Trade has established among the people, entirely preclude the hope of any system of emigration from thence being carried on for many years to come, and until a complete change has been effected in the habits and principles of the natives which would not be attended with the abuses of the Slave Trade; and, besides, the existence of slavery in Cuba, would be a serious objection in the eyes of Her Majesty's Government to the adoption of such an experiment for the purpose of promoting immigration into that Spanish colony.

Indeed I may observe, that the feelings of Her Majesty's Government are so strong upon this latter point, that though they have learnt with much satisfaction that the Spanish Government are disposed to encourage the introduction of free Chinese colonists into Cuba, they consider the existence of slavery in the island an insurmountable obstacle to their sanctioning the emigration of labourers for that destination from a British colony.

With reference to your remarks on the failure of Chinese labour in Cuba, you will perhaps allow me to observe that the fault may not have lain entirely with the labourer, and that the system of field-labour in the island may have in some degree contributed to render him an unwilling or a useless servant. I have every reason to believe that in British Colonies the same complaint of the result of Chinese immigration does not exist. Indeed I am assured that the native of China has proved himself to be a more industrious and willing free field-labourer than the negro, while the money which such men save from their day's earnings, with a view to their eventual return to their own country, is the most satisfactory answer which can be given to those who object to their employment on account of their vices and unprincipled conduct.

I am, &c.
(Signed) ANDREW BUCHANAN.

No. 140.

Mr. Buchanan to Earl of Malmesbury.—(Received April 29.)

My Lord,

Madrid, April 25, 1859.

I HAVE the honour to inclose herewith the copy and translation of a note from M. Calderon Collantes, acquainting me with the steps which have been taken by the authorities of Puerto Rico in consequence of the stranding on that island of a vessel with a large cargo of African negroes.

CLASS B.

Your Lordship will perceive that M. Collantes considers the name of the vessel to have been "*Majesty*," which he says leads to the presumption of her having been English or Anglo-American, and he represents her Commander, who had died on the passage, to have been an Englishman.

Although upwards of 1,000 slaves were embarked on board this vessel, the Puerto Rican authorities report only 653 to have been landed.

I have, &c.
(Signed) ANDREW BUCHANAN.

Inclosure in No. 140.

Señor Collantes to Mr. Buchanan.

(Translation.)

Sir,

Madrid, April 12, 1859.

I HAVE received the note which you have been pleased to address to me under date of the 9th instant, in fulfilment of the instructions of your Government, respecting the disembarkation of negroes effected in the island of Puerto Rico, to which the communications from the Consuls of Her Britannic Majesty in the said island and in that of St. Thomas refer, and which you inclose to me in copy.

From the documents which exist in this office it appears that truly in the night of the 5th of February last a ship of large dimensions, and apparently laden with a considerable number of African negroes, was discovered stranded on the beach of Candelero, and at the port called the "Frenchman's," belonging to the jurisdiction of Humacao. Having been apprised of this event, the competent authority ordered a proper report to be drawn up, a Magistrate of the Tribunal being stationed in the village of Humacao for the purpose of instituting the necessary proceedings. From the reports existing in the said Supreme Tribunal, the only result which was known up to the 13th of February was, that prompt orders had been issued for the capture of two culprits who had fled; but, from confidential intelligence, and from particulars obtained by the Government of the island, it is known that the ship is truly one of those employed in the illicit Negro Traffic; that it comes from Santiago de Cuba, from whence it sailed more than six months ago, apparently for New Orleans; that, out at sea, it changed its course, going to the Coast of Africa, where it took on board from 1,000 to 1,200 negroes, of whom a large number perished during the passage, the Captain, who it seems was an Englishman, having died also; that, whilst sailing in the direction of Cuba it accidentally stranded where it was found; that it had on board 653 negroes and a crew of 30 men; that the former have been taken possession of in virtue of Government regulations; and will be conveyed to the capital of the island in the steam-boat "*Ferdinand Cortes*," together with the ship, which was already afloat again, thanks to the measures taken by the said steam-boat; and the latter, that is to say, the crew, were incarcerated in the prison of Humacao, and are at the disposal of the Tribunals; and, finally, that the ship has upon it, although somewhat effaced, the name of "*Majesty*," which leads to the presumption of her being English or Anglo-American.

This statement will bring to your knowledge that, with the exception of some slight variation, the facts elicited confirm those referred to by the British Consuls in Puerto Rico and St. Thomas in their communications; and I am able to assure you that the perpetrators of such a crime will be dealt with by Spanish tribunals according to justice, in the same manner that the unhappy beings who were on board the vessel referred to will be treated with all the interest which their miserable situation required.

Such is all I can say in reply to your note above referred to.

I avail, &c.
(Signed) SATURNINO CALDERON COLLANTES.

No. 141.

The Earl of Malmesbury to Mr. Buchanan.

Sir,

Foreign Office, May 13, 1859.

WITH reference to my despatch of the 10th of March last, I transmit, for your information, copies of a despatch and its inclosure from Mr. Lennon Hunt, Her

Majesty's Consul at Puerto Rico,* reporting that out of the cargo of slaves recently disembarked at Humacao in that island from the stranded vessel "*Majestic*" or "*Majesty*," and which was reported to consist of 850 negroes, only 512 remained ultimately accounted for by the Spanish authorities, the rest having been stolen with the connivance of the authorities, and reduced to slavery.

I observe in the note from Senhor Calderon Collantes, of which a copy was inclosed in your despatch of the 9th ultimo, that the number of negroes stated by the Spanish Minister to have been found on board the stranded vessel, and to have been taken possession of by the authorities, amounted to 653, but whether the number given by Her Majesty's Consul, or by the Spanish Minister, is correct, it is evident in either case that a large proportion of the unfortunate human beings, whose liberty ought to have been assured to them when once under the protection of the Spanish authorities, have been again kidnapped into slavery through the remissness or connivance of those authorities.

I have to instruct you to address a strong representation on this subject to the Spanish Government, and you will state that Her Majesty's Government confidently trust that the Government of Her Catholic Majesty will prove that they are in earnest in their endeavours to put a stop to the Slave Trade, not only by taking measures for the recapture of the kidnapped negroes, but also by punishing severely those persons who may have connived at, or engaged in, their abduction.

I am, &c.
(Signed) MALMESBURY.

No. 142.

The Earl of Malmesbury to Mr. Buchanan.

Sir,

Foreign Office, May 13, 1859.

I TRANSMIT to you herewith a copy of a despatch from Mr. Skelton, Her Majesty's Judge in the Mixed Commission Courts at Sierre Leone,† reporting the decease, on the 7th ultimo, of M. Joaquim de Zugasti, Her Catholic Majesty's Judge in the British and Spanish Mixed Court of Justice established in that colony, and I have to instruct you to communicate the intelligence of this melancholy event to the Spanish Government.

I am, &c.
(Signed) MALMESBURY.

No. 143.

The Earl of Malmesbury to Mr. Buchanan.

Sir,

Foreign Office, May 13, 1859.

I TRANSMIT to you herewith copies of despatches which I have received from Mr. Crawford on the subject of Cuban Slave Trade.‡

You will see from these papers, not only that there has been a considerable increase in the number of slaves introduced into Cuba in the year 1858, as compared with the previous year, but also that the proportion captured by the Spanish authorities during the same period is very much smaller, the numbers being 10,436 landed and 2,324 captured by the Spanish authorities in the year 1857, against 16,992 landed and 639 captured in the year 1858.

By your despatch of the 24th of February last, reporting what passed at a conversation which you had with the Spanish Minister for Foreign Affairs on the subject of the Cuban Slave Trade, it appears that Señor Collantes expressed his conviction that Mr. Crawford's reports as to the number of slaves introduced into Cuba are greatly exaggerated, for that according to accounts received by the Spanish Government from General Concha, the number of slaves introduced into Cuba had not latterly exceeded 5,000 annually.

* No. 241.

† Class A, No. 3.

‡ Nos. 186, 187, and 189; and Class A, Nos. 14 and 15.

But it is useless for the Spanish authorities to deny the accuracy of Mr. Crawford's statements, when they are corroborated by the reports received by Her Majesty's Government from other and totally independent sources.

To show the extent of the Cuban Slave Traffic, I need only mention that thirteen vessels were captured by British cruisers during the past year on the West Coast of Africa, either with slaves on board or equipped for Slave Traffic, and the following vessels are reported by Commodore Wise to have escaped with full cargoes of slaves destined for the Cuban market:—the "*Merchant*," "*Telegraph*," "*Putnam*," "*William Montague*," "*Blooming Youth*," "*Trovador*," "*Charlotte*," "*Ellen*," and "*Venus*." And besides the vessels above enumerated, other vessels, whose names are not given, are also known to have escaped with cargoes of slaves destined for Cuba.

Mr. Crawford gives also the names of the following vessels as having landed cargoes of slaves in Cuba:—the "*Nancy*," "*Peruana*," "*Iberia*," "*Haidee*," "*E. A. Rawlings*," and "*E. A. Chase*." And, as it is known that these vessels were at one time on the African coast, and destined for Slave Traffic, there can be little doubt that Mr. Crawford is correct in stating that they successfully landed their cargoes on the Cuban coast.

The advices, moreover, received by Her Majesty's Government tend to show that preparations are making for carrying on the Slave Trade on a still more extended scale during the present year.

Besides the vessels mentioned in Mr. Crawford's despatch of the 2nd of March last, as being intended for employment in the Slave Trade, Her Majesty's Government have received information that fifteen other vessels have either sailed, or are about to sail, from American and Cuban ports, destined to be employed in this Traffic.

I have to instruct you to communicate these facts to the Spanish Government, and you will at the same time state to Señor Collantes that unless some effective steps are taken by the Spanish authorities to fulfil the solemn obligation into which they have entered to put a stop to the Cuban Slave Trade by means which they undoubtedly have at their command, Her Majesty's Government cannot but foresee that those friendly relations, which is the earnest desire of Her Majesty's Government to maintain with that of Her Catholic Majesty, may be most seriously impaired.

I am, &c.
(Signed) MALMESBURY.

No. 144.

The Earl of Malmesbury to Mr. Buchanan.

Sir,

Foreign Office, May 16, 1859.

I TRANSMIT to you herewith an extract of a despatch which I have received from Her Majesty's Judge in the Mixed Commission Courts at Sierra Leone,* containing a report upon the Slave Trade on the West Coast of Africa during the past year.

I also inclose a copy of a despatch from Her Majesty's Consul-General in Cuba,† containing further information respecting preparations for carrying on the Slave Trade in that island, and I have to instruct you to make use of the information contained in these papers in the communication which you are directed by my despatch of the 13th instant to make to the Spanish Government on the subject of the Cuban Slave Trade.

I am, &c.
(Signed) MALMESBURY.

No. 145.

The Earl of Malmesbury to Mr. Buchanan.

Sir,

Foreign Office, May 22, 1859.

WITH reference to my despatch of the 13th instant, I inclosed for your information copies of a further despatch and its inclosures from Her Majesty's Consul at Puerto Rico,‡ relative to the abduction of the Africans landed at Humacao from the stranded slave-vessel "*Majestic*" or "*Majesty*."

I am, &c.
(Signed) MALMESBURY.

* Class A, No. 1.

† No. 195.

‡ No. 243.

No. 146.

Mr. Buchanan to the Earl of Malmesbury.—(Received May 26.)

My Lord,

Madrid, May 21, 1859.

I HAVE the honour to inclose herewith the copy of a note which, in obedience to the instructions conveyed to me in your Lordship's despatch of the 13th instant, I have addressed to the Spanish Government, reporting the death of M. Joaquin de Zugasti, Her Catholic Majesty's Judge in the British and Spanish Mixed Court of Justice at Sierra Leone.

I have, &c.
(Signed) ANDREW BUCHANAN.

Inclosure in No. 146.

Mr. Buchanan to Señor Collantes.

Sir,

Madrid, May 21, 1859.

IN conformity with instructions which I have received from the Earl of Malmesbury, it is my painful duty to inform your Excellency that Her Majesty's Government have received a despatch from Mr. Skelton, Her Majesty's Judge in the Mixed Commission Courts at Sierra Leone, reporting the decease on the 7th ultimo of M. Joaquin de Zugasti, Her Catholic Majesty's Judge in the British and Spanish Mixed Court of Justice established in that colony.

Mr. Skelton also reports that M. de Sanquirico, the Spanish Consul, had, in consequence, assumed the office of Acting Judge on the part of Spain.

I avail, &c.
(Signed) ANDREW BUCHANAN.

No. 147.

Mr. Buchanan to the Earl of Malmesbury.—(Received May 26.)

My Lord,

Madrid, May 21, 1859.

I HAVE the honour to inclose herewith the copy of a note which, in conformity with the instructions conveyed to me in your Lordship's despatch of the 13th instant, I have addressed to Her Catholic Majesty's Government respecting the negroes who were kidnapped from the cargo of the vessel "*Majestic*," stranded on the coast of Puerto Rico.

I have, &c.
(Signed) ANDREW BUCHANAN.

Inclosure in No. 147.

Mr. Buchanan to Señor Collantes.

Sir,

Madrid, May 21, 1859.

WITH reference to your Excellency's note of the 12th ultimo on the subject of the slaver "*Majestic*" or "*Majesty*," which was stranded on the coast of Puerto Rico in the month of February last, I have now, in conformity with instructions from the Earl of Malmesbury, to inform your Excellency that out of the cargo of that vessel disembarked at Humacao, which was reported to consist of 850 negroes, only 512 were ultimately accounted for by the Spanish authorities to be apprenticed as emancipados, the rest having been stolen with the connivance of the authorities and reduced to slavery. Mr. Consul Hunt reports to Her Majesty's Government that the stolen negroes were the strongest and healthiest of the cargo, while the weakly and sickly were left in possession of the authorities; and he also mentions that the Military Commandant of Humacao, who was the principal delinquent in their abduction, had been removed from his command, and was awaiting his trial by a court-martial at Puerto Rico.

With reference to this subject, I have also to inform your Excellency that Her Majesty's Consul addressed a note to General Cotoner on the 22nd of February, requesting that none of the emancipados might be assigned to the estate-holders of the Department in which the Africans had been landed, in order that it might be more easy to identify the numbers who were known to be secreted there; and after some hesitation this suggestion was complied with; but, notwithstanding, on the 23rd of March last there was hardly an estate in the district (although no emancipado had been assigned to them) on which some negroes from the cargo of the "*Majestic*" were not to be found.

Indeed, at that time, only five of the missing negroes had been captured by the police, and Mr. Hunt, therefore, addressed to the Acting-Governor (General Cotoner being absent on an official tour) the note, of which a copy is inclosed, naming several estates upon which these negroes were detained, and calling upon his Excellency to take measures for their liberation. General Medinella, however, only replied by the letter of which a copy is also inclosed, that Mr. Hunt's note would be forwarded to General Cotoner, although he was himself competent to act in the case, and delay was thus allowed to occur which could hardly fail to render useless the statements made by Her Majesty's Consul, as the planters would undoubtedly, before any search was made, be put upon their guard, so as to make the measures which might be ultimately adopted by the authorities entirely abortive.

In the Island of Puerto Rico, however, there was no excuse, as Mr. Hunt justly observes, for not discovering the missing negroes, as the pathless forests and thinly inhabited districts do not exist there, by which the authorities in the Havana endeavour to palliate their usual want of success in the prosecution of investigations of this kind. On the contrary, he says, as the country is thickly populated, of limited extent, and offers no facilities for concealing negroes, not one could have been removed from the charge of the authorities, if they had done their duty, instead of merely making a show of carrying out the law to save appearances.

In instructing me to submit this statement to your Excellency, the Earl of Malmesbury observes, that he is aware your Excellency's note above referred to represents the number of the negroes found on board the stranded vessel, and taken possession of by the authorities, as having only amounted to 650; but that, whether the number given by your Excellency or by Her Majesty's Consul in Puerto Rico is correct, it is evident in either case that a large number of human beings, whose liberty ought to have been assured to them when once under the protection of the Spanish authorities, have been again kidnapped into slavery through the remissness or connivance of those authorities.

I have consequently been instructed to press this case on the serious attention of Her Catholic Majesty's Government, and to state that the Government of the Queen, my Sovereign, confidently trusts that Her Catholic Majesty's Government will prove that they are in earnest in their endeavours to put a stop to the Slave Trade, not only by taking measures for the recapture of the kidnapped negroes, but also by punishing severely those persons who may have connived at, or been engaged in, their abduction.

I avail, &c.

(Signed) ANDREW BUCHANAN.

No. 148.

Mr. Buchanan to the Earl of Malmesbury.—(Received May 30.)

My Lord,

Madrid, May 25, 1859.

I HAVE the honour to inclose herewith a copy of a note which I have addressed to Señor Calderon Collantes, in conformity with the instructions conveyed to me in your Lordship's despatch No. 7 of the 13th instant, and I have also read that despatch to Señor Collantes, and had some conversation with his Excellency on the arguments which it contains, in support of the authenticity of the reports which have reached Her Majesty's Government respecting the increased development of the Cuban Slave Trade.

Señor Collantes, who had not yet received the inclosure, asked how I could expect Her Catholic Majesty's Government to place more reliance upon the reports of a foreign Consular Agent in Cuba than upon those of the Queen's Governor, who must have better means of information than any other person; to which I replied, that it must be remembered that almost all the subordinate local authorities were believed to be interested in concealing the truth from the Captain-General, and I therefore begged his

Excellency to read calmly and impartially a note which I had addressed to him, founded on your Lordship's despatch, and containing an abstract of the late reports which had been received by Her Majesty's Government from Cuba, the United States, and the West Coast of Africa, as I felt assured it could not fail to convince him that Her Majesty's Government had not hastily arrived at the conclusion that General Concha had formed far too low an estimate of the number of negroes annually imported into the island.

Señor Collantes said the only effectual means of checking the Trade would be the establishment of a proper system for introducing free labour into the colony, and that this question was at present occupying the serious attention of the Government.

He spoke, however, of Chinese labourers as having hitherto given little satisfaction to the Cuban planters, which I said was to be attributed to the harsh treatment and over-work to which field labourers were subject in the colony, an evil which would never be corrected until the Government interfered for their protection.

I have, &c.

(Signed) ANDREW BUCHANAN.

Inclosure in No. 148.

Mr. Buchanan to Señor Collantes.

Sir,

Madrid, May 21, 1859.

I HAVE the honour to inclose herewith, a statement which has been received by Her Majesty's Government from the British Commissary Judge at the Havana, showing the number of slaves known to have been landed in the Island of Cuba during the year 1858, and the proportion which had been captured by the Spanish authorities, the former amounting to 12,744, and the latter to only 639. Mr. Crawford further states in his report transmitting the inclosure, that, if to the above number of negroes landed be added the usual allowance of a third, as the approximate number of those respecting whom no information has been obtained, it would appear that the enormous number of 16,992 slaves have been landed during the year, and he expresses a belief that so many cargoes have been run, respecting which neither the Government of the island nor the Mixed Commission had any intelligence, that their real number far exceeds the proportion of the one-third at which they are estimated.

In making this communication he says he will doubtless be charged with credulity by the Spanish authorities, as on former occasions, but he declares that he has fully investigated the information which he has received, and has entirely satisfied himself of its authenticity.

He mentions the district of Cardenas as having rendered itself conspicuous for its slave-trading transactions during the year, but that the Lieutenant-Governor has, nevertheless, been allowed to retain his post; and that when General Concha sent an "oidor" from the Royal "Audiencia" to investigate matters at that place, no proofs could be obtained of the slave-trading which had been carried on almost publicly in the district, to the scandal of the inhabitants, who were witnesses, but durst not, or would not declare what they had seen.

In proof of his assertions of the extent to which the Slave Trade has been carried on since the date of the Treaty of 1835, Mr. Crawford says, in the same report, that it is only necessary to consider the enormous slave population required to produce 1,800,000 boxes, or nearly 450,000 tons of sugar, besides the tobacco and other exports of the island, and to reflect that nearly twenty-four years have elapsed since the ratification of the Treaty; for, though the ordinary mortality must have carried off all, or a great proportion of the slaves existing in 1835, there is a larger African population in Cuba at present than at that time, which certainly does not arise from the very limited fecundity of the negroes, and can only be accounted for by a constant stream of Bozals, which was last year considerably increased, and which is likely to be still further augmented by the facilities afforded to the slave-traders by the abuse of the flag of the United States—a state of things which is encouraged by the impunity that slave-traders have always enjoyed, there not being one instance of a conviction under the penal law, or of one slave-trader, though most of them are well known, having ever been subjected to its operation.

With reference to this subject Her Majesty's Consul-General at the Havana, addressed notes on the 30th of January and 25th of February last to the Captain-

General, of which copies are inclosed herewith, respecting two cargoes of Bozals, said to have been landed in the district of Sagua la Grande.

In replying to these communications General Concha expressed a disbelief in the landing of the cargoes in question, but he admitted that about the time at which it was reported to have taken place, a suspicious vessel had been seen near Cardenas, and another at Sagua la Grande, in pursu't of which vessels Spanish cruisers had been despatched, without, however, falling in with either of them; and Mr. Crawford presumes that they may not only have evaded the cruisers, but succeeded in landing their cargoes.

On the 12th of March, a report from the English Commissary Judge states that the following vessels were preparing to proceed to the coast of Africa for slaves, the "*Ines*," Spanish fore-and-aft schooner of 126 tons, painted green with red mouldings; the "*Enterprise*," American fore-and-aft schooner of 120 tons, Moran, master, which was seized and sold as a slave-vessel at Jacksonville, was repurchased by the slave-traders, and was then at the Havana painted black with red mouldings. There were also a barque, a brigantine, and a schooner, fitting out in the port, and the "*Antelope*," an American vessel of 244 tons, had sailed from New York on the 30th of January for San Juan de los Remedios, from thence to proceed to the Coast of Africa. The same despatch states that the coaster "*Estrella*" had lately carried to Cabañas the fittings for a slaver; and the coaster "*Vengativa*," a similar cargo in the direction of Cape San Antonio; and that the notorious slaver, Captain Don Eugenio Viñas, was at the Havana, with the intention, it was understood, of proceeding to the coast of Africa in the "*Eloisa*," a Chilian vessel of 487 tons.

In the same despatch, Mr. Crawford states that about a fortnight previously 500 Bozals had been landed at the Ensenada de los Cochinos, from a vessel named the "*Pancho*," and that the "*Dorado*," one of Don Julian Zulueta's slavers, was daily expected on the Cuban coast.

In another despatch, dated the 23rd of April, Mr. Crawford mentions that he had received a letter from Mr. Mure, Her Majesty's Consul at New Orleans, dated the 4th of the same month, reporting that the ship "*Rebecca*" of 543 tons, Carter, master, had sailed from thence for the Congo river, manifest not to be seen, and cleared by the Spanish firm of Prats, Pujol & Co., there being little doubt as to the nature and object of her voyage; and Mr. Mure adds that the slave-traders had become bolder in their operations, and no longer cleared their ships for Teneriffe and a market, but direct for the Slave Coast of Africa.

In the same despatch Mr. Consul-General Crawford reports that the Captain-General had informed him on the 16th of April of his attention having been called to the clearance for San Tomé of the American brig "*William M. Grotton*," of 240 tons, by a person named Don Gregorio Tejedor, but that the result of the investigation which his Excellency had ordered was, "that although it was suspected said vessel was to be engaged in the Slave Trade, as her papers were all in order, and there was nothing to warrant a formal detention, he was obliged to allow her to depart."

With reference to this case, Mr. Crawford observes, that Don Gregorio Tejedor is a notorious slave-trader, and that he has ascertained, since the "*Grotton*" sailed, on the 19th of April, that she had on board 38 pipes of water, and 160 shooks to be set up for more water-casks, 244 bags of rice, 60 barrels of biscuit, and a cooking stove—facts sufficient to condemn her, should she fall in with one of Her Majesty's cruisers. He also reports, in the same despatch, that the American brig "*Lillie Mills*," of 199 tons, was cleared on the 20th of April at the Havana for San Pablo de Loando, by a certain J. Newcomb, who calls himself an American citizen, and whose services the slave-traders have employed for a long time to cover their ownership of American vessels.

The "*Lillie Mills*" had been stranded on the Colorado Reef, from whence she had been got off, and sold cheap, and was eminently fitted for slave-trading purposes.

Mr. Crawford further states in this despatch, that Don Eugenio Viñas was said to have sailed for the Mozambique Channel on board a large vessel capable of carrying 1,000 or 1,200 slaves, but that his supporters and partners were so influential that no notice had been published of the clearance or sailing of the ship in which he went, although there is little doubt that he did sail on the 9th of April, in the Chilian ship "*Eloisa*," referred to in the Commissioner's despatch of the 12th March.

On the 2nd March, Mr. Skelton, the British Judge in the Mixed Commission at Sierra Leone, reports that the list of condemnations of slavers during the year 1858 shows a decrease in number as compared with those of 1857, fifteen having been condemned during the former year in the Vice-Admiralty Court of the colony, and one in the British and Spanish Mixed Court of Justice, but he regrets to add that this decrease in the

number of captures made by Her Majesty's cruizers is far from being a proof of a decrease in the Slave Trade carried on from the West Coast of Africa. On the contrary, he says, it is but too clear, from the reports of Her Majesty's Naval Officers employed on the station, that during 1858 the trade had been carried on with greater activity and success than had been the case for many previous years, and that he has unquestionable authority for affirming that between 10,000 and 11,000 slaves are known to have been exported from the West Coast during the year, while many other shipments must have taken place, which had not become known to the British authorities.

I have thus brought before your Excellency, in detail, statements which Her Majesty's Government believe must satisfy Her Catholic Majesty's Government that not only a considerable increase has taken place in the number of slaves introduced into Cuba in the year 1858, as compared with the previous year, but also that the proportion captured during the same period is very much smaller, the numbers being 10,436 landed, and 2,324 captured by Spanish authorities in 1857, against 16,992 landed, and 639 captured in 1858.

The Earl of Malmesbury, in instructing me to bring this fact before your Excellency's consideration, refers to a report which I forwarded to his Lordship in February last, of a conversation which I had with your Excellency upon the subject of the Slave Trade, in which you expressed a conviction that Mr. Crawford's statements as to the number of slaves introduced into Cuba were greatly exaggerated, for that, according to accounts received by Her Catholic Majesty's Government from General Concha, their number had not latterly exceeded 5,000 annually. Her Majesty's Principal Secretary of State, however, observes, that it is useless for the Spanish authorities to deny the accuracy of Mr. Crawford's statements, as they are corroborated by reports received by Her Majesty's Government from other and totally independent sources.

To show the extent of the Cuban Slave Trade, his Lordship says it is only necessary to mention that thirteen vessels were captured by British cruizers during the past year, on the West Coast of Africa, either with slaves on board, or equipped for Slave Traffic, while the following vessels were reported by Commodore Wyse to have escaped with full cargoes of slaves destined for the Cuban market:—The "Merchant," "Telegraph," "Putman," "William Montague," "Blooming Youth," "Trovador," "Charlotte," "Ellen," and "Venus." And besides the vessels above enumerated, other vessels, whose names are not given, are known to have escaped with cargoes of slaves destined for Cuba.

Mr. Consul-General Crawford also gives the names of the following vessels as having landed cargoes of slaves in Cuba:—The "Nancy," "Peruana," "Iberia," "Haidee," "E. A. Rawlings," and "E. A. Chase." And as it is known that these vessels were at one time on the African coast, and destined for Slave Traffic, there can be little doubt that Mr. Crawford is correct in stating that they landed their cargoes in Cuba.

The advices, moreover, received by Her Majesty's Government tend to show that preparations are making for carrying on the Slave Trade on a still more extended scale during the present year. Besides the vessels mentioned above as having been reported by Mr. Crawford on the 2nd of March last, as being intended for employment in the Slave Trade, Her Majesty's Government have received information that fifteen other vessels have either sailed, or are about to sail, from American and Cuban ports, destined to be employed in that Traffic.

Amongst other vessels, also, which have this year arrived in the West Indies with slaves on board, the "*Majestic*," lately stranded on the coast of Puerto Rico, must be mentioned; and there is the best authority for stating that this vessel, which is capable of carrying upwards of 1,000 negroes, had previously landed several cargoes on the Cuban coast.

Her Majesty's Government cannot, therefore, admit there are any grounds to call in question the truth of the reports which they have received as to the present frightful extent to which slave-trading is carried on between the coast of Africa and the Island of Cuba; and I am to state to your Excellency that unless some effective steps are taken by the Spanish authorities to fulfil the solemn obligation into which Her Catholic Majesty's Government have entered, to put a stop to the Cuban Slave Trade by means which they undoubtedly have at their command, the Government of the Queen my Sovereign cannot but foresee that those friendly relations which it is the earnest desire of Her Majesty's Government to maintain with the Government of Her Catholic Majesty may be most seriously impaired.

I have, &c.

(Signed)

ANDREW BUCHANAN.

No. 149.

Mr. Buchanan to the Earl of Malmesbury.—(Received June 3.)

Sir,

Madrid, May 28, 1859.

I HAVE the honour to inclose herewith the copy and translation of a letter from the Minister of Finance to the Director-General of Customs, which has been published in the "Gazette," acquainting him with a Royal Order, that the Xth Article of the Treaty between Great Britain and Spain for the suppression of the Slave Trade shall be included in the Customs' Regulations now in force in the Peninsula, in order that vessels proceeding to the West Coast of Africa for palm oil may not, through ignorance, have difficulties in satisfying Her Majesty's cruisers upon the coast as to their being engaged in legal pursuits.

I have, &c.
(Signed) ANDREW BUCHANAN.

Inclosure in No. 149.

The Minister of Finance to the Director-General of Customs.

(Translation.)

Most Illustrious Sir,

Madrid, April 13, 1859.

THE Queen (whom God preserve!) having been acquainted with a communication from the Department of Itate, in which it is stated, with reference to the Spanish Consul in Sierra Leone, that the Spanish polacre "Joven Jacinta," from Tarragona, had presented herself in that port, with fifty unmade-up casks for loading palm oil, but without the document referred to in the Xth Article of the Treaty solemnized with England on the 28th of June, 1835, her Captain, Don Simon Alcina, having stated that he was not aware that it was necessary, in order to prevent any difficulty with the cruisers charged with the repression of the Slave Trade, Her Majesty has been pleased to command, in accordance with your proposal, and in order that ignorance may never henceforth be alleged, that the Xth Article of the said Treaty shall be included in the Customs' Regulations now in force, in the section of "Exportation to Spanish Possessions;" and that a reply shall be made to the Department of State, informing it of this Royal Order, as well as that a copy of the said Article has been circulated to the Custom-houses of the Peninsula through your Direction-General, charging them to bear it in mind, and to fulfil, and cause to be fulfilled, by the commercial community, the orders therein contained.

Which I mention to you by Royal Order, for your information and guidance.
God preserve, &c.

(Signed) SALAVERRIA.

No. 151.

The Earl of Malmesbury to Mr. Buchanan.

Sir,

Foreign Office, June 10, 1859.

WITH reference to my despatch of the 13th ultimo, instructing you to make known to the Spanish Government the decease of M. Joaquin de Zugasti, Her Catholic Majesty's Judge in the Mixed Commission Court at Sierra Leone, I regret to have to inform you that, by the packet which arrived this day with the African mails, I have received intelligence of the death of M. de Sanguirico, the Spanish Vice-Consul and Her Catholic Majesty's Acting Judge in the said Court.

I have to instruct you to communicate to the Spanish Government the intelligence of this melancholy event, which leaves Her Catholic Majesty without a representative in the Mixed Commission Court at Sierra Leone.

I am, &c.
(Signed) MALMESBURY.

No. 152.

Mr. Buchanan to the Earl of Malmesbury.—(Received June 12.)

My Lord,

Madrid, June 3, 1859.

I HAVE had the honour to receive your Lordship's despatch of the 22nd ultimo, transmitting to me copies of a further correspondence between Her Majesty's Consul at Puerto Rico and the Captain-General of that island, respecting the abduction of a portion of the negroes landed from the stranded slaver "*Majestic*," and I have the honour to inclose herewith the copy of a note which I have addressed to Señor Calderon Collantes, communicating to his Excellency Mr. Hunt's observation upon this subject.

I have, &c.
(Signed) ANDREW BUCHANAN.

Inclosure in No. 152.

Mr. Buchanan to Señor Collantes.

Sir,

Madrid, June 3, 1859.

WITH reference to my note to your Excellency of the 21st ultimo, relative to the abduction by certain parties in Puerto Rico of a portion of the negroes who formed the cargo of the slaver "*Majestic*," lately stranded upon that island, I have the honour to inclose herewith, for your Excellency's information, copies of a further correspondence which has taken place between the Captain-General of the island and the Consul of the Queen my Sovereign upon this subject.

Mr. Hunt states to Her Majesty's Government, in forwarding the inclosures, that the abduction and dispersion of a large body of negroes, where the cargo of the "*Majestic*" was landed, would have been impossible without the knowledge and connivance of the authorities; and it may be inferred that the Captain-General entertains a similar opinion, from his Excellency, after receiving Mr. Hunt's note, having placed the Captain of the port and the Alcalde of Humacao under arrest, to take their trial at the capital of the colony for complicity in the abduction and disposal of the missing negroes.

His Excellency appears also to have assured Mr. Hunt that he would cause any estates to be searched on which there was reasonable ground for suspecting that negroes were concealed.

Your Excellency will, however, I feel assured, be of opinion that the case is one which calls for the most energetic measures on the part of General Cotoner, not only because free men in the charge of Her Catholic Majesty's officers have been kidnapped into slavery, but more especially with a view to the future, for if the negroes are not recovered, and if such transactions are left unpunished, the Island of Puerto Rico, which has hitherto afforded no encouragement to the slave-trader, will undoubtedly become a new market for his inhuman and demoralizing Traffic; and the African Slave Trade, instead of being extirpated in the Island of Cuba, will be extended to another Spanish colony.

I avail, &c.
(Signed) ANDREW BUCHANAN.

The Earl of Malmesbury to Mr. Buchanan.

Sir,

Foreign Office, June 16, 1859.

WITH reference to Lord Clarendon's despatch to Lord Howden, dated the 11th December, 1856, I now inclose to you, for your information, the accompanying copies of a correspondence which has passed between Her Catholic Majesty's Legation in London and this office respecting the claims put forward by Messrs. Vidal and Rivas, the owners of the Spanish vessel "*Fernando Po*" for compensation on account of the wreck of that vessel in the harbour of Sierra Leone, after she had been acquitted of a charge preferred against her of being equipped for the Slave Trade.

I am, &c.

(Signed) MALMESBURY.

Inclosure 1 in No. 153.

Señor Conte to the Earl of Malmesbury.

(Translation.)

My Lord,

Spanish Legation, London, April 9, 1858.

THE Government of Her Majesty the Queen my august Sovereign commands me to address your Excellency, asking for an indemnification in favour of Messrs. Vidal and Rivas, Spanish subjects, owners of the corvette the "*Fernando Po*," lost at Sierra Leone.

Her Majesty's Legation in this city solicited this indemnification before, but Her Britannic Majesty's Government was of opinion that it could not be acceded to as it was exhibited. The letter of the Treaty gives no right to the owners of a ship detained to claim reparation, when her capture is justified, and Her Britannic Majesty's Government goes upon this principle in rejecting the claim of Messrs. Vidal and Rivas.

But that which Her Catholic Majesty's Government asks for in favour of these Spaniards is not precisely a reparation for damages occasioned to the corvette "*Fernando Po*" by the detention she suffered. The damages in question are independent of those injuries. After the fact of the capture, and also of the detention in Sierra Leone, another occurred more serious in its results and in itself; that is to say, the loss of the ship.

This accident has nothing to do with the losses and damages of the capture and detention referred to in Article XI of the Treaty of 1835; it is a fact tantamount to the burning of the ship, or to her destruction by violence, or to any other mishap distinct and independent of the capture, and not a necessary result thereof, nor the consequence of a fortuitous accident. The Treaty cannot provide for it, and, in fact, the stipulations of that Article are not applicable thereto.

Justice demands that he who caused this misfortune is responsible for it; and as it is shown by the statement of shipwreck that it was due to the neglect of the English officials to whom the care of the ship was entrusted, it is evident that it belongs to Her Britannic Majesty's Government, who can require the responsibility of those officials, to indemnify the owners.

The Mixed Court of Sierra Leone, on information of this unfortunate event, decreed that the question to which it gave rise should be left to the determination of the Governments of England and Spain. The resolution of that Court, copy of which I have the honour to forward to your Excellency, proves that the Judges considered insufficient the indemnification of 25*l.* sterling, which they had decreed in their former sentence, in conformity with the provisions of the Treaty, and that they were of opinion that the affair, by the especial character it has assumed in consequence of the circumstances that had occurred in it, ought to be settled equitably. For such motive, they abstained from taking cognizance of a case which could not be decided in accordance with the Treaty, and they left it to the decision of the two Governments, in order that they should decide it in conformity with the laws of universal justice.

Her Catholic Majesty's Government hopes, then, that Her Britannic Majesty's Government will not disregard this question, but that, on the contrary, looking at it with due impartiality, it will give another proof of the spirit of justice by which it is actuated, in agreeing to grant to Messrs. Vidal and Rivas the indemnification they ask for.

I have, &c.

(Signed) AUGUSTO CONTE.

Inclosure 2 in No. 153.

Extract from the Minutes of Proceedings of the Mixed Commission Court at Sierra Leone.

IN the case of the Spanish barque "*Fernando Po*," Thomas Torrens, Master.

With reference to that part of the Decree of Court, in the case of the restored Spanish barque "*Fernando Po*," stating that the expense of refitting her for sea, as she was at the time of detention, should be divided between the captors and claimant, which refitment was ascertained by an authorized Surveyor of the Court to amount to the sum of 25*l.*, it is now determined by the Judges of the said Court, that as the "*Fernando Po*" has subsequently become a wreck, and cannot therefore be refitted, this matter should be left for the decision of the two Governments of England and Spain.

(Signed)

T. C. WESTON.

CHEV. GUILLEMAR D'ARAGON.

Inclosure 3 in No. 153.

The Earl of Malmesbury to Señor Conte.

Sir,

Foreign Office, June 17, 1858.

I HAVE the honour to acquaint you that I referred to the Lords Commissioners of Her Majesty's Treasury your letter of the 9th of April last, renewing, by direction of your Government, a claim made on a former occasion by Her Catholic Majesty's Legation at this Court, for compensation for the owners of the Spanish barque "*Fernando Po*," which was detained by a British cruizer on the African coast on a charge of being equipped for the Slave Trade, and having been acquitted of that charge by a decision of the Mixed British and Spanish Commission at Sierra Leone, was subsequently wrecked in that harbour.

It appears from your letter that this renewed request is founded on the assumption that the barque "*Fernando Po*," when she was wrecked, was at the time in the possession of the British authorities, and that it was in consequence of the neglect of the officers who were in charge of her that she suffered the injuries which caused her destruction.

But I beg leave to acquaint you that it has been represented to me by the Board of Treasury, that you are in error in supposing that the "*Fernando Po*" was in the hands of the British authorities when she was wrecked, the fact being, that after that vessel had been given up to her own master and crew, she was beached by them in one of the bays of the port, and there grounded on a rock, and received so much injury that she was condemned as unseaworthy.

Such being the facts of the case, I have to acquaint you that Her Majesty's Government would not feel themselves called upon to make any compensation to the owners of the "*Fernando Po*" for a loss which would appear to have been caused by the acts of their own servants.

I am, &c.

(Signed)

MALMESBURY.

Inclosure 4 in No. 153.

M. de Isturiz to the Earl of Malmesbury.

(Translation).

My Lord,

Spanish Legation, London, November 24, 1858.

THE reply which your Excellency was pleased to return to the note of Señor Conte, dated the 9th of April, relative to the indemnification claimed by the owners of the corvette "*Fernando Po*," was made known in due time to the Government of my august Sovereign.

That reply merely stated that Her Majesty's Legation was mistaken in asserting that the "*Fernando Po*" was in possession of the British authorities when she was wrecked, and that the truth was that, after the ship was given up to the owner and crew, they left her exposed to the waves on one of the shoals of the harbour, and there she settled down on a rock, and was so much damaged that she was condemned as unable to go to sea.

But Señor Conte did not say that the corvette "*Fernando Po*" was in possession of the British authorities when the shipwreck took place. His words in his note of the 9th April, to which your Excellency refers in your communication of the 12th of September, were as follows:—"It is shown in the statement of the shipwreck that this was caused by the carelessness of the English officers, to whom the guard of the vessel was entrusted." He did not mean by this that the ship was in the possession of the English at the moment of the wreck. What he meant was, that the English had kept her until that moment, and this circumstance is the basis on which our claim is founded.

And, in fact, if the vessel had been in the possession of the English officers at the moment of the wreck, there would have been no need to put forward a claim. Her Britannic Majesty's Government would not have required the Government of Her Catholic Majesty's to solicit a reimbursement. The reimbursement would have been so necessary a consequence of the facts that the British authorities themselves would have hastened to furnish it. There being no doubt about the fact, there would not have been a doubt about their responsibility.

In regard to the case before us, the circumstance which gives rise to the claim, and calls upon Her Majesty's Government to bring forward the proofs which it does bring forward, is, that the ship was wrecked because the English officers who had been left in charge of her had been so careless that the vessel remained in a condition unfit to resist the action of the sea and the waves. This is the fact which the Government of His Catholic Majesty had to prove, and has already proved by documents which are in the hands of the Government of Her Britannic Majesty.

Her Majesty's Legation hastened to transmit them to your Excellency's predecessor, inclosed with the first appeal which it considered right to make to him upon this business, on the 5th of August, 1856. It is shown by them that after long and bitter disputes between the Mixed Court and the Officers of the Royal English Navy, the vessel remained in the exclusive possession of the latter; it is shown that during the three months which the detention of the vessel lasted, those same officers were the only persons who guarded her; it is shown that it was by the carelessness of those officers that the provisions were damaged, and the hull and spars of the vessel injured to such a degree that she was not fit to go to sea. The accompanying copies, duplicates of those that were transmitted in 1856 to Her Britannic Majesty's Government, will be sufficient to convince your Excellency of the truth of these statements.

In view of all this, it is not possible that the Government of Her Catholic Majesty should refrain from now urging the claim it has already put forward. It is, then, by its command, that I now address your Excellency, calling on you to consider again, with due attention, this lamentable affair.

The question is one of a claim founded in equity. A Spanish vessel was captured by English officers and carried to Sierra Leone. A long contest was raised there between the captors and the Mixed Court upon the question of who should be her keepers during the trial. It was adjudicated that the possession should be in the hands of the capturing officers; that is to say, of one of the two parties interested. Those officers allowed the provisions to rot, the rigging to be lost, the sides and the deck to be damaged; they never moved the vessel; they never raised or changed the anchors. In the meantime the Court pronounced sentence, and the corvette was acquitted of all blame; but this sentence of acquittal was of no use. The English officers gave the vessel up to her owners, but they gave her in such a state, that, not being able to resist the beating of the sea, she was wrecked immediately on the coast.

These are the facts: this it is which gives rise to the claim of Her Catholic Majesty's Government. The Mixed Court of Sierra Leone, in passing sentence, considered that this circumstance should be submitted to the equity of the two Governments, and this sentence implies in itself the admission of the fact that the vessel was lost by the fault or the carelessness of the English officers entrusted to keep her; for it is indubitable, that if she had been injured by the want of care of the Spanish crew, there would have been no cause for this discussion between the Judges, and they would not have turned their attention to it for a moment; the owner of the corvette would be the loser by the damages and injuries which the abandonment, the carelessness, or the guilt of his servants, had caused to him, and, consequently, they would have had nothing to leave to the decision of the two Governments, because this circumstance would have been a private matter completely foreign to their intervention. Good faith and a right judgment are sufficient to infer this deduction from the sentence pronounced by the Court of Sierra Leone. To this document, already transmitted previously to Her Britannic Majesty's Government, I call very particularly your Excellency's attention. If

your Excellency considers it with full impartiality, if you consider also the documents a duplicate of which I have the honour to inclose, and particularly the one marked No. 3, where the damages caused to the ship by the carelessness of the English officers are proved, I venture to hope that your Excellency will acknowledge the justice with which the Government of my august Sovereign claims an equitable indemnification in favour of Vidal and Rivas.

I have, &c.
(Signed) XAVIER E ISTURIZ.

Inclosure 5 in No. 153.

The Earl of Malmesbury to M. de Isturiz.

Sir,

Foreign Office, June 7, 1859.

ON the 15th of December last, I had the honour to inform you that I had referred to the proper department the note which you addressed to me on the 24th of the previous month, containing a further statement of the grounds on which Her Catholic Majesty's Government claimed compensation for the owners of the Spanish barque "*Fernando Po*."

The circumstances of this case have again been attentively considered, and I shall now proceed to explain the decision by which Her Majesty's Government feel that they must abide.

In the note which I had the honour to address to Señor Conte on the 17th of June last, in reply to his note of the 9th of April, 1858, I stated that it appeared from his communication, that the renewed request for compensation for the owners of the "*Fernando Po*" was founded on the assumption that the "*Fernando Po*" when she was wrecked, was at the time in the possession of the British authorities, and that it was further assumed that it was in consequence of the neglect of the officers who were in charge of her that she suffered the injuries which caused her destruction; and I proceeded then to state that Señor Conte was in error in supposing that the "*Fernando Po*" was in the hands of the British authorities when she was wrecked, the fact being, that after that vessel had been given up to her own master and crew, she was beached by them in one of the bays of the harbour, and there grounded on a rock, where she received so much injury that she was condemned as unseaworthy.

But in your note of the 24th of November, you observe, that Señor Conte did not say that the "*Fernando Po*" was in possession of the British authorities when she wrecked, that the words in his note of the 9th of April was as follows:—"It is shown in the statement of the shipwreck that it was caused by the carelessness of the English officers to whom the guard of the vessel was entrusted." That he did not mean by this that the ship was in the possession of the English at the moment of the wreck; that what he meant was, that the English had kept her until that moment, and that this circumstance is the basis on which the claim is founded.

You then proceed to explain that the circumstance which gives rise to this claim is the fact, that the wreck of the ship was occasioned by the carelessness of the English officers who had been left in charge of her, and that it was owing to them that the provisions were damaged, and the hull and spars of the vessel injured, to such an extent that she was not fit to go to sea. You further state that the officers in charge of the "*Fernando Po*" never moved the vessel, that they never raised or changed the anchors, and that when the Court pronounced sentence, and acquitted the vessel, the sentence of acquittal was of no use, for the English officers gave the vessel up to her owners in such a state, that not being able to resist the action of the sea, she was immediately wrecked on the coast. You add, that this view of the case is supported by the sentence of the Mixed Commission at Sierra Leone, to which you call particular attention, and which, in your opinion, implies an admission of the alleged facts, and justifies the reference suggested by the Court, to the equity of the two Governments.

You, therefore, argue that it is undoubted that if the "*Fernando Po*" had been injured by the want of care of the Spanish crew, there would have been no call for the discussion between the Judges; that the owner of the vessel would have been the loser by the damages and injuries which that neglect, the carelessness, or the guilt, of his servant had caused, and that, consequently, nothing would have been left for the decision of the two Governments.

But the Report of the officers appointed by the Mixed Court at Sierra Leone to survey the "*Fernando Po*," at the time when she was given up to the Spanish Master

and crew, forbids the assumption that the subsequent loss of that vessel could have been in any way owing to the carelessness or neglect of the British Officers, for it is satisfactorily established by the Report of the Officer appointed by the Mixed Court to survey the "*Fernando Po*," that, after three months' detention, the vessel being at the time more than twenty years old, the sum of 25*l.* was all that was required to place the "*Fernando Po*" in as good a condition to proceed to sea as she was when she first arrived at Sierra Leone.

It is important to observe that this Report, of which the following is a copy, was approved by both the British and Spanish Judges:—

" Sir,

" *Sierra Leone, November 2, 1855.*

" Agreeable to instructions received from you yesterday by order of the Honourable the Judges of the Court of Mixed Commission, I this day repaired on board the restored Spanish barque '*Fernando Po*,' taking with me a practical man, and, in the presence of Mr. Tapril, the officer late in charge of said barque, minutely examined her below and aloft, and do conscientiously believe that the sum of 25*l.* sterling will place the said barque in as good a condition to proceed to sea as when she arrived here.

" I have, &c.

(Signed) " J. E. TAYLOR.

" Approved, and an addition of two guineas to the Surveyor.

(Signed)

" T. C. WESTON.

" A. DE GUILLEMAR DE ARAGON."

Moreover, the sentence of the Mixed Court at Sierra Leone cannot be held to imply an admission that the "*Fernando Po*" was lost by the fault or carelessness of the English officers, because the wreck did not occur until eleven days after the sentence.

In alluding to the sentence, however, as bearing out your view of the case, you probably meant to refer to a Minute of the Mixed Court which was passed subsequently to the wreck of the "*Fernando Po*."

The following is a copy of the Minute in question:—

" British and Spanish Mixed Court of Justice.

" In the case of the Spanish barque '*Fernando Po*,' Tomas Torrens, Master.

" With reference to that part of the Decree of Court in the case of the restored Spanish barque '*Fernando Po*,' stating that the expense of refitting her for sea as she was at the time of detention should be divided between the captors and claimant, which refitment was ascertained by an authorized surveyor of the Court to amount to the sum of 25*l.*, it is now determined by the Judges of the said Court that, as the '*Fernando Po*' has subsequently become a wreck, and cannot therefore be refitted, this matter should be left to the decision of the two Governments of England and Spain.

(Signed)

" T. C. WESTON.

" A. DE GUILLEMAR DE ARAGON."

This Minute, however, had reference only to the disposal of the above-mentioned sum of 25*l.*, which had been awarded by the decision of the Court for refitting the "*Fernando Po*," and which could not be applied to that purpose when the vessel was wrecked. It had nothing whatever to do with the general question of the loss of the vessel, and when subsequently one moiety of the 25*l.*, and one moiety of the 2*l.* 2*s.*, the Surveyor's fee, amounting together to 13*l.* 11*s.*, the proportion payable by the captors, was paid at Sierra Leone to the agents of the Spanish owner, and was included in an account forwarded by the Marshal of the Court and paid by Her Majesty's Government nothing was left to be decided by the two Governments, and neither the Spanish owners nor the Spanish Government had any further claim against the British captors.

I have in conclusion to observe, that there can be no question of the fact of the "*Fernando Po*" having been in the sole charge and possession of her Spanish master and crew at the time when she was wrecked, the sentence of the Court releasing the vessel having been pronounced on the 30th of October, 1855, and the vessel having been given up to her master on the same day, whilst the wreck of the "*Fernando Po*" did not take place till the night of the 10th of November, when she had been eleven days in the hands of her Spanish crew.

The wreck, moreover, was caused, not by the action of the wind or the waves, which the "*Fernando Po*," owing to the assumed dilapidation of her hull or spars, was unable to withstand, but by the act of the parties at the time in possession of her, who, for the

purpose of cleaning her bottom, beached her in one of the bays of the port of Sierra Leone, where she grounded on a rock, and, being an old vessel, received so much injury that she was subsequently condemned as unseaworthy.

The immediate cause of the loss of the "*Fernando Po*" was, therefore, the want of judgment or carelessness on the part of the master and crew in beaching the vessel in an improper place, and, however much Her Majesty's Government may regret her owner's loss, they can only signify their entire concurrence in the position laid down by you in your note of the 24th of November, that the owner of the corvette must alone be the loser by the damages and injuries which the neglect, the carelessness, or the guilt, of his servants has been shown to have caused.

I am, &c.
(Signed) MALMESBURY.

No. 154.

The Earl of Malmesbury to Mr. Buchanan.

Sir,

Foreign Office, June 17, 1859.

I TRANSMIT herewith, for your information, copies of despatches, as marked in the margin, from Her Majesty's Consul-General at the Havana, relative to the Cuban Slave Trade.*

I am, &c.
(Signed) MALMESBURY.

No. 155.

Mr. Buchanan to the Earl of Malmesbury.—(Received June 22.)

My Lord,

Madrid, June 17, 1859.

WITH reference to your Lordship's despatch of the 10th instant, I have the honour to inclose herewith the copy of a note which I have addressed to M. Calderon Collantes, conveying to his Excellency the intelligence which had been received by Her Majesty's Government of the death of M. de Sanguirico, Spanish Vice-Consul and Her Catholic Majesty's Acting Judge in the Mixed Commission Court at Sierra Leone.

I understand that Her Catholic Majesty's Government had been already made acquainted with this melancholy event, and had consequently appointed a successor to M. de Sanguirico.

I am, &c.
(Signed) ANDREW BUCHANAN.

Inclosure in No. 155.

Mr. Buchanan to Señor Collantes.

Sir,

Madrid, June 16, 1859.

WITH reference to the note which I had the honour of addressing to your Excellency on the 21st ultimo, reporting the decease of M. Joaquin de Zugasti, Her Catholic Majesty's Judge in the Mixed Commission Court at Sierra Leone, it is now my painful duty to inform your Excellency, in conformity with instructions which I have received from the Earl of Malmesbury, that the packet which arrived in Great Britain on the 10th instant with the African mails brought intelligence of the death of M. de Sanguirico, the Spanish Vice-Consul, and Her Catholic Majesty's Acting Judge in the above-mentioned Court.

In acquainting your Excellency with this melancholy event, which leaves Her Catholic Majesty without a Representative in the Mixed Commission Court at Sierra Leone, I avail, &c.

(Signed) ANDREW BUCHANAN.

* Nos. 194 and 195; and Class A, No. 18.

Mr. Buchanan to Lord J. Russell.—(Received July 2.)

My Lord,

Madrid, June 25, 1859.

WITH reference to my despatch of the 17th instant, on the subject of the decease of M. Sanquirico, late Spanish Vice-Consul at Sierra Leone, I have the honour to inclose herewith the copy and translation of a note which I have received from Señor Calderon Collantes, informing me that Don Manuel de Zea Bermudez, who has been appointed to succeed him, will proceed shortly to his post, and act as Consul-General until a successor is named to the late Señor Zugasti.

I have, &c.
(Signed) ANDREW BUCHANAN.

Inclosure in No. 156.

Señor Collantes to Mr. Buchanan.

(Translation.)

Sir,

Aranjuez, June 21, 1859.

IN reply to the note which you had the goodness to address to me on the 16th instant, acquainting me with the decease of Don Teodoro Sanquirico, Vice-Consul of Spain at Sierra Leone, I have the honour to inform you that Her Majesty the Queen has been pleased to name, in succession to that officer, Don Manuel de Zea Bermudez, who will shortly start for his post, in order to take charge of the Consulate-General until the arrival of the person nominated to fill the latter appointment.

I am, &c.
(Signed) SATURNINO CALDERON COLLANTES.

No. 157.

Lord J. Russell to Mr. Buchanan.

Sir,

Foreign Office, July 31, 1859.

WITH reference to Lord Malmesbury's despatch of the 7th ultimo, I transmit, for your information, copy of a further despatch from Mr. Lennon Hunt, Her Majesty's Consul at Puerto Rico,* by which you will perceive that there can be little doubt but that 76 of the negroes who were recently landed at Humacao from the slaver "Majestic" have been embarked at that port for Cuba on board the Spanish schooner "Terrible."

I have to instruct you to bring the facts of this case, as reported in Mr. Hunt's despatches, to the notice of the Spanish Government, and you will request the Spanish Minister to inform you what steps have been taken by Her Catholic Majesty's Government, or what measures they propose to adopt for the punishment as well of the persons engaged in the abduction of these negroes as of the authorities at Humacao, without whose connivance it would have been impossible that they could have been kidnapped in the first instance or subsequently embarked for Cuba.

I am, &c.
(Signed) J. RUSSELL.

No. 158.

Lord J. Russell to Mr. Buchanan.

Sir,

Foreign Office, August 11, 1859.

I TRANSMIT herewith for your information, copies of despatches as marked in the margin,† which I have received from Her Majesty's Acting Consul-General in Cuba, and from the Acting British Judge in the Mixed Commission Court established in that island, on matters relating to the Cuban Slave Trade.

I am, &c.
(Signed) J. RUSSELL.

* No. 244.

† Nos. 200, 201, and 202; and Class A, No. 20.

No. 159.

Mr. Buchanan to Lord J. Russell.—(Received August 30.)

My Lord,

San Ildefonso, August 24, 1859.

I HAVE the honour to inclose herewith for your Lordship's information the copy and translation of a Royal Order, addressed to the Governor of Fernando Po, instructing him, on the ground that all men are free in countries where slavery is not acknowledged, not to deliver up, as claimed by the Governor of the Portuguese possessions of Santo Tomé and the Prince, certain negro slaves who had escaped from thence, and taken refuge in the island.

I have, &c.

(Signed) ANDREW BUCHANAN.

Inclosure in No. 159.

Royal Order.

WITH reference to your communication of the 20th of June last, giving account of a request made by the Governor of the Portuguese possessions of Santo Tomé and the Prince, that certain refuge slaves, belonging to various merchants of those possessions, who have sought an asylum in the Island of Fernando Po, should be delivered up to him :

Considering that the title of a property in a slave can only be valid in those countries in which the laws recognize the existence of slavery ;

Considering that in all countries where slavery is not admitted, all men of whatsoever class, or whensoever they come, are necessarily reputed as free ;

Considering that as the validity of the title which serves as the foundation of this request is not recognized, the request cannot be taken into consideration ;

Considering, finally, that in Fernando Po and its dependencies the existence of slavery is not admitted nor recognized in any manner whatever, Her Majesty the Queen has been pleased to dispose that you shall in no case whatsoever accede to claims of the nature of that put forward by the Governor of the Portuguese Islands of Santo Tomé and the Prince.

Which, by Royal Order, I communicate to you for your information and guidance.
God preserve, &c.

(Signed) O'DONNELL.

San Ildefonso, August 18, 1859.

No. 160.

Lord J. Russell to Mr. Buchanan.

Sir,

Foreign Office, September 10, 1859.

WITH reference to my despatch the 31st of July last, I transmit to you herewith, for your information, copies of despatches from Mr. Hunt, Her Majesty's Consul at Puerto Rico,* containing information respecting the fate of the negroes landed from the "*Majestic*," who were seized by the authorities at Humacao, reporting the steps taken by General Cotoner to apprehend the persons engaged in transporting a portion of those negroes to Cuba on board the Spanish steamer "*Terrible*," and detailing the circumstances of the capture of that vessel, together with her crew.

I am, &c.

(Signed) J. RUSSELL.

No. 161.

Lord J. Russell to Mr. Buchanan.

Sir,

Foreign Office, September 10, 1859.

I TRANSMIT to you herewith, for your information, a copy of a despatch from the British Acting Consul-General at the Havana,† inclosing copies of a correspond-

* Nos. 245, 246, and 247.

† No. 204.

ence which he has had with the Captain-General of Cuba relative to the landing of a cargo of slaves at Sagua.

I am, &c.
(Signed) J. RUSSELL.

No. 162.

Lord J. Russell to Mr. Buchanan.

Sir,

Foreign Office, September 10, 1859.

WITH reference to my despatch of the 11th ultimo, I inclose for your information the accompanying copy of a despatch from Mr. John Crawford, the British Acting Consul-General at the Havana,* containing information respecting the movements of vessels suspected of being destined for employment in the Slave Trade.

I am, &c.
(Signed) J. RUSSELL.

No. 163.

Lord J. Russell to Mr. Buchanan.

Sir,

Foreign Office, September 26, 1859.

M. ISTURIZ called at this office a few days ago, and stated that he was desired by his Government to declare, with reference to the complaints of Commodore Wise that slavery existed at Fernando Po, that the Spanish Government had not only given positive orders against it, but had also enjoined that if any person should be landed in the island in a state of slavery, he should be set at liberty.

I am, &c.
(Signed) J. RUSSELL.

No. 164.

Lord J. Russell to Mr. Buchanan.

Sir,

Foreign Office, October 20, 1859.

I TRANSMIT herewith, for your information, copies of a letter and its inclosures, from the Admiralty,† reporting the capture, by Her Majesty's ship "Pluto," of a brig, supposed to be the Spanish brig "Esperanza," which vessel being found to be fully equipped for the Slave Trade has been sent to St. Helena for adjudication.

I am, &c.
(Signed) J. RUSSELL.

No. 165.

Lord J. Russell to Mr. Buchanan.

Sir,

Foreign Office, October 28, 1859.

I TRANSMIT to you herewith a copy of a despatch from Her Majesty's Consul at Zanzibar,‡ reporting the shipment of 1,200 slaves from the neighbourhood of the Portuguese settlement of Ibo for the Cuban market. I think it right that you should be made acquainted with these shipments of slaves from the Eastern Coast of Africa for Cuba, as they tend to show the extent to which the Slave Trade is carried on in that island.

I am, &c.
(Signed) J. RUSSELL.

* No. 205.

† Class A, No. 119.

‡ No. 86.

No. 166.

Lord J. Russell to Mr. Buchanan.

Sir,

Foreign Office, November 1, 1859.

I TRANSMIT to you herewith copies of despatches from Her Majesty's Acting Consul-General at the Havana,* respecting the continued importation of slaves into Cuba.

I have to instruct you to represent to the Spanish Government the several cases specified by Mr. Crawford, and you will say that in regard to such matters the Spanish Government appears entirely to overlook the obligations by which it is bound towards this country.

It is notorious that the slave-dealers bribe the local authorities in Cuba, and it is scarcely too much to assume that, in all probability, every Civil Officer in Cuba, from the highest to the lowest, is making a fortune out of the misery and degradation of his fellow men.

The Spanish Government, although it has received a large sum of money from Great Britain as the price of its consent to abolish the Slave Trade, is the only Government which openly and notoriously favours that trade, by the countenance which it affords to its colonial authorities, and the facility it suffers them to enjoy for carrying on their malpractices with impunity.

You will read this despatch to Señor Collantes.

I am, &c.,
(Signed) J. RUSSELL.

No. 167.

Lord J. Russell to Mr. Buchanan.

Sir,

Foreign Office, November 8, 1859.

WITH reference to my despatch of the 1st instant, I inclose, for your information, a copy of a further despatch from Her Majesty's Consul-General at the Havana,† containing information relative to the Cuban Slave Trade.

I am, &c.
(Signed) J. RUSSELL.

P.S.—I also inclose an extract of a letter from Commodore Wise, which has been communicated to me by the Admiralty,‡ reporting the capture of several slave-vessels by Her Majesty's cruisers on the African coast, and containing information which tends to show the extent to which the Cuban Slave Trade is now carried on.

No. 168.

Mr. Buchanan to Lord J. Russell.—(Received December 9.)

My Lord,

Madrid, November 30, 1859.

I HAVE the honour to transmit herewith, for your Lordship's information, the translation of a memorandum, which I have had drawn up in Spanish, from the inclosure in your Lordship's despatch of the 1st instant, which I placed in M. Calderon Collantes' hands some days ago, after calling his Excellency's attention to the more striking proofs which it affords of the extent to which slave-trading is now carried on between Cuba and the coasts of Africa. I also pointed out more particularly to his Excellency that Her Catholic Majesty's Government were responsible for the impunity with which slave-trading vessels are fitted out in the ports of Cuba, in consequence of the Captain-General being of opinion that the Spanish penal law cannot be applied to them; and for the audacity with which such vessels, protected by papers obtained in Cuba, carry on their detestable traffic under the guns of Her Majesty's cruisers; and I added, that until a remedy was applied to this evil, it would be impossible to expect that Her Majesty's Government would give Her Catholic Majesty's Government credit for doing everything in their power to suppress the trade.

* Nos. 207 and 208.

† No. 213.

‡ Class A, No. 127.

His Excellency replied, that, *prima facie*, it appeared to him that there could be no good reason for not causing the penal law to be enforced against all vessels frequenting the ports of Cuba, and he promised to read the memorandum and to give this part of the subject his serious attention. I then said that, having acquainted him with the facts which had lately come to the knowledge of Her Majesty's Government, I must also, in obedience to my instructions, acquaint him with the impressions which they had made upon them; and, in conformity with your Lordship's directions, I read to him your Lordship's despatch above alluded to.

M. Calderon Collantes endeavoured to defend the Spanish Government and the Captain-General of Cuba, but I said that, until some means were adopted to prevent the constant disembarkation of negroes on the island, and the facility with which "cedulas" were obtained for newly imported slaves, it could not be doubted that the local civil authorities were in league with the slave-traders, and that until efficient measures were taken for the punishment of the guilty, Her Majesty's Government would continue to consider that the Spanish Government sanctioned the daily violation of the obligations which Spain had contracted to Great Britain with respect to the abolition of the Slave Trade.

I have, &c.

(Signed) ANDREW BUCHANAN.

Inclosure in No. 168.

Memorandum.

THE proceedings of the British squadron on the Coast of Africa during the months of June, July, and August, show the extent to which slaves are being shipped from thence to Cuba.

Commodore Wise reports, on the 27th of August, that on the 13th of June, when in latitude 0° 50' south, longitude 4° 30' east, Her Majesty's ship "Viper" proceeded, under steam, to Anabon, passing that island on the night of the 14th. On the following morning, she chased and captured a large brigantine without papers or colours, fully equipped for the Slave Trade, which, being considered unfit for a long passage, was surveyed and burnt.

On the 15th of June, Her Majesty's ship "Antelope" captured a barque ten miles north of Killongo, of about 250 tons burthen, and without name, colours, or papers. She was fully equipped to receive a cargo of slaves, and was sent to Sierra Leone for adjudication. This vessel was believed to have been once the American barque "*Antelope*," but upon capture she was represented to have been formerly the "*Amanda and Maria*," the joint property of Ximenes, Martinez, and Lafitte, a wealthy Havana firm connected with Paris and London, and of her Master, Antonio Huerta.

She was consigned to Silva, and the money for the purchase of the slaves had been forwarded to the Congo, *via* Liverpool and London.

On the morning of the 4th of July, Commodore Wise boarded, in Banda Point Bay, the celebrated American slaver "*Isla de Cuba*," but her papers being perfectly correct, even her coppers, plank, and provisions being entered in her manifest, he was obliged to leave her unmolested.

On the 22nd of July, Her Majesty's ship "Archer" fell in with the slave schooner "*Stephen H. Townsend*," and, after watching her movements, captured her on the 26th, her Master having destroyed her flag and papers. She was fully equipped for the Slave Trade, and was about to ship 500 slaves from Mayumba, where 1,000 were collected. From information received from this vessel, Mayumba has become a favourite shipping place, and slaves are shipped as far north as Cape Pibras.

On the 9th August, her Majesty's ship "Archer" captured, off Banda Point, a vessel, which proved to be the American barque "*Laura*," which cleared from New Orleans. She was fully fitted for the Trade, and was despatched, as a prize, to Vera Cruz.

On the 17th August, when cruising in the neighbourhood of Mayumba, the "Archer" chased and captured a topsail schooner, without papers or colours, fully equipped for the Trade, supposed to be the Spanish schooner "*Juana*," which sailed from the Havana on the 20th of May last. As she was cut down to the water's edge, during the chase, to increase her speed, she was considered unseaworthy, and burned.

On the 30th July, Her Majesty's ship "Triton" boarded the American slave barque "*Ottawa*;" the Captain of the "Triton" having subsequently heard that the "*Ottawa*" and "*Lillie Mills*," another slaver, had passed up the River Congo, he

followed, and overtook them at Porto de Leña. The papers of the "*Lillie Mills*" were very irregular, and though there is little doubt she is Spanish property, she hoisted American colours. She landed her slave cargo the following day.

On the morning of the 11th, the "*Ottawa*" weighed, followed by the "*Triton*," and anchored at a part of the river where a cargo of slaves had been recently shipped in the "*Brownsville*." Being then closely watched, the "*Ottawa*" left the river, and proceeded seaward, and 700 slaves, ready for shipment, near where she had anchored, were dispatched inland. It was supposed the "*Ottawa*" would try Ambrizette or Moanda.

On the 16th July, Her Majesty's ship "*Pluto*" chased and captured, off Cabinda Bay, a brig without colours or papers, fully fitted for the Trade, said to have been once the Spanish vessel "*Esperanza*." She was sent to St. Helena for adjudication.

Commodore Wise further states that, in the last eight months, twelve certain shipments had occurred, while six more are almost certainly known to have taken place, and he had received information of no less than twenty slavers, exclusive of those captured or escaped, which had left for the coast within the last five months.

Her Majesty's Consul at Zanzibar reports that, on the 4th August, a large American ship, under Spanish colours, shipped 1,200 negroes, for conveyance to Cuba, from a bay a few miles to the south of Ibo.

The reports which Her Majesty's Government receive from the Havana tend equally to prove that no diminution has taken place in the importation of negroes into the Island of Cuba

On the 5th of September, Mr. Acting Consul-General Crawford reports that he has received information respecting seven cargoes, or about 4,500 slaves, having been landed during the month of August, in different parts of the island, namely—At Santa Cruz (Canasi), about 800 Bozals, from a vessel supposed to be the American brig "*Brownsville*;" at Siguapa, near Cardenas, a cargo of 1,700, from a large American clipper ship, and two cargoes of 310 and 70 negroes respectively in the neighbourhood of Cardenas, of which the former was landed from the Spanish vessel "*Reglita*," at Las Pozas, and the latter from a vessel which left the Congo with 1,100 negroes, and lost all except 70, from an epidemic which broke out on the voyage.

An American vessel landed 1,400 slaves on the 15th August, near Sagua. A cargo of about 700 was landed near Bahia Honda, and another of 340 at Santo Espiritu.

From the annexed copies of correspondence between Mr. Crawford and the Captain-General, it would appear that his Excellency had only received information of the cargo of 340 landed at Santo Espiritu, and that he had, in consequence removed the Governor and some of the authorities of the district, and that he doubted the landing of 800 at Santa Cruz, as a steamer had been sent to cruize in those waters, in consequence of preparations having been reported to him for a landing there.

Mr. Crawford, however, states that the slaves were landed, not at the Santa Cruz alluded to by his Excellency, which is on the south side of the island, but at another Santa Cruz, about twenty-five miles to the windward of Havana.

Mr. Crawford also states that the "*Terrible*," which sailed from Puerto Rico with seventy-six negroes in June last, succeeded in landing them upon the coast of Cuba, but no information has reached the Captain-General on the subject, another proof of the powerful means employed by the slave-traders to insure the silence of the local authorities.

The British Vice-Consul at Cardenas reports that, on the 27th of July, the American brig "*Tavernier*" was cleared for Fernando Po, it being notorious that she left for a cargo of slaves, her extra water-casks and provisions being embarked, in open day, from the main wharf, under the very eyes of the authorities, the Captain of the port acknowledging that she appeared to be destined for the Slave Trade, but declaring that he had no authority to search her. The same Vice-Consul reports that the American barque "*Corinthian*" was also being fitted out for Fernando Po, which is become a favourite rendezvous for slavers, from whence they clear for the Havana, when their cargoes are ready for embarkation on the mainland, thus diminishing considerably the risk of condemnation in case of capture.

Her Majesty's Acting Consul-General reports, on the 9th of September, that the "*Corinthian*," above mentioned, had been stranded near Cardenas, and purchased by a company of notorious slave-traders. He also states that on the evening of the 7th September, the Chilian brig "*La Mar*" sailed from the Havana, cleared from Valparaiso, but in reality bound for a slave-voyage. The "*La Mar*" had been formerly the American brig "*W. H. Stewart*," which was sold in the Havana to slave-traders.

Mr. Crawford had also received information that three vessels were fitting out in the harbour for the Coast of Africa, of which one was said to be the "*Nicolasa*," and another the "*Angelita*." With reference to the facility with which such vessels are fitted out at the Havana, two letters are annexed which the Captain-General addressed

to Mr. Crawford in the month of May last, respecting the American brigs "*Lillie Mills*," and "*W. M. Grotton*," the former of which is mentioned above as being watched by Her Majesty's ship "*Triton*," both of which took in all their fittings and provisions at Havana, and were cleared at the Custom-house for St. Paul de Loanda, and the Island of St. Thomas, on the coast of Africa, the Captain-General not considering himself authorized, though aware of their destination, to cause them to be searched and detained, his Excellency being of opinion that the penal law of 1845 is applicable only to Spanish vessels.

Consul-General Crawford having returned to his post, states that the purchaser of the "*W. H. Stewart*," mentioned above, was a certain Don Pablo Calvet, said to be a citizen of Chili, and she obtained the Chilian flag by the authority of the Chilian Consul at the Havana, and sailed under the name of "*La Mar*," cleared in ballast for Valparaiso. He also states that the American barque "*Pamphylia*," of 240 tons, cleared on the 21st September, in ballast, for Omoa; the American schooner "*J. H. Toone*," of 145 tons, cleared in ballast on the 17th September for Ruatan, and that the American brig "*Tallulah*," of 195 tons, was sold by his owner, Don A. Orta, an American citizen of New Orleans, to a certain Don Juan Baptista Alexandre, said to be a Mexican citizen, and has obtained Mexican colours from the Consul of the Republic at the Havana.

All these vessels were believed to be engaged in the Slave Trade. Mr. Crawford also expresses his belief in the existence of a joint-stock company at the Havana, with a capital of 600,000 dollars, for the purpose of slave-trading. Some of the members being wealthy and influential persons, who arrange for the secret landing of the slaves, and for providing them with "cedulas" and passes for their protection and transit.

No. 169.

Lord J. Russell to Mr. Buchanan.

Sir,

Foreign Office, December 14, 1859.

I TRANSMIT to you herewith copies of two despatches, and of their inclosures, from Her Majesty's Consul-General at the Havana,* on matters connected with the Cuban Slave Trade. I have to instruct you to communicate the substance of these despatches to Señor Calderon Collantes, and to say that the impunity with which the numerous cargoes of slaves have been introduced into Cuba is a further proof how entirely the instructions of the Spanish Government for the suppression of this Traffic are disregarded.

I am, &c.

(Signed) J. RUSSELL.

P.S.—Since writing the foregoing, I have received further despatches, on the same subject, from Mr. Crawford, of which I inclose copies.†

No. 170.

Mr. Buchanan to Lord J. Russell.—(Received January 14.)

My Lord,

Madrid, January 7, 1860.

WITH reference to the observations in Mr. Consul-General Crawford's despatch of the 27th of last October, of which a copy was transmitted to me in your Lordship's despatch of the 14th ultimo, relative to the abolition of the system of "cedulas" or tickets of protection for slaves, I think it right to state that the measure has been represented to me to have been adopted in consequence of its having been discovered that large quantities of forged cedulas were imported into the Island of Cuba from New York, and distributed among the slave-traders.

I have, &c.

(Signed) ANDREW BUCHANAN.

No. 171.

Lord J. Russell to Mr. Buchanan.

Sir,

Foreign Office, January 25, 1860.

I TRANSMIT to you herewith, for your information, copies of despatches from Her Majesty's Consul-General and from Her Majesty's Commissioner at Havana,‡ relative to the expected increase of the Slave Trade and to the landing of slaves in Cuba.

I am, &c.

(Signed) J. RUSSELL.

* Nos. 214 and 215.

† Nos. 218, 219, 220, 221, 222, and 223.

‡ Nos. 225, 226, 227, 228, and 229; and Class A, No. 24.

No. 172.

Lord J. Russell to Mr. Buchanan.

Sir,

Foreign Office, January 26, 1860.

I INCLOSE, for your information, the accompanying copies of a correspondence which has passed between the Spanish Legation at this Court and this Department, arising out of the condemnation of the Spanish barque "*Conchita*" by the Mixed Commission Court at Sierra Leone, on a charge of being equipped for the Slave Trade.

I am, &c.
(Signed) J. RUSSELL.

Inclosure 1 in No. 172.

M. de Isturiz to the Earl of Malmesbury.

(Translation.)

My Lord,

Spanish Legation, London, November 6, 1858.

BY command of the Government of the Queen my august Sovereign, I have the honour to address your Excellency in protest against the sentence of the Court of Sierra Leone of the 7th of November, 1857, condemning the Spanish corvette "*Conchita*," and claiming a suitable indemnification in favour of the owners of the ship, Messrs. Vidal and Rivas, merchants of Barcelona.

The chief grounds for this protest and this claim are two:—1. That the organization of the Court of Sierra Leone was, in the case in question, vicious and inequitable; and, 2. That the sentence of the said Court was unjust "*in re minime dubia*."

These two points are very clearly proved by the documents which are in my possession.

The Court was not duly constituted, because the Governor of Sierra Leone did not comply with the provisions of Clause 4, Article IX, of Annex B, not having given immediate notice to the Captain-General of the Canaries of the vacancy occurring on the part of Spain, whereas the Treaty says the vacancy shall be filled up in the shortest period possible. This precaution was the more necessary on the part of the Court, inasmuch as it had no intention to admit as Spanish Arbitrator the person who was then in charge of the Spanish Consulate. Moreover, Her Britannic Majesty's Government, interpreting the letter of the Treaty in an illiberal spirit, would not accede to the request which was at the time addressed to it by the Legation of Her Catholic Majesty in London, to acknowledge M. Porchat, the French Consul, as Spanish Arbitrator, notwithstanding that the Governor of Sierra Leone had officially acknowledged him as in charge of the Spanish Consulate, publishing such acknowledgement by means of papers posted in the streets of the town, and notwithstanding that the faculty of being Arbitrator appertains to the office of Vice-Consul.

By the fault, then, of Her Britannic Majesty's Government and its authorities in Africa, the Court which condemned the "*Conchita*" was not mixed, and the interests of Spain were not represented in it in any way.

The sentence pronounced by this Court, viciously constituted; was unjust "*in re minime dubai*," because the grounds on which it was based do not constitute a sufficient proof of the offence which was imputed to the "*Conchita*." In fact, neither the circumstance that the vessel was detained with a cargo of tobacco and brandy, nor that of her having on board casks sufficient to contain 3,290 gallons of water and fifty-five planks, which are the principal points supporting the sentence, can appear sufficient to a just and dispassionate mind. The Treaty does not declare the nature of the cargo to be an indication of guilt, nor can it be said that tobacco and brandy are suspected articles. If they are, as the Court of Sierra Leone says, much esteemed by the negroes, and if they are usually given in exchange for slaves, it is also certain that they may serve, as they were to have served in the present case, to buy palm oil.

Messrs. Vidal and Rivas, the owners of the ship, show the contract of sale made with the well-known firm of Souza Nobre; and that contract, a duly certified copy of which is among the papers sent to the Spanish Legation, prove that the cargo in question had not an illegal destination. This fact is shown so clearly that arguments founded on opinions and conjectures cannot be admitted against it; and if the judgment of the

CLASS B.

Court be admitted in this case, an indefensible novelty will be the result in the jurisprudence of captures, and it will be the case that this Court will be able, by its own will, to restrain lawful Spanish trade on the Western Coast of Africa. It is evident that there is no justice in bringing forward, as a proof of guilt in the corvette "*Conchita*," the fact of her having on board such or such a cargo, as the Court may consider more or less suited to purchase slaves. If it was good for such an exchange, it was also good to purchase palm oil.

In regard to the number of planks and casks found on board, that fact also cannot be admitted in the case of the "*Conchita*," as a proof of her guilt. 3,290 gallons of water is not an excessive quantity for a ship of the burden of the "*Conchita*," which carried a crew of thirteen men, and had undertaken a voyage of many months on an unhealthy coast, where good water is not found with the same facility as in other countries; but it is also the case that the corvette "*Conchita*" was authorized to carry the casks and planks by competent certificate of the Custom-house of Barcelona, which was the point of departure for her voyage. This certificate, which is legalized by the Consulate of Her Britannic Majesty in Barcelona, and a certified copy of which exists also in Her Catholic Majesty's Legation in London, was considered insufficient at the Court of Sierra Leone, and the grounds on which it supported this opinion is a further proof of the small degree of justice with which it acted in this affair. In fact, the grounds were that the certificate was not valid, because the corvette "*Conchita*," after leaving Barcelona, had touched on Africa, and had gone on to Brazil. Such an argument introduces another inadmissible novelty in the jurisprudence of the Court of Sierra Leone. The Treaty does not require that vessels bound for Africa should go there direct, nor does it state in any way that the certificate which is carried is to proceed from the last point or points where they may touch after their departure from Spain. Not only is this the case, but Her Britannic Majesty's Government has not hitherto acceded to the offers of the Government of Her Catholic Majesty to exempt Spanish vessels from such certificate of the port of origin, and has refused to admit the certificates of Spanish Consuls resident at the points where they may touch after their departure from Spain; so that if the corvette "*Conchita*" had not presented the certificate of Barcelona, or if she had presented the certificate of a Spanish Consul at any point of the globe, the Court of Sierra Leone would have condemned her as guilty of unlawful commerce, and now does condemn her because she presents the former, and has not procured the latter; and it may be added to this that, even if the Captain of the corvette "*Conchita*" had been able to foresee that the certificate of the Custom-house of Barcelona would not be considered valid, it was not easy for him to get another in the Custom-house of Bahia, which was the point from which he proceeded to go to Africa, because, not being a Brazilian ship, the Brazilian authorities of Bahia could not well guarantee the lawfulness of the trade in which she might engage afterwards.

Paragraph 6 of the Xth Article, in saying "the point from which the vessel has departed," designates a Spanish port, and not other foreign port or ports where the vessel may have touched during her voyage. Thus it has always been understood, and thus Her Britannic Majesty's Government, no doubt, understood it, when it refused to admit certificates of Spanish Consulates in foreign countries. It is in Barcelona that the owners of the corvette "*Conchita*" reside; from Barcelona comes the security required by the Treaty which Messrs. Vidal and Rivas had given. The certificate of Barcelona, which they sent to the Court of Sierra Leone, and which was formally legalized by Her Britannic Majesty's Consulate, is then a sufficient document to prove the innocence of the "*Conchita*."

But in addition to this legal and formal proof, it is necessary to consider that the circumstance of having on board a number of casks sufficient to contain 3,290 gallons of water, which was one of the chief grounds of the sentence, is by no means suspicious, and is insufficient for the condemnation of the ship. This circumstance is so far insufficient, that, in the Conference held in London in 1845 between the Plenipotentiaries of Great Britain, Austria, Prussia, and Russia, it was declared that that alone did not constitute a sufficient suspicion for the detention of a merchant ship, and it is therefore not just to bring it forward in the case of the corvette "*Conchita*," as a very principal ground for the condemnation of this vessel.

But the truth is, that the Court, in its zeal for the repression of the Slave Trade, has converted even the most unimportant matters into proofs. There were on board the "*Conchita*" neither chains nor fetters, nor large mess-boilers, nor an extraordinary quantity of rice or maize flour. The corvette "*Conchita*" came with documents *en règle*, and with the evident intention of engaging in lawful commerce; it was therefore

necessary to take advantage of the most insignificant things to give some colour of justice to the sentence of condemnation.

As a proof of this assertion, your Excellency will allow me to point out for your consideration several contradictions visible enough, which the Court has fallen into.

The Court says that the corvette "*Conchita*" took on board at Bahia the fifty-five planks which were found there, and confesses, nevertheless, that the certificate of Barcelona mentions as many as forty-eight; wherefore seven only were taken in at Bahia, unless it was that the captors reckoned among the planks small pieces of wood which ships commonly carry for fire-wood, which may have been found on board.

At Lagos, where the "*Conchita*" was before going on to Bahia, the Vice-Consul of Spain gave a fresh certificate that the corvette was engaged in lawful commerce, but, nevertheless, this certificate also is also declared completely inefficient, which gives reason to suppose that even if the Captain of the "*Conchita*" had foreseen that the certificate would not be considered valid which he took from Barcelona, and he had procured another equivalent document from the Spanish Consul in Bahia, that circumstance which the Court now wants, would not have prevented the sentence of condemnation.

Messrs. Vidal and Rivas prove by documents worthy of entire credit, and which are also in the possession of the Legation of Spain, and may be examined if the Government of Her Britannic Majesty chooses, that the "*Conchita*" complied with all the forms required by the law, but yet the Court maintains that she did not depart from Bahia *en règle*.

The planks found on board were not wide enough to form a middle-deck, but the Court says that a middle-deck might be formed by helping out with the casks and ropes, so that if at some future time any slaver should take a fancy to carry slaves upon pieces of cloth, hammocks of sail-cloth, or other extraordinary plans, any other ship would find itself exposed to be declared good prize, if, not knowing this circumstance, it should take on board a certain amount of cloth to mend the sails, or for any other uses.

The Court suspects that the "*Conchita*" was already prepared to receive slaves on board in Whydah, where she was captured; but nevertheless it knows that she had already bartered her cargo for palm oil to the respectable firm of Souza Nobre of that port.

The Court also supposes that the first station of the "*Conchita*" on the coast of Africa was suspicious; but nevertheless it knows at what points she touched, at what points she left a part of her cargo, the persons with whom the Captain had any intercourse, and that the "*Conchita*" was then visited by an English cruizer, who found her *en règle*, and that she had Don Alexandro Creus, the Spanish Consul, on board, as may be seen in the log-book (?) and in the ship's papers.

Finally, the Court gratuitously supposes that the corvette "*Conchita*" was suspicious during her whole voyage; but in spite of the very great efforts which the Court makes to give importance to insignificant facts, it does not succeed in giving to its opinions any other character than that of purely arbitrary indications. Thus, for instance, it is desirous of attributing a suspicious aspect to the circumstance that there were notches in the hatchway of the "*Conchita*;" but these notches were worm-eaten, and they were such as are used in Catalonian ships to fix the cargo, and there was nothing of the netting which, by the Treaty of 1835, constitutes a suspicious indication. It also makes reference to the casual circumstance that one of the consignees of the "*Conchita*" was a suspicious person as a dealer in slaves, as if it was so easy to find in Africa consignees who are wholly free from those same objections and suspicions.

To sum up the whole, the sentence condemning the corvette "*Conchita*" was not founded upon any direct proof, nor on any of those facts which leave no doubt of the guilt of a ship; and this, which is always necessary, was much more so when the Court was not mixed, and when the Government of Her Britannic Majesty would not wait for the arrival of the Spanish Consul in Africa, nor consent that the person then in charge of the Spanish Consulate in Sierra Leone should also be entrusted with the defence of Spanish interests in the trial in question. The sentence is based on facts which, when they accompany others more important, may perhaps add force to proofs of guilt, but which by themselves would not be sufficient to justify completely even the detention of the ship, as the "*Conchita*" exhibits the certificate of Barcelona for the forty-eight planks and for the casks.

The Court and Audiencia of the Canary Islands, in two consecutive instances, have acquitted the Captain and crew of the corvette "*Conchita*" of all guilt; and this acquittal, based upon an impartial examination of the documents and exculpatory

evidence presented by the owners of the vessel, more and more confirms the Government of the Queen, my august Sovereign in the opinions which it has conceived from the first relative to this lamentable affair. The public opinion of Spain has also protested unani- mously against the sentence of the Court of Sierra Leone through the press, through interpellations in the Cortes, and by respectful but energetic addresses made to Her Majesty's Government by the commercial bodies of the most important ports of Spain. I have then most earnestly to request your Excellency to give your most serious attention to the matter which is the subject of the protest that I address to your Excellency in the name of the Government of Her Catholic Majesty, and to consider what would be the consequences that must necessarily follow if Her Britannic Majesty's Government should refuse to give a suitable indemnification to the owners of the corvette "*Conchita*." If the facts on which the sentence of the Court is based are to be considered sufficient to condemn this vessel, the consequence will be that Spanish ships, in order to be able to sail and trade in Africa without the risk of capture, must not only carefully avoid all the circumstances enumerated in the Treaty as indications of guilt, but also must ascertain what quantity of water the Court considers sufficient for such and such a number of tons and of persons, what number of planks for repairs to the ship or other purposes the Court may opine to be sufficient or excessive, of what size the planks should be, so that there may be no possibility of suspecting them of serving to build a double middle-deck; what notches or mortices may be formed to hold fast the cargo so as not to give cause for suspicion; what sort of articles of lawful trade may be carried to Africa without fear of there being declared suspicious, because of the more or less liking negroes may have for such articles; and it will be necessary also that they should sail there directly, without touching at any intermediate point, and that before selecting a consignee, the Court should be asked whether he is, in its opinion, a person above suspicion, and if they may have intercourse with him without the danger of being captured.

Her Britannic Majesty's Government cannot but admit that these inferences are correct, and that these alone are sufficient to prove one or the other of these two things:—either that the sentence of the Court of Sierra Leone in the case of the corvette "*Conchita*," should not be valid, or else that the interpretation and application of the Treaty of 1835, which have been made to this case, are so much opposed to the develop- ment of the *bonâ fide* trade of Spain on the Coast of Africa, that it will become the duty of Her Catholic Majesty's Government to ask for such an elucidation of the Treaty as may prevent the repetition of such unpleasant occurrences as the one which has given rise to this note.

I venture, therefore, to hope that Her Britannic Majesty's Government will do justice to the representations of the Government of my august Sovereign, and that it will give a proof of the spirit of justice by which it is actuated, granting to Messrs. Vidal and Rivas, of Barcelona, the reparation which they solicit.

I have, &c.
(Signed) XAVIER E ISTURIZ.

Inclosure 2 in No. 172.

Lord J. Russell to M. de Isturiz.

M. le Ministre,

Foreign Office, January 18, 1860.

I HAVE the honour to inform you that I am now enabled to reply to the note which you addressed to my predecessor on the 6th of November, 1858, protesting against the condemnation of the Spanish barque "*Conchita*" by the Mixed Commission Court at Sierra Leone, and claiming compensation for her owners, Messrs. Vidal and Rivas of Barcelona, on account of the losses which they have sustained by reason of the confiscation of their vessel and her cargo.

Before, however, entering into any of the particulars of this case, I have to express to you my regret at the unavoidable delay that has taken place in replying to your above-mentioned note.

The chief grounds on which you make this protest and claim are stated to be two:—

- 1st. That the organization of the Court at Sierra Leone was, in the case in question, "vicious" and "inequitable;" and,
- 2nd. That the sentence of the said Court was unjust "in re minime dubia;" and you

add, that these two points are very clearly proved by documents in your possession. You further state that the Court was not duly constituted, because the Governor of Sierra Leone did not comply with the provisions of Clause 4, Article 9, Annex B of the Treaty between Great Britain and Spain of the 28th June, 1835, not having given immediate notice to the Captain-General of the Canary Islands, of the vacancy occurring on the part of Spain; whereas the Treaty says that "the vacancy shall be filled up in the shortest period possible;" and an objection is likewise taken that the person in charge of the Spanish Consulate was prevented from sitting in the absence of the Commissioners on the part of Spain.

As regards the first point of objection, viz., that the organization of the Court of Sierra Leone which condemned the "*Conchita*" was "vicious" and "inequitable," I have to observe, that this position appears to me untenable, inasmuch as the provisions of the Treaty in regard to the organization of the Court are precise, and they were strictly adhered to in the case of this vessel.

By Clause 4 of Article IX, Annex. B, it is provided as follows:—"On the part of Spain, and in that Court which shall sit within the possessions of Her Britannic Majesty, in case the vacancy be both of the Spanish Judge and Spanish Arbitrator and there be neither Spanish Consul nor Spanish Vice-Consul to fill *ad interim* the vacancies, then the British Judge and the British Arbitrator shall sit, and in all cases brought before them for adjudication shall proceed to judge the same and pass sentence accordingly."

Now, the Commissioners on the part of Spain and likewise the Vice-Consul, were absent with the knowledge and consent of the Spanish Government, and M. Porchat, the French Consul, who was in temporary charge of the Spanish Vice-Consulate, not being competent to sit *ad interim* on the part of Spain, the circumstance arose which had been provided for by the Treaty, of the absence of all Spanish officers authorized to fill the posts of Spanish Judge and of Spanish Arbitrator in the Mixed Commission Court, and the case was consequently adjudicated by the British Judge and the British Arbitrator, as is provided by the stipulations of the Treaty under such circumstances.

And as regards your further objection, that the Court was not duly constituted because immediate notice of the vacancy occurring on the part of Spain was not given by the Governor of Sierra Leone, I have to observe, that there was not, in fact, any vacancy of the office of either Spanish Judge or Spanish Arbitrator inasmuch as the Spanish Government had omitted to fill up those appointments, and had appointed Señor Ogea, the Spanish Vice-Consul at Sierra Leone, to the post of Acting Arbitrator; and it was in consequence of the absence of this officer, which was known to and ought to have been provided for by the Spanish Government, that the duty of adjudicating in the case of the "*Conchita*" devolved on the British Judge and British Arbitrator.

With regard to your statement, that the sentence of the Court was unjust, "in re minime dubia," I have the honour to observe that the "*Conchita*" was detained in the roadstead of Whydah by Her Majesty's ship "*Firefly*," on the 27th of August, 1857; that she had on board at the time of seizure a cargo of roll tobacco and aguadiante, twenty-two empty casks, and four containing water, the whole capable of holding 3,290 gallons; fifty-five pieces of plank, adapted for laying a slave-deck, and not mentioned in the manifest or in any other of the ship's papers; together with casks, containing a quantity of rice, calavances, and farinha. She was not provided with a certificate from the Customhouse at Bahia, her last port of clearance, for her extra water-casks, and she was also without clearance-papers from that port.

Such an equipment clearly brought her within the provisions of the Xth Article of the Treaty of 1835, and rendered her liable to be lawfully detained and brought before the Mixed Commission Courts for adjudication.

It further appears that the "*Conchita*" cleared from the port of Barcelona on the 23rd of December, 1856, bound for Whydah; that on leaving Barcelona, however, she proceeded to Gibraltar, and from thence to various ports on the West Coast of Africa; and that she did not proceed to Whydah (her alleged port of destination); and it was in consideration of these suspicious circumstances (unaccounted for), in addition to her cargo, which was, according to Treaty, *prima facie* evidence of the actual employment of the vessel in the Slave Trade, that the Court condemned the "*Conchita*" as lawful prize.

Under these circumstances I have the honour to acquaint you that Her Majesty's Government are advised that there is no valid ground of objection against the constitution of the Court that adjudicated the case of the "*Conchita*," and that that vessel was lawfully condemned for being engaged in the Slave Trade; and further, that the owners

of the "*Conchita*" have no claim whatever to compensation from Her Majesty's Government on account of the condemnation of their vessel.

I am, &c.
(Signed) J. RUSSELL.

No. 173.

Lord J. Russell to Mr. Buchanan.

Sir,

Foreign Office, January 26, 1860.

WITH reference to my despatch of the 10th of September last, I transmit herewith, for your information, a copy of despatch from Mr. Hunt, Her Majesty's Consul at Puerto Rico,* reporting the result of the proceedings instituted against some of the crews of the slave-ships "*Majestic*" and "*Terrible*," and also against the promoters of expedition in which the latter vessel was engaged.

I am, &c.
(Signed) J. RUSSELL.

No. 174.

Mr. Buchanan to Lord J. Russell.—(Received January 27.)

My Lord,

Madrid, January 18, 1860.

WITH reference to my despatch of the 30th November last, I have the honour to transmit herewith translation of a note which I have received from Señor Calderon Collantes, stating that he has forwarded the documents communicated to him on the 2nd of November last to the Colonial Department, "in order that such measures may be taken as the Slave Trade therein referred to between the East Coast of Africa and Cuba may require."

I also inclose the copy of a reply which I have addressed to his Excellency, expressing a hope that the promised measures will be such as to satisfy Her Majesty's Government that the Spanish Government will employ energetically all the means at their disposal for the suppression of the Traffic complained of, and in which I communicate to his Excellency the substance of Mr. Consul-General Crawford's reports, of which copies were transmitted to me in your Lordship's despatch of the 14th ultimo. In this note I state to his Excellency that so many cargoes of negroes have been landed in Cuba during the months of October and November; that such incidents cease to be of an exceptional character, and appear to enter into the general commerce of the island; and with respect to the alleged intention of the Spanish authorities to abstain in future from liberating negroes after they have been landed, as they are then to be considered the property of the holders: I state that it is hardly to be conceived that Her Catholic Majesty's Government will permit such a doctrine to be the rule for the conduct of their colonial officers with respect to the treatment of human beings.

I also stated, as instructed by your Lordship, that the impunity with which the numerous cargoes of slaves reported by Mr. Crawford have been introduced into Cuba is a further proof that the instructions of the Spanish Government for the suppression of the Trade are disregarded

I have, &c.
(Signed) ANDREW BUCHANAN.

Inclosure 1 in No. 174.

Señor Collantes to Mr. Buchanan.

(Translation.)

Sir,

Palace, January 5, 1860.

I HAD the honour to receive in due course the note which you had the goodness to address to me on the 2nd of November last, forwarding to me various documents relative

to the Slave Trade on the East Coast of Africa, which have been translated and sent to the Direction-General of the Colonies, for its information, and in order that it may adopt the measures which it may deem most fitting in this case.

I avail, &c.

(Signed) SATURNINO CALDERON COLLANTES.

Inclosure 2 in No. 174.

Mr. Buchanan to Señor Collantes.

Madrid, January 12, 1860.

Sir,

I HAVE had the honour to receive your Excellency's note of the 5th, informing me that you had forwarded to the Colonial Department the documents which I communicated to your Excellency on the 2nd of November last, respecting the Slave Trade between the East Coast of Africa and Cuba, in order that such measures might be adopted as the case might appear to require, and I trust that those measures will be such as to satisfy the Government of the Queen my Sovereign, that the Government of Her Catholic Majesty will employ energetically all the means at their disposal for the suppression of the Traffic complained of. I regret, however, that I have been again instructed by the Government of the Queen my Sovereign to inform your Excellency that they continue to receive reports from Her Majesty's Consul-General at the Havana, from which it appears that the Cuban Slave Trade is carried on with increasing activity and perfect impunity, and that, though the Lieutenant-Governor of Cardenas and Pinar del Rio were suspended before General Concha left Cuba, these officers were allowed to remain at their posts long after they were suspected of connivance with the slave-traders. Mr. Crawford states that it would be difficult to ascertain the number of slaves landed in the district of Cardenas while Colonel Gayangos was Governor of that district, but that there was good ground for believing four cargoes, or from 1,700 to 2,000 slaves, were landed at Pinar del Rio during the last nine months of Brigadier Teran's command, without any measures having been adopted to capture the slaves, or to detect and punish those engaged in thus violating the laws of Spain and the Treaty engagements by which Her Catholic Majesty has undertaken to suppress the Slave Trade. The correspondence of Her Majesty's Consul-General with the Captain-General of Cuba, during the months of October and November, reports so many cases of cargoes of negroes being landed in the island that they ceased to bear the character of exceptional acts, and appear to enter into the general commerce of the island.

On the 26th of September last, Mr. Crawford addressed a letter to the Captain-General, denouncing the landing of a cargo of about 740 slaves from a Portuguese brig or barque, near Cienfuegos, and of about 300 more from a Spanish vessel in the neighbourhood of Cardenas.

On the 4th of October he addressed inquiries to his Excellency, respecting a cargo of 350 Bozals said to have been landed at Yaguajar, near San Juan de los Remedios.

On the 11th of October he reported to his Excellency that 320 Bozals had been landed about ten days previously at Guanhanamo from the brigantine "*Trueno*," and conveyed to the haciendas of Santa Rosa and Esperanza.

Again, on the 18th of October, he reported to his Excellency that 550 slaves were landed on or about the 12th of that month somewhere between Matanzas and Cardenas, from a barque which was afterwards scuttled, and was seen in a sinking state by the masters of several vessels which had subsequently arrived at the Havana and at Cardenas, and it was said that the crew of this slaver had come to the Havana, where they stated that they lost 100 slaves on the voyage from Africa, from whence they had sailed in company with a brig, which had succeeded in landing 350 Bozals in Cuba.

On the 25th of October, Mr. Crawford wrote to the Captain-General that a report had reached him of 1,700 negroes having been landed in the previous week near Cardenas from a Spanish barque, and of 800 being landed near Remedios; and on the 29th of October he received information, on which he could thoroughly rely, that a landing of 400 Bozals had been effected a few days previously near Coloma, where several other cargoes had been landed in the course of the year, and the Captain-General acknowledged, in an answer dated the 8th November, that the landing near Coloma had taken place.

On the 14th of November, Mr. Crawford reported to the Captain-General the disembarkation of 700 slaves on or about the 6th of that month, near Sagua, from a

vessel which was probably destroyed, and was supposed to be an American, as the crew, consisting of twenty persons, who arrived at Cardenas on the 8th, were citizens of the United States.

On the 17th of November, Mr. Crawford complained to the Captain-General that 700 negroes were landed on Sunday the 6th of that month from a ship of about 320 tons, at Cayo de los Dos Leguas, where she was met by a sloop-rigged lighter and a number of boats, into which the Bozals were transhipped and sent on shore; and Mr. Crawford states that he received this information from an eye-witness of the transaction.

The Captain-General replied to the letter on the 21st, stating that such a disembarkation could hardly have taken place, as the war-steamer "Don Juan," was cruising in the neighbourhood, but his Excellency subsequently admitted verbally that he had reason to suspect that a disembarkation of slaves had taken place somewhere to the eastward of Trinidad, and that he was in correspondence with Lieutenant-General Conte on the subject; and on the 18th of November, Mr. Crawford reports to Her Majesty's Government the capture off Cayo Romano, by the Spanish man-of-war steamer "Blasco de Garay," of a steamer with 480 Bozals on board.

With respect to the question of slave-trading generally, Mr. Crawford observes, that however great the abuses which have been committed by the sale of cedulas to slave-traders, the immediate effect of the decree abolishing their issue in future, has been to secure permanently to the slave-traders all the negroes who had been recently imported, and who had not yet been protected by such certificates.

It was a law, he states, understood in the island, that in future the authorities would abstain from pursuing or attempting to capture negroes after they were landed; as no registry of slaves would be kept, they would, when once landed, be considered the property of their owners, and no longer liable to seizure.

It is hardly to be conceived, however, that Her Catholic Majesty's Government will permit such a doctrine to be adopted as a rule for the conduct of their officers in Cuba with respect to the treatment of human beings.

In thus acquainting your Excellency with the substance of the reports which have lately reached the Government of the Queen my Sovereign on this painful subject, I am to say, that the impunity with which the numerous cargoes of slaves, therein referred to, have been introduced into Cuba, is a further proof how entirely the instructions of the Spanish Government for the suppression of Slave Trade are disregarded.

I avail, &c.

(Signed) ANDREW BUCHANAN.

No. 175.

Lord J. Russell to Mr. Buchanan.

Sir,

Foreign Office, January 27, 1860.

I HAVE to acquaint you that in the month of September last Her Majesty's ship "Conflict," captured off the African coast a barque, without name or papers, fully equipped for the Slave Trade, and believed by the captors to have been fitted out either at Santander or at Bilbao.

It appears from information which has reached Her Majesty's Government that the vessel in question was originally the barque "*Santos*;" that she was purchased by a merchant and shipowner of Santander, named Benito Otero, for a Spanish Captain named Silverio Cargijal; that her name was changed to the "*Primerio Quijano*," and that under this name she took in part of her slave-fittings at Santander, and sailed from thence on the 7th of August for Rivadesella, a small port in the Asturias, where she completed her Slave Trade equipments and cleared for South America.

It is scarcely to be supposed that the Spanish officials at those ports should not have been aware of the equipment and the destination of the "*Primerio Quijano*," and you will call the attention of the Spanish Government to their proceedings with a view to inquiry into the facts.

I am, &c.

(Signed) J. RUSSELL.

No. 176.

Lord J. Russell to Mr. Buchanan.

Sir,

Foreign Office, February 8, 1860.

I TRANSMIT to you herewith, for your information, copies of despatches as marked in the margin,* from Her Majesty's Commissioners at the Havana, on matters connected with the Cuban Slave Trade.

I am, &c.
(Signed) J. RUSSELL.

No. 177.

Lord J. Russell to Mr. Buchanan, February 11, 1860.

[See despatch of same date to Mr. Christie, No. 39.]

No. 178.

Mr. Buchanan to Lord J. Russell.—(Received February 11.)

My Lord,

Madrid, February 6, 1860.

WITH reference to your Lordship's despatch of the 27th ultimo, I have the honour to transmit herewith a copy of a note which I have addressed to M. Calderon Collantes, calling the attention of Her Catholic Majesty's Government to the suspected connivance of the local authorities at Bilbao and Riva-de-Sella, in the fitting out at these ports of the "*Primer Quijano*," a slave-vessel which was captured off the African Coast by Her Majesty's ship "*Conflict*," on the 18th of September last.

I have, &c.
(Signed) ANDREW BUCHANAN.

Inclosure in No. 178.

Mr. Buchanan to Señor Collantes.

Sir,

Madrid, February 1, 1860.

I HAVE the honour to inform your Excellency, in conformity with instruction from the Principal Secretary of State of the Queen my Sovereign, that in the month of September last, Her Majesty's ship "*Conflict*" captured off the African coast a barque without name or papers, fully equipped for the Slave Trade, and believed by the captors to have been fitted out either at Santander or Bilbao.

I am also to acquaint your Excellency that it appears from information which has reached Her Majesty's Government, that the vessel in question was originally the barque "*Santos*," that she was purchased by a merchant and shipowner of Santander, named Benito Otero, for a Spanish shipmaster named Silverio Cargijal, that her name was changed to the "*Primer Quijano*," and that under this name she took in part of her slave-fittings at Santander, and sailed from thence on the 7th August for Riva-de-Sella, a small port in the Asturias, where she completed her Slave Trade equipments, and cleared for South America.

Your Excellency will doubtless be of the opinion of Her Majesty's Government, that it is scarcely possible, under the circumstances, that the Spanish Officers at the ports of Santander and Riva-de-Sella, should not have been aware of the equipment and destination of the "*Primer Quijano*," and I have therefore been instructed to call the attention of

* Class A, Nos. 26 and 28.

Her Catholic Majesty's Government to their proceedings, with a view to an inquiry being instituted into the facts.

I avail, &c.
(Signed) ANDREW BUCHANAN.

No. 179.

Lord J. Russell to Sir A. Buchanan.

Sir,

Foreign Office, March 5, 1860.

I TRANSMIT to you herewith, for your information, copies of two despatches from Mr. Crawford, Her Majesty's Consul-General at Havana,* containing information respecting matters connected with the Cuban Slave Trade.

I am, &c.
(Signed) J. RUSSELL.

No. 180.

Mr. Buchanan to Lord J. Russell.—(Received March 22.)

My Lord,

Madrid, March 17, 1860.

I PREPARED a short memorandum, a copy of which I inclose, of the substance of Mr. Consul-General Crawford's despatches, of which copies were transmitted to me in your Lordship's despatch of the 5th instant; and I placed it in the hands of Señor Calderon Collantes at an interview which I had with his Excellency yesterday, stating at the same time that the information which it contained would convince him of the impunity with which vessels were daily fitted out for the Slave Trade at the Havana, under the eyes of the local authorities; who took no measures whatever to prevent them from proceeding on their illegal voyages.

While reading the inclosure, Señor Calderon observed that the Spanish Government could not be responsible for the conduct of vessels after they left the port of Cuba, or for their leaving at night without a clearance from the Custom-house, but when he found that two of those reported by Mr. Crawford to have sailed in that manner had been previously denounced verbally to the Captain-General as fitting out for the Slave Trade, he said that he would send my memorandum to His Excellency, and call upon him to explain why vessels, with whose illegal destination he had been made acquainted, should have been permitted by the Captain of the port to escape from the harbour without having cleared at the Custom-house.

I have, &c.
(Signed) ANDREW BUCHANAN.

Inclosure in No. 180.

Memorandum.

IN a despatch dated the 26th of January last, Mr. Consul-General Crawford reports that the "*Triton*" had sailed under the American flag for the Havana, cleared for New Orleans, but suspected of having proceeded to the coast of Africa.

He also states in the same despatch that the "*Sunny South*," which he had mentioned in a previous report, the ship "*Iberia*," a topsail schooner, and two screw steamers, all Spanish property, but which would show the flag of the United States, were either preparing or were ready for sea, with the intention, it was believed, of proceeding to the coast of Africa.

After describing these vessels for the information of British cruizers, Mr. Crawford mentions in the same despatch that he had information respecting several cargoes of slaves expected to arrive on the coast of Cuba, and recommends that measures should be adopted by Her Majesty's Squadron in the West Indies for intercepting them.

* Nos. 233 and 234.

In a subsequent despatch, dated the 8th of February, he reports that one of the screw steamers (formerly the "*Colon*") mentioned in the preceding one, had sailed on the night of the 6th, without clearing at the Custom-house, and that a Spanish barque, also intended for the Slave Trade, had done the same on the night of the 5th of the same month, while the full-rigged brig, formerly the "*Eagle*," of Baltimore, was ready for sea, would probably leave in the same manner in a day or two.

He says that the "*Sunny South*" being nearly ready, had hoisted Spanish colours, and that there was another large clipper-ship in port, suspected of being about to be fitted out for the Slave Trade.

The steamer above-mentioned as having sailed, had altered her paint and rigging a few days before she left, and Mr. Crawford had denounced her verbally to the Captain-General, and also the ship which left the day before her; and his Excellency promised to place them under the surveillance of the Captain of the port, but, as it appears, fruitlessly.

SPAIN. (*Consular*)—*Bilbao*.

No. 181.

Lord J. Russell to Consul Young.

Sir,

Foreign Office, November 17, 1859.

I AM directed by Lord John Russell to transmit to you the accompanying extract of a letter from the Commander of Her Majesty's ship "Conflict," reporting the capture on the 18th of September last off the African coast of a barque without name or papers, fully equipped for the Slave Trade, which is supposed to have fitted out at either Santander or Bilbao; and I am to desire that you will endeavour to ascertain, if you have any means of doing so, whether the suspicions entertained by the Commander of the "Conflict" with regard to the port at which this vessel is supposed to have fitted out are well founded; and if so, that you will report to his Lordship the name of the vessel, and any further particulars respecting her which you may be able to obtain.

I am, &c.

(Signed) J. RUSSELL.

No. 182.

Consul Young to Lord J. Russell.—(Received December 24.)

(Extract.)

Bilbao, December 19, 1859.

I HAVE the honour to inform your Lordship that in accordance with the instructions I received in your Lordship's despatch of the 17th ultimo, directing me to endeavour to ascertain whether the suspicions entertained by the Commander of Her Majesty's steam-sloop "Conflict" with respect to a slave-vessel captured by him on the 18th of September last off the African Coast, were correct, I have instituted certain inquiries, the result of which I have now the honour and satisfaction of reporting to your Lordship.

I have ascertained that the vessel in question cleared from Santander in August last, bound for Buenos Ayres; that she proceeded to a small port named Riva-de-Sella in Asturias, where she received extra men and slave-fittings, and that she was captured by the "Conflict" in latitude 1° 35' north, longitude 10° 10' west, as described in your Lordship's despatch above referred to.

SPAIN. (*Consular*)—*Cadiz*.

No. 183.

Consul Brackenbury to the Earl of Malmesbury.—(Received April 13.)

My Lord,

Cadiz, March 31, 1859.

IN acknowledging the receipt of your Lordship's despatch dated the 10th instant, transmitting to me two despatches, one from Her Majesty's Consul at Puerto Rico, the other from Her Majesty's Consul at St. Thomas, containing information respecting the stranding of a barque with 800 slaves on board, off the port of Humacao, at the east end of the Island of Puerto Rico, I have the honour to acquaint your Lordship that I have not been able to obtain any information of this vessel having been fitted out at this port.

Should my efforts hereafter be more successful, I will not fail to apprise your Lordship.

I have, &c.
(Signed) J. M. BRACKENBURY.

No. 184.

Lord J. Russell to Consul Brackenbury.

Sir,

Foreign Office, December 9, 1859.

I TRANSMIT to you herewith for your information a copy of a despatch from Mr. Gabriel, Her Majesty's Commissioner at Loanda,* reporting the capture by Her Majesty's ship "Viper" of a slaver called the "Rosa," which is stated to have cleared from Cadiz in March last under Spanish colours for the West Coast of Africa.

I have to instruct you to make inquiries as to who were the owners, or other parties interested in this vessel, and you will endeavour to obtain any further particulars respecting the "Rosa" which may tend to show who were the parties interested in this slave-trading adventure.

I am, &c.
(Signed) J. RUSSELL.

No. 185.

Consul Brackenbury to Lord J. Russell.—(Received February 28.)

My Lord,

Cadiz, December 31, 1859.

I HAVE the honour to acquaint your Lordship in reply to your despatch dated the 9th instant, that the Spanish brigantine "Rosa" was purchased by a Portuguese, Antonio Augusto Oliveira Botelho, and was fitted for a slave-trading adventure, in conjunction with a Spaniard, D. Emiliano Martinez, who arrived here from Lisbon, and both embarked in the "Rosa," which was commanded by José Vidal, and was cleared at this Custom-house on the 13th of March last with fruit for Campeché.

Botelho has been here lately, and returned to the Havana in the Spanish packet on the 12th instant.

I have, &c.
(Signed) J. M. BRACKENBURY.

SPAIN. (*Consular*)—*Havana*.

No. 186.

Consul-General Crawford to the Earl of Malmesbury.—(Received April 5.)

My Lord,

Havana, March 4, 1859.

I BEG leave to lay before your Lordship a copy of a letter which, on the 30th of January, I addressed to the Captain-General of Cuba, complaining of and requesting information respecting a landing of 500 Bozal negroes, which took place about ten days previously, in the district of Sagua la Grande, and I have to report to your Lordship that at this date I have not received any answer from his Excellency.

I have, &c.

(Signed) JOS. T. CRAWFORD.

Inclosure in No. 186.

Consul-General Crawford to the Captain-General of Cuba.

Havana, January 30, 1859.

I BEG leave to request that your Excellency will be pleased to favour me, for the information of Her Majesty's Government, with any particulars which may have been received relating to the landing of a cargo of 500 and odd Bozal negroes, which (I have learnt) was effected about ten days ago in the district of Sagua la Grande at Las Pozas.

This violation of the law was, I understand, carried into effect with complete success, the negroes having been sold as soon as they were landed, and distributed upon the estates in the neighbourhood.

I have, &c.

(Signed) JOS. T. CRAWFORD.

No. 187.

Consul-General Crawford to the Earl of Malmesbury.—(Received April 5.)

(Extract.)

Havana, March 5, 1859.

I HAVE the honour of laying before your Lordship a translation of a communication which, on the 25th ultimo, I found it my duty to address to the Captain-General of Cuba, in consequence of detailed information I had then received of the landing, at Rancho Veloz, in the district of Sagua la Grande, of a numerous cargo of slaves, and their transit nearly across the island, from the place of landing to Santa Isabel de las Lajas, with an escort and the connivance of the Spanish authorities.

Your Lordship will notice that this is another landing in the district of Sagua since that denounced in my letter to General Concha of the 30th January, referred to in my last despatch to your Lordship, so it would seem as if that place were likely to become as notorious as Cardenas has been of late for the successful disembarkation of expeditions from Africa.

Inclosure in No. 187.

Consul-General Crawford to the Captain-General of Cuba.

(Translation)

Havana, February 25, 1859.

I have received the following communication :

“On the evening of Friday, the 18th instant, a lot of Bozal negroes, of the Congo nation, were introduced into the district of Santa Isabel de las Lajas from the jurisdiction of Sagua la Grande, having been landed at Rancho Veloz, the Captain (police officer) of said Sagua, it is said, furnishing them with cedula. They were introduced into the district of Las Lajas by the north side or Cuarton de Soledad, and are hidden by D. Narciso Madrazo on his estate at Santa Rosa, in considerable number. The Captain of the district is aware of this scandalous affair, having been bribed. Among the armed men who accompanied the negroes was D. José Lage, Lieutenant of the district of Soledad, through which they were passed into this.

“The negroes are now on the sugar estate, but they can be hidden upon three more properties, viz., the Esperanza, Buen Retiro, and another farm, all in the district, and belonging to Madrazo, but if the commission (from the Government) is given to the Captain of the district, it will be productive of nothing, as he is in league with the slave-traders. Let the sugar estate and its woodlands be searched, and they will find the negroes, and in case of their being hidden, let the properties mentioned be also searched. With these particulars, it is impossible for them to escape capture, that is, if the Judge fulfils his duty and executes it with the greatest silence.”

Which information I hasten to lay before your Excellency, in order that you may take whatever steps in regard thereto which may be considered necessary.

God preserve, &c.

(Signed) JOS. T. CRAWFORD.

No. 188.

The Earl of Malmesbury to Consul-General Crawford.

Sir,

Foreign Office, April 8, 1859.

I HEREWITH transmit to you, for your information, an extract of a despatch from Her Majesty's Commissioners at the Cape of Good Hope,* relative to the Traffic in Slaves which is carried on on the East Coast of Africa for the supply of the Cuban market.

I am, &c.
(Signed) MALMESBURY.

No. 189.

Consul-General Crawford to the Earl of Malmesbury.—(Received April 11.)

My Lord,

Havana, March 12, 1859.

WITH reference to my despatch dated the 4th instant, I have the honour of laying before your Lordship a copy and translation of the Captain-General's answer to my communication addressed to his Excellency on the 30th January, and referring also to the letter I addressed to him respecting the landing of Bozal negroes at Sagua, and at Bahia de Santa Clara, in the district of Cardenas.

Your Lordship will perceive that General Concha denies the landing of those cargoes, although he admits that a suspicious vessel was seen near Cardenas, and another near Sagua, after which a Spanish cruiser was despatched in both instances, but without having succeeded in falling in with either of them.

I have no doubt that both these slavers were able to evade the Spanish cruisers, and I am equally satisfied that they succeeded in safely landing their cargoes and escaping afterwards, to repeat their voyages to the Coast of Africa.

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

* Class A, presented 1859, No. 56.

Inclosure in No. 189.

The Captain-General of Cuba to Consul-General Crawford.

(Translation.)

Havana, March 5, 1859.

I HAVE received your Honour's communication of the 4th instant, in which you acquaint me that you have been informed of a landing of 400 to 500 Bozals in the jurisdiction of Cardenas, and that another disembarkation had taken place on the 28th of the same month.

I have heard nothing of the second landing, and, therefore, believe it did not take place. As regards the first one, I am enabled to state to you, that the Capitan de Partido of Guamutas informed me, on the 27th ultimo, that at P.M. that day a suspicious vessel had been seen, which had fired several guns. He gave the same report to the Lieutenant-Governor of Cardenas, who immediately sent out a schooner-of-war, and according to what he reported to me next day, the suspicious vessel had disappeared from those waters; but a suspicious vessel having also been seen near Sagua on the 2nd instant, the Lieutenant-Governor of that district sent out another war-schooner in chase of her, and, on receiving this information by telegraph, the same day, I instantly despatched Her Majesty's steamer "Conde de Venadito," not having yet heard the result, and I believe that the suspicious vessel has finally gone away, if she has not been lost, and that, consequently, the landing has not taken place.

God preserve, &c.

(Signed) JOSE DE LA CONCHA.

No. 190.

The Earl of Malmesbury to Consul-General Crawford.

Sir,

Foreign Office, April 28, 1859.

I TRANSMIT herewith, for your information, copies of two despatches received at the Admiralty,* the one from the Commander of Her Majesty's ship "Triton," reporting the capture off the River Killongo of a brigantine fully equipped for the Slave Trade, without colours or papers; the other, from the Commander of Her Majesty's ship "Sharpshooter," reporting his having captured a brigantine off Whydah, supposed to be the "Dorado," fully equipped for the Slave Trade, also without colours or papers.

I am, &c.

(Signed) MALMESBURY.

No. 191.

Consul-General Crawford to the Earl of Malmesbury.—(Received May 16.)

(Extract.)

Havana, April 23, 1859.

THE preparations for slave-trading continue upon an extensive scale, which, indeed, is not to be wondered at, considering the golden results of such expeditions. The comparatively small cost of their equipment, and the chances in favour of success, as they are sure of getting the negroes safely introduced here, they know that we have no cruizers in these waters, and that they have only to escape our African Squadron, in which so many of them have succeeded, and so many are sent out, that it is impossible to intercept them all, even with the untiring vigilance of our naval officers.

The slave-traders continue to avail themselves of American vessels, which are despatched under the American flag, whether from the ports of the United States, or from Cuba, and they are so covered, that neither the authorities here or in the States are able to detain them.

From New Orleans I learn that the ship "Rebecca," 534 tons, Carter, Master, had cleared out for the Congo river; manifest not to be seen; cleared by the Spanish firm of Pratts, Pujol & Co. There can be little doubt as to the nature and objects

* Class A, Nos. 93 and 94.

of this vessel's voyage. The slave-traders have become more bold in their operations, and no longer clear their ships for Teneriffe and a market, but direct for the Slave Coast of Africa.

His Excellency the Captain-General, under date the 16th instant, informs me that his attention having been called to the clearance for San Thomé of the American brig "*William M. Grotton*," 240 tons, by a person, Don Gregorio Tejedor, he had ordered an investigation, and that the result was, that "although it was suspected said vessel was to be engaged in the Slave Trade, as her papers were all in order, and there was nothing to warrant a formal declaration, he was obliged to allow her to depart."

Don Gregorio Tejedor is a notorious slave-trader, and as I have, since the vessel sailed (19th instant), ascertained that she had on board 38 pipes of water, and 160 shooks, to be set up for more water-casks, 224 bags of rice, 60 barrels of biscuit, and a cooking stove. Should the "*Grotton*," be fallen in with by any of our cruisers, there will be enough found to condemn her; but I presume that, like all the rest of similarly despatched vessels, she will be at once given up, as being without papers of any kind.

On the 20th instant the American brig "*Lillie Mills*," 199 tons, was cleared at this port for St. Pablo de Loanda, by J. Newcomb. Said Newcomb is a person calling himself an American citizen, whose services the slave-traders have for a long time availed of here to cover their ownership of American vessels, and the "*Lillie Mills*" having been stranded on the Colorado Reef, from whence she was got off and sold cheap, was eminently suited for the slavers' purposes.

The notorious Captain Don Eugenio Viñas, it is said, has lately sailed again for the Mozambique Channel on board a large vessel, capable of bringing 1,000 or 1,200 slaves, but his supporters and partners here are so influential that there is no notice published of the clearance or sailing of the ship in which he went, although there is little doubt he sailed in the Chilian ship "*Eloisa*," (sailed 9th April) referred to in the Commissioners' despatch of the 12th ultimo.

No. 192.

Consul-General Crawford to the Earl of Malmesbury.—(Received June 2.)

My Lord,

Havana, May 3, 1859.

I HAVE the honour of acknowledging the receipt of your Lordship's despatch dated the 12th March, transmitting to me a copy of a despatch from his Excellency the Governor of Jamaica, inclosing copy of a despatch dated 17th December last, which he had received from the Superintendent of British Honduras, by which it appears that a trade in Yucatan Indians is still carried on to Cuba.

In obedience to your Lordship's instruction that I should report to your Lordship, and also to her Majesty's Minister at Mexico, whether any considerable number of these Indians are now introduced into this island, I have the honour of stating to your Lordship that, for some time past, there have been very few Indians brought here from Yucatan, and I am of opinion that these poor people, having become fully aware of the practice and inducements held out by the authorities of that country to entrap them and force them to contract themselves, are now so cautious that they evade the diligence of their persecutors.

I had not lost sight of this infamous Traffic, and had the fullest information as to all the circumstances, and the participation of the Government of Merida de Yucatan in the profits of this ungodly man-stealing; but as it has, happily, dwindled into insignificance, there is, at present, hardly any room for interference; but I beg to assure your Lordship that my vigilance is not diminished, and I shall not fail to interpose my preventive representations upon any well-authenticated symptoms of a revival of those iniquitous and oppressive measures, which are a disgrace to the whole inhabitants of Yucatan.

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

No. 193

Consul-General Crawford to the Earl of Malmesbury.—(Received June 2.)

My Lord,

Havana, May 6, 1859.

I HAVE the honour of acknowledging the receipt of your Lordship's despatch dated the 19th March, inclosing, for my information, a copy of a despatch from Her Majesty's Consul at Lagos, reporting the capture of the slave vessels "*Juliet*" and "*Dorado*" by Her Majesty's ships "*Archer*" and "*Sharpshooter*," and containing information respecting the Slave Trade in the Bights of Benin and Biafra.

Mr. Consul Campbell's remark as to the increased influence of the slave-traders with the Chiefs and Rulers at that part of the coast of Africa, will easily be understood by your Lordship, after having seen my despatches as to the extensive preparations made here for carrying on the Traffic, which it has been my duty to report for some time past; so that it would seem as if there was really no check whatever to their abominable practices. Indeed, they know that, if they can escape the vigilance of our African Squadron, they may count upon success here, and an enormous gain.

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

No. 194.

Consul-General Crawford to the Earl of Malmesbury.—(Received June 16.)

My Lord,

Havana, May 20, 1859.

IT is now about three weeks since a merchant vessel, which arrived here, reported having seen two vessels, apparently steamers, which were hovering or laying to off Nuevas Grandes, a place near Bayamo, in the old Bahama Channel; and as the Filibusters from New York, whose expedition miscarried, and who were taken to Hayti, intended to have effected their landing at that place, it was supposed that said steamers might have brought an armed force of some considerable importance; and, in consequence, the "*Petronella*" (screw) frigate was sent off to that part of the coast, from whence she returned, without her having fallen in with anything suspicious.

But a day or two after the frigate had left this, it was rumoured that the two vessels, apparently steamers, reported as having been seen off Nuevas Grandes, had landed, not a force of Filibusters, but a number, variously stated at 3,000 and 5,000, slaves; and this rumour was not only most generally circulated, but as generally believed; and the Spanish Admiral's version of it to me was, that these slaves had been brought to America first, and were from thence brought in two American steamers to the Coast of Cuba.

Subsequently, I received a report from the British Vice-Consul at Cardenas to the effect that a large number of Bozals had been landed to the eastward, and, by the following mail, he reported the place of landing to have been Bayamo, and the number 3,000.

Under these circumstances, I, on the 12th instant, wrote to the Captain-General, requesting information as to this affair. Copy of my letter, and of his Excellency's answer, I have now the honour of laying before your Lordship. General Concha states that the Government have no intelligence whatever of such landing, that the disembarkation of such a number of slaves could hardly have been effected without their leaving some traces, and that there having been no unusual number of cédulas taken out, his Excellency is disposed to conclude that the information which I communicated to him was incorrect.

I, on the contrary, have no doubt that two very numerous expeditions of slaves were landed from the two vessels which were seen off Nuevas Grandes, probably exceeding the 3,000 which I denounced to his Excellency. That they were landed is the belief of every body here; and if we advert to numerous other well-authenticated cases of a similar nature, when as many as 900 Bozals, with a mounted escort of some 200 white men, have passed through the country, without its having been reported to the Government, or their having experienced the slightest let or hindrance at their landing, or on their journey, it is not at all extraordinary that they left no traces.

Nor is the allusion made to the cédulas a better test, since it is quite well known that any number of these protections can be obtained at any time by the slave-traders to answer their purpose.

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

Inclosure 1 in No. 194.

Consul-General Crawford to the Captain-General of Cuba.

Havana, May 12, 1859.

IT has been reported to me that a very extensive landing of Bozal negroes has been effected lately on the north coast of this island, near Bayamo; the numbers are said to have been upwards of 3,000, brought by two steam-vessels, which left the coast soon after the disembarkation of their cargoes.

I request that your Excellency will be pleased to acquaint me, for the information of Her Majesty's Government, such particulars as may have reached your Excellency upon this subject.

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

Inclosure 2 in No. 194.

The Captain-General of Cuba to Consul-General Crawford.

Havana, May 18, 1859.

(Translation.)

I HAVE received your Honour's communication of the 12th instant, in which you placed before me the information which you have received of a disembarkation of 3,000 Bozal negroes having been effected lately on the north coast of the island near Bayamo, which are said to have been brought by two steamers, which left as soon as the disembarkation was effected.

This is the first report I have of such an occurrence, and of which neither the district authorities nor those adjoining have notified me.

Your Honour is aware that so numerous an expedition could not have been introduced without leaving some trace, and as no note of such an occurrence has been made in any of the Government dependencies, I hold as unfounded the rumours which your Honour intimates to me, being strengthened, in my opinion, by there not being any perceptible change in the issue of cédulas of this class. Any such change being necessarily evident were the occurrence which your Honour intimates in your said communication certain.

God preserve, &c.

(Signed) JOSE DE LA CONCHA.

No. 195.

Consul-General Crawford to the Earl of Malmesbury.—(Received June 16.)

Havana, May 20, 1859.

My Lord,

I HAVE the honour of laying before your Lordship a copy of a letter which I addressed to the Captain-General of Cuba, on the 16th instant, denouncing a landing of 250 and more Bozal negroes, which took place recently at Punta de Perdices, in the Ensenada de Cochinos, on the south side of this island, with a short history of the proceedings of the slave-traders and those in connexion with them, in this instance, which has been sent to me by a person of my confidence, upon whose information I can implicitly rely.

And, with reference to the observations which I did myself the honour of submitting to your Lordship upon the Captain-General's answer with regard to the disembarkation complained of as having been effected recently at Bayamo, I would respectfully

draw your Lordship's attention to the fact of the 250 Bozals of this expedition, belonging to Don Tomas Terry, having passed from the place of landing to "the Carinanera," thence on a "chalan" or flat boat, to Mr. Terry's store in Cienfuegos, without their transit being reported to the Government, and to the other fact, of their being provided with cedulae from Havana for their protection—the objection of the coast-guardman, or carabinero having been overbalanced by the close texture of the metal in the ten gold pieces he accepted, and which purchased his silence on this occasion.

I have, &c.

(Signed) JOS. T. CRAWFORD.

Inclosure in No. 195.

Consul-General Crawford to the Captain-General of Cuba.

Havana, May 16, 1859.

IT is my disagreeable duty to complain to your Excellency of a landing of Bozal negroes, which took place lately at Punta de Perdices, Ensenada de Cochinós.

The vessel, a brig of American build, was under the charge of a certain Don Emeterio Undures, a Biscayan. I have not been informed as to the whole number of slaves that were landed, but 250 of them were brought by land to a place called "the Carinanera," from whence, in a flat chalan, they were brought to Cienfuegos, and deposited in the store of Don Tomas Terry.

This operation was observed, by one of the carabineros, to whom the cedulae obtained from Havana were shown, but the carabinero, seeing that the negroes were entirely Bozals, was not satisfied, and it was necessary to purchase his connivance with gold, which was done. Afterwards, I am informed, those 250 Bozals were distributed on the estates of Don Tomas Terry and of Don Julio Lebral, who is the refaccionista of several estates, and the rest of the negroes of this cargo are at a corral, between the south coast and the north-east part of the Bay of Jagua (en el Monte).

I have stated these facts for such measures as your Excellency may deem it expedient, and I have to add, that there are two more cargoes of slaves almost hourly expected to arrive at that part of the coast of this island.

I have, &c.

(Signed) JOS. T. CRAWFORD.

No. 196.

Lord J. Russell to Consul-General Crawford.

Sir,

Foreign Office, June 29, 1859.

I TRANSMIT herewith, for your information, a copy of a letter from Lieutenant Burton, commanding her Majesty's ship "Triton,"* reporting the circumstances attending the capture of a schooner called the "Regla," fully equipped for the Slave Trade, off Mesel, on the 4th May last.

I am, &c.

(Signed) J. RUSSELL.

No. 197.

Consul-General Crawford to the Earl of Malmesbury.—(Received June 30.)

My Lord,

Havana, May 23, 1859.

I HAVE the honour of acknowledging the receipt of your Lordship's despatch dated the 8th of April last, transmitting, for my information, an extract of a despatch from Her Majesty's Commissioners at the Cape of Good Hope, relative to the Traffic in Slaves which is carried on on the East Coast of Africa for the supply of the Cuban market.

I have, &c.

(Signed) JOS. T. CRAWFORD.

No. 198.

Consul-General Crawford to the Earl of Malmesbury.—(Received June 30.)

My Lord,

Havana, May 23, 1859.

I HAVE the honour of acknowledging the receipt of your Lordship's despatch of the 28th ultimo, inclosing, for my information, copies of two letters received at the Admiralty, the one from the Commander of Her Majesty's ship "Triton," reporting the capture, off the river Kilongo, of a brigantine, fully equipped for the Slave Trade, without colours or papers, and the other from the Commander of Her Majesty's ship "Sharpshooter," reporting his having captured a brigantine off Whydah, supposed to be the "Dorado," fully equipped for the Slave Trade, also without colours or papers.

I have, &c.

(Signed) JOS. T. CRAWFORD.

No. 199.

Consul-General Crawford to the Earl of Malmesbury.—(Received June 30.)

My Lord,

Havana, June 9, 1859.

ON the 30th ultimo, the American merchant schooner "Cumberland" brought into this port a barque, which she fell in with, abandoned at sea, about thirty miles from Matanzas, and from the fact of a log-book being found on board, bearing the name "Julia J. Cobb," there is no doubt that it is the same vessel denounced in my despatch of the 31st December last, as having sailed on the 20th for the coast of Africa.

Subsequently, it has been ascertained that the "Julia J. Cobb" landed a cargo of about 640 Bozals between Canasi and Santa Cruz, two small inlets near Matanzas, and Mr. Vice-Consul D'Costa reports to me that a portion of the expedition has been captured by the authorities, the cargo having been sold at 850 dollars for each negro, with cedulas!

Mr. Vice-Consul Rebello has also reported that a landing of Bozal negroes took place on the 4th instant at Punta de la Tejo, and that the Lieutenant-Governor of Cardenas had gone to the spot, in order to inquire into the matter.

I have duly denounced these infractions of the law and of the Treaty to the Captain-General, but have not yet received any reply from his Excellency.

I have to report that the American schooner "Enterprize" cleared for Carthagena in ballast, and sailed on the 3rd instant for the coast of Africa. She belongs to the notorious slave-trader Don Gregorio Tejedor.

The yacht "Wanderer" sailed for Matanzas on the 5th instant, and will no doubt complete her outfit for the Slave Trade either there or at some of the cays on the north side of Cuba.

The American brigantine "Brownsville," 147 tons, is likewise said to have proceeded to Africa in search of slaves.

A Spanish brig, the "Fomento," was cleared on the 6th instant for Savannah by a slave-trading firm, and it is suspected that she is also destined for the Slave Trade.

I have, &c.

(Signed) JOS. T. CRAWFORD.

No. 200.

Acting Consul-General Crawford to the Earl of Malmesbury.—(Received August 5.)

My Lord,

Havana, June 29, 1859.

MR. HUNT, Her Majesty's Consul in Puerto Rico, having informed me that a Spanish schooner, the "Terrible," had been despatched from the port of Humacao, in ballast, for the Island of St. Thomas, on the 27th of May last, but that instead of going there she had proceeded to this island with a cargo consisting of seventy-six Africans, who had formed part of the cargo which was landed at Humacao from the barque "Majestic," in February last, I lost no time in acquainting his Excellency the Captain-General with this circumstance, and I have the honour of laying before your Lordship a

copy of my letter to him, and of his Excellency's answer, by which it appears that no report of the landing of these negroes had reached this Government up to the 22nd instant.

As the voyage from Puerto Rico to Cuba is very short, I have not the least doubt but that the schooner "*Terrible*" accomplished her adventure in safety early this month, and it is not remarkable that no intelligence of the landing should have reached the Captain-General, inasmuch as the operations of the slave-traders are carried on in such a manner as to frustrate the orders of the Government and to insure silence on the part of those whose duty it is to oppose any attempt at the infraction of the Treaty between Great Britain and Spain for the abolition of the Slave Trade.

I have, &c.
(Signed) JOHN V. CRAWFORD.

Inclosure 1 in No. 200.

Consul Hunt to Consul-General Crawford.

Sir,

Puerto Rico, June 2, 1859.

IN the month of February last about 850 Africans were landed from the barque "*Majestic*," flag unknown, near the port of Humacao, in this island; the vessel and her cargo were seized by the authorities and full possession of them obtained. Notwithstanding this, however, upwards of 350 of these negroes were subsequently kidnapped and reduced to slavery. I have now the honour to transcribe, for your information, an extract of a communication received from the British Vice-Consul at Humacao relative to the disposal of seventy-six of these missing Africans:—

"The Spanish schooner '*Terrible*,' was despatched from the port of Humacao, apparently in ballast, for the Island of St. Thomas, on Friday the 27th instant; but, instead of going there, she has proceeded to the Island of Cuba, taking on board at this port seventy-six of the Africans from the "*Majestic*;" these unfortunate creatures were from the estates of Ramon Pon, José Maria Rios, Guzman, and a person called José Miguel."

"I am also informed that Don Salvador Cordova had taken out his passport at Humacao for the United States and has proceeded to the city (Puerto Rico) to take the Havana steamer, and it is supposed that he goes to sell these negroes."

Should any information reach you with reference to this matter, I should be much obliged if you would be good enough to communicate it to me, as General Cotoner is disposed to doubt the accuracy of the statement.

I have, &c.
(Signed) LENNON HUNT.

Inclosure 2 in No. 200.

Acting Consul-General Crawford to Consul Hunt.

Sir,

Havana, June 22, 1859.

I BEG leave to acknowledge the receipt of your letter of the 2nd instant, respecting the clearance of the Spanish schooner "*Terrible*" from Humacao for St. Thomas on the 27th ultimo, but in reality destined for this Island of Cuba, with seventy-six of the Africans who formed part of the cargo of the "*Majestic*."

I immediately informed the Captain-General of this circumstance, and also that D. Salvador Cordova might be expected here from the United States to sell these negroes, but up to this time I have not received any answer from his Excellency, nor have I been able to ascertain anything about the schooner "*Terrible*" or her cargo. Should I hear of any authenticated fact in connection with this adventure, I shall not fail to communicate it to you.

I have, &c.
(Signed) JOHN V. CRAWFORD.

Inclosure 3 in No. 200.

Acting Consul-General Crawford to the Captain-General of Cuba.

Havana, June 13, 1859.

I HAVE the honour of acquainting your Excellency that the Spanish schooner "*Terrible*" was despatched from the port of Humacao, Puerto Rico, apparently in ballast, for the Island of St. Thomas, on Friday the 29th ultimo, but instead of going there she has proceeded to this island with seventy-six Bozal negroes, who formed part of the cargo of the "*Majestic*," which vessel landed about 850 Africans near Humacao, in February last.

These Bozals were from the estates of Ramon Pon, Don José Maria Rios, and others; a person called Don Salvador Cordova having left Humacao for Cuba for the purpose of selling the negroes in this island.

I trust that this information will lead to the capture of the above-mentioned expedition, and I request the favour of your Excellency to acquaint me, for the information of Her Majesty's Government, with such particulars as may have reached your Excellency, regarding the arrival of the "*Terrible*," and the result of her voyage.

I have, &c.

(Signed) JOHN V. CRAWFORD.

Inclosure 4 in No. 200.

The Captain-General of Cuba to Acting Consul-General Crawford.

(Translation.)

Havana, June 22, 1859.

I HAVE received your Honour's communication of the 13th instant, informing me of the departure of the Spanish schooner "*Terrible*," in ballast, from Humacao for St. Thomas, which destination was a feigned one, as, instead of going there she arrived in this island with seventy-six negroes, Bozals, part of the cargo of 850 disembarked from the "*Majestic*," at Humacao last February, which negroes belonged to the individuals you mention, and were brought here by one Don Salvador Cordova.

I have not received any report of such circumstance, but in view of the details furnished by your Honour, steps are being taken to investigate the matter, and in due time I shall advise the result to your Honour.

God preserve, &c.

(Signed) JOSE DE LA CONCHA.

No. 201.

Acting Consul-General Crawford to the Earl of Malmesbury.—(Received August 5.)

(Extract.)

Havana, July 6, 1859.

I HAVE the honour of reporting to your Lordship, that two more cargoes of slaves have been landed within the last three weeks on the north side of this island, in the jurisdiction of Puerto Principe, the one consisting of about 600 Bozals, from an American barque, and the other of about 800, from a ship under Chilian colours.

These infractions of the Treaty have been duly brought under the cognizance of the Captain-General; but my letter dated the 30th ultimo has not yet elicited any reply from his Excellency, nor has any notice been taken of my denouncement of the landing which took place near Punta de Teja on the 4th ultimo.

In the meantime the slave-traders have not been idle, and I have to report the sailing of the following vessels, whose destination is said to be the Coast of Africa:—

The Spanish schooner "*Villa de Tocoa*," of about 100 tons, cleared in ballast for Genoa on the 12th ultimo, and belongs to Giral & Co., well known slave-traders.

The "*Crimea*," alias "*Luisa*," which has been so often noticed in my despatches, sailed on the 19th ultimo as the Mexican brigantine "*Eloisa*," Diaz, Master, cleared for La Guaira in ballast. It appears that a certain Don Lorenzo Alfaro figures as the owner, and that the Mexican Consul, Don Ramon Carvallo, furnished the vessel with the papers requisite to leave this port. The "*Eloisa*" is an American built brigantine, with a main topsail, has a billet-head, and is painted black.

The Spanish brig "*Guanche*," 294 tons, was cleared on the 22nd ultimo for St. Mary's in ballast, but is reported to have sailed for the Congo.

The Spanish brig "*Eco*" sailed on the 2nd instant: no entry of the clearance of any such vessel being found at the Custom-house.

The American brig "*Wild Pigeon*," 194 tons, formerly a trader between this and New Orleans, left the latter port some time ago for the Coast of Africa.

The American yacht "*Wanderer*" has returned from Matanzas to Savannah, where her arrival is noticed in the American newspapers, Mr. Lamar, her owner, having failed in selling her over here.

The Slave Trade has seldom been so brisk as it appears to be at the present moment,

P.S.—I have just learned that the vessel which sailed on the 2nd instant under the name of "*Eco*," was the Belgian brig "*Rubens*," of Antwerp, which was stranded some time ago near Cardenas, and was bought by Rodriguez and other slave-traders of Matanzas: she was got off, and has been repaired here. She sailed under the Belgian flag.

Inclosure 1 in No. 201.

Acting Consul-General Crawford to the Captain-General of Cuba.

Havana, June 30, 1859.

IT has been reported to me that two vessels, an American barque and a Chilian ship, succeeded in landing respectively about 600 and 800 Bozal negroes on the north coast of this island, in the jurisdiction of Puerto Principe, about ten days ago.

I respectfully request the favour of your Excellency to acquaint me with such particulars as may have been received upon this subject, for the information of Her Britannic Majesty's Government

I have, &c.
(Signed) JOHN V. CRAWFORD.

Inclosure 2 in No. 201.

Consul-General Crawford to the Captain-General of Cuba.

Havana, June 7, 1859.

I HAVE received intelligence, to be relied on, that a landing of Bozal negroes took place on the 4th instant at Punta de Teja, and that the Governor of Cardenas had gone to the spot in order to investigate the matter.

I have to request that your Excellency will do me the favour of acquainting me with such particulars as may have been received upon this subject, for the information of Her Majesty's Government.

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

No. 202.

Acting Consul-General Crawford to the Earl of Malmesbury.—(Received August 5.)

My Lord,

Havana, July 9, 1859.

WITH reference to my despatch of the 6th instant, I have now the honour of laying before your Lordship a translation of the Captain-General's answer to my letter of the 30th ultimo, denouncing the landing of two cargoes of slaves in the district of Puerto Principe.

His Excellency does not positively deny the accuracy of my information, but "convinced of the morality and zeal of the late Lieutenant-Governor of that district," he judges it impossible that any such occurrence could have taken place without that officer's knowledge.

The slave-traders generally consider no moment so favourable as that when a change of Governor is about to take place, and it has always been observed that, on

such occasions, landings are successfully effected, probably owing to the ex-Governor and his successor being occupied in the formalities attending the delivering up of the command, and also to the inaction of the subordinate authorities of the district, who generally wait to ascertain the animus of their new Chief, as has been so frequently seen of late, especially in the jurisdiction of Cardenas.

Without wishing in any way to detract from the Captain-General's favourable opinion of the Brigadier Morales de Rada, the late Lieutenant-Governor of Puerto Principe, I beg leave most respectfully to state to your Lordship, that as my information comes from a trustworthy source, I must conclude that the landings complained of did actually take place, although they may have escaped the vigilance of the superior officers of the Government of the island.

I have, &c.
(Signed) JOHN V. CRAWFORD.

Inclosure in No. 202.

The Captain-General of Cuba to Acting Consul-General Crawford.

(Translation.)

Havana, July 4, 1859.

I HAVE received your Honour's communication of 30th ultimo, stating to me that you had received information of two landings of 600 and 800 Bozal negroes in the jurisdiction of Puerto Principe, and, at the same time, requesting to be made acquainted with any particulars which this Government might have received upon the subject, for the information of Her Britannic Majesty's Government.

Absolutely no advice nor information, either verbal or written, have I received with respect to any such landings, and, far from believing that they have been effected, convinced as I am of the morality and zeal of the Brigadier Don Joaquin Morales de Rada, who has just given up the command as Lieutenant-Governor of that district, I deem it impossible that said landings could have even been attempted without their being instantly reported to him, and his making use of every resource at his command to prevent them or to capture all the negroes.

This is all I can inform your Honour in reply to your said communication.

(Signed) JOSE DE LA CONCHA.

No. 203.

Lord J. Russell to Acting Consul-General Crawford.

Sir,

Foreign Office, August 30, 1859.

WITH reference to my despatch of the 29th of June last, I inclose for your information a copy of a letter from the Commander of Her Majesty's ship "Antelope" to Commodore Wise,* reporting the circumstances attending the capture of a barque fully equipped for the Slave Trade, which is stated to have sailed from Havana on the 25th of March last.

I am, &c.
(Signed) J. RUSSELL.

No. 204.

Acting Consul-General Crawford to Lord J. Russell.—(Received August 31.)

My Lord,

Havana, August 4, 1859.

MR. SMITH, the British Vice-Consul at Trinidad, having reported to me that some of the employes of the Sagua and Villa Clara Railway had been arrested under suspicion of having connived at the landing of some Bozal negroes, I addressed a letter on the subject to the Captain-General, and have now the honour of laying a copy thereof before your

* Class A, No. 114.

Lordship, with the answer of his Excellency, which, without throwing any light upon the affair, fully acknowledges the correctness of my information.

I have since learned that the Manager and Clerks of the Sagua Railroad were liberated for want of proofs against them, but that it is nevertheless true that a cargo of Africans was landed near Sagua, and that sixty-four of the slaves were conveyed during the night by train into the country.

I have, &c.
(Signed) JOHN V. CRAWFORD.

Inclosure 1 in No. 204.

Acting Consul-General Crawford to the Captain-General of Cuba.

Havana, July 29, 1859.

IT having been reported to me from a trustworthy source that a cargo of Bozal negroes was landed the week before last near Sagua, and that some of the employés of the Sagua Railroad are under arrest as accomplices in said disembarkation, I most respectfully request the favour of your Excellency to inform me what, if any, particulars of this occurrence have reached your Excellency.

I have, &c.
(Signed) JOHN V. CRAWFORD.

Inclosure 2 in No. 204.

The Captain-General of Cuba to Acting Consul-General Crawford.

(Translation.)

Havana, July 21, 1859.

I HAVE received your Honour's communication of the 12th instant, denouncing the disembarkation of a cargo of Bozals in the jurisdiction of Sagua, in consequence of which some of the employés of the Sagua Railroad have been arrested, and requesting to be informed of the particulars.

In answer I must state to your Honour that proceedings have been instituted in order to clear up the circumstances which you communicate, and which the authorities of Sagua had previously reported to this Government.

God preserve, &c.

(Signed) JOSE DE LA CONCHA.

No. 205.

Acting Consul-General Crawford to Lord J. Russell.—(Received August 31.)

(Extract.)

Havana, August 6, 1859.

THE schooner "*Enterprise*," which sailed from this port on the 3rd of June last, was run ashore on the coast of Florida by the crew, who murdered the Master and plundered the vessel, but some of them, who had proceeded in a boat to a lighthouse vessel, representing themselves as shipwrecked seamen, were arrested and sent for trial to Key West by the United States' revenue-cutter "*John Appleton*."

The brig "*Guanche*," which cleared hence for St. Mary's, is said to have loaded there for Teneriffe.

The Vice-Consul at Cardenas has reported the sailing of the American brig "*Tavernier*" from that port for the coast of Africa on a slave voyage. This vessel was cleared for Fernando Po by well known slave-traders, and after loading an assorted cargo of rum, muskets, and provisions, at Cardenas, she took in her water-casks and fittings at Cayo Cupey.

The American brig "*W. R. Kibby*," returned here with cattle from Florida, and is now fitting out for Africa, but her late master having died of yellow fever a few days ago, the expedition may be, perhaps, abandoned.

I have just been informed that the American brig "*W. H. Stewart*," of 200 tons burdén, has been sold here to the slave-traders, and that she will no doubt proceed to the coast of Africa.

No. 206.

Lord J. Russell to Consul-General Crawford.

Sir,

Foreign Office, September 16, 1859.

I TRANSMIT to you herewith, for your information, the copy of a report which has been received at the Admiralty from Commander Hewett, of Her Majesty's ship "Viper,"* detailing the circumstances under which he boarded and captured a brigantine, without colours or papers, fully equipped for the Slave Trade.

I am, &c.
(Signed) J. RUSSELL.

No. 207.

Acting Consul-General Crawford to Lord J. Russell.—(Received October 3.)

My Lord,

Havana, September 5, 1859.

IT is with great regret that I have to report to your Lordship that the Slave Trade continues to be carried on here almost as if there did not exist any obligation on the part of the Spanish Government for its suppression.

Notwithstanding the vigilance of our cruisers on the coast of Africa, many slave-vessels contrive to escape, and during the past month no less than seven cargoes, consisting of about 4,500 slaves, are reported to have been landed at different places in this island, viz. :—

At Santa Cruz (Canasi), a cargo of about 800 Bozals, from a vessel supposed to be the American brig "Brownsville."

At Siguapa, near Cardenas, a cargo of 1,700 from a large American clipper ship.

Two cargoes of 310 and 70 negroes each, in the neighbourhood of Cardenas.

The former expedition was brought by a Spanish vessel called the "Reglita," and the latter was landed from a vessel which left the Congo with 1,100 Africans, and lost all but 70, owing to an epidemic which broke out on the voyage.

An American vessel landed 1,400 slaves on the 15th August, near Sagua.

A cargo of about 700 was introduced near Bahia Honda, and another of 340 at Sancti Espiritu.

I have the honour of laying before your Lordship copies of two letters which I addressed to the Captain-General upon the subject, together with a translation of his Excellency's answer, in which he states that he has no knowledge of any other landing than that of 340 slaves in the jurisdiction of Sancti Espiritu, in consequence of which he has removed the Governor and some of the other authorities of that district.

His Excellency doubts the fact of the landing at Santa Cruz, because upon a report of preparations for such an event the Governor of the Eastern Department had sent a steamer to cruise in those waters: but he confounds the two places; that where the denounced landing was effected being about twenty-five miles to windward of Havana, whereas the other Santa Cruz his Excellency alludes to is on the south side of the island, and as it is a well known fact that all slave-vessels which reach Cuba succeed in landing their illicit cargoes, it is to be feared that another lot of human beings has been forced into hopeless slavery, the particulars of whose disembarkation have not transpired; for, if the adventure the Captain-General mentions as having been expected at Santa Cruz on the south side did not effect a landing there, it has no doubt been managed at some other spot in this island.

The "Terrible," which was reported in my despatch of the 29th June last, succeeded in running the seventy-six negroes she brought from Puerto Rico, but where has not been made public, and the authorities of the district in which these slaves were landed have not reported the circumstance to the Captain-General.

That his Excellency should therefore be deceived, or that the numerous infractions of the Treaty of which I have complained should not have been reported to him by the officers in whose districts they occurred, is not surprising, the means employed by slave-traders to insure silence being all-powerful.

Unless some means are devised to check the operations of the traders on this side I fear that the zeal and activity of our African Squadron will effect but little in putting down the inhuman Traffic.

I have, &c.
(Signed) JOHN V. CRAWFORD.

Inclosure 1 in No. 207.

Acting Consul-General Crawford to the Captain-General of Cuba.

Havana, August 11, 1859.

IT is again my disagreeable duty to denounce to your Excellency that a cargo consisting of about 310 Bozal negroes was landed on the 7th instant in the neighbourhood of Cardenas, and that Messrs. Moré and Ajuria, of this city, are said to be the owners.

Another expedition is reported to be daily expected at the same place where the above-mentioned landing was effected.

I shall be happy to be informed that your Excellency's orders have been strictly enforced by the authorities of Cardenas, and that the whole of the slaves have been captured, and I request the favour of your Excellency to furnish me with any details which may have reached you respecting this occurrence, for the information of Her Majesty's Government.

I have, &c.
(Signed) JOHN V. CRAWFORD.

Inclosure 2 in No. 207.

Acting Consul-General Crawford to the Captain-General of Cuba.

Havana, August 24, 1859.

INTELLIGENCE having reached me that three cargoes of Bozal negroes have been landed since the beginning of this month, one of about 800 at Santa Cruz (Canasi), another of about 1,700 at Signuapa, and a third of about 700 near Bahia Honda, I hasten to report these infractions of the law, hoping that not only has this intelligence already been made known to your Excellency, but that some, if not the whole of these expeditions have been captured, and that the parties implicated have been brought to justice.

The circumstances attending the landing at Santa Cruz are said to have been most scandalous.

The vessels which brought the negroes to Signuapa and Bahia Honda are reported to have been American, but I have no doubt that these scandalous proceedings have not escaped the vigilance of your Excellency's officers, and I respectfully request to be made acquainted with such particulars as may have reached your Excellency, for the information of Her Britannic Majesty's Government.

I have, &c.
(Signed) JOHN V. CRAWFORD.

Inclosure 3 in No. 207.

The Captain-General of Cuba to Acting Consul-General Crawford.

(Translation.)

Havana, August 27, 1859.

I HAVE received your Honour's communication of the 24th instant, denouncing the landing of three cargoes of Bozal negroes at different places in this island, and asking me for information or for the particulars of said landings.

In answer I have to state to your Honour that I do not believe that the landing at Santa Cruz has taken place, because I have been advised by his Excellency the Commandant-General of the Eastern Department, that in consequence of a rumour that a landing was being attempted, he had immediately sent the steamer "Don Juan de Austria" to cruize in those waters.

Neither have I received advice either privately or officially of any other disem-

barkation than that of 340 negroes in the jurisdiction of Sancti Espiritu, in consequence of which I have superseded the Governor of that district and the other functionaries, subjecting them to a judicial inquiry into their conduct.

God preserve, &c.

(Signed)

JOSE DE LA CONCHA.

No. 208.

Acting Consul-General Crawford to Lord J. Russell.—(Received October 3.)

(Extract.)

Havana, September 9, 1859.

WITH reference to my despatch of the 5th instant, respecting the great increase of the Slave Trade, I have the honour of transmitting herewith an extract of a letter corroborating the information which I had previously reported to your Lordship with regard to three cargoes of slaves landed in the jurisdiction of Cardenas.

I have further to report that the American-built barque "*Corinthian*," of about 250 tons, is now fitting out at Cardenas for the coast of Africa, and although she will probably be cleared for Fernando Po, there is no doubt whatever as to the ultimate object of her voyage. This vessel was stranded on a reef near Cardenas, and was purchased by a company of notorious slave-traders.

On the evening of the 7th instant, the Chilian brig "*La Mar*," sailed from this port, cleared for Valparaiso, but in reality bound on a slave voyage. This vessel was formerly the American brig "*W. H. Stewart*," which was sold here to the slave-traders.

I have been informed that there are now fitting out in this harbour a brig and two schooners for the Coast of Africa. One of these last is called the "*Nicolasa*," and the other it is suspected is the "*Angelita*," but I have not yet been able to obtain the particulars.

It seems almost superfluous for me to remark to your Lordship that there are numbers of vessels fitted out for the Slave Trade between Africa and this island, both here, at other ports in Cuba, as well as in the United States, of which no information reaches us, for it is extremely difficult for Her Majesty's Officers here to obtain any reliable accounts of such matters.

Remonstrance with the authorities is of scarcely any weight, and if a stop is to be put to these scandalous proceedings, the remedy must come for ourselves, for the slave-traders manage their affairs so adroitly, that all hindrance to the outfit and departure of their vessels is removed some way or other, and in proof of this assertion, I have the honour of laying before your Lordship copies and translations of two letters which I received from the Captain-General some time ago, [relative to the American brig "*Lillie Mills*" and "*W. M. Grotton*," both of which took in all their fittings and provisions at this port, and were cleared at the Custom-house for St. Paul de Loanda, and the Island of San Thomas, on the Coast of Africa, and yet, notwithstanding that the Captain-General was aware of the destination of these vessels, he did not order them to be searched or detained, because their papers appeared to be in order, and their clearance quite regular, his Excellency also considering that the penal law of 1845 is not applicable to any but Spanish vessels.

If such is the case, there is nothing to prevent American or any other foreign vessels from fitting out here for the African Slave Trade, and thus it is that so many sail from this and other ports of Cuba, with perfect impunity.

Inclosure 1 in No. 208.

to Acting Consul-General Crawford.

(Extract.)

September 7, 1859.

I HAVE succeeded in collecting the following details of sundry landings of Bozal negroes, effected lately in the jurisdiction of Cardenas.

The chief one has been that of no less than 1,700 negroes, which took place about the 14th ultimo, at a small place called Signapa in this bay. This cargo was brought from the coast in a large American clipper ship, on which an extra deck was built above the main deck, at the time of her leaving the Congo. I have not been able to discover her name, but I am informed that she was scuttled as soon as her cargo was landed.

Information has also been received of the landing of about 310 negroes, at Las Pozas, about the same date, from a schooner called the "*Reglita*." This lot, like the one above-mentioned, belongs, it is said, to a Joint Stock Company, which has been secretly formed for slaving transactions. The "*Reglita*," it appears, was concealed for several months in a river on the Coast of Africa, waiting for her cargo, in fact, for so long a period that her owners had given her up, thinking that she had been captured by some of our cruisers.

Another landing of a lot of seventy negroes (the sad relict of a cargo of over 1,100) has taken place within the last few days. There are sundry rumours afloat of insurrection, massacre, fearful mortality by fever, &c., all differing in their various intensities of horror, but the fact of the numbers taken on board and landed is acknowledged.

The despatching of vessels for the coast of Africa has of late been carried on here without any regard to existing Treaties.

On the 27th July, the American brig "*Tavernier*" was cleared from Cardenas for Fernando Po. She went, and every one was aware of the fact, for a cargo of slaves. Her extra water-casks and provisions were sent on board, not surreptitiously, but in open day, from the main wharf, and under the very eyes of the authorities.

Another ship, the American barque "*Corinthian*," is now being fitted out at Cardenas, and it is presumed will encounter no greater opposition in obtaining her papers than did the "*Tavernier*."

The Island of Fernando Po appears to have become the rendezvous of slavers. It is understood that they clear thence for Havana, previous to taking in their cargoes, when the latter are ready for them on the mainland, and thus very considerably diminish the risk of condemnation in case of capture. It is known that such are the arrangements proposed for the "*Tavernier's*" voyage.

Inclosure 2 in No. 208.

The Captain-General of Cuba to Acting Consul-General Crawford.

(Translation.)

Havana, April 16, 1859.

IT having been reported to me that the American brig "*William M. Grotton*" was preparing to sail for the Portuguese island of San Tomé on the Coast of Africa, for which place Don Gregorio Tejedor was despatching her, I endeavoured to obtain the necessary particulars in order to ascertain whether there was any motive for detaining her.

With this view I addressed the Chief of the Police of the island who states to me his suspicions that the vessel is destined for the Slave Trade; but as her papers are in proper order, and as there is no sufficient reason for a formal detention, I could not do otherwise than allow her to sail; which I state to your Honour in order that you may report it to your Government in case it should think fit to give any instructions to the British naval forces stationed on the African coast for the suppression of the said Traffic.

God preserve, &c.

(Signed)

JOSE DE LA CONCHA.

Inclosure 3 in No. 208.

The Captain-General of Cuba to Acting Consul-General Crawford.

(Translation.)

Havana, May 9, 1859.

THE Intendente-Geral communicated to me, on the 14th and 19th ultimo, that the American brig "*L. Mills*," Weeks, consigned to Francis Newcomb, had opened her register for San Paulo de Loanda, on the coast of Africa.

From the private information which I asked for from the Chief of Police it appears that this vessel is intended to bring a cargo of negroes to this island; but notwithstanding these particulars, and considering that the provisions of the penal law of 1845 do not apply to foreign vessels, I have in reply instructed the Intendente not to

interdict the departure of said brig, ordering at the same time that the fact be made known to your Honour, for such purposes as you may think proper, and that it be reported to Her Majesty's Government, which I shall do by the next mail-packet.

God preserve, &c.

(Signed) JOSE DE LA CONCHA.

No. 209.

Lord J. Russell to Consul-General Crawford.

Sir,

Foreign Office, October 27, 1859.

I TRANSMIT herewith, for your information, a copy of a letter from Lieut. Simpson, commanding Her Majesty's ship "Pluto," to Commodore Wise,* and which has been communicated to me by the Admiralty, reporting the capture of a slaver supposed to be the Spanish vessel "*Esperanza*."

I am, &c.
(Signed) J. RUSSELL.

No. 210.

Lord J. Russell to Consul-General Crawford.

Sir,

Foreign Office, October 31, 1859.

WITH reference to my despatch of the 27th instant, I transmit herewith, for your information, a copy of a letter from Lieutenant Burton, of Her Majesty's ship "Triton,"† which has been communicated to me by the Admiralty, reporting the capture of a schooner, without colours or papers, fully equipped for the Slave Trade.

I am, &c.
(Signed) J. RUSSELL.

No. 211.

Lord J. Russell to Consul-General Crawford.

Sir,

Foreign Office, October 31, 1859.

WITH reference to my other despatch of this date, I inclose for your information the accompanying extracts of a letter from Commodore Wise,‡ which has been communicated to me by the Admiralty, reporting the captures of slave-vessels recently made by Her Majesty's cruizers on the African Coast.

I am, &c.
(Signed) J. RUSSELL.

No. 212.

Consul-General Crawford to Lord J. Russell.—(Received November 1.)

My Lord,

Havana, October 3, 1859.

I HAVE the honour of acknowledging the receipt of your Lordship's despatch dated the 30th of August, inclosing for my information a copy of a letter from the Commander of Her Majesty's ship "Antelope" to Commodore Wise, reporting the circumstances of the capture of a barque, fully equipped for the Slave Trade which is stated to have sailed from this port on the 25th of March last.

Lieutenant-Commander Pike, in his letter to Commodore Wise, says, that the captured barque was stated by the Master (Antonio Huerta) to have been formerly the

* Class A, No. 119.

† Ibid., No. 129.

‡ Ibid., No. 126.

"*Amanda and Maria*;" but I can find no trace of any such vessel having been here so as to have sailed on or about the 25th of March last.

The American barque "*Amanda*," Bennis, Master, belonging to the House of Moses Taylor, New York, cleared from this port for New York with a cargo of produce on the 24th February last. She is at this moment in Havana from New York; the respectability of her owner leaving no room for a suspicion of her having been engaged in Slave Trade, and no other "*Amanda*" has been here during the last twelve months, so that Don Antonio Huerta must have invented a name for the captured barque, probably to prevent the captors from examining the vessel more minutely, and discovering her real name, and the place she came from.

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

No. 213.

Consul-General Crawford to Lord J. Russell.—(Received November 1.)

My Lord,

Havana, October 3, 1859.

THE Slave Trade continues to be carried on with increased activity, and few days pass by without the purchase of vessels for this demoralizing and detestable Traffic.

The "*W. H. Stewart*," reported in the Acting Consul-General's despatch dated the 6th August, I have ascertained was sold here 24th of that month, to a certain Don Pablo Calvet, said to be a citizen of Chili. She obtained the Chilian flag by authority of the Consul here, and sailed under the name of the "*La Mar*," cleared in ballast for Valparaiso.

The American barque "*Pamphylia*," 240 tons, cleared 21st September, in ballast, for Omoa.

The American schooner "*J. H. Toone*," 145 tons, cleared, in ballast, 17th September, for Ruatan.

The American brigantine "*Tallulah*," 195 tons, was sold by her owner, an American citizen, Don Antonio Orta, of New Orleans, to a certain Don Juan Bautista Alexandre, said to be a Mexican citizen, and has obtained Mexican colours from the Consul here.

All those vessels are, it is said, to be engaged in the Slave Trade; and I believe that there is no doubt a Joint Stock Company, with some \$600,000 of capital, exists here for the purposes of slave-trading. The principals are wealthy and influential parties, who arrange for the safe and secret landing of the slaves, and providing them with cedulae and passes for their protection and transit, all upon the surest and best regulated bases, entitling them to reckon upon a continuous supply, if their vessels only succeed in escaping the vigilance of our cruisers.

I need not state to the clearer perceptions of your Lordship, that necessarily such a Company has been formed and the business carried on with great caution and secrecy. I might name the principal shareholders, and the connexions of these traffickers, but it would be impossible for me to prove the facts against them.

No. 214.

Consul-General Crawford to Lord J. Russell.—(Received December 2.)

(Extract.)

Havana, October 27, 1859.

I HAVE the honour of inclosing herewith to your Lordship, a translation of a Decree which has just been promulgated by General Concha, doing away with the cedulae or tickets of protection for slaves in this island, a measure adopted in the year 1854, and which it was supposed would have operated as a full and accurate registry, but which, owing to its mal-administration, was converted into a means (extensively had recourse to) for protecting newly landed slaves, the sale of said cedulae serving only the purposes of the slave-traders.

There has never been any statement published by the Government of Cuba that went to show any greater number of slaves in this island who, being protected by cedulae, may have been said to be registered, than 374,806, which was probably about half the number of that unfortunate class of persons; and General Concha must have known, ever

since the statements were published, which are referred to in the Slave Papers, Class A, page 18, 1856-57, that the issue of cédulas was of no use whatever as a registration.

But the almost unlimited abuse of the issue of those tickets of protection which have been used by the slave-traders has greatly facilitated the introduction of Bozals during the last four years that the Traffic has so much increased and has become so flourishing, so that the holders of such immense numbers of newly imported negroes were uneasy, least the corrupt system, I have so often denounced should be corrected, and the law of registry be honestly administered, which would affect their property; moreover, there must be considerable numbers of recently imported negroes, unprotected by cédulas, who had to be kept concealed, and so this sweeping measure has been devised of doing away with them altogether and reverting to the old system, authorizing the Governors, Lieutenant-Governors, and Captains of Districts, to give passes for the transit of slaves as formerly.

I need not point out to the superior intelligence of your Lordship, that all the negroes, no matter how introduced (and my other despatches show how numerous they have been of late), are now safe, and that the slave-traders, up to the present time, are secure, and as their profits are enormous, there appears to be no check to the extension of their adventures, they are daily becoming more numerous and influential here and elsewhere in the island.

Inclosure in No. 214.

Decree.

Havana, October 25, 1859.

(Translation.)

THE dispositions which this supreme Civil Government has, from time to time, issued since the year 1854, in order to establish and organize the registration of slaves, and to put a stop to the abuses arising from the facility of the forgery of the cédulas created for that purpose under the Decree of 19th December of that year, have not produced the desired results. Experience having therefore shown the necessity of modifying those dispositions, meanwhile Her Majesty's Government comes to a determination respecting the definite suppression of said documents, establishing the form in which the registry of slaves is to be carried out, without the necessity of individual cédulas as they are at present provided with (the renewal of which, for the ensuing year, will not be effected until the said sovereign resolution is made known), and considering that these documents, as declared by the Resolution of 23rd March, 1857, should never have been looked upon as proof of the legitimate ownership of slaves, I have thought proper to decree—

1. The Governors and Lieutenant-Governors, the Captains of Districts, the Employés of Police, the Civil Guard, and the other public functionaries, who are directly charged with the maintenance of order and the enforcement of the dispositions of the Government, shall desist, in future, from requiring the exhibition of the tickets of protection of slaves under any of the circumstances in which this formality was called for by the dispositions in force up to this date.

2. The dispositions contained in the Instruction of 8th April, 1849, for regulating the removal of slaves from place to place in the island, are re-established. In consequence thereof, the proprietors or their agents should, for this purpose, provide themselves with the necessary transit licences or passes at the corresponding Government offices, under the forms prescribed in the said Instruction.

(Signed)

JOSE DE LA CONCHA.

No. 215.

Consul-General Crawford to Lord J. Russell.—(Received December 2.)

(Extract.)

Havana, November 5, 1859.

IT has been to me a most unpleasant duty, so repeatedly and for so long a period, to represent to your Lordship the increased extension of the Slave Trade, which continues to be carried on, not only with the most completely successful impunity, but, there is much reason for believing, with the connivance of some of the Spanish authorities; and I consider it proper to state, that although General Concha has lately removed Colonel Gayoso, the Lieutenant-Governor of Cardenas, and Brigadier Terán, the Lieutenant-Governor of Pinar del Rio, they were allowed to remain at their stations long after it

CLASS B.

was known that they must have been bought over by the slave-traders. So that it would be difficult to ascertain the number of slaves which have been landed in the district of Cardenas and its neighbourhood during Colonel Gayoso's command, but, during the nine months of that of the Brigadier Terán, at Pinar del Rio, I am satisfied that at least four cargoes, with 1,700 to 2,000, have come in; nor have I heard of any measures having been adopted, either by the local authorities or by the orders of the Captain-General, to capture the slaves, or to detect and punish those engaged in such flagrant breaches of the law, and of the existing Treaty.

I have the honour of inclosing herewith to your Lordship, a copy of a letter which I addressed to the Captain-General, dated 26th September, denouncing the landing of a cargo consisting of about 740 slaves from a Portuguese brig or barque, near Cienfuegos, and of about 300 more from on board of a Spanish vessel in the neighbourhood of Cardenas; copy of my letter to his Excellency, dated 4th October, as to a cargo consisting of 350 Bozals landed at Yaguajay, near San Juan de los Remedios; copy of my letter to his Excellency, dated 11th October, respecting 320 slaves, which were landed from on board the brigantine "*Trueno*," at Guanhanamo; copy of my letter to his Excellency, dated the 18th October, denouncing the landing of 550 Bozals between Matanzas and Cardenas; that same slaver having left the Coast of Africa in company with a brig which is stated to have successfully landed her cargo of 350 elsewhere in this island; copy of my letter to his Excellency, dated the 25th October, as to a reported landing of 1,700 Bozals near Cardenas, and of 800 more near Remedios; and copy of my letter to his Excellency, denouncing the landing of 400 Bozals near Coloma, and of several more cargoes of slaves on that part of the island, previously in this year.

Respecting the cargo of 1,700 which I had heard it reported as having been effected near Cardenas, and which I noticed to General Concha on the 25th ultimo, I wrote his Excellency on the 3rd instant that that report had not been confirmed, and that I was disposed to think that it was unfounded. I have not received from General Concha any acknowledgment or answer to any of these letters.

It is rumoured here that, under no circumstances, for the future, will the Spanish authorities pursue or capture negroes after they are landed, much less will they be followed to be captured on the estates; and as there is not now the semblance of registry, a complete security is presented to the slave-traders for every negro they can land.

My Lord, the Slave Trade is receiving new impulses. It is all but openly advocated. All the checks to its prevention are removed; so that it is no longer hazardous on this side the Atlantic. The Spanish ships-of-war no longer cruize for slavers. There is much reason for believing that the system of connivance is perfectly regulated; and the temptation is so great, that it would be difficult to say how high it reaches, whilst, as a matter of course, in such organized corruption, it is impossible to prove venality against any one, and so the Slave Trade goes on and flourishes.

Inclosure 1 in No. 215.

Consul-General Crawford to the Captain-General of Cuba.

Havana, September 26, 1859.

A LANDING of about 740 negroes has been reported to me as having taken place from on board of a Portuguese brig or barque near Cienfuegos during the past week, and another cargo of about 300 Bozals from a Spanish vessel in the neighbourhood of Cardenas.

I hasten to bring these facts under your Excellency's notice, and I request the favour of being made acquainted with such particulars as may have reached you upon this subject.

I have, &c.

(Signed) JOS. T. CRAWFORD.

Inclosure 2 in No. 215.

Consul-General Crawford to the Captain-General of Cuba.

Havana, October 4, 1859.

I HAVE this day been informed that a cargo, consisting of 350 Bozal negroes, was safely landed about a week previous to the 28th of September, at or in the neighbourhood of Yaguajay, on the north side of this island.

As there is no doubt of the disembarkation of these slaves, I request your Excellency will be pleased to favour me with such particulars as may have transpired, for the information of Her Majesty's Government.

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

Inclosure 3 in No. 215.

Consul-General Crawford to the Captain-General of Cuba.

Havana, October 11, 1859.

I HAVE to acquaint your Excellency that I have received information, dated the 4th instant, as to the landing of 320 Bozal negroes, which took place a few days previously at Guantánamo.

I learn that said slaves were landed from on board the brigantine "*Trueno*," and that they were taken to the haciendas Santa Rosa and Esperanza, but your Excellency will, ere now, have received full particulars from the local authorities, and I shall be much obliged if your Excellency will be pleased to favour me with the facts of this case, for the information of Her Majesty's Government, as no doubt the greater part of these Bozals, if not all of them, have been captured by your Excellency's officers.

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

Inclosure 4 in No. 215.

Consul-General Crawford to the Captain-General of Cuba.

Havana, October 18, 1859.

I HAVE heard that 550 slaves were landed, on or about the 12th instant, somewhere between Matanzas and Cardenas, from on board a vessel, barque rigged, which was afterwards scuttled, and was seen, in a sinking state, by the Masters of several vessels which have since arrived here and at Cardenas, and said Masters state that the slave-vessel referred to appeared to be American built.

I have also heard that the crew of said slaver have arrived in Havana, and that they say that, besides the 550 landed, they lost about 100 slaves on their passage from Africa, from whence they sailed, in company with a brig, which has also safely landed, 350 Bozals in this island.

I hasten to communicate the above particulars to your Excellency, and request the favour of such further intelligence respecting the slavers, or either of them, as may have been obtained, for the information of Her Majesty's Government.

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

Inclosure 5 in No. 215.

Consul-General Crawford to the Captain-General of Cuba.

Havana, October 25, 1859.

IT has been reported to me that a cargo of Bozal negroes (said to have consisted of some 1,700), was landed last week, near Cardenas, from on board of a Spanish barque, and that another cargo, consisting of some 800 Bozals, has been landed near Remedios.

I am desirous of knowing, for the information of Her Majesty's Government, whether this information has reached your Excellency, and if so, such particulars as may have transpired with regard to such landings of slaves on this island.

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

Inclosure 6 in No. 215.

*Consul-General Crawford to the Captain-General of Cuba.**Havana, November 3, 1859.*

IN an official communication which I did myself the honour of addressing to your Excellency, of date the 25th ultimo, I stated that it had been reported to me that a cargo of 1,700 Bozal negroes had been landed the previous week near Cardenas, and I requested that your Excellency would be pleased to let me know whether that information had reached this Government.

I have not been favoured by your Excellency with any answer to that communication, and the result of the inquiries I have made respecting that expedition not being confirmative of what I had heard, I am disposed to think that no such disembarkation was effected near Cardenas at that time.

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

Inclosure 7 in No. 215.

*Consul-General Crawford to the Captain-General of Cuba.**Havana, October 29, 1859.*

I HAVE received information that is reliable as to the landing of 400 and odd Bozal negroes, which was effected, a few days ago, near Caloma, and I learn, from the same source, that several more slavers have landed their cargoes at that part of the island previously in this year.

I request that your Excellency will be pleased to favour me with such intelligence as may have been received upon this subject, for the information of Her Majesty's Government.

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

No. 216.

Consul-General Crawford to Lord J. Russell.—(Received December 2.)

My Lord,

Havana, November 7, 1859.

I HAVE the honour of reporting to your Lordship that the brig "Tallulah" having been converted into the Mexican brig "Rosario," sailed from this port on the 21st ultimo for the Coast of Africa, and the American barque "Williams," of New York, James R. Malcolm, master, 231 $\frac{7}{9}$ $\frac{6}{5}$ tons, is fitting out here, and almost ready to sail, also for the Coast of Africa, to be engaged in the Slave Trade.

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

No. 217.

Lord J. Russell to Consul-General Crawford.

Sir,

Foreign Office, December 9, 1859.

I TRANSMIT herewith for your information, a copy of a despatch from Mr. Gabriel, Her Majesty's Commissioner at Loanda,* reporting the capture by Her Majesty's ship "Pluto," of a slaver supposed to be the "Esperanza," which is stated to have left Matanzas in the month of March last.

I am, &c.
(Signed) J. RUSSELL.

No. 218.

Consul-General Crawford to Lord J. Russell.—(Received December 14.)

(Extract.)

Havana, November 11, 1859.

I HAVE the honour of laying before your Lordship a translation of a letter, dated the 8th instant, which I have received from the Captain-General in reply to that which I addressed to his Excellency on the 29th ultimo, respecting the landing of slaves, which took place (at Laguna del Gato) near Coloma, and your Lordship will observe that General Concha asserts that that was the only expedition from Africa which had been landed in the Western District during this year.

I understand that an officer of the police has been sent to Pinar del Rio to investigate this matter; but I venture to predict that the result will be like all former commissions of inquiry as to slave-trading, fruitless as to the detection and punishment of the slave-traders and their confederates.

Inclosure in No. 218.

The Captain-General of Cuba to Consul-General Crawford.

(Translation.)

Havana, November 8, 1859.

REPLYING to your Honour's communication of 29th ultimo, in which you ask for information respecting a disembarkation of Bozal negroes, effected a few days previously near Coloma, as well as with regard to other cargoes, which you are informed were landed during the current year near that place, I have to state to you, that the only landing which took place in that part of the island is the one which your Honour denounces, and I am assured that it is the first that has been effected this year in that jurisdiction.

As regards the effecting of the said disembarkation, I must also state to your Honour that the Government has taken its measures to hold the authorities of the district responsible, should they not have fulfilled their duty in every respect.

God preserve, &c.

(Signed) JOSE DE LA CONCHA.

No. 219.

Consul-General Crawford to Lord J. Russell.—(Received December 14.)

My Lord,

Havana, November 17, 1859.

I HAVE the honour of inclosing herewith to your Lordship copy of a letter and its translation which I have received from General Concha, and also a copy of my answer thereto, respecting the American ship "*William*,"* which, in my despatch dated the 7th instant, I reported to your Lordship as fitting out here, and about to sail for the Coast of Africa to be engaged in the Slave Trade.

I have, &c.

(Signed) JOS. T. CRAWFORD.

Inclosure 1 in No. 219.

The Captain-General of Cuba to Consul-General Crawford.

(Translation.)

Havana, November 12, 1859.

THE Chief of Police has reported to me, in a letter dated yesterday, that from the inquiries he has made respecting the intended voyage of the American ship "*William*," Malcom, master, it cannot be brought to light that she is going to be employed in the Slave Trade, it being credible, on account of her having been loaded with rum and arms, that the object of her voyage is that of lawful commerce with the Coast of Africa.

* "*The William*" was subsequently captured, with a cargo of slaves on board, off the Cuban coast, by an United States' cruiser.

For these reasons, and the Intendant-General having informed me that the house of Hamel and Company has applied for the clearance of the "*William*" for San Thomé, Ambriz, and the River Congo, the suspicions to which the vessel rendered herself liable, not being sufficient, in a legal sense, to justify her detention, I have considered it right to authorize her clearance, making it known to your Honour, nevertheless, in order that, should you deem it necessary, the vessel may be watched at the places mentioned.

God preserve, &c.

(Signed) JOSE DE LA CONCHA.

Inclosure 2 in No. 219.

Consul-General Crawford to the Captain-General of Cuba.

Havana, November 16, 1859.

I HAVE the honour of acknowledging the receipt of your Excellency's letter of the 12th instant, respecting the American barque "*William*," which vessel is about to sail from this port cleared for San Thomé, Ambriz, and Rio Congo.

I am very much obliged to your Excellency for this information, which I shall take the earliest opportunity of reporting to Her Majesty's Government, so that this vessel may be watched on the Coast of Africa in case she should, as there is much reason for believing that she will, be employed in the Slave Trade.

I have, &c.

(Signed) JOS. T. CRAWFORD.

No. 220.

Consul-General Crawford to Lord J. Russell.—(Received December 14.)

My Lord,

Havana, November 18, 1858.

I HAVE the honour of reporting to your Lordship that the Spanish man-of-war steamer "*Blasco de Garay*" has captured and brought into Nuevitas a slaver with 480 Bozals on board, which said steamer fell in with off Cayo Romano. It is said that the slave Captain and Mate were not on board, and that the vessel's manœuvrings drew the Captain of the "*Blasco de Garay's*" attention towards her, else otherwise she would have escaped. I also learn that the slaver did not show any colours, that this crew were chiefly Americans, and the vessel Baltimore clipper-built.

I have, &c.

(Signed) JOS. T. CRAWFORD.

No. 221.

Consul-General Crawford to Lord J. Russell.—(December 14.)

(Extract.)

Havana, November 19, 1859.

HAVING received information that a cargo of slaves had been landed at Sagua, consisting of about 700, from on board a vessel, supposed to have been an American, as the crew (20 in number) were all of that Republic, I lost no time in complaining to the Captain-General of this violation of the law and of the Treaty, and I have now the honour of inclosing herewith to your Lordship a copy of my letter to his Excellency, to which I have not been favoured with any acknowledgment or reply.

These waters appear to be teeming with vessels bringing slaves to Cuba, and I learn that the expeditions gone to the Coast of Africa, and expected on that of this island, are most numerous, which, by the by, is not to be wondered at, as, with the exception of the accidental capture at Cayo Romano, the slave-traders have had no check, and it is now many months since we have had a cruiser on this station.

Inclosure in No. 221.

*Consul-General Crawford to the Captain-General of Cuba.**Havana, November 14, 1859.*

I REGRET that it should be my duty again to complain to your Excellency of a disembarkation of slaves, which, according to the account which I have received, took place on or about the 6th instant near Sagua, the number 700, and the vessel, which probably was destroyed, is supposed to have been American, as the crew, I understand (twenty persons), landed and came on to Cardenas on the 8th.

I shall be much obliged if your Excellency will favour me with any further particulars which may have reached this Government for the information of Her Majesty's Principal Secretary of State.

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

No. 222.

Consul-General Crawford to Lord J. Russell.—(Received December 14.)

(Extract.)

Havana, November 21, 1859.

I HAVE the honour of laying before your Lordship a copy of a letter which I addressed to the Captain-General on the 18th instant, complaining of a disembarkation of slaves, which was effected by means of a sloop and boats on the 6th instant at the Cayo de las Doce Leguas, from on board a ship apparently of about 320 tons, clipper-built, and there can be no doubt but that said slaves have been safely landed on the southern coast of this island.

Inclosure in No. 222.

*Consul-General Crawford to the Captain-General of Cuba.**Havana, November 17, 1859.*

I HAVE to complain to your Excellency of another landing of slaves on this island, which was effected from on board of a ship of about 320 tons, at Cayo de las Doce Leguas, on Sunday, the 6th instant, in number exceeding 700.

The slave-vessel was met at Doce Leguas by a sloop-rigged lighter, and a number of boats, into which the Bozals were transhipped and sent on shore, but the exact place where they were landed I have not yet learnt, as the information I have is from an eye-witness who saw the slaves when they were being put from the ship into the lighters at Cayo de las Doce Leguas, but it is conjectured by my informant that they were probably landed at Santa Maria or San Pedro, in the jurisdiction of Principe, or at a place called Sarabano, which is on the limits between that jurisdiction and that of Santi Spiritus, but that they have been landed there is no doubt whatever.

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

No. 223.

Consul-General Crawford to Lord J. Russell.—(Received December 14.)

My Lord,

Havana, November 23, 1859.

WITH reference to my despatch dated the 21st instant, respecting a cargo of slaves which were transferred from a ship at Cayo de las Doce Leguas on the 6th instant into a sloop and boats, for the purpose of being landed on the mainland of this island, I have now the honour of laying before your Lordship a copy and translation of the Captain-General's answer, to the effect that this Government had no intelligence from any other source than my denouncement of this expedition, notwithstanding that the

steamer-of-war "Don Juan de Austria" is cruising in the waters of said Cay. But in a conversation which I have just had with his Excellency, he informed me that, although he has not received official information as to the fact of this cargo being landed, he has reason to suspect that a disembarkation of slaves has been effected somewhere to the eastward of Trinidad, and had put himself in communication with Lieutenant-Governor Conti of that district upon the subject.

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

Inclosure in No. 223.

The Captain-General of Cuba to Consul-General Crawford.

(Translation.)

Havana, November 21, 1859.

CONSEQUENT to your honour's communication of the 18th, I have to state to you that this Government has not received any information with regard to the disembarkation of negroes which your Excellency says was witnessed at the Cayo de las doce Leguas. Notwithstanding this, Her Majesty's steamer "Don Juan de Austria," being on a cruise precisely in the waters corresponding to the said Cay and the other places your honour mentions, I flatter myself that she will exercise the necessary vigilance, in order to prevent any transgression.

God preserve, &c.

(Signed) JOSE DE LA CONCHA.

No. 224.

Lord J. Russell to Consul-General Crawford.

Sir,

Foreign Office, December 21, 1859.

WITH reference to my despatch of the 9th instant, I inclose, for your information, the accompanying copy of a letter from the Commander of Her Majesty's ship "Spitfire" to the Secretary to the Admiralty,* reporting his having captured a brigantine without colours or papers, having on board 500 slaves.

In the event of your being able to ascertain the name of this vessel, I have to desire that you will acquaint me with it.

I am, &c.
(Signed) J. RUSSELL.

P.S.—Since the above was written it has been ascertained that the vessel in question was the "J. Harris," of New York.

No. 225.

Consul-General Crawford to Lord J. Russell.—(Received January 2, 1860.)

(Extract.)

Havana, December 3, 1859.

WITH reference to my despatch dated the 21st ultimo, I received further intelligence respecting the landing of the cargo of slaves which arrived at the Cayo de las Doce Leguas, to the effect that said cargo having been purchased at the Cay by the firm of Zulueta and Co., for 400 dollars each, the negroes were brought to Maceo Bay, a place only three miles from Trinidad, and thence to Zulueta's estate, the Savanilla, where he resold them at 900 dollars each, and I lost no time in complaining to General Serrano of this most scandalous violation of the law and of the Treaty.

I have the honour of laying before your Lordship a copy of the correspondence which has passed with his Excellency, and I have the satisfaction of being able to state to your Lordship that, whether it is because of the Lieutenant-Governor of Trinidad's connivance in this offence, or for some other reason, Brigadier Conti is superseded in the command of that district, which has been conferred on the Brigadier-Primo De Ribera, who has lately arrived from Spain, and proceeds to Trinidad on the 7th instant.

Inclosure 1 in No. 225.

*Consul-General Crawford to the Captain-General of Cuba.**Havana, November 29, 1859.*

WITH reference to my communication addressed to your Excellency's predecessor, dated the 17th instant, complaining of a disembarkation of Bozal negroes, which took place at the Cay de Doce Leguas, on the 6th, I have now to report to your Excellency that said slaves were landed at the Bay of Maceo, quite near to Trinidad, and were thence taken to the estate called the Savanilla, where they were sold, on the 17th instant, to the highest bidder, for about 900 dollars each, excepting about forty-six of the number, who were weak from sickness, and for whom a person from Santi Spiritus offered 630 dollars each. The crew of the slaver came on from Trinidad by the steamer "Rapido," on the 19th, and several more cargoes are expected to arrive there very soon.

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

Inclosure 2 in No. 225.

The Captain-General of Cuba to Consul-General Crawford.

(Translation.)

Havana, December 1, 1859.

IN attention to the details communicated in your Honour's letter of the 29th ultimo, I have ordered that proper measures be taken to inquire into the truth of reports which have reached your Honour respecting the disembarkation of Bozals in the Bay of Maceo, near Trinidad, which your Honour states was effected on the 16th of that month, and, consequently, previous to my arrival in this island.

With that view, I have given most positive orders to the Navy, and to the subaltern authorities of this supreme Government, that they redouble their vigilance, and impede, at all hazards, any landing of negroes, in accordance with the wishes of Her Majesty's Government and with mine, that the existing Treaties relative to this matter be respected and punctually complied with.

God preserve, &c.

(Signed) FRO. SERRANO.

Inclosure 3 in No. 225.

*Consul-General Crawford to the Captain-General of Cuba.**Havana, December 2, 1859.*

I HAVE the honour of acknowledging the receipt of your Excellency's letter of the 1st instant, in answer to my communication of the 29th ultimo, respecting a disembarkation of slaves which took place at Maceo Bay, near Trinidad.

It will afford me much pleasure in transmitting this correspondence to Her Majesty's Government, to prove, by the prompt measures adopted by your Excellency for inquiring into the circumstances of that violation, and the orders issued to the ships-of-war and officers of this Government, your Excellency's determination to give effect to the wishes of Her Catholic Majesty's Government to respect and observe the stipulations of the subsisting Treaty for the suppression of the Slave Trade.

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

No. 226.

Consul-General Crawford to Lord J. Russell.—(Received January 2, 1860.)

(Extract.)

Havana, December 3, 1859.

I HAVE the honour of laying before your Lordship a copy of a letter which I have received from Cardenas, respecting a cargo consisting of 750 Bozal negroes, which was landed at Punta de Tejas, about a fortnight or three weeks ago, and in

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which mention is made of an amount of cruelty having taken place on the voyage of this slaver from the Mozambique, an amount of atrocity which can hardly be equalled in the history of slave-trading.

The vessel, which I have every reason to believe was the Chilian barque "*Eloisa*," of about 500 tons, fitted out and sailed from this port, in April last, under the charge of the notorious slaver, Captain Don Eugenio Viñas, has, it appears, again gone off to the Coast of Africa, and no doubt will, in the due course of time, return to land another cargo.

Whether the circumstances of the wholesale murders turn out to be true to the full extent that rumour gives them, or not, I can assure your Lordship that of 1,200 Macquas taken on board, only 750 were landed, having survived the voyage.

But notwithstanding such enormous loss of life, the result of the adventure is far from discouraging, and so a new crew was at once obtained, and sent from hence, and the barque has sailed, as I hear, under command of Viñas's nephew. Of the surviving 750, 29 died after landing; and the 721 have been sold at an average price of—

1,000 dollars each .. .. .	..	..	..	dollars 721,000
I estimate the cost of 1,200 Macquas, at 50 dollars	..	..	..	60,000
The cost of the ship and outfit .. .. .	..	..	..	40,000
I am credibly informed that they expended in bribes	..	..	..	102,000
				<hr/>
Cost total, and expenses .. .. .	..	..	..	202,000
				<hr/>
Leaves .. .. .	..	..	..	519,000
But the ship was not destroyed, and is worth .. .. .	..	..	..	21,000
				<hr/>
Making up .. .. .	..	..	..	540,000
From which deduct the crew and officers' wages.. .. .	..	..	..	40,000
				<hr/>
Profit .. .. .	..	..	..	500,000
				<hr/>

Such results are too lucrative to be desisted from, and your Lordship will at once perceive that the Traffic cannot be put an end to without the exercise of force, carried out with energy and decision.

I deemed it my duty to complain to the Captain-General of these so repeated violations, and also to bring under his Excellency's notice the atrocities reported to have been committed on the voyage by the master and crew of the slaver that landed the survivors of her cargo at La Teja. A copy of my letter to General Serrano upon this subject I have now the honour of inclosing to your Lordship, and I shall not fail in reporting the result.

Inclosure 1 in No. 226.

to Consul-General Crawford.

(Extract.)

Cardenas, November 30, 1859.

ANOTHER successful landing of 750 negroes (Bozals) was effected last week at the out-port of La Teja in this district. I have been unable to learn the name of the vessel, but I am credibly informed she was an American bottom. Her Captain was a Spaniard. He left the coast with over 1,200 slaves on board, and, when a few days out, finding that he had neither water nor provisions sufficient for so great a number, deliberately threw overboard 400 negroes. His employers were cognizant of the fact, and, as soon as the cargo was discharged, refitted the vessel and again despatched her for the Coast of Africa.

Three other landings have also been effected in the past fortnight on this north coast, between this port and that of San Juan de los Remedios, and the several cargoes have been publicly disposed of on the beach, at prices ranging from 185*l.* to 210*l.*

Inclosure 2 in No. 226.

*Consul-General Crawford to the Captain-General.**Havana, December 2, 1859.*

IT is my most unpleasant duty to complain to your Excellency of so many repeated violations of the law for the suppression of the Slave Trade.

I have to state to your Excellency that within the last fortnight or three weeks no less than four cargoes of Bozals have been landed on the north side of this island, between Cardenas and San Juan de Remedios, and, I regret to say, with the connivance of the local authorities.

Seven hundred and fifty Macquas were landed at La Teja.

Six hundred and fifty Lucumis at Remedios, and two cargoes (the numbers I have not yet been able to ascertain) at Sagua.

But, your Excellency, I have to relate such atrocity with regard to the first of these expeditions as is too shocking to humanity, but quite characteristic of the nature of this abominable Traffic. The vessel on board which that cargo of slaves was brought and landed at La Teja, I have reason to believe, was the Chilian ship "*Eloisa*," which sailed from this port in April last, bought by certain parties, and was sent to Africa, under the charge of an experienced slaver. They took on board 1,200 Macquas, and, after they had been some days at sea, finding that they were short of provisions and water, they deliberately threw 400 of the negroes overboard.

Such is the terrible story of this slave-voyage, as it has been told to me, and, besides those thrown overboard, there was a considerable mortality.

I have been informed also, that the amount expended in bribes to obtain the landing of the 750 that survived exceeded 100,000 dollars.

I have learnt that the landing at Remedios was effected with the connivance of the authorities, and that the slaver, with her cargo of negroes on board, passed quite under the guns of Her Catholic Majesty's vessel-of-war at that place, without interruption.

I feel satisfied that such scandalous instances will not be allowed to pass unnoticed by your Excellency, nor the wholesale murderers of the 400 men thrown overboard at sea, in the manner I have stated to your Excellency, be allowed to escape.

The ship, I regret to say, has been refitted, and has again sailed for the Coast of Africa; but the person who was in command when the murders were committed may still be found in this city, as I understand that he came here.

I have, &c.

(Signed) JOS. T. CRAWFORD.

No. 227.

Consul-General Crawford to Lord J. Russell.—(Received January 14, 1860.)

(Extract.)

Havana, December 16, 1859.

THE outfits and preparations for the Slave Trade are being carried on with undiminished activity, and, according to the accounts which I am receiving from various quarters, respecting the operations of the year now drawing to a close, there is no doubt that many more cargoes of slaves have been landed in Cuba than I have yet reported, and many more expeditions have been sent out than I have heard of, notwithstanding my unabated vigilance, and that of my agents, all over the island, for these matters are managed with the greatest secrecy.

At this moment we have here the American brigantine "*Triton*," 151 tons, sold, and fitting out for the coast. The "*Triton*" is painted (at present) black, with a red ribbon streak, and has a house on deck. Also, the American brig "*W. R. Kibby*," 190 tons, now ready to clear for New York, where she will complete her fittings, and thence proceed to the coast to bring a cargo of slaves to this island.

The Spanish schooners "*Paquete de Chaves*" and "*Paquete de Cienfuegos*," belonging to Don Francisco Labandiera, are both engaged in the Slave Trade. The former landed 600 Bozals at Savana la Mar, west of Batabano, in June last, thence went to the main for a cargo of cattle, which she brought here, and is again supposed to have proceeded to the Coast of Africa.

The slaver that landed 750 Bozals at La Teja, reported in my despatch dated the 3rd instant, as having probably been the Chilian barque "*Eloisa*," and her having again

sailed for the slave coast, it is said, is heavily armed and manned for resistance. I hear that the port of Marcenda, in Madagascar, is that frequented by the slavers going to the Mozambique, although what advantages it possesses over the Bays of Majambo, Bombetok, and Boyana, I have been unable to learn. The slaves, I am told, are brought from the distant parts of the North East Coast of Africa, where they are said to be cheap and abundant.

No. 228.

Consul-General Crawford to Lord J. Russell.—(Received January 14, 1860.)

My Lord,

Havana, December 16, 1859.

WITH reference to that part of my despatch dated the 3rd instant, and my letter to his Excellency the Captain-General, relative to atrocities which are said to have been committed on board the slaver therein alluded to, I have now the honour of laying before your Lordship a copy and translation of General Serrano's answer, which I received a few days ago; since which I have had no communication upon the subject, excepting that my informant states that there is no doubt the report as to the dreadful acts committed on the voyage of that slaver is mainly true.

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

Inclosure in No. 228.

The Captain-General of Cuba to Consul-General Crawford.

(Translation.)

Sir,

Havana, December 7, 1859.

I RECEIVED your Honour's communication of the 2nd instant, in which you give me the intelligence you had received relative to the disembarkation of Bozal negroes on the north coast of this island, which disembarkations are said to have been effected previous to my having taken possession of this Government.

Your Honour is already aware by my letter of the 1st, that as soon as I had information of the acts denounced, in compliance with the instructions, and corresponding with the wishes of Her Majesty, to respect and to enforce respect for the international Treaties which bind Spain and England on this point, I gave most positive orders to the navy and officers dependent on this supreme Government to redouble their vigilance, and impede, at all hazards, the effecting of any disembarkation on the coasts of this island. Now, with the information afforded me by your Honour, and for which I am sincerely obliged, I adopt the measures calculated for inquiring into the certainty of the acts which have come within the knowledge of your Honour; but as these acts, even in case of their being true and not exaggerated, are always difficult to prove in the tribunals which alone are competent to punish the delinquents, I should be exceedingly thankful to your Honour to furnish me all the documents and reliable proofs which you may possess in relation to the matter, and very specially respecting the connivance of certain functionaries in the disembarkation in question, so as to exact at once from the persons liable the most speedy and strict gubernative responsibility, and take care that they be made personally answerable for what they may have incurred.

I have, &c.
(Signed) FRO. SERRANO.

No. 229.

Consul-General Crawford to Lord J. Russell.—(Received January 14, 1860.)

(Extract.)

Havana, December 21, 1859.

I HAVE the honour of acquainting your Lordship, that the Master of a vessel which arrived yesterday in this port from Campeche, reports that he saw at anchor off that place a full-rigged ship, seemingly American built, and of about 700 tons measure-

ment, which vessel, as well as a schooner then in that port, both under Mexican colours, as he understood, were about to sail for the Coast of Africa fitted for the Slave Trade; but that he was unable to learn their names.

The Master also stated, that two other schooners had recently been fitted out and sailed for the Coast of Africa from Campeche, to be employed in the Slave Trade (probably the American schooners "*Maryland*," 288 tons, and "*Red Eagle*," 249, that cleared 17th November for Laguna and Vera Cruz in ballast).

I have reason, however, to suspect that the ship seen off Campeche, was either the "*Bordeos y Havano*," 446 tons, Captain Ugarte; or the "*Bordeos y Havano*," 440 tons, Captain Cortina, both Spanish, which cleared from this port for Laguna on the 30th ultimo.

Vessels of such burden going to a place like Laguna de Fermisos in Yucatan, where they could not enter for the want of water, attracted my attention, and gave rise to a suspicion that they were about to proceed on a slave-trading expedition, which is, most probably, well founded, and it may be that those vessels will use indiscriminately Spanish and Mexican colours.

It is said also that the American ship "*Sunny South*," 700 tons, has been sold here, and is to be employed in the Slave Trade, and as it is certain that the crew which brought her here, engaged by the run from New York, have been discharged here, and that the American Master has left her, there can be little doubt as to her destination.

No. 230.

Lord J. Russell to Consul-General Crawford.

Sir,

Foreign Office, January 31, 1860.

WITH reference to your despatch of the 27th of October, I transmit to you herewith a copy of a despatch from Mr. Buchanan, Her Majesty's Minister at Madrid,* relative to the reasons alleged by the Spanish Government for the abolition of the system of cédulas in Cuba.

I am, &c.
(Signed) J. RUSSELL.

No. 231.

Lord J. Russell to Consul-General Crawford.

Sir,

Foreign Office, January 31, 1860.

I INCLOSE, for your information, a copy of a despatch from Her Majesty's Commissioner at Loanda,† reporting the capture, by Her Majesty's ship "*Viper*," of the American brig "*Tavernier*," of New York, with 518 slaves, but without colours or papers.

I am, &c.
(Signed) J. RUSSELL.

No. 232.

Lord J. Russell to Consul-General Crawford.

Sir,

Foreign Office, February 6, 1860.

I TRANSMIT to you herewith, for your information, a copy of a letter from Commodore Edmonstone,‡ reporting the capture, by Her Majesty's ship "*Arrogant*," of the brigantine "*El Rosarito*," fitted out for the Slave Trade, and sailing under Mexican colours, but without any papers of nationality.

I am, &c.
(Signed) J. RUSSELL.

* No. 170.

† Class A, No. 84.

‡ Ibid. No. 153.

No. 233.

Consul-General Crawford to Lord J. Russell.—(Received February 22.)

(Extract.)

Havana, January 26, 1860.

THE activity of the slave-traders, so far from being diminished, it appears, is on the increase here and elsewhere in the island. The brigantine "Triton," tons, sailed yesterday, cleared for New Orleans, but is bound, it is said, for the Coast of Africa.

The "Iberia," Spanish ship, is nearly ready to sail; also a topsail schooner (Spanish) and two screw steamers, also Spanish property, but all these vessels will show American colours.

No. 234.

Consul-General Crawford to Lord J. Russell.—(Received February 28.)

(Extract.)

Havana, February 8, 1860.

A SPANISH barque, intended for the Slave Trade, slipped away to sea two nights since, and a full-rigged brig, formerly the "Eagle" of Baltimore, is about ready, and will probably be missing out of the harbour to-morrow or next day.

The ship "Sunny South" is also nearly ready; she has hoisted Spanish colours; and there is another large clipper ship in port, which it is suspected is also about to be fitted out for slave-trading.

No. 235.

Lord J. Russell to Consul-General Crawford.

Sir,

Foreign Office, March 1, 1860.

I INCLOSE for your information a copy of a letter from the Commander of Her Majesty's ship "Triton" to the Secretary to the Admiralty,* reporting the capture of a brig without colours or papers, fully equipped for the Slave Trade, and supposed to be the "Dos Hermanos," which sailed from Cardenas on the 1st of May last.

I am, &c.

(Signed) J. RUSSELL.

No. 236.

Lord J. Russell to Consul-General Crawford.

Sir,

Foreign Office, March 10, 1860.

I TRANSMIT herewith for your information, copies of a letter and its inclosure from the Commander of Her Majesty's ship "Triton" to the Secretary to the Admiralty,† reporting the capture of the barque "Pamphylia," with upwards of 700 slaves on board, and without papers or colours.

I am, &c.

(Signed) J. RUSSELL.

No. 237.

Consul-General Crawford to Lord J. Russell.—(Received March 31.)

(Extract.)

Havana, February 24, 1860.

I HAVE the honour of acknowledging the receipt of your Lordship's despatch dated the 31st ultimo, in which, with reference to mine of the 27th of October last, your Lordship transmits to me a copy of a despatch from Mr. Buchanan, Her Majesty's Minister at Madrid, relative to the reasons alleged for the abolition of the system of cedulas in this island.

The system of cedulas, fully and honestly carried into operation, would necessarily have been a complete registry of the slaves, and therefore a means, if the Government

* Class A, No. 155.

† Ibid., No. 156.

had such wish or intention, for putting an end to the Slave Trade; since, had all the slaves been at once furnished with cédulas, there could have been no more issued, excepting to slave-born children, whose births ought also to have been authenticated by the proof of registry before issuing their corresponding cédulas. Had that system been fairly, fully, and honestly carried into operation, there would have been no demand for false cédulas, and none would have been fabricated, but the system was not enforced; the greatest number issued by this Government was 374,000, probably less than two-thirds of the number of slaves in the island. That laxity gave room for cédulas being constantly wanted, not by the owners of slaves who had neglected to take out that protection for their working hands, but by the slave-traders, and as falsified cédulas cost them less than they could be obtained for their purposes from the Government Officers, it is quite true that those documents were made and sent here in considerable numbers, a fact that must have been known to the Government, however, long before the cédulas were abolished.

The Government also must have known that, not only the falsified cédulas, but those in which some of their own officers had traded so lucratively, had availed the traders for the introduction of great numbers of slaves, nay more, it had been decided by the Royal Audiencia, that the seizure of slaves, whose masters claimed them on falsified cédulas, could not be sustained, and the seized slaves were restored upon the principle that "the masters obtained the falsified cédulas, believing them to have been genuine," by such decision showing the uselessness and iniquity of the whole system of cédulas.

No. 238.

Consul-General Crawford to Lord J. Russell.—(Received March 31.)

My Lord,

Havana, February 25, 1860.

I HAVE the honour of acknowledging the receipt of your Lordship's despatch dated the 31st of January, inclosing for my information, a copy of a despatch from Mr. Gabriel, Her Majesty's Commissioner at Loanda, reporting the capture, by Her Majesty's ship "Viper" of the American brig "Tavernier," of New York, with 518 slaves on board, but without colours or papers. The "Tavernier" was fitted out by parties in Cardenas, from which port of this island she sailed. The master and crew, or at least the supercargo and part of the crew, were landed at the coast of Africa, after their vessel was captured, where they found a slaver in a short time, by which they took passage, and the supercargo, who has returned by that opportunity to this island, states, that said slaver succeeded in landing 600 Bozals at Guantanamo, about five weeks ago, without any interruption, which circumstance I shall not fail to report and complain of to his Excellency the Captain-General.

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

No. 239.

Consul-General Crawford to Lord J. Russell.—(Received March 31.)

(Extract.)

Havana, March 3, 1860.

WITH reference to the copies of my communications, addressed to the Captain-General of this island, dated 17th November and 2nd December last, which I did myself the honour of laying before your Lordship, inclosures in my despatches of the 21st of November and of the 3rd of December, I have received an answer from General Serrano, stating that the Alcalde-Mayor of Trinidad, to whom this Government confided the investigation of the affair of the transhipment of the slaves which took place at Cayo de doce Laguas on the 6th of November, and my complaint of their having been subsequently landed at Maceo Bay (which is close to Trinidad), and sold at the estate called the Savanilla, had reported, that "neither at the time mentioned by me, nor previously, nor afterwards, had any such landing been effected at that place." It was not likely that the landing could be proved, for I have to state to your Lordship that, perhaps, in the history of slave-trading in the Island of Cuba, there has not been a more glaring case of violation and corruption than that which took place near Trinidad, the subject of my complaint herein alluded to.

No: 240.

Consul-General Crawford to Lord J. Russell.—(Received March 31.)

My Lord,

Havana, March 5, 1860.

I HAVE the honour of laying before your Lordship a copy of a letter which I addressed to the Captain-General on the 25th ultimo, respecting a cargo of 600 slaves which the supercargo of the captured slaver "*Tavernier*," reported as having been landed at Guantanamo from on board the vessel by which he took passage from the Coast of Africa.

General Serrano has caused inquiry to be made at Cardenas for said supercargo, but it appears that he is not to be found, and it has been reported in answer that he is gone away. The probability is that he had notice of his being wanted, and is hidden out of the way of the police, and I presume that the inquiries at Santiago de Cuba as to the slaves which were landed will be equally unsatisfactory.

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

Inclosure in No. 240.

*Consul-General Crawford to the Captain-General of Cuba.**Havana, February 25, 1860.*

I HAVE the honour of acquainting your Excellency that I have received official intelligence of the capture, on the 4th of November last, a few miles north of Ambrizette on the coast of Africa, by Her Majesty's ship "*Viper*," of the brig "*Tavernier*," with 518 slaves on board, but without national colours or papers.

The "*Tavernier*" fitted out and sailed from Cardenas, under American colours, and the crew and supercargo having been put on shore on the coast of Africa, after they were captured in the "*Tavernier*," soon afterwards found a slaver-vessel, by which they returned to Cuba, which vessel landed 600 Bozal negroes about a month or six weeks ago at Guantanamo without any interruption from the authorities.

Your Excellency may be assured of the correctness of my information as it has been obtained from the supercargo of the "*Tavernier*," who returned on board the slaver that landed her cargo at Guantanamo, and who is now at Cardenas.

In the execution of my instructions, I hasten to communicate this information to your Excellency.

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

SPAIN. (*Consular*)—*Puerto Rico.*

No. 241.

Consul Hunt to the Earl of Malmesbury.—(Received April 24.)

(Extract.)

Puerto Rico, March 28, 1859.

WITH reference to my despatch of the 12th ultimo, in which I had the honour to inform your Lordship that the barque "*Majestic*," with about 850 negroes on board, had been captured by the authorities at Humacao; I now beg to state, for the information of your Lordship, that out of this number only 512 remained ultimately at the disposal of the Government to be apprenticed as emancipados, the rest having been stolen with the connivance of the Military Commandant of the Department, and are now on various estates at the east end of the island, where they have been made slaves.

The stolen negroes were the strongest and the healthiest; all the weak and the sickly were left undisturbed in the possession of the authorities.

The Military Commandant of Humacao has been removed from his command, and is now awaiting his trial by court-martial in Porto Rico.

I addressed a note to General Cotoner on the 22nd ultimo, requesting that none of the emancipados might be assigned to the estate-holders of the Department in which the Africans had been landed, in order that, as it was known that numbers were secreted there, it might be more easy to discover their whereabouts whenever a search might be made; and this suggestion was ultimately carried out.

Notwithstanding, therefore, that no emancipados have been assigned to that district with whom the stolen Africans might otherwise be confounded, there is not an estate there, with one or two exceptions, upon which some are not to be found.

Finding that so much time had elapsed, and that five negroes only, in the possession of a planter named Paniagua, had been captured by the police, and these only because the assumed proprietor, who was moving them at night himself from one department to another, refused to bribe the policeman who made the capture, I addressed myself officially to the Acting Governor (General Cotoner himself being absent upon an official tour), naming several estates upon which these negroes were to be found, and calling upon his Excellency to take steps to liberate them. To this General Medinilla replied that my note should be forwarded to General Cotoner for his decision, although he was himself competent to act in a case where promptitude of action only could secure the end in view. I have the honour to inclose to your Lordship herewith a copy of my note, together with a copy and translation of the Acting Governor's reply.

Inclosure 1 in No. 241.

Consul Hunt to General Medinilla.

Puerto Rico, March 23, 1859.

THE Undersigned, &c., has the honour to call the serious attention of his Excellency to the following facts, having reference to the negroes recently disembarked at Humacao under the superintendence of the authorities at that place.

The number, according to the statements of persons likely to be informed upon the subject, did not fall below 850, but of these only 494 have been actually retained in the
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custody of the Government, *plus* a further number of 18, which his Excellency General Cotoner informed the Undersigned were still in Humacao, leaving, at the very lowest calculation, 338 to be otherwise accounted for.

These Bozals, who have been thus kidnapped into slavery after they had been in the possession of the authorities, were the strongest and the hardiest who had most resisted the effects of the voyage, while those who ultimately remained at the disposal of the Government were, from their youth and from the emaciated condition in which they had arrived, unfit for immediate employment.

In the department of Humacao, with two or three exceptions, every estate holder is in possession of some of these negroes, and the Undersigned is informed that the planters are now stealing them from each other. On the estates in the department of Hayomulas, belonging to Messrs. Esquiaga and Co., Messrs. Elzuburn and Co., M. Machicate, M. Vinas, and M. Vizcarrondo, there are numbers, varying respectively from ten to twenty-five of these twice-stolen Africans.

Up to this date, although the negroes have been so widely dispersed and moved into various departments, only five have hitherto been seized by the police, and it is the duty of the Undersigned to call upon his Excellency to take the necessary steps to secure to these persons who are free by right the same advantages as are enjoyed by the emancipados and at the same time to enforce the law against the individuals in whose possession it is notorious that they now are.

Whenever British subjects have been shipwrecked on the coast they have immediately been made prisoners, although treated with the greatest kindness and humanity, and have only been given into the charge of British agents in several cases after the local authorities had received instructions to that effect from his Excellency the Captain-General.

On a recent occasion a British subject travelling from Manatz to the capital was not permitted by the police to remain and work for a few days at Viga Baja, but was forced to leave that place at once and proceed to town.

His Excellency will not fail to perceive that the vigilance of the local officers in these cases forms a striking contrast to the apathy which has been displayed by them in all the departments in which these negroes have been forced into slavery at the very doors of the authorities.

I have, &c.
(Signed) LENNON HUNT.

Inclosure 2 in No. 241.

General Medinilla to Consul Hunt.

(Translation.)

Sir,

Puerto Rico, March 26, 1859.

I HAVE received your Honour's communication of the 23rd instant relative to the African negroes from the vessel which was stranded on the coast of Humacao, and under this date I communicate it to his Excellency the Captain-General for the resolution which he may please to adopt.

God preserve, &c.

(Signed) J. M. DE MEDINILLA.

No. 242.

The Earl of Malmesbury to Consul Hunt.

Sir,

Foreign Office, May 14, 1859.

I HAVE received your despatch of the 28th of March last, reporting the steps taken by you on learning that a large number of the negroes, who were landed at Humacao from the stranded slave-vessel "*Majestic*," or "*Majesté*," had been kidnapped and reduced to slavery with the connivance of the Spanish authorities, and I have to acquaint you that I approve your proceedings in this matter.

I have at the same time to desire that you will continue to keep me informed of the steps that may be taken by the Spanish authorities in this case.

I am, &c.
(Signed) MALMESBURY.

No. 243.

Consul Hunt to the Earl of Malmesbury.—(Received May 20.)

(Extract.)

Puerto Rico, April 18, 1858.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 16th ultimo, directing me to furnish your Lordship with any information that I might be able to procure respecting the parties engaged in the landing of Bozal negroes at Humacao, and in reply I beg to inform your Lordship, that everything relating to this expedition has been conducted with so much secrecy, that but little trustworthy evidence has reached me hitherto upon this point.

The expedition is said to have been successful in a pecuniary point of view, in spite of the large proportion of negroes who remained in the charge of the Government to be apprenticed as emancipados.

I have the honour to inclose to your Lordship herewith a copy and translation of the reply of General Cotoner to my note addressed to the Acting-Governor, a copy of which was inclosed in my despatch of the 28th ultimo. In this communication his Excellency requests me to furnish him with legal proof of the facts brought forward by me; this, as your Lordship will perceive, is merely fencing with the question.

In my reply, a copy of which I also inclose herewith, I reminded General Cotoner that the correctness of my statements was proved by the number of negroes remaining in the hands of the authorities, compared with that actually disembarked at Humacao; that the reports of the British and French Agents at that place entirely agreed, and were, moreover, confirmed by an abundance of independent testimony.

I also relied upon the circumstance, that these negroes, having fallen into the hands of the authorities, became free at once, and were in a different legal position to that which they would have occupied had they been obtained by the planters under the ordinary conditions attending the introduction of a cargo of Africans.

Shortly after the receipt of my note, the Captain of the port and the Alcalde of Humacao were placed under arrest, and sent to the capital to take their trial for complicity in the disposal of the missing negroes.

On the return of General Cotoner to Puerto Rico from his tour through the Departments, I sought an interview with him upon this subject, and endeavoured to induce him to take measures to place the negroes reduced to slavery upon the same footing as the emancipados. He replied, that he had in fact exceeded his instructions by causing certain estates to be searched, and he stated his intention of proceeding with the examination of estates where reasonable suspicion existed that negroes were concealed.

Inclosure 1 in No. 243.

General Cotoner to Consul Hunt.

(Translation.)

Ponce, March 29, 1859.

THE Governor and Captain-General of the island has informed himself of the serious facts that your Honour makes known to his Excellency the Second in Command, in a note of the 23rd instant, with reference to the negroes from the coast of Africa disembarked in the jurisdiction of Humacao, and concerning whom your Honour states that the Government was only informed of 494, together with 18 others, so that as there were 850, the number withdrawn and converted from emancipados into slaves amounts to 338, who have been, in the judgment of your Honour, distributed among various planters whose names are specified, and who have committed the double crime of stealing these negroes from each other.

In addressing yourself to the supreme authority of the island, with the information of occurrences so criminal and so important, I do not doubt that your Honour will have proceeded in virtue of equal proofs which evidence them, and which I hope to obtain from your kindness, in order to lay them before the competent tribunal in these matters, in conformity with what has been done in the case of the five negroes taken up to the present time, and to whom your Honour refers in the note above cited, which service the Government excuses itself in recommending to you, jealous as the most sensitive, for the faithful fulfilment of the laws by the authorities which have deserved its confidence.

With respect to the complaint that incidentally you produce, in order to place in evidence the conduct of some authorities on this occasion compared with that observed previously with British subjects, I reserve the reply until provided with details. I can devote to it more time than I can at present dispose of on account of the journey in which I am engaged at present.

I have, &c.

(Signed)

FERNANDO COTONER.

Inclosure 2 in No. 243.

*Consul Hunt to General Cotoner.**Puerto Rico, April 2, 1859.*

THE Undersigned, &c., has the honour to acknowledge the receipt of the note of his Excellency, &c., dated the 29th ultimo, requesting the Undersigned to furnish proof of the facts referred to in his communication of the 23rd ultimo, and in reply he has to state that the information conveyed to his Excellency was derived from the official reports of the British and French agents at Humacao, and confirmed by the statements of private persons who had opportunities of acquiring a knowledge of what took place with reference to this matter.

All the reports which have reached the Undersigned agree as to the proximate number of negroes landed, which has never been set down at less than 850, and the same agreement prevails as to the estates upon which the 338 missing negroes have been distributed.

The Undersigned begs to call the attention of his Excellency to the fact that these negroes, having been actually in the possession of the authorities, whence they were illegally removed, are in a legal position different to that in which they would have been placed had they proceeded to the various estates direct from the vessel in which they were imported without having fallen into the hands of the authorities. Once there, they became free by right; and the Undersigned trusts that it may not be found to be impracticable to place these Africans upon the same footing as the emancipados, not only in their interest, but with a view to the great discouragement which would thus be given to renewed attempts to revive the Slave Trade in this island.

The Undersigned, &c.

(Signed)

LENNON HUNT.

No. 244.

Consul Hunt to the Earl of Malmesbury.—(Received July 19.)

(Extract.)

Puerto Rico, June 26, 1859.

I HAVE received information to the effect that 76 of the negroes recently introduced here in the barque "*Majestic*" were shipped on board of the Spanish schooner "*Terrible*" at the port of Humacao, on the 27th ultimo, and that the vessel ostensibly cleared for St. Thomas, but that she has actually proceeded to Cuba.

I immediately conveyed this intelligence to General Cotoner, and a steam-vessel, bound for Havana, being about to sail from this port, I addressed the British Acting Consul-General there on the subject.

General Cotoner appointed a Commission to inquire into the circumstances attending the departure of the "*Terrible*" from Humacao, but the steps taken by the Commissioners upon these occasions are exclusively governed by the desire to exonerate those persons obviously implicated in the infraction of the law.

The fact of the "*Terrible*" not having proceeded to the ostensible port of destination, distant only sixty miles, would necessarily be conclusive as to the illegal character of the voyage in which she was engaged; I therefore requested Her Majesty's Consul at St. Thomas to be good enough to inform me whether she had arrived there. I inclose a copy of his reply, stating that the "*Terrible*" had not been there for some months past.

I sent to General Cotoner a copy of Mr. Lamb's despatch, and now beg to inclose, for the information of your Lordship, copies and translations of General Cotoner's replies, simply acknowledging the receipt of my communications on the matter.

I waited upon General Cotoner yesterday, and, in the course of my conversation with him, expressed my apprehension that the facility with which this operation had been carried out in the presence of the local authorities, would operate as an incentive to renewed attempts to revive this Traffic in the island. His Excellency replied, that he should continue to exert his authority to the utmost in order to bring the guilty parties to justice, and I believe that full credit must be given to him for a sincere desire to prevent infractions of the law in this respect, at the same time, the action of the chief authority is so apathetic, that the inferior officers do not hesitate to betray their trust whenever the opportunity is presented.

The embarkation of 76 negroes, at a point in a thickly populated district, is a very significant fact, occurring as it does in a country where no foreigner of any class can move ten yards without being brought face to face with the authorities.

Inclosure 1 in No. 244.

*Consul Hunt to General Cotoner.**Puerto Rico, May 31, 1859.*

THE Undersigned, Her Britannic Majesty's Consul, has the honour to state to his Excellency the Governor and Captain-General of this island, that he has received information upon good authority that the Spanish schooner "*Terrible*," was despatched from the port of Humacao ostensibly in ballast for the Island of St. Thomas on the 27th instant, and that she took on board at Humaca, 76 of the Africans, recently landed there from the barque "*Majestic*."

These 76 negroes are stated to have proceeded from the estates of Messrs. Ramon Pon, José Maria Rios, — Guzman, and José Miguel. It is also affirmed that a person named Salvador Cordova, who took out his passport at Humacao for the United States is implicated in this business, and that he has proceeded to Cuba in order to sell these negroes.

The Undersigned, &c.

(Signed)

LENNON HUNT.

Inclosure 2 in No. 244.

Consul Lamb to Consul Hunt.

Sir,

St. Thomas, June 17, 1859.

I HAVE the honour to acknowledge the receipt of your despatch dated 13th instant, and in reply to state, that I find, on application to the Custom-house of this island, that the Spanish schooner "*Terrible*" arrived here on the 28th February last from Humacao, and left on the 5th March for Naguabo, with dry goods, since which time she has not returned here.

I have, &c.

(Signed)

R. B. LAMB.

Inclosure 3 in No. 244.

General Cotoner to Consul Hunt.

(Translation.)

Sir,

Puerto Rico, June 1, 1859.

I AM informed by your Highness's communication of yesterday's date of the departure from Cuba of 76 African negroes, forming part of those landed at Humacao, conducted from said port by the schooner "*Terrible*," cleared in ballast for St. Thomas on the 27th of May; as also of the complicity which may have in it a certain Salvador Cordova, who proceeds to Cuba in charge of the said negroes with a passport for the United States.

I renew, &c.

(Signed)

FERNANDO COTONER.

Inclosure 4 in No. 244.

General Cotoner to Consul Hunt.

(Translation.)

Sir,

Puerto Rico, June 25, 1859.

BY your Highness's note of the 21st instant I have received the despatch from the Consul at St. Thomas, which your Highness is pleased to transmit to me, and which informs me that on that date the schooner "*Terrible*" had not arrived at St. Thomas, which I apprise you of in reply to your above-mentioned communication.

I have, &c.

(Signed)

FERNANDO COTONER.

No. 245.

Consul Hunt to Lord J. Russell.—(Received August 31.)

My Lord,

Puerto Rico, August 10, 1859.

IN my despatch of the 26th of June last I had the honour to report to the Earl of Malmesbury the steps which I took on learning that 76 of the negroes landed at Humacao from the barque "*Majestic*" had been embarked on board of the Spanish schooner "*Terrible*" for conveyance to Cuba, with the object of selling them into slavery.

General Cotoner, finding that the information received from me was confirmed by the non-arrival of the "*Terrible*" at St. Thomas, the ostensible port of destination, caused the persons indicated in my note as the promoters of the scheme to be apprehended, and proceedings to be taken against them for the alleged offence.

This step on the part of the chief authority has caused a considerable sensation here, as the principal individual concerned, Don Ramon Pon, is a man of some note in the island. He was at first permitted to remain at large within the walls of the city, under the surveillance of the police, on the authority of a medical certificate; but he is now confined in the Fort, together with Salvador Cordova, Juan Carmona, Pedro Rios, and Casimiro Perez, who are assumed to be his accomplices in the transaction.

The suit instituted against these persons, be its result what it may, is a great blow to the designs of the slave-traders here. It is a check applied in the proper quarter, and cannot fail to have the effect of completely discouraging the project which appears to have been entertained, of reviving the Slave Trade in Puerto Rico.

There are many men here who would not object to embark their money in these enterprises, but who would hesitate to engage in schemes which might have the effect, if unsuccessful, of endangering their personal liberty.

I have constantly endeavoured to impress upon General Cotoner the necessity of reaching the promoters and principal agents of these schemes rather than the subordinates, who, whatever may be the degree of their guilt, are certainly less culpable than their principals, and the promptitude with which his Excellency has acted upon this occasion must be regarded as a proof of the sincerity of the profession which he has as constantly made of his desire to prevent a renewal of this Traffic within the limits of his Government.

I have, &c.
(Signed) LENNON HUNT.

No. 246.

Consul Hunt to Lord J. Russell.—(Received August 31.)

My Lord,

Puerto Rico, August 11, 1859.

I HAVE the honour to state, for the information of your Lordship, that the Master of the Spanish schooner "*Terrible*" succeeded in making his way to Cuba, and there disposing of his living freight. I have hitherto been unable to learn the precise place at which these negroes were disembarked, and no intelligence upon this point appears to have reached the British Acting Consul-General in Havana, with whom I have been in correspondence on the subject.

I have, however, the satisfaction to inform your Lordship, that the "*Terrible*," having been brought back to this island, was seized at Guanica, a small port for coasting-vessels on the southern coast, and the whole of the crew were made prisoners and committed for trial. The declarations of the crew served still further to implicate the promoters of the scheme, who are also in close confinement, as I stated to your Lordship in a previous despatch.

The Master of "*Terrible*," it is reported, remained in Cuba; I have not obtained any positive information on this point yet. It is a curious circumstance, attending the proceedings of the authorities, that the Masters and Supercargoes of slave-vessels usually contrive to escape.

I have, &c.
(Signed) LENNON HUNT.

No 247.

Consul Hunt to Lord J. Russell.—(Received August 31.)

My Lord,

Puerto Rico, August 13, 1859.

I HAVE, from time to time, in my communications to General Cotoner, indicated to his Excellency the names of the owners of those estates upon which the negroes are secreted that were landed from "*Majestic*," and were seized by the authorities at Humacao, out of whose possession they were kidnapped by their present holders.

Although a search was at first instituted in a part of the country where there were few or none of the missing negroes, the principal offenders pointed out by me have not been molested hitherto in the possession of these slaves.

The Government affects to consider that it is relieved from all further necessity of endeavouring to restore these negroes to comparative liberty, and of placing them upon the same footing as the emancipados by the terms of the IXth Article of the Royal Order of the 2nd of March, 1845, which provides that no planter is to be molested in the possession of his negroes by any question that may be raised as to the manner in which he obtained them.

The negroes in question, however, having been actually in the charge of the authorities, became free from that fact alone; the actual possessors are known, and one planter at Humacao, named Linzanares, works some of them openly, and even ostentatiously. These negroes are as distinct from the negroes of the island as if they had fallen from another sphere, so that no doubt whatever can exist as to the facility with which they might be identified. I have, therefore, the honour to submit whether, in the opinion of your Lordship, I have done everything that is practicable, under the circumstances, to obtain their restoration to comparative liberty, or if I should be justified in again calling upon the Government to procure their emancipation, which, if effected, would probably set the question of the revival of the Slave Trade here permanently at rest.

I have, &c.

(Signed) LENNON HUNT.

No. 248.

Consul Hunt to Lord J. Russell.—(Received January 19, 1860.)

My Lord,

Puerto Rico, December 23, 1859.

I HAVE the honour to inform your Lordship that thirty individuals of the crews of the slave-ships "*Majestic*" and "*Terrible*" have been condemned, under a sentence of the Supreme Court, to penal servitude for four years in the chain-gang employed at the Arsenal here, and that this punishment has already commenced to take effect.

The suit is still pending that was instituted against the promoters of the expedition in which the "*Terrible*" was engaged, and which formed the subject of my despatch of the 10th of August last. These persons, namely, Ramon Pon, Salvador Cordova, Juan Carmona, Pedro Rios, and Casimiro Perez, after having been imprisoned for some time, were liberated, on giving security to the amount of 10,000 dollars in each case that they will be forthcoming whenever the sentence of the Court may be promulgated.

I have, &c.

(Signed) LENNON HUNT.

SPAIN. (*Consular*)—*Teneriffe*.

No. 249.

Consul Murray to the Earl of Malmesbury.—(Received July 11.)

My Lord,

Teneriffe, June 20, 1859.

I HAVE the honour to transmit herewith copies, together with their translations, of a correspondence which has passed between this Consulate and his Excellency the Acting Captain-General of the Canary Islands, upon the subject of the suspicious proceedings at Grand Canary of a Spanish brig called "*Delicias*," which vessel it had been reported to me was fitting out for Slave Trade purposes at the port of La Luz, in that island.

It appears from his Excellency's reply, that he had obtained similar information as myself, and that the Captain-Superintendent of Marine of this province was about to proceed to Grand Canary, to investigate the affair in person. The "*Delicias*," however, has come to this port, probably with the view of endeavouring to dissipate the suspicions that have attached to her proceedings at Grand Canary.

As I consider, notwithstanding this plausible procedure, that the "*Delicias*" will not ultimately relinquish her imputed object, I shall communicate these facts for the information of the officers commanding the several divisions of Her Majesty's squadron on the West Coast of Africa.

I have, &c.

(Signed) HENRY JOHN MURRAY.

Inclosure 1 in No. 249.

Consul Murray to the Acting Captain-General of the Canary Islands.

(Translation.)

Santa Cruz, Teneriffe, June 11, 1859.

INFORMATION has just been received at this Consulate, that the Spanish brig "*Delicias*," Berris, master, under the pretext of repairs at the port of La Luz, in the neighbouring island of Grand Canary, has constructed a slave-deck, and every requisite equipment for a voyage to the Coast of Africa to engage in the Slave Trade, and is on the point of departure.

I have the honour to immediately communicate this information to your Excellency, so that, in the event of this accusation being well founded, you may be pleased to adopt, in reference thereto, such measures as the case demands, and which your Excellency may deem expedient.

God preserve, &c.

(Signed) HENRY JOHN MURRAY.

Inclosure 2 in No. 249.

The Acting Captain-General of the Canary Islands to Consul Murray.

(Translation.)

Santa Cruz, Teneriffe, June 11, 1859.

PREVIOUS to your communication of this date, the Captain Superintendent of Marine of these Islands informed me yesterday of having received confidential information, which induced some suspicion respecting the equipment of the brig "*Delicias*" at Grand Canary, in consequence of which he was preparing to set out to-day in the "*Nivaria*," under the pretext of proceeding to the Island of Palma, in order to ascertain personally the facts of the case, and take such steps as may be necessary.

Notwithstanding this, I have transmitted to him a copy of your communication, and I beg to thank you for your interest regarding a service which is so strictly enjoined by the Government of Her Majesty my Sovereign Lady the Queen.

God preserve &c.

(Signed) JOAQUIN RAVENET.

TRIPOLI.

No. 250.

Consul-General Herman to Lord J. Russell.—(Received December 30.)

My Lord,

Tripoli, December 7, 1859.

I HAVE the honour to report to your Lordship that some eighteen or twenty months ago, a Tunisian, named Sheik Omar el Shenauny, arrived at Ghadames from Tunis, with the avowed object of proceeding to the interior for the purchase of slaves.

Although warned by the authorities that the Slave Trade was abolished, he nevertheless persisted in his design, and some time after returned to Ghadames with twenty-four slaves.

On this flagrant audacity being reported to the late Governor-General, Osman Pasha, he immediately transmitted orders to send down Omar el Shenauny to Tripoli under close arrest, and to manumit the slaves. On the line of march, however, the Turkish escort was attacked and overpowered by a party of El Shenauny's friends, and himself rescued.

Notwithstanding this, some two months ago this man returned from Tunis to Tripoli, and established his quarters at the residence of the Tunisian Consular Agent. After a short sojourn, he left clandestinely for Ghadames; and on arrival there, through the culpable connivance of the local authorities—despite the energetic remonstrances of Her Majesty's Vice-Consul, Mr. Freeman—he was permitted to leave the town with eighteen of the original party of slaves, and to move upon the Tunisian frontier.

On my reporting this affair to the Governor-General, he first dispatched a detachment of Cavalry to intercept the fugitives; secondly, reported the matter to his agent at Tunis; and, thirdly, sent orders to send down under arrest to Tripoli, three or four individuals denounced by Mr. Freeman for their complicity in El Shenauny's operation. On their arrival here, they were for some time confined in the public prison, and would have been made a further example of but for the intercession of Mr. Freeman. The Mudir of Ghadames will be superseded, and the Medjlis entirely reorganized. And, lastly, I yesterday received a despatch from Her Majesty's Agent and Consul-General at Tunis, to whom I also wrote on the subject, reporting that, upon his representation, His Highness the Bey of Tunis had caused El Shenauny to be arrested, and had manumitted the eighteen negresses.

Throughout this affair, the conduct of his Excellency the Governor-General has been marked by energetic promptness and extreme good faith; but so enormous are now the profits realized by the slave-dealers, that, independent of other causes, no measure of example or of punishment will, I fear, for a length of time to come, arrest the Traffic in Slaves. Only last night, I received a despatch from Her Majesty's Vice-Consul at Mourzouk, reporting that a caravan of 150 slaves had left Ghat for the district of Bengasi or Egypt. The last-named country I deem to be the most probable direction of their march, where an extended line of frontier renders the contraband introduction of slaves an operation of perfect impunity.

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

TURKEY.

No. 251.

The Earl of Malmesbury to Sir H. Bulwer.

Sir,

Foreign Office, April 18, 1859.

I TRANSMIT to your Excellency, herewith, a copy of a letter from Brigadier Coghlan, the Political Agent at Aden, which has been communicated to me by the Secretary of State for India, relative to the encouragement of the Slave Trade by the Turkish authorities at several of the ports in the Red Sea; and with reference to my despatch of the 30th of November last, I have to request that your Excellency will inform me what steps you took in execution of the instructions contained in that despatch, and whether you have received any reply to the representation which I instructed your Excellency to make to the Turkish Government, demanding the dismissal of the Governor of Massowah, on account of the threats held out by him to the British Vice-Consul at that place.

I am, &c.

(Signed) MALMESBURY.

No. 252.

Sir H. Bulwer to the Earl of Malmesbury.—(Received July 6.)

My Lord,

Constantinople, June 23, 1859.

WITH reference to your Lordship's despatch of the 18th of April last, I have the honour to inclose, herewith, a translation of a Vizirial letter, directing the Pasha of Jeddah to use his best exertions to put a stop to the Slave Trade in the Red Sea. The original of that letter has been transmitted by me to Her Majesty's Vice-Consul at Jeddah for delivery to the Pasha.

I have, &c.

(Signed) HENRY L. BULWER.

Inclosure in No. 252.

Vizirial Letter to the Governor of Jeddah.

(Translation.)

SOME reports have been received to the effect that the Slave Trade has just now been revived at Massowah.

As your Excellency is well aware, the importation of slaves into the Ottoman dominions from Nigritia and Abyssinia, and their Traffic, has been forbidden. It is therefore necessary to persist in the execution of the orders contained in the firmans and instructions sent everywhere on this subject some time ago. Massowah being the outport for slaves brought from the interior, your Excellency is requested to issue stringent orders to the functionaries of the Ottoman Government in those parts, bidding them to adopt the necessary measures for preventing the importation of slaves thereto, and their exportation therefrom.

June 21, 1859.

(Signed) MEHEMED EMIN AALI.

No. 253.

Lord J. Russell to Sir H. Bulwer.

Sir,

Foreign Office, July 23, 1859.

I HAVE received your Excellency's despatch of the 23rd ultimo, addressed to the Earl of Malmesbury, inclosing a translation of a Vizirial letter addressed by the Turkish Government to the Pasha of Jeddah, instructing him to use his best exertions to put a stop to the Slave Trade in the Red Sea; and I have to acquaint your Excellency that I approve of your having transmitted the original of that letter to the British Vice-Consul at Jeddah for delivery to the Pasha.

I have, however, to remind your Excellency that no report has yet been received from you of the steps which you may have taken in execution of the instructions contained in Lord Malmesbury's despatches of the 30th of November, 1858, and of the 18th of April last, by which you were directed to demand the dismissal of the Governor of Massowah, on account of the threats held out by him to the British Vice-Consul at that place.

However strong may be the Mussulman feeling in some of the Turkish provinces in favour of the Slave Trade, the threat of a Turkish Governor to repeat the horrors of Jeddah, and to join in the massacre of Christians, because a British officer used his best exertions to put a stop to the sale of slaves, is a matter of too great importance to be allowed to pass with impunity.

I have accordingly to desire that your Excellency will explain to me what steps you have taken to procure the dismissal of the Governor of Massowah, and that you will transmit to me copies of any communications on the subject which may have passed between you and the Turkish Government; and if the Governor should not yet have been removed from his post, your Excellency will lose no time in repeating the demand for his dismissal.

I am, &c.

(Signed) MALMESBURY.

No. 254.

Sir H. Bulwer to Lord J. Russell.—(Received August 28.)

My Lord,

Therapia, August 16, 1859.

WITH reference to your Lordship's despatch relative to the dismissal of the Kaimakam of Massowah, I have the honour to state that the contents of Lord Malmesbury's despatches alluded to by your Lordship were communicated by me to the Porte, a mode of dealing with it which I have generally found most effectual, and, whilst I obtained a Vizirial letter giving rigid and renewed instructions relative to the suppression of the Slave Trade at Massowah, I understood that the conduct of the Kaimakam at that place would be properly inquired into, and that, unless he could satisfactorily clear himself of the charges brought against him, he would be dismissed.

As far as I can learn, it would appear that the Kaimakam's version of the remarks made by him is somewhat different from that given by Her Majesty's Consular Agent, inasmuch as he appears to say, that all he desired to convey to that Agent was the necessity of a certain degree of caution in his proceedings, since a revolt might otherwise suddenly be provoked which he would not be able to repress. But it does not, on the whole, seem to me that the inquiries that have been made clear up the matter, or that the Kaimakam in question has been duly dealt with; nor am I entirely satisfied with the draft of an instruction which Fuad Pasha proposed to have now addressed to the Pasha at Jeddah on the subject, since, in ordering the strictest examination into the conduct of the functionary against whom an accusation is brought, he does not state that the accused party shall be at once removed or suspended, but that a report should be made here giving the result of the examination. I have thought it desirable, therefore, to insist peremptorily on the removal of the Kaimakam in the first instance, who should be summoned to Constantinople, there to account for his conduct, since this will be the best means of striking terror into persons similarly situated, by removing them from the sphere of those influences by which they are now affected, and by which they imagine that their conduct will be protected.

I have, &c.

(Signed) HENRY L. BULWER.

No. 255.

Sir H. Bulwer to Lord J. Russell.—(Received September 2.)

My Lord,

Therapia, August 24, 1859.

THE Porte consents to summon at once the Kaimakam of Massowah to Constantinople to explain and answer for his conduct.

In agreeing, however, to my proposal, the Ottoman Ministers have requested me to place upon record that this compliance on the part of the Porte is not to serve as a precedent in future, because we ourselves should not approve of the Porte condemning or dismissing its functionaries without first hearing what they have to state in their defence.

I have, &c.

(Signed) HENRY L. BULWER.

No. 256.

Sir H. Bulwer to Lord J. Russell.—(Received November 19.)

My Lord,

Dardanelles, November 9, 1859.

HAVING been informed by Her Majesty's Acting Consul at Salonica that a party of negroes and negresses had arrived at that port in the Ottoman steamer "*Baroness Tecco*" from Tripoli, and that suspicions were entertained of their being furnished with forged papers of manumission, I took the opportunity of calling upon the Porte to repeat its orders in peremptory terms, and to put a stop, once for all, to this infamous Traffic.

Translations of the Vizirial letters which, at my request, have been forwarded to the Governors of Tripoli and Salomea respectively, are inclosed herewith for your Lordship's information.

I have, &c.

(Signed) HENRY L. BULWER.

Inclosure 1 in No. 256.

Vizirial Letter to the Governor-General of Tripoli in the West.

(Translation.)

IT has been heard that a party of negro slaves have lately reached Salonica from Tripoli by the steamer "*Baroness Tecco*," under the Ottoman flag.

The conveyance of and Traffic in Negro Slaves having, as I need not tell you, been positively forbidden, by His Majesty's order, in His Majesty's dominions, nothing will be allowed to take place in violation of this order, and when such things do occur, the provisions of the prohibition are immediately enforced. But the complete enforcement and maintenance of this order can only be attained by putting a stop to this illicit Traffic at its very source, that is, by adopting effectual measures for preventing the exportation of a single negro slave, male or female, from those parts.

You will, with your usual sagacity and knowledge, renew and enforce afresh the provisions of the above prohibition in the places placed under your jurisdiction, and adopt some permanent mode for preventing, in future, the transport and exportation of such negro slaves, and you will put it in practice.

But it is moreover reported, that these negroes are carried away and made to pass as free persons. It would not be becoming to prevent the circulation, in the interior of His Majesty's province, of persons of free condition, so that, if they are really free, nothing can be said to them; but as it is probable that these persons may, in the first instance, be designated as free, and then sold as slaves to this person and to that person, it will be necessary to be constantly on the look-out to ascertain whether such negroes as are about to be sent away from there are free or not. You will, therefore, establish it as a rule, and, in fact, as the sole method of putting a stop to this evil, that an inquiry is to be instituted and proof to be adduced before the Mehkeme and Medjlis as to the freedom of every negro or negress to be carried away from thence, and the "*teskeré*" to be given them is to be filled up accordingly.

October 19, 1859.

Inclosure 2 in No. 256.

Vizirial Letter to the Pasha of Salonica.

(Translation.)

IT has been heard that a party of negro slaves has recently come from Tripoli to Salonica by the steamer "*Baroness Tecco*," under Ottoman colours. The transport of, and trade in, negro slaves being, as I need not tell you, positively forbidden in His Majesty's dominions, nothing will be allowed to take place in defiance of this prohibition; and when such acts do occur, the provisions of the prohibition will be immediately enforced. But, nevertheless, the most effectual mode of enforcing this measure is the prevention of this illicit traffic at its very source; that is, the adoption of measures for preventing the exportation from Tripoli of a single negro, male or female.

You will, therefore, with your acknowledged sagacity and discernment, institute a minute inquiry as to where the slaves conveyed by that steamer have come from, and in what capacity they were thus conveyed. Should they have been really brought thither as slaves, and for the purposes of sale, you will proclaim their liberty and see that they are allowed to use it, affording them the necessary assistance for (suitable) quarters.

It is moreover reported that these slaves are free persons in reality. Even if this report is correct, it is still necessary to practise towards them the rites of humanity; so that, even if free, you will provide for their comfort, as far as possible, at the hands of Government.

October 19, 1859.

No. 257.

Lord J. Russell to Sir H. Bulwer.

Sir,

Foreign Office, November 26, 1859.

WITH reference to your Excellency's despatch of the 9th instant, I have to acquaint your Excellency that I approve of your having called upon the Porte to repeat, in peremptory terms, the orders which have been for some time past in force, prohibiting the Traffic in Negro Slaves from the ports in Tripoli.

I have, however, to observe, that if, as appears to be the case, this Traffic still continues, it exists rather from the omission of the Turkish Government to punish the offending parties than from the want of stringent orders for its repression; and I have to instruct your Excellency to take an opportunity of pointing this out to the Turkish Government.

I am, &c.
(Signed) J. RUSSELL.

TURKEY (Consular)—Egypt.

No. 258.

Consul-General Colquhoun to Lord J. Russell.—(Received January 13.)

My Lord,

Cairo, January 3, 1860.

IN consequence of a despatch received a few days ago from Her Majesty's Consul-General at Tripoli, I have addressed the note, of which copy is inclosed, to his Excellency Cherif Pasha, our Foreign Minister, requiring the Viceroy's Government to take energetic measures to prevent the entrance into Egypt of the caravan of slaves alluded to in Major Herman's despatch.

I have, &c.

(Signed) ROBERT G. COLQUHOUN.

Inclosure in No. 258.

Consul-General Colquhoun to Cherif Pasha.

M. le Ministre,

Le Caire, le 2 Janvier, 1860.

JE crois de mon devoir de porter à la connaissance du Gouvernement de Son Altesse le Viceroy, que je viens de recevoir une dépêche de l'Agent et Consul-Général de Sa Majesté à Tripoli, m'annonçant qu'une caravane conduisant 150 esclaves est partie de Ghat, sa destination étant ou le district de Bengazi ou l'Égypte. On a lieu à croire que c'est pour ce dernier, car sa ligne étendue de frontière rend très facile le passage en Égypte, par contrebande, des esclaves.

Le Gouverneur-Général de Tripoli a pris des mesures énergiques en envoyant un fort détachement de Cavalerie pour couper la marche à cette caravane, et j'espère que le Gouvernement éclairé de Son Altesse ne manquera pas de son côté de faire tout son possible pour seconder les efforts du Gouvernement de Tripoli, et faire avorter un attentat de renouveler l'odieux trafic en chair humaine.

Je prie, &c.

(Signé) ROBERT G. COLQUHOUN.

(Translation.)

M. le Ministre,

Cairo, January 2, 1860.

I THINK it my duty to make known to the Government of His Highness the Viceroy that I have just received a despatch from Her Majesty's Agent and Consul-General at Tripoli, announcing to me that a caravan conducting 150 slaves has left Ghat, its destination being either the district of Bengazi or Egypt. There is reason to believe that the latter was its destination, for its extended line of frontier offers great facilities for the contraband introduction of slaves into Egypt.

The Governor-General of Tripoli has taken energetic measures to cut off this caravan by sending a strong detachment of Cavalry, and I hope that the enlightened Government of His Highness will not fail, on their side, to do their utmost to second the efforts of the Government of Tripoli, and to render abortive an attempt to renew the odious Traffic in human flesh.

I have, &c.

(Signed) ROBERT G. COLQUHOUN.

No. 259.

Lord J. Russell to Mr. Colquhoun.

Sir,

Foreign Office, January 14, 1860.

I HAVE received your despatch of the 3rd instant, inclosing a copy of a note addressed by you to Cherif Pasha on learning from Her Majesty's Consul-General in Tripoli, that a caravan of slaves was expected to enter the Egyptian territory from the neighbourhood of Ghat, and I have to acquaint you that I approve the note addressed by you to the Egyptian Minister on this subject:

I am, &c.
(Signed) J. RUSSELL.

No. 260.

Consul-General Colquhoun to Lord J. Russell.—(Received January 21.)

My Lord,

Cairo, January 9, 1860.

REFERRING to my despatch of the 3rd instant, I have the honour to inclose for the information of Her Majesty's Government the reply of his Excellency Cherif Pasha, Minister for Foreign Affairs, on the subject of the caravan of slaves which it was surmised might possibly be directed on the Egyptian frontier.

I have, &c.
(Signed) ROBERT G. COLQUHOUN.

Inclosure in No. 260.

Cherif Pasha to Consul-General Colquhoun.

M. l'Agent et Consul-Général,

Le Caire, le 7 Janvier, 1860.

EN réponse à la dépêche que vous m'avez adressée le 2 courant, relativement à une caravane d'esclaves qui serait partie de Ghat pour Bengazi ou l'Egypte, j'ai l'honneur de vous informer que je me suis empressé d'écrire à son Excellence le Ministre de l'Intérieur, en l'invitant à transmettre à qui de droit, les ordres nécessaires, afin d'exercer une surveillance active, et au besoin une repression sévère, à l'égard de toute violation que pourrait tenter cette caravane contre les règlements applicables à l'Egypte.

Veuillez, &c.
Le Ministre des Affaires Etrangères,
(Signed) CHERIF PASHA.

(Translation.)

Sir,

Cairo, January 7, 1860.

IN reply to the despatch which you addressed to me on the 2nd instant, respecting a caravan of slaves supposed to have left Ghat for Bengazi or Egypt, I have the honour to inform you that I hastened to write to his Excellency the Minister of the Interior, inviting him to issue to the proper parties the orders necessary in order to keep an active watch, and, if necessary, to take severe repressive measures in regard to any violation of the laws in force in Egypt which might be attempted by this caravan.

The Minister for Foreign Affairs,
(Signed) CHERIF PASHA.

TURKEY. (*Consular*)—*Monastir*.

No. 261.

Consul Longworth to the Earl of Malmesbury.—(*Received April 23.*)

My Lord,

Monastir, March 31, 1859.

I HAVE the honour to transmit herewith inclosed to your Lordship, copies of two despatches dated January 25th and March 22nd, to Her Majesty's Ambassador at Constantinople; also a letter to me dated 15th instant, from Mr. Vice-Consul Blunt. All these documents have reference to a case alluded to in the correspondence of Mr. Blunt, under date of April 30, 1858.

I beg also to inclose a copy of the letter from Her Majesty's Consul-General at Tripoli, therein referred to.

I have, &c.
(Signed) J. A. LONGWORTH.

Inclosure 1 in No. 261.

Consul Longworth to Sir H. Bulwer.

Sir,

Monastir, January 25, 1859.

I HAVE the honour to acknowledge the receipt of a despatch under date of the 7th instant, from your Excellency, together with an inclosed Memorandum from the Foreign Department of the Sublime Porte; wherein it is stated that the Roumely-Valesy had just reported that two female negro servants, a short time ago, stole a jewelled flower the property of the General of Brigade, Achmet Pasha, and took refuge in the house of the British Consul. Your Excellency "is therefore requested to be so good as to instruct the Consul to send those persons back, or if they refuse to return, to recover and restore the flower which they have stolen, sending this instruction to the Sublime Porte for transmission to its destination."

With reference to this Memorandum, I have to acknowledge the considerate course taken by your Excellency in forwarding it to me for my remarks, instead of acting on the unsubstantiated statements and unreasonable demands contained therein. Though docketed, I perceive, as a "complaint against Mr. Longworth," it is founded on circumstances which occurred while I was absent from Monastir.

For a full inquiry into the details of the case, I must refer your Excellency to the correspondence of Mr. Acting Consul Blunt with Her Majesty's Embassy during the course of last year, or perhaps the inclosed copy of a despatch from Her Majesty's Consul-General at Tripoli may be considered sufficiently conclusive as to its merits.

Among the troop mentioned by Major Herman as having been marshalled before him for manumission, were the two runaway slave-girls now claimed by Achmet Pasha. To evade the orders of the Government, the Pasha furnished them with "azad tezkerehs" (manumission tickets); and, to lull their suspicions previously to shipping them to Salonica, he delivered these in the presence of Her Majesty's Consul-General, who was thus made a party to and security for the engagements contained therein. The negroes embarked on the faith of the certificates so guaranteed, which on arrival at Salonica were treacherously taken away from the poor creatures and destroyed.

Under these circumstances, we cannot feel surprised that they should make their escape, and take refuge in the first British Consulate they found open to them.

The charge of theft brought against them is a mere pretext, and, your Excellency will

permit me to observe, a most shallow one. It has become a stale practice to accuse runaway slaves with robbery. The *corpus delicti* being for the most part apportioned to the estimated value of the slaves in the market, little attention is paid to any other point; and with respect to the article alleged to have been stolen, sometimes the most absurd statements are made. A negress, for instance, who last year took refuge in the French Consulate, was, by a strange confusion of ideas, charged with running away with a coach, value 4,000 piastres.

It is not true, as the Pasha states, that no satisfactory answer on the subject was returned from the Consulate. On the contrary, when the charge of theft was first advanced by him (which was only a month after the children had been at the Consulate, and when it was found they would not be given up), I immediately acceded to his request that the matter should be investigated at the Consulate, or any other place he might appoint. But he took no steps in the matter, unless it were to write to Constantinople, and misrepresent it entirely.

In the meanwhile, as the girls begged earnestly not to be sent back to Achmet Pasha's harem, where they said they had been most cruelly treated, and as no other place could be found for them, Mr. Blunt took them into his service. Subsequently, when they were about to be removed with the rest of the family to Uscup, I gave due notice to the Pasha, requesting to have the matter of the alleged robbery examined, but he declined to interfere.

Should your Excellency now think fit to authorize an inquiry, I hope it may be instituted at Uscup: the Roumely Valessy has himself signified to me his wish to that effect.

In my humble opinion, the only delinquent in the case is Achmet Pasha; he deserves to be severely punished for breach of faith to Her Majesty's Consul-General at Tripoli, and for contempt of the orders issued by his own Government.

Mr. Blunt will be found, I believe, to have acted with firmness and consistency throughout the affair, and I trust his conduct will meet your Excellency's approval.

To conclude with the words of the Memorandum, which I have herewith the honour to return inclosed, and in which it is requested that if these persons refuse to return themselves, the flower they have stolen may be returned, I can only say that the parties have positively refused to return; and as to the flower, it is, as I have already explained, merely a flower of speech, signifying a certain amount of piastres, the purchase-money of the slaves, which I do not suppose your Excellency will order to be restored.

I have, &c.
(Signed) I. A. LONGWORTH.

Inclosure 2 in No. 261

Consul Longworth to Sir H. Bulwer.

Sir,

Monastir, March 22, 1859.

I HAVE the honour to acknowledge the receipt of your Excellency's despatch under date of the 28th ultimo, relative to the two slave-girls who escaped from the harem of Achmet Pasha to this Consulate.

In compliance with your Excellency's desire that "I should send you some clear statement as to the manner in which the manumission paper to which I allude was taken from these girls, and as to the person by whom it was taken," I beg to transmit herewith inclosed the copy of a letter from Mr. Vice-Consul Blunt, who was Acting Consul at Monastir when the circumstances in connection with this affair took place.

This statement, your Excellency observes, "together with the despatch from the Consul-General at Tripoli, would sufficiently prove that the girls in question are free."

The identity of these girls with the parties mentioned in the despatch is not denied: their freedom, therefore, dates from the delivery of their manumission papers, which the despatch alone suffices to prove. The fact of their no longer having them in their possession—for otherwise they would only have been too glad to produce them—affords a stronger evidence than any statement they can make on the subject that the papers have been taken away from them.

This treacherous proceeding, added to the cruel treatment they experienced in Achmet Pasha's harem, to which I referred in general terms in my despatch of the 25th January, and of which Mr. Blunt furnishes particulars in his letter, shows, in the manner which your Excellency pronounces to be conclusive, "that they were *bonâ fide* confined and

CLASS B.

treated as slaves previous to their flight, thus affording a fair reason, without the robbery alleged, for their elopement."

Your Excellency proceeds to say, "It would be necessary to make an inquiry at the place you deem most suited for it, with respect to the robbery itself." This had been already done, though, to say the truth, I laid little stress on what might be said by the parties implicated either in one way or the other.

The lady of Abdy Pasha, whose daughter is married to a son of Achmet Pasha, and lives with his harem, came on their part to the Consulate to negotiate for the recovery of these girls, and, with reference to the theft, expressed her disbelief of it. She said it was "bosh"—fabulous.

Mr. Blunt's statement on this head is fully confirmed by Mrs. Longworth. It is undeniable that "if there is nothing in the bare statement of a robbery having been committed to show that such a robbery was committed, there is nothing in the bare statement that it was not committed to prove such a contradiction to be just." Still your Excellency would, I doubt not, give character and credibility, as between the accuser and the accused, their due weight; whilst it is no less certain that the burden of proof rests always with the accuser.

No facility for an inquiry has been withheld by this Consulate. As I stated in my despatch of the 25th January, the Valy has been repeatedly invited to take what steps he pleased in the matter, and that course is still open to him and to all concerned. I have stated as much before, and partly for that reason forbore to enter minutely into the question till it could be duly investigated.

Of what then do they complain? Manifestly, it is not an inquiry they want. They ask for the property alleged to have been stolen without an inquiry (well aware that no such objects can be found), that they may obtain the recovery of the slaves, which is the alternative stipulated in the Memorandum. Is it not perfectly clear that if these jewels had been stolen their restitution would, under all circumstances, be insisted upon?

In one point relating to the charge of theft, your Excellency will permit me, perhaps, to explain my meaning, which I have failed apparently in making clear to you, since you add: "Nor is there anything in the fact that one person was accused absurdly of having stolen a coach to disprove the assertion of another person having stolen a jewelled flower, an object which, if anything was stolen, was probably one for theft."

The scope of what I said was simply to illustrate that charges of this kind were hackneyed, and, as a proof of their being so, I cited one instance out of many of the heedlessness with which they were preferred; everything, in fact, but the estimated value of the fugitive property being lost sight of.

In a country where falsehood and perjury are held so light, countercharges of this nature cannot be entertained with too much caution. Were such an advantage conceded to slave-dealers, not one of their victims could possibly escape or be rescued—the shield of the Consulate would no longer avail them.

Your Excellency, I fear, may have thought that, with reference to this charge of theft, I did not in my despatch of the 25th January meet it with the careful consideration which its gravity seemed to require. In acknowledging that I may have been wanting in this respect, I may be allowed, perhaps, to plead that with the moral certainty there was of its being simulated, it was not easy to treat it seriously. I at the same time feel the full weight of your admonition "that the greatest care should be taken in all these cases to act with the strictest justice, and not to give the authorities reason to suppose that we act beyond our just powers, whilst at the same time we are firm in having those just powers respected."

I shall have credit I trust with your Excellency for my desire to act in the spirit of this instruction. It has been more particularly in dealing with the vast and delicate question of domestic slavery in Turkey that I have felt this circumspection to be necessary. I have more than once also had cause to regret that I was not in possession of some general instructions for my guidance on the subject; and in this particular case of the importation of slaves by Achmet Pasha, though solicited by Mr. Blunt as supplementary to the Turkish firmans, they were not furnished by Mr. Alison, to whom he applied for them.

In the absence, therefore, of instructions I have had to shape my course by such rules as circumstances and a sense of equity appeared to dictate, and in so doing it has occurred to me that there was one broad distinction to be drawn—it is between the mass of slaves domesticated in the Empire, and those who, in violation of the Sultan's firmans, continue to be imported from Africa. The prevention of this Traffic, by whatever moral influence they possess, is, if I mistake not, the bounden duty of Her Majesty's Consuls. As to the slaves already in the country, I have always been under the impression that the less I

undertook to do for them, which might be construed into vexatious or *ad captandum* interference, the better it would be on all accounts, not only because I believed that the same allowance should be made for the Turkish Government that has been evinced for every other, which in respect to slavery may have had a great social difficulty to solve, and vested and conflicting interests to reconcile, but also because I have been persuaded that the isolated efforts of a few Consular Agents could do little to ameliorate the lot of the slaves themselves. It is possible that some few out of the many thousands may, as in the case of those harboured by Mr. Blunt, find a happier home and more indulgent masters; but this cannot affect the destiny of the multitude to whom, when once imported, it can make little difference whether they be emancipated or not. After all, the crime consists chiefly in bringing them here, and of this I must, with all deference, submit to your Excellency Achmet Pasha has, by Mr. Blunt's vigilance and persevering exertions, been clearly convicted. How far it is aggravated by the attempt to make Her Majesty's Consul-General at Tripoli accessory to the fraud, is for your Excellency to consider.

I have, &c.

(Signed) J. A. LONGWORTH.

Inclosure 3 in No. 261.

Vice-Consul Blunt to Consul Longworth.

Sir,

Uscup, March 15, 1859.

I DULY received your official letter of the 10th instant, in which you request me, with reference to a despatch of the 25th ultimo from Her Majesty's Ambassador at Constantinople, to forward to you a statement of such particulars as have come to my knowledge relative to the manner in which the manumission papers were taken from the two girls alluded to in that despatch, and as to the person by whom they taken; I am also requested to furnish you with any information I can obtain as to the treatment of these girls while living in the harem of Achmet Pasha; and you conclude by observing that it would be desirable to examine the girls as to the circumstances connected with their flight to the Consulate at Monastir, and to ascertain whether they went there directly and spontaneously without communicating with other parties.

As to the information you require respecting the destruction of the manumission papers, I think I cannot do better than repeat the statement made to me by the boy Osman, who had taken refuge in Her Majesty's Consulate at Monastir during the period I directed its affairs; but before I do so it may be proper to state that Osman belonged to the troop of slaves brought from Tripoli to Monastir by the Major-General Achmet Pasha. He, together with another boy of the party (Selim), was sent as a present by Achmet Pasha to his immediate Chief, Ismail Pasha, the Mushir of Roumelia. This present was not at first rejected by his Excellency, as I afterwards learnt from Osman. The two boys remained about eleven weeks in the harem of the Mushir, when they were both suddenly returned to their first master. Osman, in consequence of having been cruelly treated by the chief groom of Achmet Pasha, and on hearing that he was to be sold to Abdi Pasha, the Commander of the troops at Scutari, took refuge in the Consulate, and applied to me for protection. I did not refuse to interest myself on his behalf, and I felt I could do so actively, as a few days before I had been put in possession of Major Herman's important despatch respecting the slaves of Achmet Pasha. A few hours after Osman had run away a person in the service of Achmet Pasha, his harem Kiahayasi, I believe, came to the Consulate and insisted on taking him away, declaring that he was the property of the Pasha. As the boy refused to accompany him, I did not allow him to effect his object. I availed myself of an early opportunity to acquaint the Governor-General at Monastir of Osman's flight to the Consulate. His Excellency proposed that I should take the boy before the Medjlis. I consequently did so the next day; when to my great satisfaction it was there and then decided by his Excellency, with the concurrence of the Medjlis, that, in virtue of the Imperial orders (which his Excellency had only received a few days before), and on the strength of the evidence conveyed in Major Herman's despatch, Osman was free, and at liberty to go where he liked.

It now appears from information given to me last week by the Kaimakam Hadji Venedic Fetah Bey, a member of the Military Council at Monastir, now charged with a mission at this place, that Achmet Pasha applied, through his son, to the Mushir of Roumelia to nullify the decision of the local Medjlis. His Excellency thereupon referred the application to his Military Council, where it was rejected on admission being made that Osman had been furnished with an "azad kiayat" (manumission paper) before Her

Majesty's Consul-General at Tripoli. After it had been decided that Osman was free, I took him to the Consulate, as he was ill, and had him properly clothed and attended to. When he was sufficiently well to be able to travel he applied to the Governor-General for a passport for Tripoli. His Excellency gave him one. With a little pecuniary assistance the boy left Monastir, and I have since heard nothing of him.

I beg now to furnish you with the information I obtained from Osman respecting the delivery and destruction of the manumission papers distributed to him and to twenty others, natives of Africa, in the presence of Her Majesty's Consul-General at Tripoli, before their departure from there.

Herein I have the honour to inclose a list of the names of these persons given to me by Osman, and afterwards confirmed by the two girls Fekiriyeh and Renghi Sefa. It appears that Achmet Pasha caused his slaves, twenty-one in number, including Osman and the two girls in question, to be brought before Her Majesty's Consul-General at Tripoli a few days previously to their embarkation for Salonica; that Major Herman asked them if they were willing to accompany Achmet Pasha in the capacity of servants to Monastir, and that on their replying in the affirmative they were all furnished with letters of manumission by the Pasha, and were given to understand both by the Pasha and the Consul that they were "azadlus" (possessors of such papers—manumitted); that they were allowed to retain these papers till the day they were conducted on board ship, when they were taken from them by a certain Achmet Effendi, the Pasha's Aide-de-camp and secretary, who accompanied them; that on entering the port of Canea the papers were returned to them by Achmet Effendi, when they were all told that in the event of any person coming on board to question them they were to say they were "azadlus" (manumitted); that during the vessel's stay in the above-named port the slaves were not permitted to land, that they were only allowed to go on deck when it was dark, and were forced to remain in the ship's hold during the day; that on leaving Canea, Achmet Effendi again took the papers from them, kept them till the ship was anchored in the port of Salonica; he then gave them back. On landing at Salonica the slaves were all conducted into a khan situated in the Turkish quarter, and there the said Achmet Effendi took from them for the last time their manumission papers and destroyed them.

The foregoing statement I obtained from Osman during the few weeks he remained near me. I often cross-questioned him on the subject, when I did not meet with a single instance of prevarication on his part; moreover the information he gave me was subsequently fully confirmed by the two girls now near me, as well as by the other girl, Hosh Kadun, that took refuge in the Consulate, and who, as you are aware, while in the vicinity of Hussein Cavass's house, was seized on by two Turkish women, placed on the back of a Jewish porter and thus carried screaming away.

This incident, accompanied with other facts I am about to state, will, I hope, be deemed sufficient evidence that the twenty-one persons brought from Tripoli to Monastir by Achmet Pasha were treated by him and his harem as slaves.

The Mushir of Roumelia, Ismail Pasha, distinctly told me when I renewed to his Excellency my representations on Achmet Pasha's conduct, that the latter declared to him he "considered the Arabs he brought with him from Tripoli as his own property" ("kendu mallu"), and that he was at liberty to "sell or give them away;" but Achmet Pasha did not confine himself to making this declaration—he acted on it. Besides Osman and Selim that he gave to the Mushir, but were afterwards returned to him, he sent two other boys to Constantinople as presents to some high dignitary there. The boy Selim he subsequently gave to the Khaznadar of the Mushir, and another boy I am told he sent to a relative of his at Karaferia in the province of Salonica. Of the girls one was given to Abdi Pasha and two others sent to Constantinople, and the two girls now here were, they tell me, destined to pass into other hands as slaves. They both complain bitterly of having been badly, nay cruelly treated, by the ladies of Achmet Pasha's harem; and it appears the chief Khanum particularly distinguished herself in this respect: "she," I beg to use the expression of the girls, "treated us like beasts, as if we too were not human beings."

During the severe winter from December 1857 to March 1858, they were left to suffer much from cold; they had no bedding, and nothing to cover themselves with when they went to sleep. I am further informed that when they arrived at the Consulate (at that time I was absent in North Albania) their clothing was scanty and very dirty, and that their persons were covered with vermin. When at the harem during a period of ten months, they were allowed to go only once to the bath. The chief Khanum appears to have beaten them frequently and unjustly. I beg to state an instance. The girls were often required to do duty in the kitchen: on such occasion they applied for a piece of cloth to use as a protection from burning their fingers in taking the hot pans off the fire; the

Khanum not only refused the assistance, but forced them by dint of beating to remove the hot objects with their naked hands. I have examined the girls as to the circumstances connected with their flight: they tell me that the evening before they ran away to the Consulate they had been severely beaten by the Khanum, they thereupon determined to leave the harem; that next morning one of them Fekiriyeh, the youngest, was sent to give a small packet containing money to a certain Fatisnah, a friend of the Khanum's living close by; that Renghi Sefa, the other girl, accompanied her; and that after they had placed the packet in Fatisnah's hands, they rushed straight to the Consulate without communicating with any other parties. They add that "we felt sure we would have been well received, for when at Tripoli we often heard that the English Consul there had often saved slaves."

As to the charge of robbery brought against them by Achmet Pasha's harem, they both declare that it is false.

With respect to this charge, I beg to state that three days after the flight of the girls, the harem of Abdi Pasha, relatives of Achmet Pasha, called on Mrs. Longworth and Mrs. Blunt to request them to force the girls to return to their mistress. On Mrs. Blunt referring to the robbery of the diamond flower, the Khanum of Abdi Pasha laughed and said, "O bosh shei dur!" (There is nothing in that!) I avail myself of this opportunity to state that from what these girls tell me, it appears Achmet Pasha before he left Tripoli frequently sent slaves to Constantinople, and that when he went there on his way to Monastir, he took with him three slaves and sold them to persons at that place. In conclusion I beg to say that these two girls have been near me about six months; during this period they have shown themselves honest and very good, and on the whole by their conduct they have acquired the affection and good wishes of Mrs. Blunt and myself. I have to apologize for the prolixity of this despatch; but I deemed it my duty to furnish you with all the information I possess on the subject you referred to me.

I have, &c.

(Signed) J. E. BLUNT.

Inclosure 4 in No. 261.

Consul-General Herman to Vice-Consul Blunt.

Sir,

Tripoli, June 12, 1858.

YOUR despatch of the 30th of April last, with the deposition of Mr. Panajotti, reached me only yesterday. When the negroes, as he states, were trooped in my presence at the residence of Achmet Pasha, each was furnished with letters of manumission executed before the Cadi; having exhibited which, they were questioned whether now, as they were free, they would accompany the Pasha, in the capacity of servants, to Monastir: all answered affirmatively.

Since the prohibition of the exportation of slaves from this Regency, as I have had more than once occasion to bring to the notice of Her Majesty's Secretary of State for Foreign Affairs and Her Majesty's Ambassador at the Porte, every ingenious device and surreptitious manœuvre has been resorted to, from the highest to the lowest authority in the country, to neutralize its operations, one of which is the fabrication of simulated letters of manumission duly executed by the Cadi, but which are destroyed as soon as the slaves reach the port of disembarkation.

Of the fact of the slaves having each their manumission paper Mr. Panajotti must be aware, as he was present when what I now related took place. Should, therefore, Achmet Pasha attempt to dispose of any of them or retain them against their will in his service, the case should be decidedly reported to Her Majesty's Ambassador at the Porte.

I have, &c.

(Signed) G. F. HERMAN.

UNITED STATES.

No. 262.

The Earl of Malmesbury to Lord Lyons.

My Lord,

Foreign Office, May 5, 1859.

I INCLOSE, for your Lordship's information, copies of a correspondence between the United States' Minister at this Court and myself relative to the proceedings of certain British cruizers on the African coast which have formed the subject of complaint on the part of the United States' Government.

I am, &c.

(Signed) MALMESBURY.

Inclosure 1 in No. 262.

Mr. Dallas to the Earl of Malmesbury.

My Lord,

Legation of the United States, London, January 18, 1859.

IT has been made my duty, by special instruction, to submit to the notice of Her Majesty's Government the accompanying official copy of a communication addressed by the Honourable the Secretary of the Navy to the Department of State at Washington.

Your Lordship will perceive in these documents testimony tending to disclose an alleged practice on the part of British naval officers on the African Station to warn suspected slavers sailing under the American flag that, if they are captured by United States' vessels, they will be sent home for trial, and probably convicted; thus encouraging the destruction of evidences which would render them liable to the penalties of American law.

In such a practice there could not fail to be recognized an abuse demanding remedy, if remedy can be devised.

It is confidently hoped that Her Majesty's Government will deem the subject worthy of inquiry, and will cause the practice to be abandoned as soon as convinced of its existence.

Renewing, &c.

(Signed) G. M. DALLAS.

Inclosure 2 in No. 262.

Mr. Toucey to Mr. Dallas.

Sir,

Navy Department, December 16, 1858.

I HAVE the honour to submit herewith, for your perusal, two letters, dated the 8th and 9th of October last, written to Flag Officer Conover, commanding the African squadron, by Commander Totten, of the United States' sloop "Vincennes," in relation to the recent capture of the American vessels "Kate Ellen" and "Isabella" by British war-steamers on the coast of Africa.

With great respect, &c.

(Signed) ISAAC TOUCEY.

Inclosure 3 in No. 262.

Commander Totten to Flag Officer Conover, U.S.N.

Sir, "Vincennes," Loanda, October 8, 1858.
I WAS told, yesterday, that there were two or more persons here who were in the American schooner "*Kate Ellen*" when she was taken possession of by Her Britannic Majesty's steamer "*Viper*" on the 15th September. One man, a Portuguese, was alongside this morning; I had him up, and, in answer to my questions, I found that he was not in the "*Kate Ellen*," but was in another vessel, the "*Isabella*," and was lying near to the schooner when she was taken by the "*Viper*."

He says that the crew of the "*Kate Ellen*" were on board, and were landed by the English, but is not certain that the American colours were flying at the time.

He says that there are two men now in the hospital at this place who were in the "*Kate Ellen*" at the time.

He also says that, a few days after the "*Kate Ellen*" was taken, the "*Isabella*" was boarded by the English and captured; her hatches were forced open, although some of the crew attempted to prevent it; and that, by threatening to deliver her up to an American cruizer, when they would all be imprisoned, and promising, if taken by them, that all would be liberated, the captain of the "*Isabella*" was induced to haul down his flag, some of the crew attempting to prevent it.

The man was so contradictory and evasive in his replies, that I could give little credit to his statement.

I asked him if he would go before the American Consul and take an oath to the truth of his statements, which he declined doing.

It is barely possible that something more reliable may be obtained from the persons on shore at the hospital, but if I sail this afternoon, as I purpose to do, I would not have the opportunity of attending to it.

I send herewith a copy of certificate given me by the prize-master of the "*Kate Ellen*," whom I met at sea on September 19, 1858.

I have, &c.
(Signed) B. J. TOTTEN.

Inclosure 4 in No. 262.

Certificate.

SLAVE-SCHOONER captured, at anchor off Killongo, by Her Majesty's ship "*Viper*," Commander Hodgkinson, on Wednesday, the 15th September.

On boarding her, found her deserted, with no colours and no papers on board, and a slave-deck laid, and the words "*Kate Ellen*, Plymouth," covered over on her stern.

(Signed) W. M. BRIDGES, *Officer in charge of Prize.*

Inclosure 5 in No. 262.

Commander Totten to Flag Officer Conover, U.S.N.

Sir, "Vincennes," Loanda, October 9, 1858.
ACCORDING to your instructions, I went, yesterday, with the American Consul, Mr. John G. Willis, to the hospital at this place. I could find no one there who had been in the "*Kate Ellen*" when she was captured, in September, by the English steamer "*Viper*;" but we found a person there, a Portuguese or Spaniard, who stated that he was in the "*Isabella*" when she was taken possession of by the English. The accompanying affidavit will show the information we obtained from him.

As there is a discrepancy between the statement received, yesterday morning, from another individual and this, I must add that I am disposed to attach more credit to this, inasmuch as there was no hesitancy of manner or contradiction on the part of Fernandez while giving it.

I have, &c.
(Signed) B. J. TOTTEN.

Inclosure 6 in No. 262.

Declaration.

I, BONITO FERNANDEZ, do solemnly swear that I shipped on board the brig "Isabella" at Havana; that, while lying at anchor near Black Point, on the coast of Africa, a boat from the English brig-of-war "Orion" came alongside, and the officer and crew came on board. The American flag was flying at the time, and was kept flying for three days, during which time the hatches were broken open, and they then commenced overhauling the cargo, which consisted of rum, wine, and beef. At the expiration of three days the captain ordered the mate, under threats from the English officer, to haul the flag down, which was done, against the will of the crew, who remonstrated against it. The captain, cook, and steward were taken to St. Helena, and the mate and crew were put on shore at Cabinda, with starvation staring them in the face.

Hospital da Misericordia, Loanda, October 8, 1858.

(Signed) BONITO ^{his} X FERNANDEZ.
mark.

Witnesses to signature:

(Signed) B. J. TOTTEN, *Commander, U.S.N.*
JOHN W. VRAIN, *Purser, U.S.N.*

*United States' Commercial Agency, Loanda,
October 8, 1858.*

I, JOHN G. WILLIS, United States' Commercial Agent for this port, do hereby certify that the above affidavit was taken in my presence.

In testimony whereof I hereunto set my signature and seal of office, the day and date above named.

(Signed) JOHN G. WILLIS.

Inclosure 7 in No. 262.

Mr. Dallas to the Earl of Malmesbury.

Legation of the United States, London, January 31, 1859.

THE Undersigned, Envoy Extraordinary and Minister Plenipotentiary of the United States, has the honour, by special direction from his Government, to submit to the consideration of the Earl of Malmesbury, Her Majesty's Principal Secretary of State for Foreign Affairs, a series of papers, being copies duly authenticated under the seal of the Department of State at Washington on the 5th instant, respecting the capture of the American schooner "Lydia Gibbs," Thomas Watson, master, by one of Her Majesty's armed cruisers off the coast of Africa.

The Undersigned, at the instance of the Consul of the United States at Liverpool, and with a view to relieve, if possible, the solitudes of the family and friends of Captain Watson, had the honour to address, on the 13th of December last, a note of inquiry on this subject to the Earl of Malmesbury, and his Lordship was good enough, in a reply of the 21st of December, to state that "the Lords Commissioners of the Admiralty had been unable to furnish any information respecting the 'Lydia Gibbs' and her crew further than that the vessel in question was captured, on the 29th of May last, off Whydah, by Her Majesty's ship 'Trident,' without colours or papers, and fully equipped for the Slave Trade, and that she was sent for adjudication to Sierra Leone, where she was condemned in the Vice-Admiralty Court on the 14th of July last."

In laying before the Earl of Malmesbury the papers now presented, the Undersigned cannot avoid briefly advertng to certain facts deducible from them in regard to the "Lydia Gibbs" which, he trusts, may present to Her Majesty's Government motive and occasion for an investigation more perfect than has heretofore been made:—

1. The "Lydia Gibbs" arrived at Whydah on the 22nd May, 1858, where, discharging a portion of her cargo, she remained till the 29th May; her captain and Commander Close being known to each other, and having some degree of social intercourse. She had left Charleston about the 20th January, and Havana about the 9th March preceding.

2. The "Lydia Gibbs" had "colours and papers" attesting her American character: the flag of the United States, the register, the shipping articles, the list of crew, the

invoice of cargo of 150 pipes of rum and of stores, the Consular certificates; all genuine and satisfactory.

3. The "*Lydia Gibbs*" had given, by her course of proceeding, no ground to suspect her of being engaged in illicit Traffic; not an article of her cargo or equipment was of questionable character; and the certificate of Commander Close himself, left at the time of capture, asserts his only object of search to have been "to ascertain whether she is engaged in the Slave Trade under false colours."

4. Captain Watson refused to exhibit the schooner's papers at the demand of Commander Close; he had previously stated his reason for doing so to that officer; and, when she was finally seized, he left his vessel, went, as it would seem, to Whydah on the 30th May, was attacked by the yellow fever, and died on the 15th July. The fate of the "*Lydia Gibbs*" was equally expeditious: she was taken to Sierra Leone, a considerable distance from Whydah, libelled in the Vice-Admiralty Court there, and condemned, solely for the non-production of papers then far away in the hands of her dying master.

The Undersigned will await the result of any further inquiry into this painful case which Her Majesty's Government may direct; not doubting that, when the particulars shall be fully developed, every readiness will exist to disclaim and redress whatever wrong may be found to have been inflicted.

He begs, &c.
(Signed) G. M. DALLAS.

Inclosure 8 in No. 262.

Certificates, &c.

*Consulate-General of the United States of America,
Havana, March 9, 1858.*

I, THE Undersigned, Consul-General of the United States of America for Havana, and the dependencies thereof, do hereby certify that, on the day of the date hereof, before me personally appeared Thomas Watson, master of the schooner "*Lydia Gibbs*," of Charleston, and made oath, in due form of law, that the seaman or mariner hereinafter named, and who is noted on the crew list of the said vessel as deserter, absconded from the said schooner, at the port or place hereinafter named, without his knowledge or consent, at or about the times hereinafter placed opposite his name respectively.

And the said Thomas Watson, master, further declared that the said seaman or mariner, deserter as aforesaid, was duly shipped at the time and place, and the monthly wages and advance hereinafter stated, and as per contract of shipping articles; that the wages advanced abroad, expenses incurred on account of desertion, goods supplied to said seaman or mariner, as hereinafter stated opposite to his name respectively, were honestly, justly, and truly advanced, expended, incurred, and supplied, as stated, to and for account of said seaman or mariner.

And he doth likewise declare, that the balance of wages due on account of said seaman or mariner, deserter as aforesaid, placed hereinafter opposite his respective name as aforesaid, is the true, correct, and just balance which the said seaman or mariner would have been entitled to had he been duly discharged and paid off for the period of time mentioned, and for which he has to account to the Collector of Customs of the port where the crew of said vessel are accounted for, as forfeited wages, to become the property of the United States.

And I, the said Consul-General, for myself, do hereby certify that Thomas Watson, master, aforesaid, exercised due diligence, with my co-operation and assistance, to recover and secure said seaman or mariner, who deserted at this port, but without success.

Name of Deserter.	Date of Shipment.		Place of Shipment.	Monthly Wages.	Place and Time of Desertion.			Time of Service on Board.		Wages Due to day of Desertion.	Advanced Wages.	Wages or Moneys advanced abroad.	Expenses incurred on account of Desertion.	Goods supplied.	Amount of Wages forfeited, to become the property of the United States.
	Month.	Day.			Port or Place.	Month.	Day.	Month.	Day.						
Joseph Williams	Charleston .	\$ 25	Havana ..	Feb. 23	..	1	3	\$ 27 50	\$ 15	\$ 24 25	\$ 1	..	In debt to the ship.

Given under my hand and the seal of office at Havana, the day and year above written.

(Signed)

A. K. BLYTHE, *United States' Consul-General,*
By Thos. Savage, *Deputy Consul-General.*

Consulate-General of the United States, Island of Cuba.

I, Andrew K. Blythe, Consul-General of the United States of America for the Island of Cuba, residing at Havana, do hereby certify that R. C. Welling, John Russell, James Anderson, Richard Nash, John Barber, and John Donahue, whose names appear on the crew-list hereto annexed, have on the 8th instant entered, in this city, into a new contract with the master of the brig "*Lydia Gibbs*," of Charleston, to proceed in said vessel "from Havana to Annabon, from thence to a port of discharge, whether in the West Indies or the United States," on the terms set forth in the shipping articles signed by them in this city.

Given under my hand and official seal at Havana, this 9th day of March, 1858.

(Signed) A. K. BLYTHE,
By Thos. Savage, Deputy Consul-General.

Stores for Schooner "Lydia Gibbs."

12 barrels beef.	8 covers for ditto.
7 ditto pork.	6 gross wooden spoons.
46 measures bread.	2 dozen sponges.
6 ditto alum.	4 ditto tin mugs.
4 ditto mackerel.	1 barrel fluid.
1 ditto sardines.	2 boxes wax matches.
4 boxes codfish.	1 bushel salt.
4 ditto herrings.	1 bag red pepper.
60 lbs. bacon.	6 lbs. cotton wick.
6 American hams.	3 bottles sago.
6 Westphalia ditto.	1 canister $\frac{1}{2}$ lb. saffron.
12 tongues.	1 box assorted spice.
36 tins preserved meats.	2 lbs. laurel leaves, for cooking.
12 Dutch cheese.	20 maucueruns (bunches of garlic).
1 keg 125 lbs. butter.	60 ditto (ditto of onions).
10 lbs. green tea.	8,053 lbs. Indian corn.
24 tins sardines, in tomatoes.	20 lbs. fishing-line.
14 lbs. sausage.	1 ream paper.
6 measures stockfish.	1 ditto ditto, Spanish.
4 cuarterulus vino.	8 dozen fish-hooks.
4 boxes French wine.	2 lbs. copper wire.
1 ditto sherry.	1 box wafers.
1 basket champagne.	2 packages copper tacks.
4 boxes ale.	6 streamers.
2 dozen bottles pickles.	300 corks.
6 small boxes figs.	20 lbs. chocolate.
2 globe lamps.	6 dozen common brooms.
8 gallons lard oil.	1 ditto corn brooms.
1 barrel molasses.	2 horse brushes.
2 water-pumps.	2 small coffee-pots.
2 American cheese.	1 candlestick.
50 lbs. iron hoops.	8 large tin plates.
20 yards red stuff, for colors.	3 funnels.
8 ditto blue ditto, ditto.	6 wooden cocks.
8 ditto yellow ditto, ditto.	6 padlocks (patent).
30 empty kegs for rum.	24 sheets of tin.
10 boxes of assorted maccaroni.	1 harpoon.
4 barrels flour.	2 assorted needles.
12 jars olive oil.	1 hatchet.
10 kegs lard.	1 axe.
4,097 lbs. rice.	3 cooking knives.
25 ditto candles.	6 files.
40 measures red beans.	6 jars of mustard.
40 ditto white ditto.	1 corkscrew.
350 lbs. Spanish peas.	1 glass blasket.
5 quarters split peas.	6 dozen tumblers.
8 barrels potatoes.	6 ditto plates.
2 ditto brown sugar.	1 pig.
3 ditto white ditto.	1 dozen iron spoons.
2 bags coffee.	1,000 eggs, put up in salt.
4 barrels vinegar.	Pens, ink, &c.
4 kegs olives.	Fire utensils.
4 canisters Spanish sausage.	200 horse-load of wood.
2 dozen boxes jelly.	12 dozen bottles eau de Cologne.
2 ditto jars sweetmeats.	2 boxes tobacco.
1 box capers.	1 gross pipes.
4 ditto cognac.	1,740 lbs. corn meal.
1 demi of aniset.	1 iron ladle.
3 boxes gin.	1 iron roasting pan.
1 demi best rum.	1 chest black tea.
1 box soap.	8 lbs. Salaeratus.
28 measures jug beef.	2 copper kettles (large).

3 large tin plates.
 1 crude cake.
 2 large coffee-pots.
 2 teapots.
 1 cheese grinder.
 1 tin to take up sweepings.
 2 knives to cut dough with.
 1 saucepan.
 2 jars for coffee.
 1 bolt of duck.
 1 bolt of Russia.

6 lbs. cream of tartar.
 1 color.
 2 dozen plates.
 2 ditto tumblers.
 1 ditto plates and saucers.
 1,500 lbs. copper sheets.
 4 ditto ditto.
 2 gimlets.
 1 hatchet.
 100 lbs. of nails (superior).
 25 lbs. of fine salt.

Shipped in good order and well-conditioned, by J. Campa, on board the American schooner called the "*Lydia Gibbs*," whereof is master for this present voyage, Watson, now lying in the port of Havana, and bound for Annabon, to say:—

One hundred and fifty pipes of rum, being marked and numbered as in the margin, and are to be delivered in the like good order and condition at the aforesaid port of Annabon (the dangers of the sea only excepted), unto order or to assigns, he or they paying freight for the said with primage and average accustomed.

In witness whereof the master or purser of the said vessel hath affirmed to two bills of lading, all of this tenor and date, one of which being accomplished, the others to stand void.

Havana, March 8, 1858.

(Signed) THOMAS WATSON.

May 23, 1858.

I am going to sea for a cruize as soon as my topmast is ready, which will be to-night or to-morrow morning; so I send you my address for the cigars.

(Signed) F. A. CLOSE, *Commanding H.M.S. "Trident."*

To the care of the American Consul, Sierra Leone.

[On the outside of this note is the name "A. J. Burke," in three places.]

I, Francis A. Close, Commander in Her Britannic Majesty's navy, and commanding Her Majesty's ship "*Trident*," do hereby certify that the only object of searching this vessel is to ascertain whether she is engaged in the Slave Trade, under false colours.

Dated this 29th day of May, 1858.

(Signed) F. A. CLOSE, *Commanding H.M.S. "Trident."*

Whydah, West Coast of Africa.

This is to certify that the schooner "*Lydia Gibbs*," of Charleston, South Carolina, Thomas Watson master, arrived here on the 22nd day of May, 1858, where she remained until the 29th. She discharged a portion of her cargo during this time. On the morning of the 29th she sailed again: the same morning was brought back by the British cruiser "*Trident*," Commander Close.

Attested,
 (Signed) J. T. HOWE.
 C. J. SRA. NOBRE.

Inclosure 9 in No. 262.

Mr. Miles to General Cass.

Sir,

Washington, December 19, 1858.

YOU will oblige me by communicating any information which may have reached our Government touching the seizure of the schooner "*Lydia Gibbs*," Captain Watson master, on the coast of Africa, in May last, by Captain Close, of Her Britannic Majesty's cruiser "*Trident*." Captain Watson had his home in Charleston, South Carolina. Since the seizure of his vessel he has died of yellow fever at Ayuda (?). His widow and family are extremely desirous of learning all the facts of the case. None of his crew have yet returned to the United States.

It is impossible as yet to collect regular evidence in the case. Meanwhile some demand from the British Government for an account of so high-handed an affair would be but just and proper.

I inclose herewith all of Captain Watson's ship's papers in his possession at the time of his death. I beg to refer you to several notes and letters accompanying them, particularly the letter of William Summerfield, giving a version (though at second-hand) of the whole transaction.

Your early and prompt attention to this matter will greatly oblige me.

I am, &c.

(Signed) WM. PORCHE MILES.

Inclosure 10 in No. 262.

Mr. Summerfield to Mr. Burke.

Dear Sir,

Havana, October 24, 1858.

IT becomes my painful duty to announce to you the death of my old friend Captain Watson, which took place at Ayuda, on the coast of Africa, on the 15th day of July last, according to certificate inclosed in package sent in care of the purser of steamer "Isabel," and directed to Mrs. Watson.

The first intimation that I received of this sad event was on Sunday last, when on my return from Cardenas I learned that a gentleman from the coast of Africa had called on me to inform me of this sad event, also to deliver into my hands a package. I immediately called upon him as directed, but I am sorry to say that he had left for the United States three days before my return from Cardenas, leaving, however, the package to be delivered to me, and which I found upon examination to be the schooner's register, and other papers belonging to her (papers which have been announced by the English papers as being thrown overboard when the schooner was taken possession of by Commander Close).

I regret very much not having seen this person. It appears that he boarded for some days in the same house with Captain Watson, and had heard the captain speak of the reason the schooner was seized. It appears that Commander Close had either been school-mate or playfellow with the captain: at any rate they were well acquainted with each other's families; so much so that they visited each other in a friendly way, until one day the subject of conversation turned upon the right of search, when Captain Watson promptly declared, should war take place on that account, he would fight for the flag under which he sailed, and would never submit to be searched; and should such a thing be attempted on him he would abandon the ship, but would never show his papers, and would trust to his Government to see him righted.

This assertion on the part of Captain Watson so irritated Commander Close that he took his departure, swearing that he would find means to search the damned Yankee schooner yet. On the following morning, May 29, he sent Captain Watson a note, directing him how to consign some cigars that he had previously ordered, and stating that he was going to sea for a cruize.

The schooner also got under weigh the same morning to proceed on her trading voyage, when she was abruptly ordered to heave-to, and on being boarded by the officer of the steamer her flag was torn down by him, and the British flag hoisted.

On being asked by Captain Watson the reason for such a course, he answered, "I'll damn soon let you see!" and without further delay ordered his men to search for the money (slavers are supposed to always have a large quantity on board); and so exasperated was he at not finding his darling prize-money, that he robbed every man on board of not only money, but clothing, even to their shirt-buttons and rings.

Captain Watson determined to abandon his vessel, which he did.

On finding that he had no proof sufficient to condemn the schooner, unless he could obtain her papers, Commander Close attempted to purchase them, and Captain Watson has been heard to declare that Commander Close had offered him the sum of 1,000*l.* sterling if he would deliver up his papers.

* * * * *

Captain Watson was for making his way home to present his case to the United States' Government, when he was taken sick with the disease which terminated his life.

It now remains for you to aid his widow in claiming such damages as will in some way remunerate her for her husband's death, that is, as far as money can aid; but I know full well that a void has been created that can never be filled.

You must therefore place this affair in the hands of some active lawyer, who will not allow the matter to sleep until justice has been done in this matter.

I had almost forgotten to say that the gentleman who brought these papers called upon the Secretary of the British Commission in Sierra Leone, and was informed by him

that the "*Lydia Gibbs*" had been condemned merely because she had no papers. The cause of Captain Watson's death will explain this matter of why her papers were not forthcoming.

You will remember me kindly to Mrs. Watson, and believe me I condole with her, but I have not the courage at present to write her one word, or say further than that I am at her service, and trust she will not fail to call upon me in case she may require my aid for any purpose.

Yours, &c.
(Signed) WM. SUMMERFIELD.

P.S.—Please keep me conversant with your proceedings in this case, as his friends will be anxious to hear about it.

W. S.

Inclosure 11 in No. 262.

Certificate.

THIS is to certify that Captain Thomas Watson, of the American schooner "*Lydia Gibbs*," who has been here with three of his crew, boarded in my house since the 30th of May, departed from this life on the 15th day of July, 1858, of yellow fever.

Having respectably buried him in the yard of the English fort, the under-mentioned kind friends, who kindly attended the funeral, were invited to see and examine the estate of the Captain. The following papers, books, and maps, were found in his trunk, viz.:—register of the vessel, articles, the chartering parties' roll, and some other certificates belonging to the above-named schooner, six charts, and six navigation books, all of which being found in good order, Mr. Ygnacio Torrens has taken charge of in the presence of the undersigned witnesses, to be handed over to the American Consul in Havana.

The triplicate of this paper is given to Captain Howe, of the American barque "*Warren White*," and one to Ygnacio Torrens.

Attested by,
(Signed) CARLOS JH. NOBRE.
J. T. HOWE.
FRANCISCO JOSE MIDEIROS.
JOS. DAWSON.

Inclosure 12 in No. 262.

Register of the "Lydia Gibbs."

IN pursuance of an Act of the Congress of the United States of America, entitled "An Act concerning the registering and recording of Ships or Vessels," Thomas Watson, of the city of Charleston, South Carolina, having taken or subscribed the oath required by the said Act, and having sworn that he is the only owner of the ship or vessel called the "*Lydia Gibbs*," of Charleston, South Carolina, whereof said Thomas Watson is at present master, and is a citizen of the United States, as he has sworn, and that the said ship or vessel was built at Patchogue, in the State of New York, in the year 1851, as appears by her enrolment, No. 17, issued at Providence, Rhode Island, on 22nd day of May, 1857, now surrendered, property and district changed. And the said certificate of enrolment having certified that the said ship or vessel has one deck and two masts, and that her length is 81 feet 2 inches, her breadth 25 feet 4 inches, her depth 6 feet 6 inches, and that she measures $114\frac{3}{5}$ tons; that she is a schooner, has a square stern, no galleries and a billet-head.

And the said Thomas Watson having agreed to the description and admeasurement above specified, and sufficient security having been given, according to the said Act, the said schooner has been duly registered at the port of Charleston.

Given under our hand and seal at Port of Charleston, South Carolina, this 11th day of July, in the year 1857.

(Signed) HENRY M. HOWARD, *Naval Officer.*

Inclosure 13 in No. 262.

Certificate.

Consulate-General of the United States, Island of Cuba.

I, ANDREW K. BLYTHE, Consul-General of the United States of America for the Island of Cuba, residing at Havana, do hereby certify that R. C. Welling, John Russell, James Anderson, Richard Nash, John Barber, and John Donohue, whose names appear on the shipping articles of the brig "*Lydia Gibbs*," of Charleston, hereto annexed, and signed at Charleston, have entered into a new contract, to proceed "from Havana to Annobon, from thence to a port of discharge, whether in the West Indies or the United States," on the terms set forth in the shipping articles hereto attached, and which were signed by said persons, respectively, in this city on the 8th instant, and each of them acknowledged that he fully understood the contract, and had signed his name thereto of his own free will and accord.

Given under my hand and official seal at Havana this 9th day of March, 1858.

(Signed) A. K. BLYTHE,
By Thomas Savage, Deputy Consul-General.

Inclosure 14 in No. 262.

Muster-Roll and Agreement.

WE, the Undersigned, seamen or mariners, for and in consideration of the monthly wages hereinunder set opposite our respective signatures, do hereby mutually agree with the master and owners of the schooner "*Lydia Gibbs*," of Charleston, whereof Thomas Watson is master (or whoever shall go for master), to proceed in the said vessel from Havana to Annobon, from thence to a port of discharge, whether in the West Indies or the United States, and to do our duty faithfully in our respective stations, abiding by the rules and regulations stated in her original shipping articles, hereunto annexed, in the same manner as if our names had been subscribed thereto.

Date of Entry.	Names of Seamen.	Country to which they belong	Monthly Wages.	Age.	Height.	Complexion.	Colour of Hair.	Witness to Signing.
1858			Dols.		Ft. in.			
Mar. 8	Thos. Watson, Captain.	United States	30	25	5 10	Fair	Dark	Danwarrus.
" 8	R. C. Welling, Mate	New York	25	17	5 5	Light	Dark brown	Ditto.
" 8	John Russell (his mark), Cook	Ditto	20	25	5 6	Ditto	Light brown	Ditto.
" 8	James Anderson (his mark), Seaman	Boston	20	21	5 2	Ditto	Dark brown	Ditto.
" 8	Richard Nash (his mark), Seaman	Philadelphia	20	39	5 8½	Ditto	Ditto	Ditto.
" 8	John Barber (his mark), Seaman	Boston	20	23	5 9½	Ditto	Light brown	Ditto.

Inclosure 15 in No. 262.

Certificate by Mr. Blythe, dated Havana, March 9, 1858.

[See Inclosure 9 in No. 262.]

Inclosure 16 in No. 262.

Muster-Roll and Agreement.

United States of America.

IT is agreed between the master and seamen, or mariners, of the schooner "*Lydia Gibbs*," of Charleston, whereof Thomas Watson is at present master, or whoever shall go for master, now bound from the port of Charleston, South Carolina, to one or more ports in the Gulf of Mexico, and back to a port of discharge in the United States.

And it is expressly agreed that should the said ship on the said voyage be seized, detained, or fined, for smuggling tobacco, or any other article, by one or more of the undersigned sailors, cooks, or stewards, they shall all be responsible for the damages thence resulting, and shall severally forfeit their wages and all their goods and chattels on board to the amount of such damage, and that the certificate of the person or persons who may

seize, detain, or fine said ship for smuggling, signed by him or them, and verified by the American Consul at _____, under his seal of office, shall be conclusive evidence of the facts therein stated in all Courts whatsoever, especially and as to the fact that smuggling had been committed; the individual or individuals by whom the same had been committed; the amount of the fine imposed therefor upon the said ship; the incidental expenses thereon; and the number of days the said ship was detained in consequence thereof. No grog allowed, and none to be put on board by the crew; and no profane language allowed, or any sheath knives permitted to be brought or used on board.

That in consideration of the monthly, or other wages against each respective seaman or mariner's name hereunder set, they severally shall and will perform the above-mentioned voyage; and the said master doth hereby agree with and hire the said seamen or mariners for the said voyages, at such monthly wages or prices to be paid pursuant to this agreement, and the laws of the Congress of the United States of America; and they, the said seamen or mariners, do severally hereby promise and oblige themselves to do their duty and obey the lawful commands of their officers on board the said vessel, or the boats thereunto belonging, as become good and faithful seamen or mariners; and at all places where the said vessel shall put in, or anchor at, during the said voyage, to do their best endeavours for the preservation of the said vessel and cargo, and not to neglect or refuse doing their duty by day or night; nor shall go out of the said vessel on board any other vessel, or be on shore, under any pretence whatsoever, until the above said voyage be ended, and the said vessel be discharged of her loading, without leave first obtained of the captain or commanding officer on board; that in default thereof, he or they will be liable to all the penalties and forfeitures mentioned in the Marine Law, enacted for the government and regulation of seamen in the merchant service, in which it is enacted: "That if any seaman or mariner shall absent himself from on board the ship or vessel, without leave of the master or officer commanding on board, and the mate or other officer having charge of the log-book shall make an entry therein of the name of such seaman or mariner on the day on which he shall so absent himself; and if such seaman or mariner shall return to his duty within forty-eight hours, such seaman or mariner shall forfeit three days' pay for every day which he shall so absent himself, to be deducted out of his wages; but if any seaman or mariner shall absent himself for more than forty-eight hours at one time, he shall forfeit all wages due to him, and all his goods and chattels which were on board the said ship or vessel, or in any store where they may have been lodged at the time of his desertion, to the use of the owner or owners of the said ship or vessel; and, moreover, shall be liable to pay him or them all damages which he or they may sustain by being obliged to hire other seamen or mariners in his or their place."

And it is further agreed that in case of desertion, death, or imprisonment, the wages are to cease.

And it is further agreed by both parties, that each and every lawful command which the said master or other officer shall think necessary hereafter to issue for the effectual government of the said vessel, suppressing immorality and vice of all kinds, shall be strictly complied with, under the penalty of the person or persons disobeying, forfeiting his or their whole wages or hire, together with everything belonging to him or them on board the said vessel.

And it is further agreed on, that no officer or seaman belonging to the said vessel shall demand or be entitled to his wages, or any part thereof, until the arrival of the said vessel at the said vessel's final port of discharge, and her cargo delivered.

And it is hereby further agreed between the master, officers, and seamen of the said vessel, that whatever apparel, furniture, and stores each of them may receive into their charge, belonging to the said vessel, shall be accounted for on her return; and in case anything shall be lost or damaged through their carelessness or inefficiency, it shall be made good by such officer or seaman by whose means it may happen, to the master and owners of the said vessel.

And whereas, it is customary for the officers and seamen while the vessel is in port, or while the cargo is delivering, to go on shore at night to sleep, greatly to the prejudice of such vessel and freighters: Be it further agreed by the said parties, that neither officer nor seaman shall, on any pretence whatever, be entitled to such indulgence, but shall do their duty by day in discharge of the cargo, and keep such watch by night as the master shall think necessary to order relative to said vessel or cargo.

And whereas it frequently happens that the owner or captain incurs expenses while in a foreign port relative to the imprisonment of one or more of his officers or crew, or in the attendance of nurses, or in the payment of board on shore for the benefit of such person or persons: Now it is understood and agreed by the parties hereunto, that all such

expenditures as may be incurred by reason of the foregoing premises shall be charged to and deducted out of the wages of any officer, or such one of the crew by whose means or for whose benefit the same shall have been paid.

And whereas it often happens that part of the cargo is embezzled after being safely delivered into lighters, and as such losses are made good by the owners of the vessel: Be it therefore agreed by these presents, that whatever officer or seaman the master shall think proper to appoint shall take charge of her cargo in the lighters, and go with it to the lawful quay, and there deliver his charge to the vessel's husband or his representative to see the same safely landed.

That each seaman or mariner who shall well and truly perform the above-mentioned voyage (provided always, that there be no desertion, plunderage, embezzlement, or other unlawful acts committed on the said vessel's cargo or stores) shall be entitled to the payment of the wages or hire that may become due to him pursuant to this agreement, as to their names is severally affixed and set forth.

Provided nevertheless, that if any of the said crew disobey the orders of the said master or other officer of the said vessel, or absent himself at any time without liberty, his wages due at the time of such disobedience or absence shall be forfeited; and in case such person or persons so forfeiting wages shall be reinstated or permitted to do further duty, it shall not do away such forfeiture.

It being understood and agreed by the said parties that parol proof of the misconduct, absence, or desertion of any officer or any of the crew of the said vessel, may be given in evidence at any trial between the parties to this contract, any act, law, or usage to the contrary thereof notwithstanding.

In testimony whereof, and for the due performance of each and every of the above-mentioned articles and agreements, and acknowledgement of their being voluntary and without compulsion, or any other clandestine means being used, agreed to and signed by us, we have each and every of us hereunto affixed our hands, the month and day against our names as hereunder written.

And it is hereby understood and mutually agreed, by and between the parties aforesaid, that they will render themselves on board the said vessel on or before Wednesday, the 20th day of January, 1858, at 10 o'clock in the forenoon.

Names.	Station.	Birth-place.	Age.	Height.	Wages per Month.	Advance Wages.	Witness.
Thos. Watson ..	Captain.			Ft. in.	₪	₪	A. W. Black, Notary Public.
R. C. Welling ..	Mate ..	South Carolina ..	25	5 10	30	20	
Jos. Williams ..	Cook and steward	Ditto ..	38	5 7	25	15	
John Barber ..	Seaman ..	Pennsylvania ..	42	5 7	14	10	
Richard Nash ..	Ditto ..	Massachusetts ..	21	5 4	14		
Jas. Anderson ..	Ditto ..	..	..	..	14	
John Donohue ..	Ditto ..	..	..	..	14	10
John Russell ..	Ordinary seaman.	South Carolina ..	16	5 4	6		

List of Persons composing the Crew of the Schooner "Lydia Gibbs," of Charleston, whereof is Master, Thomas Watson, bound for the West Indies.

Names.	Places of Birth.	Places of Residence.	Of what Country Citizens or Subjects.	Description of their Persons.			
				Age.	Height.	Complexion.	Hair.
Thomas Watson.					Ft. in.		
R. C. Welling ..	South Carolina	Charleston ..	United States ..	25	5 10	Light ..	Brown.
Jos. Williams ..	Ditto ..	Ditto ..	Ditto ..	38	5 7	Dark ..	Dark.
John Russell ..	Ditto ..	Ditto ..	Ditto ..	16	5 4	Light ..	Brown.
John Barber ..	Pennsylvania ..	Ditto ..	Ditto ..	42	5 7	Ditto ..	Ditto.
Richard Nash ..	Massachusetts ..	Ditto ..	Ditto ..	21	5 4	Ditto ..	Ditto.
Jas. Anderson ..	No proof.						
John Donohue ..	Ditto.						

I, Thomas Watson, do solemnly, sincerely, and truly swear that the within list
CLASS B.

contains the names of the crew of the schooner "*Lydia Gibbs*," together with the places of their birth and residence, as far as I can ascertain the same.

(Signed)

THOS. WATSON.

Sworn this 20th day of January, 1858.

Before me,

(Signed)

THOS. D. JERVEY, *Deputy Collector, Charleston.*

I do certify that the within is a true copy of the list of the crew of the schooner "*Lydia Gibbs*," of Charleston, whereof Thomas Watson is master, taken from the original on file in this office.

Given under my hand and seal of office, at the Custom-house, this 20th day of January, 1858.

(Signed)

THOS. D. JERVEY, *Deputy Collector.*

I do hereby further certify, that the within-named persons who compose a part of the company of the above-mentioned schooner, whereof Thomas Watson is at present master, have produced to me proof in the manner directed in the Act entitled "An Act for the Relief and Protection of American Seamen." And pursuant to the said Act and to the Act Supplementary to the Act concerning Consuls and Vice-Consuls, and for the further protection of American seamen, I do hereby certify that the said crew, except the last named two, are citizens of the United States of America.

Given under my hand and seal of office this 20th day of January, 1858.

(Signed)

THOS. D. JERVEY, *Deputy Collector.*

Inclosure 17 in No. 262.

The Earl of Malmesbury to Mr. Dallas.

Sir,

Foreign Office, April 30, 1859.

IN the letter which you did me the honour to address to me on the 18th of January last, you state that you have been directed to bring to the notice of Her Majesty's Government certain documents tending to disclose an alleged practice on the part of British naval officers on the African Station, to warn suspected slavers sailing under the American flag, that if they are captured by the United States' vessels they will be sent home for trial and probably convicted, thus encouraging the destruction of evidences which would render such vessels liable to the penalties of American law. You state, further, that in such a practice there cannot fail to be recognized an abuse demanding remedy, if a remedy can be devised; and you express a hope that Her Majesty's Government will deem the subject worthy of inquiry, and will cause the practice to be abandoned as soon as convinced of its existence.

In reply, I beg leave to observe that the documents inclosed in your letter, and on which the representation which you have been instructed to make to Her Majesty's Government appears to be founded, relate to the capture by British cruizers, of two vessels, stated to be the "*Kate Ellen*" and the "*Isabella*;" but it is only with regard to the latter vessel that the charge is made that threats and intimidation were used by the British officer who boarded her, to induce her master to haul down his colours and to give his vessel up as a prize. And the evidence adduced in support of this charge is given by two sailors, Portuguese or Spaniards, who state, that they were on board the "*Isabella*" when she was captured.

In the case of one of these men, a Portuguese sailor, Commander Totten, of the United States' sloop "*Vincennes*," who examined him, reports that the man was so contradictory and evasive that he could give little credit to his statement; and that when asked whether he would go before the American Consul and take an oath to the truth of his statement, he declined doing so.

It can scarcely, therefore, be expected that Her Majesty's Government should give more credit to this man's statement than is accorded to it by the Commander of the United States' ship of war who was on the spot, and was better enabled than any one else to form a correct opinion of the value of the man's testimony.

As regards the statement of the sailor Fernandez, whose deposition respecting the capture of the "*Isabella*" was taken in the hospital at Loanda, I have to observe that this man asserts that the "*Isabella*" was boarded by a boat's crew from the English brig-

of-war "Orion," and that the master, acting under threats from the English officer, ordered the mate to haul the flag down, which was done against the will of the crew.

But I beg leave to state that there is no British cruizer named the "Orion" employed on the African Coast, nor has any information been received by Her Majesty's Government of the capture by any of Her Majesty's cruizers of a vessel called the "Isabel" or "Isabella." It can only be inferred, therefore, that this man's statement is as little deserving of credit as that of his companion the Portuguese sailor, who was examined by the Commander of the "Vincennes."

I have, in conclusion, to add, that Her Majesty's Government are most anxious to put a stop to any improper interference on the part of British officers with *bonâ fide* American vessels; but the evidence adduced in the present instance seems so utterly valueless, and is given by persons whose evident connection with the Slave Trade render their statements altogether untrustworthy, that, in the opinion of Her Majesty's Government, it fails entirely to prove that there has been any improper interference on the part of British officers with American vessels.

I am, &c.
(Signed) MALMESBURY.

Inclosure 18 in No: 262.

The Earl of Malmesbury to Mr. Dallas.

Sir,

Foreign Office, April 30, 1859.

I HAVE not failed to cause inquiries to be made respecting the case of the schooner "Lydia Gibbs," the capture of which vessel by Commander Close, of Her Majesty's ship "Trident," formed the subject of your note to me of the 31st of January last; and although I am not yet in possession of the reply of Commander Close to the statements contained in your note, purporting to give an account of the circumstances under which the "Lydia Gibbs" was captured, I am enabled to offer a few observations with regard to the representation which you have been instructed to make to Her Majesty's Government in this case.

You state that the following facts are to be drawn from the papers inclosed in your letter:—

1. That the "Lydia Gibbs" arrived at Whydah on the 22nd of May, 1858, where, discharging a portion of her cargo, she remained till the 29th of May, her captain and Commander Close (who made the capture) being known to each other, and having some degree of social intercourse.

That she left Charleston about the 20th of January, and Havana about the 9th of March preceding.

2. That the "Lydia Gibbs" had colours and papers attesting her American character, the flag of the United States, the register, the shipping articles, the list of crew, the invoice of cargo, of 150 pipes of rum, and of stores, the Consular certificates—all genuine and satisfactory.

3. That the "Lydia Gibbs" had given, by her course of proceeding, no ground to suspect her being engaged in illicit Traffic; that not an article of her cargo or equipment was of questionable character; and that the certificate of Commander Close himself, left at the time of capture, asserts his only object of search to have been "to ascertain whether she is engaged in the Slave Trade under false colours."

4. That Captain Watson refused to exhibit the schooner's papers at the demand of Commander Close; that he had previously stated his reason for doing so to that officer; and that when she was finally seized he left his vessel, went, as would seem, to Whydah on the 30th of May, was attacked by the yellow fever, and died on the 15th of July. You add, that the fate of the "Lydia Gibbs" was equally expeditious; that she was taken to Sierra Leone, a considerable distance from Whydah, libelled in the Vice-Admiralty Court there, and condemned solely for the non-production of papers, then far away in the hands of her dying master.

As regards the first two points, which relate to the movements of the "Lydia Gibbs," and to her having been at one time furnished with genuine papers, I have to observe that there is nothing contained in the statements in your note on these heads at all inconsistent with the fact of that vessel having been subsequently, and at the time of her capture, engaged in the Slave Trade, without colours or papers; and I do not purpose, therefore, to offer any further comment on these points.

But with regard to the third point, in which you state that the "Lydia Gibbs" had

given, by her course of proceeding, no ground to suspect her being engaged in illicit Traffic, and that not an article of her cargo or equipment was questionable, I have to state that the information in the possession of Her Majesty's Government leads to a totally different conclusion.

Commander Close, in his report of the capture of this vessel, states as follows :—" On the morning of the 29th May, 1858, in latitude 6° 13' north, longitude 2° 0' east, I chased and captured a fore-and-aft-rigged schooner, fully equipped for the Slave Trade; and at the time of capture she had no papers or colours on board, but she bears the name on her stern of the '*Lydia Gibbs*.' By the little information I could obtain from the people on board (who called themselves passengers), it would appear she filled up with fresh water and her slave cargo at Havana, and that she had been boarded by Her Majesty's ships '*Sharpshooter*' and '*Hecla*.' The money for the slaves and 150 casks of spirits had been landed at Aghwey or Popoe. There were seventeen people on board at the time of capture, half of whom were secreted under hatches. In the hold I found the slave-deck, a ground tier of water-casks full of fresh water, slave-food for 600 slaves, very large slave-coppers, large quantities of fire-wood, tin utensils, and wooden spoons for the slaves.

"The cargo of slaves for the '*Lydia Gibbs*' had been marched down from the town on to the beach the day before I took her."

I cannot permit myself to doubt that you will see in the foregoing Report of Commander Close, a statement of facts totally inconsistent with the assertion that not an article of the "*Lydia Gibbs*'s" equipment was of a questionable character, and that she had given by her course no grounds to suspect her being engaged in illicit Traffic.

But if further corroborative evidence were required of the illegal nature of the "*Lydia Gibbs*'s" voyage, it will be found in an official communication received by Her Majesty's Government from the United States, dated the 2nd of June last, just two days after the capture of this vessel by Her Majesty's ship "*Trident*."

It is therein stated :—

"There sailed from Charleston a short time since, a schooner called the '*Lydia Gibbs*,' commanded and owned by a person named Watson, ostensibly on a voyage to the West Indies, in the trade between which and Charleston Watson has been engaged for upwards of twenty years. Until now, however, he has never had a vessel of his own, but has sailed in the employ of Mr. Chapman, a merchant of Charleston.

"At the time of the vessel's departure no particular suspicions were entertained that she was about to engage in an illicit traffic; but when she arrived in the Havana she was sold to persons unknown for the sum of 12,000 dollars (her whole cost when new having been 7,000 dollars), and she has proceeded under the command of Watson to the Coast of Africa, manned by a crew of Americans, and beyond doubt under her original American papers. The owner himself is a Scotchman, but naturalized in the United States. He is to receive 6,000 dollars for the voyage, whether successful or not, 6,000 dollars more if he escape detection, and, in addition, a certain number of the slaves actually landed in Cuba for his own share.

"The schooner is said to be very fast indeed, having been built for great speed, and furnished with every appliance for insuring it.

"At the present juncture, it becomes important that Her Majesty's Government should be furnished with every possible proof of the shameless manner in which the flag of the United States is used to cover the Slave Trade."

Mr. Crawford, Her Majesty's Consul-General in Cuba, also informed Her Majesty's Government that the "*Lydia Gibbs*" had been purchased by the slave-traders in that island for the purpose of being employed in the Slave Trade.

These reports, from sources entirely different and unconnected with one another, must, in the opinion of Her Majesty's Government, force conviction on any impartial mind that the "*Lydia Gibbs*" was equipped for, and engaged in, the detestable Traffic in Slaves at the time when she was captured by a British cruiser.

I now come to the fourth point alluded to in your note. It is thereby made to appear that the "*Lydia Gibbs*" was seized because Captain Watson refused to exhibit his ship's papers to Commander Close, to whom it is alleged that he had previously explained the motives of his refusal, and that Captain Watson having abandoned his vessel when she was finally seized, and having taken his papers with him, the "*Lydia Gibbs*" was sent to Sierra Leone, where she was condemned in the Vice-Admiralty Court, solely on account of the non-production of her papers, then far away in the hands of her dying master.

The foregoing statement appears to have been made by some person unknown, whose account of what passed between Commander Close and the master of the "*Lydia Gibbs*," previous to and on the occasion of the capture of that vessel, may be judiciously quoted.

It runs as follows :—

“Commander Close had either been schoolmate or playfellow with Captain Watson. At any rate they were well acquainted with each other’s families ; so much so that they visited each other in a friendly way, until one day the subject of conversation turned upon the right of search, when Captain Watson promptly declared, should war take place on that account, he would fight for the flag under which he sailed, and would never submit to be searched, and should such a thing be attempted on him, that he would abandon his ship, but would never show his papers, and would trust to his Government to see him righted.

“This assertion on the part of Captain Watson so irritated Commander Close, that he took his departure swearing that he would find means to search the damned Yankee schooner yet. On the following morning, May the 29th, he sent Captain Watson a note directing him how to consign some cigars that he had previously ordered, and stating that he was going to sea for a cruize. The schooner also got under weigh the same morning to proceed on her trading voyage, when she was abruptly ordered to heave-to, and on being boarded by the officer of the steamer her flag was torn down by him, and the British flag hoisted.

“On being asked by Captain Watson the reason for such a course, he answered, ‘I’ll damn soon let you see,’ and without further delay ordered his men to search for the money (slavers are supposed to always have a large quantity on board), and so exasperated was he at not finding his darling prize-money that he robbed every man on board of not only money, but clothing, even to their shirt-buttons and rings. Captain Watson determined to abandon his vessel, which he did. On finding that he had no sufficient proof to condemn the schooner, unless he could obtain her papers, Commander Close attempted to purchase them, and Captain Watson has been heard to declare that Commander Close had offered him the sum of 1000*l.* sterling if he would deliver up his papers.

“Captain Watson was for making his way home to present his case to the United States’ Government, when he was taken sick with the disease which terminated his life.”

Now when such statements as those which I have just quoted are made the subject of an official representation to Her Majesty’s Government, it might, in justice, be expected that some proof would be adduced in support of the serious charges brought against a British officer ; but there is positively not a vestige of evidence of any kind. The whole of the foregoing statement is given not by a person who could bear testimony to facts of which he himself was witness, but is founded on hearsay, the name of the person on whose authority it is made not even being mentioned ; indeed, it appears from the documents inclosed in your note that Mr. Summerfield, the person at the Havana at whose instigation it would appear that the case of the “*Lydia Gibbs*” is taken up, never even saw the anonymous gentleman from Africa on whose alleged authority it is that the representation which you have been instructed to make to Her Majesty’s Government is founded.

The case of the “*Lydia Gibbs*” appears to be a type of the usual course pursued by the Cuban slave-traders in carrying on their Traffic.

An American vessel is purchased ; and although she has passed into the hands of Spaniards, and is no longer entitled to the protection of the United States’ Government, she is sent to the African coast with her American papers and colours, and these protect her up to the moment when all her arrangements are made, and she is about to ship her cargo of slaves. Then, if detected by a British cruizer, the papers are usually destroyed, and the vessel given up ; or, as in the case of the “*Lydia Gibbs*,” the papers are retained by the American master, and serve as a basis whereon representations are founded by parties connected with the Slave Trade, who endeavour to make use of a foreign Government in order to prevent the interference of British cruizers with the Slave Trade.

I feel assured, Sir, that your Government, apart from all other considerations, cannot but view this case in the same light in which it is regarded by that of Her Majesty.

I am, &c.

(Signed) MALMESBURY.

The Earl of Malmesbury to Lord Lyons.

(Extract.)

Foreign Office, May 6, 1859.

I TRANSMIT to your Lordship herewith a copy of a despatch from Her Majesty's Judge in the Mixed Commission Court at Sierra Leone, containing a Report upon the Slave Trade on the West Coast of Africa during the past year.*

I also inclose extracts of a Report on the same subject from Commodore Wise.†

It will be seen from these Reports that the Slave Trade continues to be extensively carried on on the African coast, and almost exclusively by vessels sailing under the American flag, and provided with genuine American papers.

It moreover appears that while the American flag is made to cover a Traffic which is declared to be piracy by the laws of the United States, and American citizens engage in it almost with impunity, the squadron or naval force of vessels of suitable numbers and descriptions to carry in all not less than eighty guns, which the United States are bound by Treaty to maintain on the African coast for the suppression of the Slave Trade, is practically reduced to one sailing-vessel of twenty guns.

Commodore Wise, in his Report to Rear-Admiral the Honourable Sir F. Grey, the Commander-in-chief of Her Majesty's naval forces on the African station, states as follows:

"Although American men-of-war on this station have acted with considerable energy during the last few months, yet their services can be of small avail when, as you are aware, the disposition of the squadron may be stated as follows:—Cumberland (flag), 24 guns, visits the coast for a few weeks, generally twice a-year; the 'St. Louis,' 20 guns, has never visited the coast, to my knowledge, since July 1857. The actual cruising is divided between the 'Marion,' 16 guns, and the 'Vincennes,' 20 guns; but for want of a depôt of provisions at any other place than Porto Praya, within a few weeks after either of these vessels reaches St. Paul de Loanda, she is obliged to return for provisions to Porto Praya; and as both vessels are seldom on the coast together, the United States' squadron of 80 guns is reduced to one sailing-corvette of 20 guns, present about nine months of the year. Their efforts to prevent the prostitution of their flag must therefore be unsuccessful."

This statement is corroborated, also, by reports received from other official sources, and Her Majesty's Government do not doubt that, if the United States' Government will call upon the Commander of their squadron on the African coast for a Return of the number of days the vessels under his orders have been actually employed in cruising off the coast of Africa, it will at once be seen how inadequate have been the means employed to prevent the American flag from being used to cover a Traffic which the Government of the United States has solemnly repudiated.

Nor can it, in justice, be stated that there has been any exaggeration in the extent to which the United States' flag has been used to cover the Slave Trade.

Besides the numerous vessels which have been captured during the past year by Her Majesty's cruizers, the following vessels, sailing under American colours, and, it is believed, furnished with genuine American papers, are known also to have escaped with cargoes of slaves: the "*Merchant*," "*Telegraph*," "*Wm. Montague*," "*Blooming Youth*," "*Trovador*," "*Charlotte*," "*Ellen*," "*Venus*," "*Wanderer*;" and to these may be added the several vessels taken by United States' ships of war.

At the present moment Her Majesty's Government are in possession of information showing that not less than fifteen vessels, sailing under the American flag, and destined to be engaged in the Slave Trade, have either recently sailed or are about to sail from American and Cuban ports, and although several of these vessels are known to have been sold to the Cuban slave-traders, they still retain their American colours, and are furnished with American papers.

I have to instruct your Lordship to bring to the notice of the United States' Government the state of things which I have above depicted; and you will express the hope of Her Majesty's Government that the measures proposed by the President for placing small steam-vessels on the coast of Africa, may, without loss of time, be carried into effect.

* Class A, No. 1.

† Ibid., No. 95.

No. 264.

The Earl of Malmesbury to Lord Lyons.

My Lord,

Foreign Office, May 13, 1859.

I TRANSMIT to your Lordship herewith a copy of a despatch from Mr. Gabriel, Her Majesty's Judge in the Mixed Commission Court at Loanda,* reporting that the American barque "*Panchita*" succeeded in shipping a cargo of slaves from the African Coast at Mangue Grande, between Ambrizette and the River Congo, with which she got clear off; her American colours and papers having prevented Her Majesty's cruisers from interfering with her, although the traffic in which she was destined to be engaged was perfectly well known to the commanders of several of Her Majesty's ships by whom she had been previously fallen in with.

Your Lordship will communicate the substance of Mr. Gabriel's report to the United States' Government.

I am, &c.

(Signed) MALMESBURY.

No. 265.

Lord Lyons to the Earl of Malmesbury.—(Received May 16.)

(Extract.)

Washington, April 30, 1859.

I HAVE the honour to report that General Cass told me this morning that the orders had been already issued for the departure of two steam-vessels for the Coast of Africa; indeed, that one (the "*San Jacinto*"), had, he believed, already sailed. He added that three steam-vessels would (as he had before told me), be sent to the neighbourhood of Cuba, so soon as the return of the squadron from Paraguay should place vessels of that description at the disposal of the Navy Department.

No. 266.

The Earl of Malmesbury to Lord Lyons.

My Lord,

Foreign Office, May 25, 1859.

I TRANSMIT to your Lordship the accompanying extracts of a despatch from Rear-Admiral the Honourable Sir F. W. Grey, reporting upon the Slave Trade on the African coast.†

The greater part of the information contained in this Report has already at various periods been communicated to Her Majesty's Legation at Washington; but it may, perhaps, be useful to you in any discussions which you may have with the United States' Government relative to the Slave Trade, to be in possession of Admiral Grey's opinions on the subject.

I am, &c.

(Signed) MALMESBURY.

No. 267.

Lord Lyons to the Earl of Malmesbury.—(Received June 12.)

My Lord,

Washington, May 28, 1859.

I HAVE the honour to acknowledge the receipt, yesterday, of your Lordship's despatch of the 13th instant, and to transmit herewith a copy of the note which, in obedience to your Lordship's instructions, I addressed to the United States' Secretary of State upon the subject of the escape of the "*Panchita*," to which that despatch related.

I have, &c.

(Signed) LYONS.

* Class A, No. 49.

† Ibid., No. 100.

Inclosure in No. 267.

Lord Lyons to General Cass.

Sir,

Washington, May 27, 1859.

I AM directed by Her Majesty's Government to acquaint you that they have received an official report from Loanda of the escape of the barque "*Panchita*," under American colours, with a cargo of slaves on board, which she had succeeded in shipping at Mangué Grande, between Ambrizette and the River Congo.

The character of this vessel, and the nature of the Traffic in which she was engaged, were perfectly well known to the commanding officers of several of Her Majesty's ships, who had previously fallen in with her; but her colours, and the American papers with which she was regularly provided, protected her from all interference on the part of British cruizers.

It was reported at Loanda that the "*Panchita*" left New York on the 6th of September last; that she was owned by J. T. Dobson, of that city, a name said to be well known in connection with Slave Trade enterprises on the African coast; that she was commanded by an American citizen named P. R. Stanhope; and that she had on board two Spaniards or Portuguese as passengers.

It is further stated that this same vessel was detained and sent to the United States by Her Majesty's ship "*Sappho*" in May 1857, and that her escape is specially to be lamented, inasmuch as it will certainly tend to inspire the slave-traffickers with greater confidence in the security and protection offered them by the American flag.

I have, &c.

(Signed) LYONS.

No. 268.

Lord Lyons to the Earl of Malmesbury.—(Received June 20.)

My Lord,

Washington, June 6, 1859.

IN my despatch of the 28th ultimo, I had the honour to transmit to your Lordship a copy of the note which, in obedience to the instructions conveyed to me in your Lordship's despatch of the 13th ultimo, I addressed to General Cass respecting the escape under American colours of the notorious slaver "*Panchita*."

I have now the honour to inclose a copy of the note which General Cass has addressed to me in reply, expressing the regret of the United States' Government at the occurrence, and their hope that the contemplated change in the composition of their African squadron may put a stop for the future to this abuse of the American flag.

I have, &c.

(Signed) LYONS.

Inclosure in No. 268.

General Cass to Lord Lyons.

My Lord,

Washington, June 2, 1859.

I HAVE the honour to acknowledge the receipt of your Lordship's note of the 27th ultimo, advising me of the receipt by Her Britannic Majesty's Government of an official report from Loanda of the escape of the barque "*Panchita*," under American colours, with a cargo of slaves on board, in which report the escape of that vessel is specially lamented on the ground that it will certainly tend to inspire the slave-traffickers with greater confidence in the security and protection afforded them by the American flag.

In reply, I have the honour to state that the Government of the United States regrets exceedingly to learn of the escape of the "*Panchita*," which has now a second time eluded the grasp of the law; but it is confidently hoped that the measures proposed by the President for placing small steam-vessels on the Coast of Africa and Cuba will, when carried into effect, do a great deal towards putting a stop to the abuse of the American flag for Slave Trade purposes.

I have, &c.

(Signed) LEW. CASS.

No. 269.

Lord Lyons to the Earl of Malmesbury.—(Received June 20.)

(Extract.)

Washington, June 7, 1859.

THE inclosed Circular, requesting masters of American vessels to display their colours whenever they meet a ship-of-war at sea, has been issued by the Treasury Department to the Collectors of Customs, and has been published in several newspapers. It has not been communicated to me by the State Department, but I have ascertained that it is authentic.

Inclosure in No. 269.

*Circular.**Washington, May 26, 1859.*

THE Secretary of the Treasury has prepared a circular, addressed to the Collectors of Customs, saying: "The immunity of our merchant-vessels at sea from seizure, search, detention or visit, in time of peace, by the vessels of war of any foreign nation, being now admitted by all the maritime Powers of the world, it is very desirable that the nationality of our vessels should always be promptly displayed in the presence of a ship-of-war. The Secretary of the Treasury is directed by the President to instruct Collectors of the Customs to request the captains in the merchant service, at their respective ports, always to display their colours as promptly as possible, whenever they meet upon the ocean an armed cruizer of any nation."

No. 270.

Lord Lyons to the Earl of Malmesbury.—(Received June 27.)

My Lord,

Washington, June 13, 1859.

WITH reference to your Lordship's despatch of the 20th ultimo, I have the honour to inclose a copy of a note which, in obedience to your instructions, I addressed to General Cass, respecting the circumstances attending the boarding of the American barque "Catherina," and also a copy of a note in which General Cass acknowledges the receipt of my above-mentioned communication.

I have, &c.
(Signed) LYONS.

Inclosure 1 in No. 270.

Lord Lyons to General Cass.

Sir,

Washington, June 6, 1859.

I HAVE been instructed by Her Majesty's Government to acquaint the Government of the United States that Commander Bowden, of Her Majesty's ship "Medusa," in a letter dated the 1st of March, at Badagry on the Bight of Benin, has reported to the Lords Commissioners of the Admiralty that on anchoring off that place he perceived a vessel in shore without any colours flying, and that considering she might be engaged in the Slave Trade he caused her to be boarded. Finding her, however, to be the American barque "Catherina," and apparently a legal trader, he did not interfere with her.

I have, &c.
(Signed) LYONS.

Inclosure 2 in No. 270.

General Cass to Lord Lyons.

My Lord,

Washington, June 7, 1859.

I HAVE the honour to acknowledge the receipt of your Lordship's note of yesterday, in which, under the instructions of Her Majesty's Government, you bring to the knowledge

CLASS B.

2 G

of the Government of the United States the fact of the boarding, by Commander Bowden, of Her Majesty's ship "Medusa," of the American barque "Catherina," on suspicion of her being engaged in the Slave Trade.

I avail, &c.
(Signed) LEW. CASS.

No. 271.

Lord J. Russell to Lord Lyons.

(Extract.)

Foreign Office, July 8, 1859.

THE archives of your Lordship's Mission will furnish evidence of the repeated instances in which Her Majesty's Government have, with regret, found themselves compelled to call attention to the fraudulent use of the American flag for Slave Trade purposes.

This abuse, as your Lordship is aware, is no longer confined to hoisting the United States' ensign, but is systematically covered by the production of ships' papers, which, although originally genuine when the vessel sailed from the United States, are, in reality fraudulent when produced on the coast of Africa, in consequence of transfers which have taken place in the interval.

Such a system might at once be checked by the active interference of United States' cruizers; but owing to the insufficiency of the squadron now maintained, this interference cannot be effectively carried out, and the Slave Trade is consequently increasing to an alarming extent.

A striking instance of this is shown in a despatch from Her Majesty's Commissioner at Loanda, of which I herewith transmit to you a copy.* Your Lordship will read that despatch to General Cass, calling his Excellency's particular attention to the latter part of it, which shows that notwithstanding that Mr. Gabriel has pointed out to American officers that the River Congo is the great slave-mart to which American vessels resort, no cruiser of the United States has entered that river for six months.

No. 272.

Lord J. Russell to Lord Lyons.

My Lord,

Foreign Office, July 15, 1859.

I TRANSMIT, for your Lordship's information, a copy of a despatch addressed by Commander Hodgkinson, of Her Majesty's ship "Viper," to the Admiralty,† detailing the circumstances under which he boarded the American barque "J. J. Cobb," suspected of being engaged in the Slave Trade.

I am, &c.
(Signed) J. RUSSELL.

No. 273.

Lord J. Russell to Lord Lyons.

(Extract.)

Foreign Office, July 15, 1859.

I INCLOSE, for your Lordship's information, copy of a despatch addressed to the Admiralty by Lieutenant Simpson, commanding Her Majesty's ship "Pluto," detailing the circumstances under which he boarded the United States' barque "Ardennes," and enabled the Commander of the United States' corvette "Marion" to take her in charge.‡

* Class A, No. 54.

† Ibid., No. 104.

‡ Ibid., No. 103.

No. 274.

Lord J. Russell to Lord Lyons.

My Lord,

Foreign Office, July 15, 1859.

I TRANSMIT, for your Lordship's information, copies of a letter and its inclosure from Lieutenant Simpson, commanding Her Majesty's ship "Pluto,"* reporting the circumstances under which he boarded the American barque "Orion," off Magna Bona, on the 9th of April last.

I am, &c.
(Signed) J. RUSSELL.

No. 275.

Lord J. Russell to Lord Lyons.

My Lord,

Foreign Office, July 22, 1859.

WITH reference to my despatch of the 15th instant, I inclose, for your Lordship's information, copy of a letter from Commander Burton, of Her Majesty's ship "Triton," to the Secretary to the Admiralty,† reporting his having boarded and detained the barque "Orion" under American colours, and inclosing copies of a correspondence on the subject which has passed between him and the Commander of the United States' sloop of war "Marion."

I am, &c.
(Signed) J. RUSSELL.

No. 276.

Lord J. Russell to Lord Lyons.

My Lord,

Foreign Office, July 29, 1859.

I TRANSMIT herewith, for your Lordship's information, copies of a letter and its inclosure from Commodore Wise,‡ reporting the circumstances attending the boarding of the American brigantine "H. C. Sampson," by an officer from Her Majesty's ship "Vesuvius."

I am, &c.
(Signed) J. RUSSELL.

No. 277.

Lord J. Russell to Lord Lyons.

My Lord,

Foreign Office, July 29, 1859.

I INCLOSE, for your Lordship's information, the accompanying extract of a letter from Lieutenant Hodgkinson, commanding Her Majesty's ship "Viper," to Commodore Wise,§ reporting the circumstances under which he had boarded the American barque "J. J. Cobb."

I am, &c.
(Signed) J. RUSSELL.

No. 278.

Lord J. Russell to Lord Lyons.

(Extract.)

Foreign Office, July 29, 1859.

I HAVE to instruct your Lordship to call the attention of General Cass to the fact that the Slave Trade is very greatly increasing, and that it is carried on almost entirely under the United States' flag; information having reached Her Majesty's Government of between fifty

* Class A, No. 105.

† Ibid., No. 106.

‡ Ibid., No. 107.

§ Ibid., No. 112.

and sixty vessels having left the United States' and Cuban ports within the last few months for the purpose of engaging in this Traffic.

Her Majesty's Government do not suppose that this Trade is carried on in order to supply the Southern States with slaves, but as a profitable traffic by unprincipled men. The price of a slave in Cuba is often from 800 to 1,000 dollars, and Spanish agents often receive as much as from 8,000 to 10,000 dollars for their connivance at the landing of a single cargo of slaves.

No representations made to the Spanish Government are of any avail to check the corruption and venality which prevail among their magistrates and agents, high and low, in Cuba.

This state of things is very serious. The natural susceptibilities of the United States in regard to their flag, and the strict rules of international law, prevent any effectual interference with the Slave Trade by British cruisers in the case of American ventures. But so much the more it behoves the United States' Government to take effectual means to save the honour of their flag from this abuse of its immunity.

It appears, moreover, from accounts recently received by Her Majesty's Government from the African coast, that slavers under the American flag are enabled to carry on their nefarious Traffic, even in the presence of United States' cruisers, owing to the omission in the laws of the United States, or in the instructions furnished to American cruisers, of provisions to define what constitute the fittings of a slave-vessel, and I have to instruct your Lordship to bring this defect to the notice of the United States' Government.

I need not tell your Lordship that we do not in any way question the zeal and sincerity of the United States' Government in this matter.

No. 279.

Lord Lyons to Lord J. Russell.—(Received August 1.)

(Extract.)

Washington, July 19, 1859.

I HAVE the honour to transmit to your Lordship copies of a note addressed to me by General Cass, and of a paper inclosed in it which contains an extract from instructions given by the Secretary of the Navy to the officer appointed to command the United States' squadron on the coast of Africa.

Inclosure 1 in No. 279.

General Cass to Lord Lyons,

My Lord,

Washington, July 18, 1859.

I HAVE the honour to transmit to you herewith, for the information of Her Britannic Majesty's Government, extracts from the instructions of the 6th instant, given by the Navy Department to Captain William Inman, appointed to command the squadron of the United States on the African Station.

I avail, &c.

(Signed) LEW. CASS.

Inclosure 2 in No. 279.

Mr. Toucey to Captain Inman.

(Extract.)

July 6, 1859.

IN regard to your duties in suppressing the Slave Trade, the following views are stated for your guidance.

The United States are sincerely desirous wholly to suppress the Traffic, and with that view have declared it piracy. They have by their Treaty with England come under specific stipulations upon the subject, to which your particular attention is called.

The object which the two Governments have in view, and the mode in which they propose to accomplish it, will at once be perceived from the plain language of the English Article of the Treaty.

I need not impress upon you the importance of strictly observing this stipulation, and preserving inviolate the pledged faith of your country upon this point. Nevertheless the

following suggestions may be found useful in enabling you to understand fully and precisely the views of your own Government upon this delicate subject.

The Government does not acknowledge the right in any other nation to visit and detain the vessels of American citizens engaged in commerce.

The flag which the vessel wears is *primâ facie*, although it is not a conclusive, proof of nationality: it is a mere emblem, and it loses its true character when it is worn by those who have no right to wear it. Any vessel that displays the American flag claims to be an American, and may therefore be rightfully boarded and examined by an American cruiser if there be any circumstances attending her to justify a suspicion that she is not what she professes to be. But this privilege does not extend to the cruisers of any other nation. The United States do not claim that the mere hoisting of their flag shall give immunity to those who have no right to wear it. Such a pretension would subject their flag to degradation and dishonour, because it would make it a cover for piracy and other crimes of similar atrocity; but their own citizens, who rightfully display it, are entitled to absolute immunity and protection. You will, therefore, at all times be prompt to prevent the search or detention of vessels of the United States on the high seas in the time of peace by the armed vessels of any other Power.

Should a vessel of the United States falsely assume the flag of any other nation, it will constitute no protection. You will, however, in all such cases where, from information or appearances, you have just reason to believe that the flag of any other nation has been falsely assumed by an American vessel, proceed with great care and caution. If it should be ultimately made to appear that she is a vessel of the United States, the case will be free from any difficulty or embarrassment. But if, on the other hand, she is in fact a vessel of any other nation, then you have no right whatever to arrest, detain, board, search, or examine her, or divert her from her course.

The authority to do so depends upon her nationality, whatever appearances may be, or whatever may be your information of her character.

You should, therefore, in all cases of apparently well-grounded suspicion, proceed with great consideration and caution, in order to guard against mistake.

You may approach the suspected vessel, and speak with her, showing your own flag. You may request her to display her flag; if she refuse or omit to do so, you may discharge towards her a gun loaded with blank cartridge only. If she still refuse or omit to display her colours, you may discharge a shotted gun, pointing it so as not to hit or endanger her. If she display the colours of any foreign nation, you can proceed no further, except upon apparently well-grounded suspicion of fraudulent assumption of foreign colours by her, and upon your own responsibility.

In such case it would be a reasonable course, with due notice of your intention, to send a boat to her for verification of her nationality.

If she exhibits the requisite authentic documents to establish her foreign nationality, you will neither board her, nor detain her, nor inquire into her commercial operations, nor exercise any authority over her; and if your course has been reasonable, both with regard to the extent and manner of the verification, any claim of indemnity for detention of the vessel or interruption of the voyage, especially where the fault lies with her, will be nominal or of little account.

You will note the circumstance upon her papers if requested; and, in all cases, immediately report the facts to your own Government, that they may be communicated to the Government of the country to which the suspected vessel belongs.

The United States, in stipulating to keep a squadron on the coast of Africa, meant to give to England and all the world an assurance of her determination and ability to protect her own flag against abuse, and thus remove all pretext for any interference with it by other nations.

England accepted this stipulation as satisfactory so far as she was concerned, and therefore she has no reason, and I trust no wish, to invade the rights of the United States in that respect. I advert to the subject here only to put you in possession of the views of your own Government for your guidance in forming such arrangements as you may find it convenient to make for co-operation with British cruisers. I would consider it highly desirable that a vessel of each nation should, as far as possible, cruize in company with a vessel of the other, so that each might be in a condition to prevent abuse of the flag of its own country.

In this way all just ground of difference or collision would be removed, while the harmonious co-operation of two Powers will go far to insure the full accomplishment of the common object in the suppression of the Slave Trade.

It is to be borne in mind that while the United States sincerely desire the suppression of the Slave Trade and design to exert their power in good faith for the accomplishment

of that object, they do not regard the success of their efforts as their paramount interest nor as their particular duty. They are not prepared to sacrifice to it any of their rights as an independent nation, nor will the object in view justify the exposure of their own people to injurious and vexatious interruptions in the prosecution of their lawful pursuits. Great caution is to be observed on this point.

No. 280.

Lord Lyons to Lord J. Russell.—(Received August 4.)

My Lord,

Washington, July 21, 1859.

ON the 9th May last the French Minister and I, in execution of instructions from our respective Governments, addressed notes to the Government of the United States, inviting it to issue to its cruisers Instructions identical with those provisionally adopted by Great Britain and France, in regard to the verification of the nationality of merchant-vessels at sea.

The Secretary of State informed us, in reply, on the 12th May, that the United States' Government would prepare fresh Instructions to its naval officers with reference to that subject, and would furnish us with a copy of them so soon as they should be issued.

I have to-day been informed, verbally, by General Cass, that the Instructions issued in fulfilment of this promise are contained in the extract, of which, and of the note which accompanied it from the Secretary of State, copies were inclosed in my despatch to your Lordship of the day before yesterday. I find that the same extract, accompanied by a similar note, was communicated to the French Chargé d'Affaires.

The extract in question does in fact contain, among many other things, some instructions nearly the same in substance, although very far from identical in form, with those adopted by Great Britain and France with respect to the verification of the nationality of merchant-vessels. I did not, however, when I transmitted the extract to your Lordship the day before yesterday, understand that it contained the Instructions promised in reply to the invitation of the British and French Governments. The note from General Cass, which accompanied it, made no allusion to that invitation; and the form and contents of the extract itself naturally led me to suppose that it was sent to me only in execution of the promise contained in General Cass's unofficial letter to me of the 7th July, to communicate to me the general instructions to be given to the officers commanding the vessels about to be added to the squadron on the Coast of Africa.

I have, &c.
(Signed) LYONS.

No. 281.

Lord Lyons to Lord J. Russell.—(Received August 4.)

(Extract.)

Washington, July 21, 1859.

GENERAL CASS told me this morning, that, in consequence of the conversations I had had with him on the subject, he had caused inquiries to be made at the Navy Department, respecting the steam-vessels about to be added to the United States' squadrons on the Coasts of Cuba and Africa. He said the result had annoyed and disappointed him, for these steam-vessels were by no means in such a state of forwardness as he had thought. He was assured, however, by the Navy Department, that every exertion should be used to equip them, and send them to their destination as soon as possible.

I have the honour to transmit to your Lordship a copy of a Memorandum which was given me, unofficially, by General Cass, and which contains a list of the vessels and an estimate of the time still required to get them ready for sea.

Inclosure in No. 281.

Memorandum of Vessels intended for the United States' Squadron on the Cuban and African Coasts.

FOR Coast of Africa:—

“San Jacinto,” propeller. Sails this week from New York.

"Mohican," new steam-ship; at Portsmouth, New Hampshire. Ready for her crew in about six weeks.

"Sumpter" and "Mystic." Say four weeks. At New York; propellers; light draught.

For Cuba:—

"Fulton," paddle; at Norfolk. Waiting for crew.

"Crusader," at Philadelphia. Ready in about four weeks.

"Wyandotte" and "Mohawk," at New York. Ready in about four weeks.

"Waterwitch," paddle-tender; at Norfolk. Ready in about two months.

July 8, 1859.

No. 282.

Lord Lyons to Lord J. Russell.—(Received August 8.)

My Lord,

Washington, July 25, 1859.

ON the 22nd instant, in obedience to the instructions conveyed to me by your Lordship's despatch of the 8th instant, I read to General Cass the despatch addressed to the Earl of Malmesbury by Mr. Gabriel, Her Majesty's Commissioner at Loanda on the 5th of March last, with respect to the scandalous abuse made of the American flag for Slave Trade purposes.

I called General Cass's particular attention to the latter part of the despatch, from which it appeared that although Mr. Gabriel had pointed out to the officers of the United States' squadron that the River Congo is the great slave-mart to which vessels under the American flag resort, no cruizer of the United States had entered that river for six months. Further, I stated to General Cass that Her Majesty's Government were most anxious to learn when the steam-vessels destined to reinforce the United States' squadron on the Coast of Africa would be despatched; and that I was instructed to urge that sailing-orders should be given to them with the least possible delay. Finally, I asked the General to give me, in writing, a statement of the number and force of the vessels of which the reinforcement was to be composed.

General Cass observed, in reply, that of all the subjects which he had to treat, this question of the abuse made of the American flag by traders in slaves was the most annoying and the most perplexing. It was impossible, he said, that any one could doubt that the President and the present Administration were sincerely and heartily desirous that this abuse should be effectually suppressed. With this object, no less than nine steamers would be dispatched to reinforce the squadrons on the coasts of Africa and Cuba. He was not prepared to admit that there had been any general laxity on the part of the naval officers of the United States. At any rate, a new Commander-in-chief had been appointed to the squadron on the Coast of Africa, and it was to be hoped that with the more efficacious means which that officer would have at his disposal, the abuse of the American flag would be entirely put a stop to.

General Cass concluded by saying that the information for which Her Majesty's Government wished respecting the steam-vessels about to be dispatched, was contained in a paper which he had given me the day before. He had (as he had then told me) been very much disappointed to find that these vessels were not in a more forward state; but the Navy Department had promised that every exertion should be made to equip them as fast as possible.

The paper to which General Cass referred is that, a copy of which was inclosed in my despatch of the 21st instant. I reminded the General that it did not specify the force of the steam-vessels, and he promised, at my request, to procure and communicate to me a further statement supplying this deficiency.

In execution of this promise the General has sent me the paper of which I have the honour to inclose a copy herewith.

I have, &c.
(Signed) LYONS.

Inclosure in No. 282.

LIST of VESSELS of the United States destined for the Coast of Africa and Gulf of Mexico, with number of guns, &c.

Name.	Mechanical Power.	No. of Guns.	Destination.
San Jacinto ..	Steam-propeller ..	17	Coast of Africa.
Mohican ..	Ditto ..	7	Ditto.
Sumter ..	Ditto ..	6	Ditto.
Mystic ..	Ditto ..	6	Ditto.
Fulton ..	Side-wheel steamer ..	5	Gulf of Mexico.
Crusader ..	Steam propeller ..	6	Ditto.
Wyandotte ..	Ditto ..	6	Ditto.
Mohawk ..	Ditto ..	6	Ditto.
Waterwitch ..	Side-wheel steamer ..	3	Ditto.

No. 283.

Lord Lyons to Lord J. Russell.—(Received August 27.)

(Extract.)

Washington, August 16, 1859.

ON the 12th instant I communicated to General Cass verbally the substance of your Lordship's despatch of the 29th ultimo. I called his attention to the fact that the Slave Trade was very greatly increasing, and was carried on almost entirely under the United States' flag; and I begged him to bring to the notice of the proper authorities the disadvantage which appeared to be caused by the omission in the Law of the United States, or in the instructions given to their cruisers, of provisions to define what constitute the fittings of a slave-vessel. In conclusion I said that it was needless to add that Her Majesty's Government did not in any way question the zeal or sincerity of the Government of the United States in the matter of the suppression of the Slave Trade.

General Cass replied, that as to what fittings constituted such evidence of a vessel's being engaged in the Slave Trade as to warrant her capture, he thought it difficult to lay down precise rules beforehand, and was of opinion that a great deal must be left to the judgment of the officers employed for the suppression of the Trade. With respect to the earnest desire of the President and the present Administration effectually to put a stop to the Traffic, there could, the General said, be no doubt. The large proportion of their navy employed, or on the point of being employed, for this purpose, was in itself a convincing proof of this desire.

No. 284.

Lord J. Russell to Lord Lyons.

(Extract.)

Foreign Office, August 29, 1859.

I TRANSMIT herewith for your Lordship's information an extract of a letter from Commodore Wise to the Commander-in-chief of Her Majesty's naval forces on the African station,* reporting the circumstances under which the American brigantine "*Brownsville*" was visited in the Congo river by a boat from Her Majesty's ship "*Pluto*."

No. 285.

Lord J. Russell to Lord Lyons.

My Lord,

Foreign Office, September 9, 1859.

WITH reference to my despatch of the 29th July last, I transmit to your Lordship herewith, for your information, a copy of a despatch from Mr. Gabriel, Her Majesty's

* Class A, No. 117.

Commissioner at Loanda,* reporting that the barque "J. J. Cobb," under American colours, had shipped a cargo of slaves in the neighbourhood of Loango, with which she had sailed for Cuba.

I am, &c.
(Signed) J. RUSSELL.

No. 286.

Lord J. Russell to Lord Lyons.

My Lord,

Foreign Office, September 9, 1859.

I TRANSMIT to your Lordship herewith, for your information, an extract of a despatch from Mr. Gabriel, Her Majesty's Commissioner in the Mixed British and Portuguese Commission established at Loanda,† containing information concerning the Slave Trade carried on under the United States' flag on the West Coast of Africa during the year 1858, and the baneful effect which that Traffic has had upon the legitimate commerce of the country.

I am, &c.
(Signed) J. RUSSELL.

No. 287.

Lord J. Russell to Lord Lyons.

My Lord,

Foreign Office, September 9, 1859.

I TRANSMIT to your Lordship herewith, for your information, the accompanying copy of a despatch from Mr. Gabriel, Her Majesty's Commissioner in the Mixed British and Portuguese Commission established at Loanda,‡ reporting the arrival at that place of the United States' corvette "Marion," and stating what passed at an interview he had had with her Commander.

I am, &c.
(Signed) J. RUSSELL.

P.S.—I inclose a copy of a further despatch from Mr. Gabriel,§ detailing the proceedings of Commander Brent, of the "Marion," in relation to the capture of the American barque "Orion" and the American brig "Ardennes," as well as to the detention and subsequent release of the United States' barque "Emma Lincoln."

No. 288.

Lord J. Russell to Lord Lyons.

My Lord,

Foreign Office, September 9, 1859.

I INCLOSE, for your Lordship's information, copies of a correspondence between the United States' Minister and myself relative to the proceedings of Lieutenant Burton, Commander of Her Majesty's ship "Triton," in boarding and detaining the American barque "Orion," which have formed the subject of complaint on the part of the United States' Government.

I am, &c.
(Signed) J. RUSSELL.

Inclosure 1 in No. 288.

Mr. Dallas to Lord J. Russell.

My Lord,

Legation of the United States, London, August 29, 1859.

THE President has specially instructed me to bring to the notice of Her Majesty's Government, with a view to inquiry, the following acts of misconduct alleged to have

* Class A No. 58.
CLASS B.

† Ibid. No. 59.

‡ Ibid., No. 60.

§ Ibid., No. 62.

been committed by Lieutenant Robert Heron Burton, Commander of the British war-steamer "Triton."

It would appear that, on the 21st of January last, the American barque "Orion," Hanna, master, sailed from New York, bound for a trading voyage on the coast of Africa; that on the 9th of April she was boarded by Lieutenant Burton off Shark's Point, Congo river, and detained until the 19th of that month; that her register and papers were exacted by force, her flag, her captain, and crew, insulted; and that bribes were offered, publicly and privately, at the instance of Lieutenant Burton, to induce the captain and crew of the "Orion" to throw her documents into the sea, and to deliver her up as a Spanish slaver. It is stated, as one of the painful consequences of this proceeding, that Captain Hanna, under the menaces, humiliation, and responsibilities to which he was subjected, died of a broken heart.

These incidents, if ultimately established, are so calculated to create angry feeling, and to disturb the existing relations of the two countries, that no doubt is entertained of the readiness with which Her Majesty's Government would interpose to punish them and prevent their repetition. I have, therefore, to request that your Lordship will cause the circumstances to undergo full investigation, with a view to the adoption of such measures as the result may require.

I have, &c.
(Signed) G. M. DALLAS.

Inclosure 2 in No. 288.

Lord J. Russell to Mr. Dallas.

Sir,

Foreign Office, August 31, 1859.

I HAVE the honour to acknowledge the receipt of your letter of the 29th instant, stating that you have been instructed by the President to bring to the notice of Her Majesty's Government the misconduct of Lieutenant Burton, Commander of Her Majesty's ship "Triton," in boarding and detaining the American barque "Orion," off the African coast in the month of April last.

I have the honour to acquaint you, in reply, that Her Majesty's Government have already received from Rear-Admiral Grey a full report on the transactions referred to in your letter; and it appears that the Admiral, on being made acquainted with them, at once intimated to Lieutenant Burton that he entirely disapproved his conduct; and it further appears that the Admiral would have brought that officer to a court-martial for disobeying the orders by which he was prohibited from interfering with American vessels, if he had been able to convene a sufficient number of officers to form the Court.

The Lords Commissioners of the Admiralty have approved Admiral Grey's proceedings; and I instructed Lord Lyons, by the mail of the 26th instant, to communicate to General Cass the censure passed on Lieutenant Burton; and I doubt not that the Government of the United States will see, in the course adopted on this occasion, a further proof of the determination of Her Majesty's Government to restrain their officers engaged in the suppression of Slave Trade from any acts of which the Government of the United States would have just reason to complain.

I think it due, however, to Lieutenant Burton, to add, with reference to that passage in your letter in which he is accused of tampering with the mate and crew of the "Orion," that it appears, from the correspondence which passed between Lieutenant Burton and the Commander of the United States' sloop of war "Marion," on the occasion of the detention of the "Orion," that Lieutenant Burton most emphatically denied that threats or intimidation of any description whatever had been used by him, or by any of the officers belonging to Her Majesty's ship, to induce Captain Hanna, the master of the "Orion," to give up his ship, or to destroy his papers or colours.

I must also observe that whatever may be the character or destination under or for which the "Orion" sailed from New York, the information which Her Majesty's Government have received respecting her tends to show that she had been sold to parties in the Havana, and was engaged on a slave-trading venture when she was detained by Her Majesty's ship "Triton;" and this information is corroborated by the result of the examination of the "Orion's" cargo made by Captain Brent, the Commander of the "Marion," for it was then ascertained that the "Orion" had on board two large slave-coppers, a complete slave-deck, a ground tier of water (about 4,000 gallons), a great quantity of extra water-casks, and other articles, and a large quantity of medicines which, in the opinion of the Surgeon of the "Marion," were suited to meet the requirements of

a numerous party of slaves, and which might be safely administered by persons who had not received a professional education.

Her Majesty's Government, however, deeply regret that any interference with the American flag calculated to disturb the friendly relations which subsist between Her Majesty and the United States should have taken place.

I am, &c.
(Signed) J. RUSSELL.

No. 289.

Lord J. Russell to Lord Lyons.

My Lord,

Foreign Office, September 16, 1859.

THE communications from Her Majesty's Commissioner at Loanda, of which copies have been sent to your Lordship, will enable you to point out to the Government of the United States the difficulty which attends the operations of the American vessels cruising for the suppression of the Slave Trade, in consequence of the want of authority similar to that contained in the Equipment Article of the Treaties between Great Britain and other Powers, by which they would be able to treat as being engaged in the Slave Trade any American vessels having on board such things as are usually found in vessels so engaged.

If the Government of the United States earnestly desire the suppression of the Slave Trade, they should call the attention of Congress to this serious defect in their legislation upon this subject.

We do not propose, of course, any negotiation or Convention other than the subsisting Treaty.

I am, &c.
(Signed) J. RUSSELL.

No. 290.

Lord J. Russell to Lord Lyons.

My Lord,

Foreign Office, October 7, 1859.

I INCLOSE herewith, for your Lordship's information, a copy of a despatch and of its inclosure, from Mr. Bunch, Her Majesty's Consul at Charleston,* relative to the importation of negroes into the United States.

I am, &c.
(Signed) J. RUSSELL.

No. 291.

Lord J. Russell to Lord Lyons.

My Lord,

Foreign Office, October 19, 1859.

I TRANSMIT herewith, for your Lordship's information, a copy of a letter and of its inclosures, from the Admiralty,† reporting the circumstances under which the American barque "Isla de Cuba," of New York, was visited by Lieutenant Allingham, of Her Majesty's ship "Vesuvius" in July last.

I am, &c.
(Signed) J. RUSSELL.

No. 292.

Lord J. Russell to Lord Lyons.

My Lord,

Foreign Office, October 19, 1859.

I TRANSMIT herewith, for your Lordship's information, a copy of a letter and of its inclosures, from the Admiralty,‡ reporting the circumstances under which the barque

* No. 327.

† Class A, No. 125.

‡ Ibid., No. 122.

“*Star of the East*,” under American colours, was boarded by a boat of Her Majesty’s ship “*Vesuvius*,” at Bahia Fonda in August last.

I am, &c.
(Signed) J. RUSSELL.

No. 293.

Lord J. Russell to Lord Lyons.

My Lord,

Foreign Office, October 19, 1859.

I TRANSMIT herewith, for your Lordship’s information, copy of a letter and of its inclosures, from the Admiralty,* reporting the circumstances under which the vessels “*Memphis*” and “*Ottawa*,” under American colours, were boarded by Lieutenant Burton, of Her Majesty’s steam-vessel “*Triton*” in July last.

I likewise transmit a copy of a further letter, and of its inclosures, from the Admiralty, relative to the boarding of the “*Memphis*.”†

I am, &c.
(Signed) J. RUSSELL.

No. 294.

Lord Lyons to Lord J. Russell.—(Received October 25.)

(Extract.)

Washington, October 11, 1859.

WITH reference to your Lordship’s despatch of the 16th ultimo, I have the honour to inclose a copy of a Memorandum which I have placed in the hands of General Cass, for the purpose of calling the attention of the Cabinet of Washington to the defect of the law, in not providing that the fact of an American vessel’s being evidently equipped for the Slave Trade shall suffice to warrant her being treated as a slaver by the United States’ cruisers.

Inclosure in No. 294.

Memorandum.

THE operations of the United States’ squadron employed for the suppression of the Slave Trade appear to be seriously impeded by the want of definite authority to regard the discovery of articles usually found only on board vessels engaged in that unhallowed Traffic as sufficient ground for treating as a slaver (in absence of proof to the contrary), the vessels on board of which the discovery is made.

Among the articles which have been considered as affording *prima facie* evidence that the vessel on board of which they are discovered, is destined to be employed in the Slave Trade, the following may be enumerated:—

- Hatches with open gratings, instead of the close hatches usual in merchant-vessels;
- Divisions or bulk-heads in the hold or on deck, in greater numbers than are necessary for vessels engaged in lawful trade;
- Spare plank fitted for being laid down as a second or slave-deck;
- Shackles, bolts, or handcuffs;
- A larger quantity of water, in casks or in tanks, than is requisite for the consumption of the crew of such vessel;
- An extraordinary number of water-casks or other receptacles for holding liquid, unless it be proved that such casks or other receptacles are destined only to hold palm-oil, or for other purposes of lawful commerce;
- A greater quantity of mess-tubs or beds than are requisite for the use of the crew;
- A boiler or other cooking apparatus, larger or capable of being made larger than is requisite for the use of the crew, or more than one boiler or other cooking apparatus of the ordinary size;
- An extraordinary quantity of rice, of the flour of Brazil, manioc or cassida, commonly called “*farina*,” or of maize or of Indian corn, or of any other article of food beyond the

* Class A, No. 123.

† *Ibid.*, No. 121.

probable wants of the crew, unless such extra quantity shall appear on the manifest as forming part of the trading cargo of the vessel ;

A quantity of mats or matting greater than is necessary for the use of the vessel, unless such mat or matting be entered on the manifest as forming part of the cargo ;

An extraordinary quantity of medicines, of a nature suited to the requirements of slaves, and admitting of being safely administered by men not skilled in the medical profession.

It is understood, however, that the laws of the United States, as well as the instructions issued to the officers in command of their cruisers, are silent as to the nature or description of articles which are to be considered as evidence of the employment in the Slave Trade of the vessel on board of which they are found, and that consequently much difficulty is experienced by those officers in interfering with vessels not having slaves actually on board.

It would appear, therefore, extremely important, with a view to rendering the means employed by the United States for the suppression of the Slave Trade really effective, that the attention of Congress should be called to this serious defect in the legislation on the subject.

October 10, 1859.

No. 295.

Lord J. Russell to Lord Lyons.

My Lord,

Foreign Office, November 4, 1859.

I INCLOSE, for your Lordship's information, a copy of a letter from the Commander of Her Majesty's ship "Triton," which has been communicated to me by the Admiralty, reporting his having boarded the brigantine "Lillie Mills," under American colours.*

I am, &c.

(Signed) J. RUSSELL.

No. 296.

Lord J. Russell to Lord Lyons.

My Lord,

Foreign Office, October 31, 1859.

I INCLOSE, for your Lordship's information, the accompanying extracts of a letter from Commodore Wise, which has been communicated to me by the Admiralty,† containing information relative to the captures of slave-vessels recently made by Her Majesty's cruisers on the African coast, and also reporting the boarding of several slave-vessels under American colours.

I am, &c.

(Signed) J. RUSSELL.

No. 297.

Lord J. Russell to Lord Lyons.

My Lord,

Foreign Office, November 16, 1859.

I TRANSMIT to your Lordship, herewith, copies of two letters : one from Commodore Wise, reporting that he had caused the American ship "Rebecca," of New Orleans, to be boarded in Londino Bay on the 4th of September last for the purpose of ascertaining her nationality ; the other from Commander Fitzroy, of Her Majesty's ship "Falcon," reporting the circumstances under which he had ordered the American brigantine "J. Harris," of New York, to be visited by two officers from Her Majesty's ship under his command.‡

You will see that, in the case of the "Rebecca," the master of that vessel did not hesitate to avow that he had come to the African coast for the purpose of shipping a cargo of slaves.

This vessel is stated to belong to the notorious slave-trading firm of Pratts, Pujols,

* Class A, No. 128.

† Ibid., No. 126.

‡ Ibid., No. 131.

and Co., of New Orleans, who were the owners also of the "*Bronsville*," a brig under American colours that landed a cargo of slaves a short time since in Cuba.

In the case of the brigantine "*J. Harris*," the slaves destined to form her cargo were already on the beach, ready to be shipped.

I have to instruct you to communicate the substance of these reports in a note to General Cass, and in doing so you will say that Her Majesty's Government cannot but lament to see the American flag so prostituted.

I am, &c.
(Signed) J. RUSSELL.

Inclosure 1 in No. 297.

Commodore Wise to the Secretary to the Admiralty.

Sir,

"*Vesuvius*," *Killoo*, September 5, 1859.

I HAVE the honour to report the boarding, at 7 P.M. on the 4th instant, of the American ship "*Rebecca*," of New Orleans, which was erroneously stated to have shipped at Mayumba on the 28th July last.

The inclosed boarding officers' report will give you the history of the "*Rebecca*," to which I have only to add that she was detained by the United States' Marshal for one day at New Orleans, but released for want of proof of being engaged in the Slave Trade. Subsequently sailed from thence with the emancipated slaves of the late Mr. Mc Donough, of New Orleans, who were landed, in execution of his will, as emigrants at Monrovia. The "*Rebecca*" has since visited Mayumba, and is now about to proceed to the Congo. Her master, Mr. Carter, apparently an Englishman, has the effrontery to acknowledge her intention of shipping slaves, knowing that Her Majesty's cruisers have no power to molest him.

The "*Rebecca*" is Spanish property, belonging to the Spanish house of Pratts, Pujol, and Co., of New Orleans, who also owned the "*Bronsville*," which lately escaped with a cargo of slaves from the Congo.

There is now no check on the Slave Trade under the American flag, and little risk of capture; consequently, as a rule, instead of worthless brigantines, &c., large and valuable clipper-built ships are daily arriving.

The "*Rebecca*" is one of the swiftest sailing-vessels afloat, and her master showed several runs of more than 240 miles in 24 hours laid down upon the chart.

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

Inclosure 2 in No. 297.

Boarding Officers' Report.

"*Vesuvius*," *off Killoo*, September 5, 1859.

THE Undersigned, agreeably with your orders, proceeded, at 7 P.M. of the 4th of September, to ascertain the nationality of a ship-rigged vessel anchored in Londino Bay, and having no flag flying.

By inspection of her register (which we believe to be correct), she proved to be the "*Rebecca*" of New Orleans, 534 tons, ship-rigged, owned by the Spanish house of Pratts, Pujol, and Co., of New Orleans, and commanded by a Mr. Carter, who is apparently an Englishman.

The master of the "*Rebecca*" did not conceal his intention of shipping slaves; said he would first proceed to the Congo, and supposed Her Majesty's cruisers would keep a sharp look-out for him.

The "*Bronsville*" belongs to his owners, and he was much pleased to hear of her escape, in June last, with a cargo of slaves.

(Signed) W. G. ALRICH, *Master*.
HENRY CAMPION, *Paymaster*.
WM. BOND RISK, *Secretary*.

Inclosure 3 in No. 297.

Lieutenant Simpson to Commodore Wise.

Sir,

"Pluto," off Londino, September 4, 1859.

HEREWITH I beg to inclose the boarding officers' report of having this day boarded the American ship "Rebecca," T. Carter, master, T. Pratt, of New Orleans, owner. Her register proving correct, she was not detained or molested; but I have reason to believe she has come on the coast for slaves, as she is bound to the Congo, and the master refused to state what his cargo consisted of, or to whom it was consigned.

No complaint was made by the master, or any other person on board, nor did the master require any notation made in his log.

My reason for boarding her was, on account of her standing in for the land at Londino, and knowing she had been standing on and off the land for the last month without any apparent object.

I have, &c.
(Signed) C. H. SIMPSON.

Inclosure 4 in No. 297.

Boarding Officers' Report.

"Pluto," off Londino, September 4, 1859.

AT 12.15, in latitude 5° 10' south, longitude 11° 45' east, boarded the American ship "Rebecca," T. Carter, master; owner, T. Pratt, of New Orleans. Examined her register, and finding it correct, did not detain or molest her.

No complaint was made by the master, or any other person on board, nor was any notation required to be made in her log.

(Signed) C. H. SIMPSON, *Lieutenant and Commander.*
WM. HAY, *Assistant Paymaster, in charge.*

No. 298.

Lord J. Russell to Lord Lyons.

My Lord,

Foreign Office, November 16, 1859.

I INCLOSE, for your Lordship's information, a copy of a letter from the Commander of Her Majesty's ship "Archer" to the Secretary to the Admiralty,* reporting the circumstances under which he boarded the American barque "Star of the East" off the African coast, on the 23rd of July last.

I am, &c.
(Signed) J. RUSSELL.

No. 299.

Lord J. Russell to Lord Lyons.

(Extract.)

Foreign Office, November 18, 1859.

I TRANSMIT to your Lordship, herewith, a copy of a letter from Lieutenant Burton, commanding Her Majesty's ship "Triton," to the Secretary to the Admiralty,† reporting his having boarded the American ship "Emily," for the purpose of ascertaining her nationality.

It will be right that the United States' Government should be made acquainted with the fact of the numerous vessels under American colours that are now hovering off the African coast, with no other object in view than to ship slaves: and I have, accordingly, to instruct you to take an opportunity of verbally acquainting General Cass with the suspicions entertained with regard to the "Emily," and to the other vessels under the American flag that have been recently visited by British cruisers.

* Class A, No. 134.

† Ibid., No. 135.

No. 300.

Lord J. Russell to Lord Lyons.

My Lord,

Foreign Office, November 18, 1859.

I TRANSMIT to your Lordship, herewith, copies of a letter and its inclosures from Commodore Wise,* relative to the apathy which appears to characterize the proceedings of the Commander of the United States' ship-of-war "Vincennes" in regard to the suppression of the Slave Trade by vessels sailing under American colours; and I have to instruct you to communicate the substance of these reports to the United States' Government.

I am, &c.
(Signed) J. RUSSELL.

No. 301.

Lord J. Russell to Lord Lyons.

My Lord,

Foreign Office, November 19, 1859.

WITH reference to my despatch of the 16th of September last, I inclose, for your Lordship's information, a copy of a letter from Rear-Admiral the Honourable Sir F. W. Grey,† calling attention to the necessity of greater powers being furnished to the Commanders of United States' cruizers for detaining and sending for trial vessels under the United States' flag equipped for the Slave Trade.

I am, &c.
(Signed) J. RUSSELL.

No. 302.

Lord J. Russell to Lord Lyons.

My Lord,

Foreign Office, November 19, 1859.

IN my despatch of the 4th instant I transmitted to your Lordship a copy of a letter from Commodore Wise, reporting the capture by British cruizers of several vessels equipped for the Slave Trade, and amongst them the schooner "Stephen H. Townshend" was mentioned, which up to the time of her capture had been flying American colours.

I now inclose, for your information, a copy of a letter from the Commander of Her Majesty's ship "Archer," reporting the particulars of the capture of this vessel.‡

I am, &c.
(Signed) J. RUSSELL.

No. 304.

Lord J. Russell to Lord Lyons.

My Lord,

Foreign Office, December 2, 1859.

I INCLOSE, for your Lordship's information, the accompanying copies of letters from the Commander of Her Majesty's ship "Archer,"§ reporting the circumstances under which he had captured two vessels fully equipped for the Slave Trade, the "Lillie Mills" and "Eloisa," which had been previously met with under American colours.

I am, &c.
(Signed) J. RUSSELL.

* Class A, No. 136.

† Ibid., No. 139.
§ Ibid., Nos. 141 and 142.

‡ Ibid., No. 137.

No. 305.

Lord J. Russell to Lord Lyons.

My Lord,

Foreign Office, December 9, 1859.

I TRANSMIT herewith, for your Lordship's information, a copy of a letter from Commodore Wise, the senior officer in command of Her Majesty's naval forces on the African Coast,* inclosing a copy of a letter addressed by him to Commander Calhoun, of the United States' sloop of war "Portsmouth," expressing his satisfaction at the capture by that officer of the slaver "Emily," under the American flag, and acquainting him with the nature of the orders which he had given for the co-operation of British officers with the commanders of United States' cruizers in the suppression of the Slave Trade.

Your Lordship will take an opportunity of acquainting General Cass with the tenour of the instructions issued by Commodore Wise to the commanders of British cruizers.

I am, &c.

(Signed) J. RUSSELL.

No. 306.

Lord J. Russell to Lord Lyons.

My Lord,

Foreign Office, December 17, 1859.

I INCLOSE, for your Lordship's information, the accompanying copies of a note and its inclosures addressed on the 12th of April last by Mr. Dallas, the United States' Minister at this Court, to my predecessor in office, and also a copy of my reply to Mr. Dallas, relative to the capture and destruction of the brigantine "Rufus Soulé" by one of Her Majesty's cruizers off the African Coast in the month of October 1858.

I am, &c.

(Signed) J. RUSSELL.

Inclosure 1 in No. 306.

Mr. Dallas to the Earl of Malmesbury.

My Lord,

Legation of the United States, London, April 12, 1859.

AT the interview with which I was honoured on the 14th day of March last, I read to your Lordship a despatch addressed to me by my Government, under date of the 13th February, and, agreeably to instruction, left with you a copy thereof.

Permit me to recall the following passage of that despatch. It relates to the alleged manner in which British naval officers, cruizing upon the Western Coast of Africa, after boarding American merchantmen, have induced the masters of those vessels to throw their papers overboard:—

"Commodore Wise seems to be under the impression that this reprehensible practice is now abandoned. The information received from our African squadron justifies a different conclusion; and indeed the circumstances attending the capture of the 'Rufus Soulé,' in October last, as reported to the Navy Department, lead to the opinion that some such means are yet resorted to, and with the same protection of the criminals against punishment; for the crew of that vessel were landed upon the coast and suffered to depart. The facts connected with the capture and burning of the vessel are very differently represented by the American and British officers. The proceedings were attended with circumstances so very reprehensible, if not clearly justified by the situation of the vessel, that I desire, when the Reports from the Navy Department reach you, that you request an immediate investigation of the transaction, and the adoption of such measures of redress and prevention as the state of the case may call for."

In compliance with this injunction, I have now the honour to communicate to your Lordship a copy of the Report from the Navy Department of the United States in relation to the seizure and burning of the "Rufus Soulé" in the month of October last, and to impress, with the utmost deference, upon your Lordship, the expediency of causing to be made the full inquiry desired by Mr. Cass into all the circumstances of that transaction.

I am, &c.

(Signed) G. M. DALLAS.

Inclosure 2 in No. 306.

Commander Totten to the Secretary to the Navy.

Sir,

"Vincennes," December 10, 1858.

I HAVE the honour to forward to the Navy Department the accompanying papers in relation to the capture and destruction by fire of the "*Rufus Soulé*," a brigantine under American colours, by Her Britannic Majesty's steamer "*Viper*," on or about the 11th or 12th of October, 1858.

As I am not to meet with Flag Officer Conover before the latter part of February, and supposing it important that the facts, as appearing in these papers, should be communicated to the Department as early as possible, I forward copies of a Report I have prepared for the Commander-in-chief on this station.

I trust that my reasons for this direct communication will appear sufficient to the Honourable the Secretary of the Navy.

I have, &c.

(Signed) B. J. TOTTEN.

Inclosure 3 in No. 306.

Commander Totten to Flag Officer Conover.

Sir,

"Vincennes," West Coast of Africa, December 10, 1858.

I HAVE the honour to forward the accompanying papers, in relation to the capture and destruction by fire of an American brig, the "*Rufus Soulé*," in the vicinity of Banda Point. by Her Britannic Majesty's steamer "*Viper*," Lieutenant Commanding Hodgkinson, on the evening of the 11th and the morning of the 12th of October, 1858.

I was approaching the anchorage off Cabenda, in this vessel, on the morning of October 14th, and, seeing a steamer coming out from the direction of Cabenda, which I supposed to be an English cruizer, I shortened sail and hove-to, to show that I wished to communicate, also making a signal, as established between the two squadrons. As she came near to us, I found her to be the "*Viper*," and, expressing a wish to communicate, I went on board.

The Commander of the "*Viper*" showed me his log in relation to the capture of the "*Kate Ellen*," which corresponded precisely with the statement I had obtained from the officer in charge of that vessel when I met her at sea on her way to Sierra Leone.

On the afternoon of the same day (October 14th) I anchored off Cabenda, and, on the 16th, I received a note from a person on shore, who stated that he and another American citizen had been landed at that place by the "*Viper*," and also all the crew of the American brig "*Rufus Soulé*," which vessel had been captured by the "*Viper*."

I sent an officer on shore the next morning to bring the two Americans off to the ship. The headman of the place (Franco) being absent, his son refused to allow them to leave the shore. I immediately got this ship under weigh, ran close in, and sent a party of fifty men, under command of Lieutenants West and Braine, with orders to bring them off to the ship. By sunset the party had returned, bringing off both of the men, with their baggage.

The accompanying statements made by these men, examined separately, and sworn to in my presence, and corresponding so closely, presented to my mind a case of such gross outrage on the American flag, and irregular conduct on the part of the Commander of the English cruizer, that I felt it my duty to return at once towards Loanda in hopes of meeting with you or of falling in with, there or on the passage, the steamer "*Viper*" (her Commander having informed me that he was bound direct for that place) to ask a statement or explanation from him. I was also induced to this course by the following considerations, viz. :—

It appeared to me strange that the Commander of the "*Viper*," having on board of his vessel at the time I visited him the captain of the "*Rufus Soulé*," and the capture and destruction of that vessel having only occurred two or three days previously, should not, if he felt that it had been a lawful or justifiable capture, have communicated the fact to me. You will see, by the statements of these men (viz., William Peterson and Peter Cordina), that the "*Rufus Soulé*" was captured on the 11th of October, burned on the same night. The men were landed at Cabenda on the 14th, on the afternoon of which day I met and communicated with the "*Viper*;" and also, in reply to my inquiry "if

there were any suspicious vessels on the coast," that, with this case fresh in his memory, the Commander of the "Viper" should have stated that "there were none."

The facts also, as contained in the statements of these men, appear to me strongly corroborative of a rumour which has been for some time current, viz., knowing that the United States have never conceded to England the right to capture, or even to search, vessels while having the American flag, however strongly appearances may be that they are not legal traders, that improper threats are made, and strong inducements held out to the captains of these vessels to haul down their flags and destroy their papers.

The fact, as stated by both of these men, that the papers of the "*Rufus Soulé*" were demanded and examined on three separate occasions by the officers of the "Viper," affords strong presumptive evidence that they were in all respects correct.

And also the fact that the captain of the "*Rufus Soulé*," and the three passengers, were taken care of, while the crew, including the chief mate and another seaman, both claiming American protection, were landed at a native town in a destitute condition, with all the horrors of coast-fever and starvation before them, impresses me very strongly with a suspicion that such a course as is stated above was taken by the Commander of the "Viper" on this occasion. Nor does it matter whether the "suggestion" was made by him personally, or by the officer who accompanied him.

Whether these English cruizers are justified in forcibly "taking in tow" vessels carrying the American flag to drive the captains to haul down their flags—as is satisfactorily proved that they have done on previous occasions,—or to use any threats for the same purpose; or whether the captors of a vessel which was visited while having the American flag flying, and which flag was subsequently hauled down in consequence of unjustifiable threats or unwarrantable inducements, have a legal right to destroy such vessel before she is condemned by a proper tribunal, is a matter which I respectfully submit to your consideration.

I beg leave, however, to refer you to certain passages in "Kent's Commentaries of the Laws of Nations," vol. i, Lecture 5:—

Page 108: "When a prize is taken at sea, it must be brought with due care into some convenient port for adjudication by a competent Court."

Page 109: "Some Marine Ordinances, as those of Louis XIV, and of Congress during the American War, made twenty-four hours' quiet possession by the enemy the test of title to capture."

Again, page 109: "But by modern usage of nations, neither the twenty-four hours' possession, nor the bringing the prize *infra presidia* (within jurisdiction), is sufficient to change the property in the case of maritime capture. A judicial inquiry must pass upon the case, and the present enlightened practice of commercial nations has subjected all such captures to the scrutiny of judicial tribunals, as the only sure way to furnish proof that the seizure was lawful," &c.

Again, page 110: "Until the capture becomes invested with the character of prize, by sentence of condemnation, the right of property is in abeyance, or in a state of legal sequestration. It cannot be alienated or disposed of, but the possession of it by the Government of the captor is a trust for the benefit of those who may be ultimately entitled."

This salutary rule, and one so necessary to check irregular conduct and individual outrage, has been long established in the English Admiralty, and is now everywhere recognized as the law and practice of nations.

After a short passage of four and a-half days, I arrived at Loanda on Friday, the 22nd, and I found Her Britannic Majesty's steamer "Viper" there at anchor. I immediately sent to the Commander of said vessel a communication (a copy of which is herewith inclosed). On the afternoon of the 23rd I received a reply, a copy of which is herewith forwarded; while reading which, I was informed by the officer of the deck that the "Viper" was getting under weigh. I immediately sent a boat, with a second communication very hastily prepared; and as the "Viper" was already standing out of the harbour, I made a signal that I wished to communicate. Although my signal was answered, and the boat from this vessel must have been seen pulling so as to head her off, the "Viper" was not hove-to until our boat was near to her. To which communication the Commander of the "Viper" returned a verbal reply, that he was in a hurry to get on his station off Snake's Head; that he ought to have been there before; and that he would reply to me by the first convenient opportunity.

I considered that the Commander of the "Viper" was somewhat remiss in official courtesy, in not making the usual visit to this vessel, either in person, or by one of his officers, particularly as I had visited him previously on the 14th off Cabinda. This, however, may have been owing to his being occupied in preparing for sea.

I had not been as explicit in my first communication to Lieutenant-Commanding Hodgkinson as I might have been, because it was my intention that the correspondence on my part should only evince a desire for a full and plain statement of facts from him: hence I had reason to be much surprised, and not at all satisfied with his reply; for although he professed to have answered me as frankly as possible, "and in the same spirit as shown in your [my] letter," I failed to receive from him any statement (as I had requested) of the circumstances of the capture and destruction of the "*Rufus Soulé*;" and while my communication was plainly asking for information, his reply was as plainly withholding it.

As I was getting under weigh from Loanda, on the morning of the 26th, Mr. Willis, the United States' Commercial Agent, sent on board, for my perusal, a letter he had just received from Kinsembo, a part of which (relating to the capture and destruction of the "*Rufus Soulé*," and containing a statement made by Captain Anderson) I copied, and herewith forward.

I arrived, and anchored off Ambriz on the 29th, and remained there until the evening of the next day with the hope of meeting the flag-ship "Cumberland" (as I was led to expect by the American Consul at Loanda); but as so much time had elapsed, I did not feel at liberty to remain longer.

On the 31st I found the "Viper" at anchor off Snake's Head, and I anchored near to her, when I received a communication from her Commander and returned a reply, copies of which are herewith forwarded.

This, as the previous communication from the officer in command of the "Viper," I did not consider such as I had a right to expect, and as he evidently evinced a determination to withhold from me, as much as possible, a fair and full statement of the circumstances attending the capture of the "*Rufus Soulé*," I thought it advisable (and not for the reasons stated in his letter), under the circumstances, to do as he suggested, viz., to refer the matter to high authority.

It cannot be necessary to point out to you the very strange inconsistencies in the last reply of Lieutenant-Commanding Hodgkinson, dated 26th October.

From all I can gather by the accompanying statements (and they bear strongly the impress of truth), the certain surveys and formalities, referred to by the Commander of the "Viper," consisted merely in three separate examinations of the papers, unwarrantable threats, and other irregular conduct on the part of the captors, to intimidate Captain Anderson, which resulted in his hauling down, or allowing them to haul down, and throw overboard, the American flag.

By information from the English Consul at Havana, lists of all vessels sailing from Cuba for the coast of Africa are forwarded to the English cruisers, and if they meet with one mentioned on the list, she is at once treated as a slaver, and though wearing the American flag, and possibly an honest trader, is subjected to detention, threats, and other annoyances.

Whether the "*Rufus Soulé*" was engaged in the Slave Trade or not, is not the question. She wore the American flag, which was hauled down under a threat; and her destruction before a judicial condemnation, and the careful separation of her captain, passengers and crew, removed all reliable evidence of her legal or illegal character, except what may be obtained from the statements of the captors, who have the strong inducements of prize-money to bias their minds and invalidate their testimony.

It is possible that I may have taken a wrong view of this case, but I can see nothing in the whole matter, as contained in the foregoing, to warrant the summary proceeding of the officer in command of Her Britannic Majesty's steamer "Viper."

I have, &c.

(Signed) J. B. TOTTEN.

Inclosure 4 in No. 306.

Declarations.

I, PETER CORDINA, aged 29 years, of my own free will, do solemnly swear that I was born in England; am a seaman by profession. My parents brought me to New York, in the United States, when I was about six years old. I have been sailing in American vessels, out of the ports of the United States, for the last sixteen years—sometimes in English vessels. I have never been naturalized as an American; I have had an American protection for sixteen years, which I got in New York; I have always considered myself, and hailed for, an American citizen. I had not time to bring all my things from the brig, and my protection was in her when she was burned.

I shipped for the American brig "*Rufus Soulé*," Captain Anderson, at Matanzas, on the 9th of July, as a foremast-hand, at 20 dollars per month; she sailed on the 10th, as I understood, for Fernando Po. The first land we sighted was the Cape de Verde Islands, and the next land we made was the African coast, near to Banda Point; the day I do not recollect—I think it was Sunday. It fell calm in the evening, and we let go an anchor; at daylight we got under way, and were boarded in about one or two hours by an English boat; after the boat left us we commenced beating to the southward; soon after we saw a steamer coming towards us; about the middle of the day the steamer was near us, and sent a boat on board; the Captain of the steamer "*Viper*," and another officer with him; they asked for the papers and mustered the crew, and questioned us all about where we belonged. I was at the wheel, and heard the Captain of the "*Viper*" tell Captain Anderson that he would give him one hour to make his mind up, and if he did not deliver the vessel up he would take us in tow; and then the Captain of the "*Viper*" returned on board his vessel, leaving the other officer on board. Some time after, about half-an-hour, the order was given by the English to open the hatches; I then saw, for the first time, that our flag had been hauled down.

The English officer then waved with his handkerchief to the "*Viper*," and the captain of the steamer came on board. The hatches were then opened. He then ordered us to get our clothes ready to go on board the steamer. We were then all sent on board the steamer. Afterwards, they brought on board from the brig all her sails and small stores.

The brig was set on fire about 7 in the evening, and was burning all night. In the morning several shots were fired at her from the "*Viper*" before she went down.

I heard it said by some of the crew of the "*Viper*," that she was burned because they had no men to send away in her, and that they had orders to burn one out of every three vessels which were taken.

The "*Viper*" got under way in the forenoon, and the afternoon of the same day we fell in with the English Commodore in a steamer. The Captain of the "*Viper*" went on board, and afterwards the order was given for Captain Anderson and the three passengers to go on board. After about half-an-hour the Captain of the "*Viper*" returned, bringing Captain Anderson back with him. We then started off, leaving the three Spanish passengers on board the Commodore's ship. We were then told that we were going to be landed at Cabenda.

We arrived at Cabenda on Wednesday evening the 13th, and we were landed at daylight on the beach the next morning, and the boat returned to the vessel leaving us there.

I had two and a-half dollars, which were taken from me when the brig was taken and were returned to me when they landed us on the beach. I believe all the rest of the men had a little money which was taken away, and returned to them as mine had been. No provision was made for our support. If the "*Vincennes*" had not come in, I don't know how we could have lived after we had sold all our clothes. We heard that the "*King Franco*" was going to send us all in a launch to the Congo.

I told the English officers that I was an American citizen, and was sick. The chief mate lived with me in the upper part of the King's house, the rest of the men lived in the lower part.

We were boarded three times by the "*Viper's*" boats; the first time was the day we made the land. The second time was about three weeks afterwards, and the last time was the day after, when we were taken, and the brig burned.

(Signed)

PETER CORDINA.

Witnesses to signature:

(Signed)

J. W. A. NICHOLSON, U.S.N.

WM. C. WEST, Lieutenant, U.S.N.

The above-named person, Peter Cordina, appeared before me this 20th day of October, in the year of our Lord 1858, and made oath to the truth of the foregoing, and his signature was witnessed in my presence.

(Signed)

B. J. TOTTON, Commander, U.S.N.

"*Vincennes*," October 20, 1858.

I, WILLIAM PETERSON, aged 37 years, of my own free will do solemnly swear that I was born in Sweden. Am a seaman by profession. I have been residing in the

United States since 1836, and have sailed from there in American trading vessels. I was naturalized an American citizen in New Orleans, in the State of Louisiana, in the year 1844. I have a wife and children now living in New Orleans, which I consider my place of residence.

I shipped for the "*Rufus Soulé*," Captain Thomas Anderson, at Matanzas, Cuba, on July 10, 1858, and sailed on the same day in her in the capacity of chief mate, understanding that we were bound direct for Fernando Po, and to touch afterwards at one or more ports on the African coast. Our cargo consisted of 100 barrels of aguardiente, some beef, pork, two or three boxes of tobacco, two or three boxes of dry goods, 75 water-casks of 100 and 120 gallons each, filled with salt water, a quantity of lumber, about 100 sacks of rice, each weighing about 200 lbs.

I am very sure there was no money in the vessel. We had three passengers (Spaniards) on board.

The first land we made, after leaving Matanzas, was a little to the southward of Banda Point, abreast of Kilor river. We were then boarded by the boats of the "*Viper*," and our papers examined. We then attempted to beat down towards the Congo river, the passengers wishing to go there; after beating about twenty days, we again made Banda Point. On October 10th, at 1 P.M., we anchored about five miles to the northward of Banda Point, and about 4 in the morning we got under way, and at daylight we saw a boat approaching us, which boarded us; the boat had English colours, and we had American colours at our peak. The captain told the English officers that we were bound to Fernando Po. He showed his papers at the same time. The English boat then left us.

The Spanish passengers then made disturbance in the vessel because the captain intended to go to Fernando Po instead of the Congo. The captain then hauled by the wind to beat down to the Congo river.

It was about 11 A.M., we were then standing in-shore, when the English steamer-of-war "*Viper*" hove in sight, standing for us; about 1 P.M., the steamer ordered us to heave-to. They then lowered a boat, and the captain of the "*Viper*" and another officer come on board, and demanded our papers. This was the third time they had examined our papers. He (the English captain) then said to Captain Anderson, "I am going to take you as a prize. If you will not give the vessel up willingly, I will take you in tow." At this time the American flag was flying at our peak. The English captain then left us and returned to his steamer. There was then only the English officer, Captain Anderson, and the helmsman on the poop. I had gone down on the main-deck. Immediately after, the order was given by the English officer to open the hatches. I then looked aft and saw that the colours had been hauled down; I do not know by whom. The English then anchored their own vessel, the "*Viper*," and also anchored our vessel.

The English captain had gone to his own vessel, but returned again immediately, when he ordered me and the passengers to take all our things out of the cabin. He overhauled them all as they were passed out, except my trunk, looking apparently for money.

He then hailed the steamer, and ordered them to send some boats and men on board. He then took from our vessel some spare spars, all our sails, stores, viz., beef, flour, and bread, and all the small stores in the cabin, which he sent to the steamer. I then heard him (the English captain) say that he had no officers or men to spare to send the brig away, and that he was going to burn her. We were then all taken on board the steamer. None of us were allowed to return to the brig for anything we had left, but our captain (Anderson) was at liberty to go back and forth as he pleased.

The brig was set on fire about twilight, and I think that Captain Anderson was on board of her with the English captain at the time that she was fired. This was on the 11th of October (sea time, the 12th). The brig was burning all night, and as she had not gone down at daylight, the big gun forward on the "*Viper*" was fired at her with shot six or seven times, to sink her. She went down about 7 in the morning of the 12th.

The "*Viper*" then got under-way, and in the afternoon of that day we fell in with the English Commodore, I think in the steamer "*Vesuvius*," The captain of the "*Viper*" went on board, and, on his return, took back to the flag-ship Captain Anderson and the three passengers; then, after remaining on board the "*Vesuvius*" about half-an-hour, the captain of the "*Viper*" and Captain Anderson returned to the "*Viper*," leaving the three Spanish passengers on board the Commodore's vessel. The captain of the "*Viper*" then told me that he was going to land me at Cabinda, and when I told him that I did not wish to be left in such a place as that, he said that he had orders to land me there, and he would do so. I then begged him to put me in a boat, and let me get to the Congo as well as I could, which he refused, threatening me that if I said anything more about it, he would land me abreast of the vessel where there was no one living.

The steamer arrived at Cabinda on, I think, the 13th, about 8 p.m., and in the morning at daylight they landed us, viz., myself and another American seaman, named Peter Cordina, and seven foreigners, Portuguese and Spaniards, in one of their boats, on the beach at the foot of the town, and left us there.

I had a little money, which was in my trunk, but I do not believe any of the others had. They were obliged to shift as they could, exchanging their clothes for fish and whatever they could get. The other American seaman shared with me. The others being able to speak with the natives, managed better than us.

The head-man, Franco, let me and the other American stay in his house, and the others in the lower part of it, but he gave us nothing to eat. I had an American protection on board, but it was in possession of Captain Anderson, and I neglected to get it. I told the English officers that I was an American citizen, and they replied to me that they did not care anything about that.

We made the Cape de Verdes on our passage out, and then the next land we made was, as I stated before, the African coast, near to Banda Point.

To the best of my belief Captain Anderson is an American citizen. He told me that he was born in England, but had been in the United States since he was a little boy. I have seen him for some time about New Orleans, sailing from there as mate and captain of American vessels. I think he is about 27 or 28 years of age.

(Signed) WILLIAM PETERSON.

Witnesses to signature :

(Signed) J. W. A. NICHOLSON, *Lieutenant, U.S.N.*
WILLIAM C. WEST, *U.S.N.*

The above-named person, William Peterson, appeared before me, this 20th day of October, in the year of our Lord 1858, and made oath to the truth of the foregoing, and his signature was witnessed in my presence.

"Vincennes," October 20, 1858.

(Signed) B. J. TOTTEN, *Commander, U.S.N.*

I, William Peterson, of my own free will do solemnly swear, in addition to my previous statement, made on the 20th day of October, that the first time we were boarded by the "Viper's" boat was on Sunday, September 19th. The captain of the "Viper" came on board accompanied by another officer who, I think, was the purser, and was called Thompson. The captain of the "Viper" then examined our papers, and in about half-an-hour left us.

The second time we were boarded was on the 11th of October, in the morning. The "Viper" was not in sight. The boat was a launch, and only one officer in her, who said that he was the gunner of the "Viper." He examined our papers, and made some memorandums in his book. He left us after about fifteen or twenty minutes.

The third time we were boarded was on the same day, the 11th of October, about 1 p.m.; the "Viper" was then near to us. The captain of the "Viper" came on board accompanied by the same officer who had attended him on the first occasion (Mr. Thompson); our papers were then examined for the third time, and on this occasion the crew was mustered.

I forgot to mention in my previous statement that, on this third visit, when the captain of the "Viper" told Captain Anderson that he would "take us in tow unless he gave up the vessel," that he also said, "I will give you two hours to make up your mind." The captain of the "Viper" then returned to his vessel, leaving the other officer on board with Captain Anderson. In about half-an-hour this officer made some signal to the "Viper," when the captain of the "Viper" came on board. It was then I saw that the flag had been hauled down, and I heard the order given to open the hatches.

The "Rufus Soule" was a strong, well-built, and tight vessel. She leaked only enough to keep her sweet. We only pumped her out every morning, when fifteen or twenty strokes would be sufficient to clear her. She was repaired at New Orleans in 1857.

(Signed) WILLIAM PETERSON.

Witnesses to signature :

(Signed) J. W. A. NICHOLSON, *Lieutenant, U.S.N.*
WILLIAM C. WEST, *Lieutenant, U.S.N.*

The above-named person, William Peterson, appeared before me this 1st day of November, in the year of our Lord 1858, and made oath to the truth of the foregoing, and his signature was witnessed in my presence.

(Signed) B. J. TOTTEN, *Commander, U.S.S. "Vincennes."*

Inclosure 5 in No. 306.

Commander Totten, U.S.N., to Lieutenant Hodgkinson.

Sir,

"Vincennes," Loanda, October 22, 1858.

I HAVE to ask that you will do me the favour to furnish me with a statement of the facts in relation to the capture and destruction by fire of the brig "Rufus Soulé," on or about the 11th or 12th of this month, to the north of Cabinda.

I would beg leave particularly to ask information on the following points, viz. :—

1st. If she had the American flag flying when visited by your boat.

2ndly. If her papers were found correct.

3rdly. If the American flag was still flying when her hatches were opened; and, if not, under what circumstances and when it was hauled down.

I ask these questions because I have information that the "Rufus Soulé" was captured by the "Viper."

I am, &c.

(Signed) B. J. TOTTEN.

Inclosure 6 in No. 306.

Lieutenant Hodgkinson to Commander Totten, U.S.N.

Sir,

"Viper," Loanda, October 23, 1858.

I HAVE the honour to acknowledge the receipt of your letter dated the 22nd of October, relative to the capture of a brigantine called the "Rufus Soulé," and containing three categorical questions :—

1st. Had the vessel the American flag flying at the time she was visited by the boat?—A. She had the American flag flying; and from information from the British Government dated the 8th and 22nd July last, there was every just cause to believe that in this case a fraudulent use of the flag was being made, and that the vessel was engaged in the Slave Trade; consequently she was visited.

2ndly. If her papers were correct?—A. In my opinion they were incorrect; some of them undoubtedly so.

3rdly. If the American flag was still flying when the hatches were opened, and, if not, under what circumstances and when was it hauled down?—A. The American flag was not flying when the vessel's hatches were opened; neither had a single seaman quitted the visiting boat up to the period of the opening of the hatches. The flag and papers were thrown into the sea by the voluntary act of the captain, without even a suggestion on my part. She was boarded at 1:30 P.M., and I should think it was 2 P.M., as nearly as possible, that the captain committed the act mentioned above.

I have answered your questions as frankly as possible, and in the same spirit as shown in your letter. I trust that they will prove ample and satisfactory to you.

I have, &c.

(Signed) AUSTIN B. HODGKINSON.

Inclosure 7 in No. 306.

Commander Totten, U.S.N., to Lieutenant Hodgkinson.

Sir,

"Vincennes," Loanda, October 23, 1858.

YOUR communication in reply to mine of yesterday is received, and I regret to say that it is not entirely satisfactory, inasmuch as nothing is therein said in relation to the destruction by fire, previous to a judicial condemnation, of the "Rufus Soulé." Also in relation to the papers of said vessel. I have information that she was visited on three separate occasions, and her papers examined, on each of which examinations a period of about twenty days elapsed. If so, and the papers not correct, why these several examinations?

You also say nothing in relation to the disposition of the crew of said "Rufus Soulé," two of them being American citizens.

As you are now under weigh, will you be pleased to say where and when I may hear again from you, or have an opportunity of communicating?

I have, &c.
(Signed) B. J. TOTTEN.

Inclosure 8 in No. 306.

Mr. Cunningham to Mr. Willis.

(Extract.)

Kinsembo, October 23, 1858.

THE barque "Seamew" sailed from here the 19th instant for Salem, passengers all well.

The captain of the brig "*Rufus Soulé*" was put on shore here last Sunday from Her Britannic Majesty's steam-sloop "*Viper*." He was taken the Monday previous by the same steamer off the mouth of the River Congo, and took passage to the United States in the barque "Seamew." His statement was as follows:—

He was boarded by Her Britannic Majesty's ship "*Viper*," some three weeks since, and showed his papers all correct, having sailed from Matanzas for Fernando Po. After Her Britannic Majesty's ship "*Viper*" left him, he stood on to this coast, and fell in with a boat of the same steamer again, and was boarded by the gunner, and proved still to be legal. After the boat left him, he stood out to sea again, and remained out twenty-one days, and then stood in to the coast again, and again fell in with Her Britannic Majesty's steamer "*Viper*," and was boarded by the same. The Commander then told him that he was suspicious of him, and if he did not choose to throw his flag and papers overboard, he would be under the necessity of towing him to an American man-of-war, and he gave him two hours to consider. At the expiration of the two hours, the Commander went on board again, and advised him to throw his flag and papers, saying that by so doing he would let him get clear, and would also protect all his personal property; and after some time the captain of the brig complied, and gave up his vessel, when they immediately went to work and took all the valuables out of the vessel, and set fire to her, fired six shots into her, and sunk her. When the steamer hove in sight here last Sunday, he was then bound up to Loanda; but seeing an American vessel, I suppose they thought it a good chance to get clear of the captain. The English Commander also told the captain previous to coming in here that when he should arrive at Loanda he would have to keep secreted, and not on any account to let the American Consul see him.

The captain of the brig "*Rufus Soulé*," his name is Anderson. He says he has still got the brig's register, and did not throw it overboard with the papers.

The above is a correct statement to the best of my knowledge, which I heard from the captain of the brig "*Rufus Soulé*."

Inclosure 9 in No. 306.

Lieutenant Hodgkinson to Commander Totten, U.S.N.

Sir,

"Viper," off Snake's Head, October 26, 1858.

I BEG leave to acknowledge the receipt of your letter of the 23rd October, and regret that the answers to your questions in my letter of the 22nd are not satisfactory.

I beg to point out to you that the three questions in your first letter related to proceedings anterior to the vessel becoming a prize; therefore I answered them as openly as possible. After a vessel has forfeited her right to the protection of the flag of any State or nation, she then comes under certain Acts of Parliament, and it is by those that we are guided; the destruction by fire or other means is by those Acts perfectly recognized, certain surveys and formalities having been completed, which insure the vessel's condemnation at the Court of Admiralty.

I have already given you my opinion of the papers of the vessel in question. As to her being visited on three occasions, your informant is better informed than I am. She made the land on the 19th of September, off the Killoo river, was chased and boarded by the "*Viper*." I myself went to her, as I saw so many Spaniards about her decks. I had then no information from the British Government about the vessel; so after glancing merely at her papers, she proceeded on her voyage after I had been on board about five minutes. I felt perfectly certain, from what I saw then, what the vessel's errand on that coast was, and advised Commodore Wise (by letter) of her arrival, and my suspicions

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regarding her. I saw no more of her until the 11th of October, when she was captured under the circumstances already detailed.

As to the crew, all were landed, according to the Acts of Parliament, at a civilized and inhabited part of the coast, viz., Cabinda. The captain was not landed there, as both Commodore Wise and myself thought that it would be better to separate him from the Spanish crew, as they might have done him some injury on shore.

In conclusion, I would suggest that, as this correspondence may lead to some difficulties between us, it would perhaps be better if the letters that have passed hitherto, together with any others that you may wish to write, should be forwarded to the Commander-in-chief, Admiral Grey, through the Senior Officer.

Both Admiral Grey and Commodore Wise have been informed by me of all the particulars of the capture of the vessel in question, and, doubtless, would be able to give you more satisfactory answers than I seem to be able to.

I have, &c.

(Signed) AUSTIN B. HODGKINSON.

Inclosure 10 in No. 306.

Commander Totten, U.S.N., to Lieutenant Hodgkinson.

Sir,

"Vincennes," October 31, 1858.

YOUR communication of the 26th is received. As you suggest (and, probably, it is the proper course), I shall refer all the information I have obtained in relation to the capture and destruction by fire of the "*Rufus Soulé*" to the Commander-in-chief of the United States' naval forces on this station, and also to my Government.

I have, &c.

(Signed) B. J. TOTTEN.

Inclosure 11 in No. 306.

Lord J. Russell to Mr. Dallas.

Sir,

Foreign Office, December 12, 1859.

WITH reference to the letter which you addressed to my predecessor on the 12th of April last, requesting that a full inquiry might be made into the circumstances attending the seizure and destruction of the brigantine "*Rufus Soulé*" by Her Majesty's ship "*Viper*" off the African coast, in the month of October 1858, I beg leave to acquaint you that I am now enabled to furnish you with the following particulars relating to this transaction:—

It will be necessary, however, in order to a right appreciation of the proceedings that took place in regard to the "*Rufus Soulé*," that some account should be given of the history of this vessel previously to her arrival on the African coast.

In the month of June 1858, the "*Rufus Soulé*" arrived at the port of Matanzas in Cuba, owned and commanded by Captain Davis. She was, shortly after her arrival, sold to a Spanish subject, a noted slave-dealer, her American captain and crew were discharged, and a Spanish master and crew shipped, and on the 6th of July the vessel was cleared, and sailed for the African coast, nominally under the command of her former mate, Anderson, who was to personate the character of American master, in the event of the vessel being overhauled by a British cruizer; but the "*Rufus Soulé*" was actually in charge of the Spanish captain and crew.

The sale of this vessel, her destination, and the object of her voyage, were so publicly canvassed at the time at Matanzas, that the British Vice-Consul considered it his duty to represent the case to the United States' Consul at that port, in order that he might bring it to the attention of the Commander of an American ship-of-war which was then in the harbour of Matanzas; but the "*Rufus Soulé*" left the port before the United States' Consul had an opportunity of communicating with the American naval officer.

The "*Rufus Soulé*" in due course arrived on the African coast, and on the 19th of September she was first met with by Lieutenant Hodgkinson, commanding Her Majesty's ship "*Viper*," and visited by him, for the purpose of ascertaining her nationality.

The following is an extract from Lieutenant Hodgkinson's report to the Secretary to the Admiralty of what passed on this occasion:—

"Viper," off Killoo River, September 19, 1858.

"I have the honour to inform you that on the 19th instant a brigantine was seen standing in for the land. The wind being light, I expected that she would pass close to us, and therefore waited until 10:30 A.M., when, finding the wind fresher, I steamed out, and at 1 P.M. came up with the '*Rufus Soulé*,' of New Orleans. Her suspicious appearance (the hull was old, and, evidently, she was not cared for as a legal trader under the American flag usually is), together with the Spaniards that were visible on board, induced me to visit her.

"The captain received me with civility. On demanding his register he demurred to producing that document. It was, however, at length produced. In my opinion it was correct; the lower seal was very indistinct, but it was evident that the seal had been there.

"The captain produced voluntarily his other papers, consisting of articles and a sealed clearance from the Spanish authorities at Matanzas. The articles did not seem to me, particularly on the agreement with the crew to sail the ship from Matanzas to Fernando Po, to be certified in a proper manner by the Consul. The captain excused himself from going to Fernando Po on account of the passengers—three in number, all with passports, who were to be landed at the Congo previous to the vessel going to Fernando Po.

"Taking all circumstances into consideration, I allowed the vessel to proceed on her voyage to the Congo. I did not search her in any way. At the same time, I must say that the '*Rufus Soulé*' is a most suspicious vessel. Her cargo, which is entered in a book, not in a regular manifest (the real manifest is sealed up), is exactly of the very nature that constitutes a vessel engaged in the Slave Trade."

On the 11th of October the Commander of Her Majesty's ship "Viper" again fell in with the "*Rufus Soulé*;" but in the interval between the first and second time of meeting this vessel, Lieutenant Hodgkinson had received information from Her Majesty's Government, and also from the African coast, which revealed the true character of the "*Rufus Soulé*."

The subjoined is an extract from Lieutenant Hodgkinson's Report of what took place on the second time of meeting the "*Rufus Soulé*."

It should be premised that, one of the boats of Her Majesty's ship "Viper" having been on detached service, the "Viper" was running down the coast to pick her up when she sighted the "*Rufus Soulé*" for the second time.

Lieutenant Hodgkinson reports as follows:—

"About 11 o'clock A.M. on the 11th of October a brigantine was seen, and, shortly afterwards, the cutter in chase.

"The brigantine held on her course close to the wind on the starboard tack, which, at 1:20, brought her down close to us. She had the American flag flying, and, although her name (which had been most conspicuously displayed on boards, with gilt letters) had disappeared, and the name entirely obliterated from the stern, we had no difficulty in making her out to be the '*Rufus Soulé*,' the vessel that I had visited on a previous occasion.

"Having the communication of the British Government with me, I boarded, and having read it to the captain, I taxed him with being engaged in the Slave Trade. I then asked him if he had any objection to his crew being mustered by the articles; he said that he had none and on proceeding to the muster the result was, that out of the whole crew on board there was only one seaman that answered to his name on the paper, and he was the sole American seaman on board the ship."

At this stage of the proceedings the "Viper's" cutter returned, when Lieutenant Hodgkinson repaired on board his own ship to receive the report of the officer who had been in charge of the boat, leaving Mr. Thompson, the officer who had accompanied him in his visit to the "*Rufus Soulé*," still on board that vessel.

The following is an extract from the Report of the officer who had been in charge of the boat:—

"At daylight on the morning of the 11th of October, being in charge of the cutter of Her Majesty's ship '*Viper*,' and cruising off Banda Point for the suppression of the Slave Trade, I sighted a brigantine an anchor, and made towards her. When drawing near, I observed her slip her cable and make all sail to the northward and westward, close hauled off the land on the port-tack beating to windward.

"I arrived on board after chasing for four hours, when I asked the following questions: What was the name of the vessel; the captain answered, '*Rufus Soulé*.' When I said, We boarded you before, off Kilongo, he directly said No, and that this was the first day he had made the land, and that he was bound for Fernando Po. I then said, You are a great

deal out of your reckoning ; when he replied, I don't know what part of the coast we are on, my chronometers are out of order. He then asked me whereabouts he was ; when I told him about seven miles to the north of Banda Point. Before I left him he told me all his men were sick, and that he did not know what he should do if it was not for the three passengers (Spaniards) that were on board. He then inquired where my ship was ; I told him the 'Viper' was some miles to the north, but that I expected her up in the course of the day, when he said that he would endeavour to fall in with her.

"I then left the '*Rufus Soulé*,' at 9 A.M., and close-hauled the cutter for Banda Point. When about four miles to windward of her, I observed him back, and stand to the southward, in a directly opposite way either to meet the 'Viper' or to make good his way to Fernando Po. I then anchored, when he shortly after crossed my bows about three miles a-head of the cutter, still going southward, and standing for Banda Point. I then again weighed in chase, and at 1 P.M. observed a steamer, which proved to be Her Majesty's ship 'Viper.'"

On being made acquainted, verbally, with the substance of the above Report, Lieutenant Hodgkinson was about to return to the "*Rufus Soulé*," when he observed the American colours and papers to be thrown overboard.

Lieutenant Hodgkinson states as follows :—

"No influence on my part was used towards the captain to induce him to commit this act, with the exception of informing him that, from correct information, he was a slaver : neither were any threats or inducements held out by Mr. Thompson.

"What, perhaps, operated more strongly on the mind of the master of the '*Rufus Soulé*' than anything I could bring to bear upon him, was that in this case it was not, as is usual in most slave-vessels, that the balance of power is equally divided, that is to say, that the American portion of the crew are equal in number, or nearly so, to the Spanish ; here all the power was in the hands of the Spaniards, who entirely governed the Americans, only three in number, namely, the captain, the mate, a Swede (though, according to his own account, a naturalized citizen of the United States), and one seaman ; one other American seaman having died, from sheer brutality and neglect, three days before her capture. Constantly had there been disputes, and the Spaniards had threatened, the moment the slaves were shipped, to do away with the Americans. This it was I afterwards found to be what worked on the captain's mind more than anything we could have said to him.

"After the vessel's papers and colours were thrown away, my boat's crew came in, and on the hatches being opened, the '*Rufus Soulé*' was found to be as fully equipped for the Slave Trade as any vessel could be. I never, however, in all my experience of vessels taken out here, saw one so ill-found. She was upwards of eighteen years old, and leaky.

"Having one prize-crew already away, I should not have been justified in sending this vessel to Sierra Leone without a large crew, and I therefore had her surveyed and destroyed.

"The '*Rufus Soulé*,' from the captain's statement, had been privately sold, that is to say, no transfer of either register or articles took place : the old crew were paid off, a fresh one was entered, and the papers, articles, and all, were got from the American Consul by means of money furnished by a Señor Toriento. The Consul's name was not appended to the re-entered crew, although it was to the crew paid off."

It only remains for me now, Sir, in order to complete this case, to quote the following statement from the Report of Mr. Thompson, the officer who accompanied the Commander of the "Viper" on the occasion of his second visit to the "*Rufus Soulé*," when that vessel became a prize to Her Majesty's ship.

Mr. Thompson states that, on his accompanying Lieutenant Hodgkinson on board the "*Rufus Soulé*," that officer "taxed Captain Anderson with his vessel being engaged in the Slave Trade, at the same time reading to him information received from the British Government of this very vessel, and also quoting information received from Killongo. To this Captain Anderson, after some little hesitation, denied that he was engaged in the Slave Trade.

"The captain was asked if he had any objection to produce his papers ; he had none, and, on obtaining them, Lieutenant Hodgkinson asked the captain if he had any objection to his crew being mustered : the captain said he had none. I was then ordered to call over the names of the crew (thirteen in number), when only one answered to his name, J. Coutino, an American seaman.

"Lieutenant Hodgkinson then informed Captain Anderson that all the circumstances combined made the suspicions he already entertained as to his being a slaver still stronger, and that he would not be doing his duty if he allowed him to proceed without watching him, and that he should therefore remain by him.

“Lieutenant Hodgkinson then repaired on board his own ship, leaving me on board the ‘*Rufus Soulé*,’ to convey or answer any questions the captain might have to offer.

“Shortly after Lieutenant Hodgkinson left, the mate (W. Peterson, a Swede, but a naturalized American), came aft to me, and said he hoped I would protect him and his property; that he was afraid of the Spaniards (the Spanish captain having landed at Killoo on the evening of the 19th of September); that he had a wife and children in America; and that in shipping for mate, if he had only known what lay the ship was on, he would not have come, he at that time not having found out the voyage she was going on, and on finding it out was afraid to say anything on account of the Spaniards, they being in the preponderance. I proceeded to ask him what he meant, when he replied, ‘It is no use to carry on this way, for you know what we are.’

“I then taxed him with the vessel being an illegal trader, when he said, ‘Yes, the vessel is.’

“The captain, Thomas Anderson, during this conversation was down below packing up his things (of this he subsequently informed me), when, on receiving a message from Lieutenant Hodgkinson, directing me to inform the captain that he thought his vessel was going in rather close, and that he had better go about, I sent down to the captain, who came on deck, and put the ship about; but on his giving the necessary orders, I noticed that the crew appeared perfectly indifferent as to whether they obeyed him or not (which I casually pointed out to him), when he replied, ‘It’s no use, I’ll give her up to you as a slaver, and choose the least of two evils.’ He also said if we had only waited five minutes longer the first time we boarded him on the 19th of September, he would have given her up then, and we should have a lot of money; and he added that he was sorry he did not, now that he found how the Spaniards had treated him.

“The captain then voluntarily threw his papers and colours overboard, when I waived to the ‘*Viper*’ for a boat, and at 2:30 P.M. Lieutenant Hodgkinson came on board, when I delivered over to him the vessel, the captain acknowledging that he had no papers or colours, and that he claimed no nationality.

“On leaving the ‘*Rufus Soulé*’ to go on board the ‘*Viper*,’ Captain Anderson observed, Ah! there’s my niggers on the beach; and if it had not been for the rollers, he would have shipped them the night before, and that neither the ‘*Viper*’ nor the ‘*Viper*’s’ boats would have seen him during the short time that would have sufficed for transporting the negroes from the shore to the ‘*Rufus Soulé*.’”

I do not doubt that the foregoing statements will convince the Government of the United States that the information on which the Commander of Her Majesty’s ship “*Viper*” acted was well founded, and that the “*Rufus Soulé*” was at the time of her capture engaged in the Slave Trade, and that she was not entitled to the protection of the United States’ flag.

The case of the “*Rufus Soulé*” is, in fact, only a type of many cases in which vessels have been enabled to carry on the Slave Trade under the American flag by means of papers fraudulently obtained, or by retaining their American papers after the vessels have been transferred to foreigners.

Before concluding this note I cannot help observing on the readiness with which credence has, in many instances, been given by United States’ officers and by the United States’ Government, to statements made by individuals who have formed portions of the crews of slave-vessels which have been captured by British cruizers, and which have not been entitled to the protection of the United States’ flag. On the representation of these persons, unsupported by any corroborative testimony, complaints have been made by the United States’ Government to the Government of Her Majesty; and it is the knowledge on the part of the slave-dealers that their complaints are listened to by United States’ officers, and their cases taken up by the United States’ Government, that has not a little emboldened their proceedings, and tended so much to the abuse of the American flag.

In making the foregoing observations, I can assure you, Sir, that I do so not in any captious spirit, nor with the wish to shield British officers from the just consequences of any improper interference on their part with *bonâ fide* American vessels, but because I believe the Cabinet of Washington to be sincerely desirous to put a stop to the prostitution of the United States’ flag for Slave Trade purposes, and because nothing would tend so much to this end as its being well understood by the slave-traders that no case would be taken up by the United States’ Government, unless on satisfactory proof that the vessel on behalf of which a complaint may have been made was *bonâ fide* entitled to the protection of the American flag.

I am, &c.
(Signed) J. RUSSELL.

No. 307.

Lord J. Russell to Lord Lyons.

My Lord,

Foreign Office, December 17, 1859.

I TRANSMIT to your Lordship herewith a copy of a despatch from Mr. Gabriel, Her Majesty's Commissioner at Loanda,* containing information relative to the extent to which the American flag is abused for Slave Trade purposes, and inclosing copies of a correspondence which has passed between him and the Commander of the United States' ship of war "Vincennes," on this subject.

I am, &c.
(Signed) J. RUSSELL.

No. 308.

Lord Lyons to Lord J. Russell.—(Received December 20.)

My Lord,

Washington, December 6, 1859.

I HAVE the honour to inclose the copy of a note in which, in obedience to the instructions contained in your Lordship's despatch of the 16th ultimo, I have communicated to General Cass the substance of the official reports which have been received by Her Majesty's Government respecting the "Rebecca" and the "J. Harris," two vessels under the American flag engaged in the Slave Trade.

I have, &c.
(Signed) LYONS.

Inclosure in No. 308.

Lord Lyons to General Cass.

Sir,

Washington, December 3, 1859.

I AM directed by Her Majesty's Principal Secretary of State for Foreign Affairs to communicate to you the substance of official reports which have been made to Her Majesty's Government respecting two vessels under the American flag, the "Rebecca," of New Orleans, and the "J. Harris," of New York, which appear to have been recently engaged in the Slave Trade on the coast.

It seems that a ship-rigged vessel anchored in Londino Bay, and having no flag flying, was visited on the 5th September last by three officers from Her Majesty's ship "Vesuvius." These officers report that by her registry (which they believe to be correct), the vessel was shown to be the "Rebecca," of New Orleans, 534 tons, ship-rigged, owned by the Spanish house of Pratts, Pujol and Co., and commanded by a Mr. Carter, who was apparently an Englishman. They state further, that Carter did not conceal his intention of shipping slaves; that he said that he should first proceed to the Congo, and that he expressed great pleasure on hearing of the escape with a cargo of slaves, in June last, of a vessel belonging to his owners, called the "Brownsville."

Her Majesty's Government are informed that the "Rebecca" had been detained by the United States' Marshal for one day at New Orleans, but had been released for want of proof of her being engaged in the Slave Trade; that she had subsequently sailed thence with the emancipated slaves of the late Mr. Mc Donough, of that city, and that she had since visited Mayumba. She is stated to be one of the swiftest sailing-vessels afloat. Her master showed several runs of more than 240 miles in 24 hours laid down upon the chart.

With respect to the other case, that of the "J. Harris," it appears, that in consequence of information that slaves were actually on the beach, branded and destined to be shipped on board that vessel, she was visited off Whydah by officers from Her Majesty's ship "Falcon," who ascertained by her papers, which were found to be correct, that she was entitled to carry the American flag. The master made no complaint respecting the visit.

In bringing the foregoing particulars to the knowledge of the Government of the

* Class A, No. 77.

United States, I am instructed to say that Her Majesty's Government cannot but lament to see the American flag thus prostituted.

I have, &c.
(Signed) LYONS.

No. 309.

Lord Lyons to Lord J. Russell.—(Received December 20.)

My Lord,

Washington, December 6, 1859.

IN obedience to the instructions conveyed to me by your Lordship's despatch of the 18th ultimo, I yesterday took an opportunity of acquainting General Cass, verbally, with the suspicions entertained with regard to the "*Emily*" and to other vessels under the American flag which have been recently visited by British cruizers on the Coast of Africa.

General Cass said that the present Government of the United States had sent to the Coast of Africa and to the neighbourhood of the Island of Cuba a considerable number of vessels of the description best calculated to act against slavers, and were doing everything which depended upon them to prevent the trade in slaves being carried on under the American flag.

I have, &c.
(Signed) LYONS.

No. 310.

Lord Lyons to Lord J. Russell.—(Received December 20.)

My Lord,

Washington, December 6, 1859.

I HAVE the honour to inclose a copy of a note in which, in obedience to the instructions contained in your Lordship's despatches of the 18th and 19th ultimo, I have communicated to the United States' Government the substance of reports from Commodore Wise respecting the apathy concerning the suppression of the Slave Trade manifested by Commander Totten, of the United States' corvette "*Vincennes*."

I have, &c.
(Signed) LYONS.

Inclosure 1 in No. 310.

Lord Lyons to General Cass.

Sir,

Washington, December 5, 1859.

THE inclosed Memorandum will make you acquainted with the substance of official reports which have been received by Her Majesty's Government respecting the proceedings of Commander Totten, of the United States' ship "*Vincennes*," on the Coast of Africa.

I have been instructed to communicate this information to the Government of the United States, and in doing so to state that it is not the intention of Her Majesty's Government to make any comments upon the apparent apathy of Commander Totten in the fulfilment of the duties with which he was specially entrusted, because Her Majesty's Government feel convinced that the Government of the United States, on being made acquainted with the facts, will not fail to take the necessary steps to ascertain whether, in the case of the "*Isla de Cuba*" and in the cases of the other vessels referred to, that officer took proper measures to prevent the flag of the United States from being used as a cloak to cover the Traffic in Slaves.

I have, &c.
(Signed) LYONS.

Inclosure 2 in No. 310.

Memorandum.

ON the 15th August, 1859, Commodore Wise, senior officer of Her Majesty's naval forces on the West Coast of Africa, addressed a letter to Commander B. J. Totten, of the United States' corvette "Vincennes," informing him that the noted slavers "Memphis," "Star of the West," and "Ottawa," were openly cruising, under American colours, between Ambriz and the Congo, waiting until the slaves were collected to form their cargoes. Commodore Wise added that very many slavers, under American colours, were still on the coast, while a considerable number had escaped since the 1st of January, owing to the protection afforded by the American flag. Finally, the Commodore stated the circumstances which led him to believe that the "Vincennes" would have it in her power to capture the "Memphis" and the "Star of the East," together with several other slavers under American colours, and urged Commander Totten to bring his ship to the spot as soon as possible; or, if he were precluded from doing that, to dispatch boats to the neighbourhood of Bahia Fonda.

This letter was delivered to Commander Totten, on the 19th August, at St. Paul de Loanda by Lieutenant Burton, commanding Her Majesty's ship "Triton." Commander Totten attended to the representation made to him so far as to dispatch two boats, which were conveyed by the "Triton" to Bahia Bay, and which proceeded thence on the 24th August along the coast as far as the Congo, but no satisfactory result was obtained.

On the 26th August Lieutenant Burton communicated with the "Vincennes" at Fonda Bay, and pointed out to Commander Totten the slave-vessel "Memphis," bearing north-west. The wind being very light, Lieutenant Burton offered to get up steam and tow the boats of the "Vincennes" to examine the "Memphis;" but Commander Totten declined this offer, saying that he thought he could overtake her in his own ship. He did not, however, attempt to do so, and in consequence of this want of alacrity the "Memphis" escaped a visit which must, it is believed, have resulted in her capture.

On the 28th August Commodore Wise wrote a second letter to Commander Totten, transmitting to him information which showed that several vessels had obtained genuine American papers by means of gross perjury. Commodore Wise had fallen in with one of these vessels, the "Isla de Cuba," in Black Point Bay, flying American colours. The beach at the time was thronged with natives, who were, it was believed, on the point of being shipped on board. The "Isla de Cuba" having been visited, a register, obtained by the nefarious practices referred to, was produced, on which the Christian name of the master had been altered from "John" to "Lauren."

On the following morning Commodore Wise, having well considered the case, felt convinced that he should not be justified in leaving the "Isla de Cuba" at liberty. She had, indeed, hoisted United States' colours, but the Commodore was persuaded that her assumption of being American was fraudulent. He knew that she was the property of the Portuguese slave-dealer Reis, and that her real master was a Portuguese of the name of Correa. He had discovered that she was fully fitted for the Slave Trade; her slave-coppers, water, and provisions being on board, and her slave-deck partially laid. He conceived therefore that his only course was to send her to one of the cruisers of the country to which she claimed to belong, that being, in his opinion, the most effective method of exposing the nefarious practices by which Spaniards and Portuguese contrive to carry on the Slave Trade under the protection of the United States' flag. Having stated these circumstances, Commodore Wise concluded his letter by expressing his conviction that Commander Totten would make every exertion to bring the master, owners, and crew of the "Isla de Cuba" to the punishment they so justly deserved.

On the 20th of August Commodore Wise placed an officer on board the "Isla de Cuba," and instructed him to transfer her to the jurisdiction of the United States' corvette "Vincennes" at St. Paul de Loanda, or to that of any other American man-of-war he might fall in with.

On the 1st of September Commodore Wise communicated with the "Vincennes," and furnished her commander with a duplicate of the letter of the 28th of August mentioned above.

Commander Totten informed Commodore Wise that he was on his way to Porto Praya, and that he expected to go on thence to America; but, in compliance with a requisition from the Commodore, he promised to remain seven days at Mayumba, to which place the Commodore had ordered the officer in charge of the "Isla de Cuba" to proceed with that vessel in the event of his not meeting the "Vincennes" at Loanda.

On the 7th of September Commodore Wise himself anchored at Mayumba, and was

much surprised to ascertain, from the whalers at the anchorage, that the "Vincennes" had not even looked into that neighbourhood. Two days after the "Isla de Cuba" arrived, and the officer in charge reported that not having found the "Vincennes" at Loanda he had followed her with all despatch along the coast, and should have fallen in with her had Commander Totten adhered to his engagement.

By the breach of that engagement Commodore Wise was deprived of the only means of bringing the "Isla de Cuba" to justice, except sending her to the United States. This he did not deem it expedient to do for the reason (among others) that she was so badly fitted that he did not feel justified in exposing a crew to encounter, in so unseaworthy a vessel, the weather which prevails on the American coast in the winter months. He was therefore obliged to release her, and she forthwith made all sail to Black Point.

It is not doubted that her Portuguese captain will there have taken on board her cargo of slaves, and that thus this vessel will be added to the long list of those who have carried on the Slave Trade with impunity under the American flag.

No. 311.

Lord J. Russell to Lord Lyons.

My Lord,

Foreign Office, December 23, 1859.

I TRANSMIT to your Lordship herewith a copy of a letter from the Commander of Her Majesty's ship "Spitfire" to the Secretary of the Admiralty,* reporting the capture of a brigantine without colours, papers, or name, having on board 500 slaves.

It would, however, appear from the accompanying extract of a report from the Governor of Sierra Leone, to which Colony the prize was sent for adjudication, that the brigantine in question was supposed to be the "J. Harris" of New York.

This vessel is one of those mentioned in my despatch No. 32 of the 16th ultimo, as having been visited off Whydah by officers from Her Majesty's ship "Falcon," on which occasion she was furnished with American colours and papers.

Your Lordship will take an opportunity of verbally acquainting General Cass of this capture.

I am, &c.
(Signed) J. RUSSELL.

No. 312.

Lord Lyons to Lord J. Russell.—(Received December 26.)

My Lord,

Washington, December 12, 1859.

I HAVE the honour to transmit to your Lordship a copy of a note in which General Cass has acknowledged the receipt of the note which I addressed to him on the 3rd instant, respecting two vessels under the American flag, the "Rebecca" of New Orleans, and the "J. Harris" of New York, supposed to have been recently engaged in the Slave Trade. A copy of my note was transmitted to your Lordship with my despatch of the 6th instant.

I have, &c.
(Signed) LYONS.

Inclosure in No. 312.

General Cass to Lord Lyons.

My Lord,

Department of State, Washington, December 8, 1859.

I HAVE the honour to acknowledge the receipt of your Lordship's note of the 3rd instant, respecting two vessels under the American flag, the "Rebecca," of New Orleans, and the "J. Harris," of New York, supposed to have been recently engaged in the Slave Trade.

I have, &c.
(Signed) LEW. CASS.

* Class A, No. 145.

No. 313.

Lord J. Russell to Lord Lyons.

My Lord,

Foreign Office, December 29, 1859.

I INCLOSE, for your Lordship's information, the accompanying copies of a letter and its inclosure from the Commander of Her Majesty's ship "Viper,"* reporting the circumstances under which he visited the American ship "Rebecca," of New York, in the Congo river in the month of September last.

I also inclose copies of a letter and its inclosure from the Commander of Her Majesty's ship "Archer,"† relative to the boarding of the brigantine "Frances Ellen," of Charleston, by an officer from Her Majesty's ship under his command.

I am, &c.
(Signed) J. RUSSELL.

No. 314.

Lord J. Russell to Lord Lyons.

My Lord,

Foreign Office, January 4, 1860.

I TRANSMIT to your Lordship herewith copies of a despatch and its inclosures from Her Majesty's Consul at St. Michael's,‡ containing information respecting the movements of the noted slave-yacht "Wanderer," and the proceedings of her master since she clandestinely left Savannah in the month of October last.

I am, &c.
(Signed) J. RUSSELL.

No. 315.

Lord J. Russell to Lord Lyons.

My Lord,

Foreign Office, January 14, 1860.

I INCLOSE, for your Lordship's information, a copy of a letter from the Commander of Her Majesty's ship "Triton,"§ reporting the circumstances under which he boarded the brig "Tavernier," under American colours, and stating his suspicions that this vessel is intended to be employed in the Slave Trade.

I am, &c.
(Signed) J. RUSSELL.

No. 316.

Lord Lyons to Lord J. Russell.—(Received January 30.)

My Lord,

Washington, January 17, 1860.

IN obedience to the instructions conveyed to me by your Lordship's despatch of the 9th ultimo, I this morning took an opportunity of acquainting General Cass with the tenour of the orders given, on the 4th October last, by Commodore Wise to the Commanders of British cruisers on the coast of Africa, with regard to co-operating with the Commanders of cruisers of the United States.

I have, &c.
(Signed) LYONS.

No. 317.

Lord J. Russell to Lord Lyons.

My Lord,

Foreign Office, January 31, 1860.

I TRANSMIT to your Lordship herewith a copy of a despatch from Her Majesty's Commissioners at the Havana,|| representing the extent to which the Slave Trade is now

* Class A, No. 148.

† Ibid., No. 149.

‡ No. 134.

§ Class. A, No. 152.

|| Ibid., No. 24.

carried on in Cuba, and the preparations that are making for pursuing this Traffic on a still more extended scale.

Her Majesty's Government have been for some time aware that the Slave Trade on the East Coast of Africa has been upon the increase, and that several large vessels under the American flag have shipped cargoes from thence for the Cuban market.

The despatch now inclosed would seem to indicate an intention on the part of the slave-traders to resort more extensively to the Eastern Coast of the African continent, and the recent reinforcement of the United States' squadron on the West Coast will doubtless account for this change.

But on the East Coast of Africa, as far as Her Majesty's Government are aware, there are no American cruisers, nor any authority competent to prevent the abuse of the American flag, either by United States' vessels, or by vessels fraudulently assuming the flag of that country.

I have to instruct your Lordship to take an opportunity of bringing this matter to the notice of General Cass, and in doing so, you will state that the object of Her Majesty's Government in instructing you to make this communication, is to obviate those complications which might arise owing to the absence of any United States' officer to whom an appeal might be made by the Commanders of British cruisers when vessels engaged in the Slave Trade are suspected of fraudulently assuming the United States' flag.

I am, &c.
(Signed) J. RUSSELL.

No. 318.

Lord J. Russell to Lord Lyons.

My Lord,

Foreign Office, January 31, 1860.

I INCLOSE, for your Lordship's information, a copy of a despatch from Her Majesty's Commissioner at Loanda,* reporting the capture by Her Majesty's ship "Viper," of the American brig "Tavernier," of New York, with 518 slaves, but without colours or papers.

I have further to acquaint your Lordship that I have received intelligence of the condemnation of this vessel by the Vice-Admiralty Court at St. Helena.

I am, &c.
(Signed) J. RUSSELL.

No. 319.

Lord Lyons to Lord J. Russell.—(Received February 6.)

My Lord,

Washington, January 22, 1860.

IN obedience to the instruction contained in your Lordship's despatch of the 23rd ultimo, I this morning took an opportunity of verbally acquainting General Cass of the capture, by Her Majesty's ship "Spitfire," of a brigantine with 500 slaves on board, having no colours, papers, or mark of her name, but supposed to be the "J. Harris," of New York.

I have, &c.
(Signed) LYONS.

No. 320.

Lord J. Russell to Lord Lyons, February 6, 1860.

[See despatch to Mr. Christie, dated February 11, 1860, No. 39.]

No. 321.

Lord J. Russell to Lord Lyons.

My Lord,

Foreign Office, March 9, 1860.

I TRANSMIT herewith, for your Lordship's information, copies of a letter and its inclosure from the Commander of Her Majesty's ship "Triton" to the Secretary to the Admiralty,* reporting the capture of a barque with upwards of 700 slaves on board, but without name, papers, or colours, and supposed to be the "*Pamphylia*," a vessel that sailed from the Havana in the month of September last under the United States' flag.

I am, &c.

(Signed) J. RUSSELL.

No. 322.

Lord Lyons to Lord J. Russell.—(Received March 13.)

My Lord,

Washington, February 28, 1860.

ON the 25th instant, in obedience to the instructions conveyed to me by your Lordship's despatch of the 31st ultimo, I took an opportunity of drawing the attention of General Cass to the transfer of the operations of the slave-traders from the Western to the Eastern Coast of Africa. I pointed out that, so far as Her Majesty's Government are aware, neither are there any United States' cruizers on the Eastern Coast, nor is there, on that Coast, any authority competent to prevent the abuse of the American flag by vessels engaged in the Slave Trade. I concluded by saying that the object of Her Majesty's Government in instructing me to make the communication was to obviate those complications which might arise from the absence of any United States' officer to whom appeal might be made by the Commanders of British cruizers, with respect to vessels suspected of fraudulently assuming the American flag on the Eastern Coast.

I have the honour to inclose a copy of a short Memorandum which I thought it well to leave with General Cass, in order to guard against this matter being forgotten amidst the multitude of subjects by which his attention is at this moment engaged.

I have, &c.

(Signed) LYONS.

Inclosure in No. 322.

Memorandum.

IT appears that the Slave Trade has been for some time on the increase on the Eastern Coast of Africa, and that several large vessels, under the American flag, have shipped cargoes of slaves there for the Cuban market. There are now indications of an intention on the part of the slave-traders to resort still more extensively to the Eastern Coast. This is, doubtless, to be accounted for by the recent reinforcement of the United States' squadron on the Western Coast.

It is believed that on the Eastern Coast of Africa there are no United States' cruizers, and that there is there no authority competent to take cognizance of the abuse of the American flag, whether by vessels really American or by vessels fraudulently assuming the flag. It is desired to bring this matter to the notice of the Government of the United States, in order to obviate those complications which might be occasioned by the absence of any United States' officer to whom an appeal might be made by the Commanders of British cruizers, when vessels engaged in the Slave Trade are suspected of fraudulently assuming the United States' flag.

* Class A, No. 156.

No. 323.

Lord J. Russell to Lord Lyons.

My Lord,

Foreign Office, March 16, 1860.

I TRANSMIT herewith, for your Lordship's information, copies of a letter and its inclosure from the Commander of Her Majesty's ship "Pluto,"* reporting his having boarded the brigantine "John R. Rhoades," under American colours, for the purpose of verifying her nationality.

I am, &c.
(Signed) J. RUSSELL.

No. 324.

Lord Lyons to Lord J. Russell.—(Received March 20.)

My Lord,

Washington, March 5, 1860.

ON the 2nd instant, in obedience to your Lordship's orders, I read to General Cass your Lordship's despatch of the 6th ultimo, and left with him a copy of it.

General Cass said that the United States' Government would not fail to take into consideration the proposal which it contains, that the Ministers of the United States and of other Powers shall meet in London in the month of May or June next, to consider what measures can be taken to check the increase of the Slave Trade.

I have, &c.
(Signed) LYONS.

* Class A, No. 159.

UNITED STATES. (*Consular*)—*Boston.*

No. 325.

Consul Lousada to Lord J. Russell.—(Received August 5.)

My Lord,

Boston, July 22, 1859.

I HAVE the honour of forwarding an account of the seizure of the ship "*Atlantic*," as a suspected slaver, at New Bedford, a port within this Consulate.

I have, &c.

(Signed) FRANCIS LOUSADA.

Inclosure in No. 325.

Extract from the "New Bedford Standard" of July 21, 1860.

THE ship "*Atlantic*," which has been fitting at New Bedford since her arrival here on the 30th of June, for a pretended whaling voyage, but which has been suspected of not being exactly in that line of business, was this morning taken in charge by United States' officers, upon information lodged in the United States' District Court in Boston, by parties residing in New York. The process was placed in the hands of Deputy Marshal Freeman, Junior, who has the matter in charge.

The "*Atlantic*," which has been in the stream for several days finishing loading and taking in water, cleared yesterday for the Indian Ocean, was towed to the lower harbour yesterday afternoon, and was to proceed to sea this morning, having waited, as it has been said, for some passengers who were bound to Fayal, where the ship was to touch. Her officers and crew were all on board. But this morning an officer was placed on board from the United States' revenue cutter "*Campbell*," which came round from Newport, she having been in this vicinity for several days.

The "*Atlantic*" is a ship of 699 tons; was built in 1836; and is owned by her Commander, Captain Francis J. Silva, a Portuguese, but a naturalized citizen of the United States, having purchased her of Captain J. S. C. Maciel, master and owner of the ship "*Comoro*," brought to this port from Boston, and now fitting for a whaling voyage. The "*Atlantic*" was formerly a whaler from New London, but has lately been engaged in the merchant service out of New York. Captain Silva was formerly master of ship "*Governor Troup*" of this port.

We understand that parties have been on the look-out for the past ten days, and in constant communication with the authorities elsewhere; and that the seizure is made not wholly on account of the manner of outfit, &c., but upon circumstances not known to the public.

There are many rumours in circulation about the streets in relation to the matter, but we do not think best to give them publicity, as the affair will undergo a legal investigation.

The ship is of a larger burthen than vessels generally employed in the whaling service, and cleared with but twenty-three men, while she was supplied with seven whale-boats—the deficiency in men, however, could be supplied from the Western Islands. She has no first officer, which might be also supplied in the same way. The second officer, we are told, was shipped with the understanding that he was to be the third when at sea. There are but three try-pots on board, and one of these is cracked.

She is not coppered in the usual manner of whalers, being coppered on the skin, whereas they are coppered on a sheathing; and, besides, she is only coppered low down,

and as she now lies, the metal is two feet under water. This also may have been done as a matter of economy.

The lower hold is said to be stowed with casks full of fresh water, whereas whalers generally fill the casks in the lower hold with salt water.

The "*Atlantic*" has on board 1,200 bushels of corn to be disposed of at Fayal, and provisions shipped by Portuguese to their friends residing at the islands, and a very large mail for whalers expected to touch at the islands. She had nineteen Portuguese passengers engaged.

The affair has created a great excitement in this city to-day. The wharves have been visited by large numbers inquiring for particulars in relation to the matter, and the subject is one of general conversation throughout the city.

P.S.—Our reporter has just returned from a visit to the ship and the cutter, which now lie in the stream. He gleaned the following additional intelligence:—Information concerning both the "*Atlantic*" and "*Comoro*" has been in the possession of Marshal Rynders, of the Southern District of New York. He was informed that the sum of 20,000 dollars had been sent from a house in Havana to the house of Amedes, Ambreges, and Co., of Pearl-street, New York, for the purchase of two ships for the Slave Trade.

Marshal Rynders dispatched Deputy Marshal Lorenzo de Angelis, who discovered the purchase of the ships "*Atlantic*" and "*Comoro*," and has been watching their outfit. Amedes has been in New Bedford, it is presumed, as he was on board the Fall River boat on Saturday night. Mr. Angelis joined the cutter "*Campbell*" on Tuesday night, and set sail to intercept the vessels.

Had the cutter been fully manned, she was to have taken the "*Atlantic*," and then lay off for the "*Comoro*," but as it was, they were obliged to take the "*Atlantic*" this morning, and Lieutenant R. H. Travers was put in charge of her.

The "*Atlantic*" will have to be discharged, in order to search her, and this will be done at once.

UNITED STATES. (*Consular*)—*Charleston.*

No. 326.

Consul Bunch to the Earl of Malmesbury.—(Received May 10.)

(Extract.)

Charleston, April 21, 1859.

IN my despatch of the 13th of December last, I had the honour to acquaint your Lordship that the grand jury impanelled at Columbia, the capital of this State, had refused to find a bill against the sixteen persons taken on board of the slaver "*Echo*," by the United States' schooner "*Dolphin*," on the 21st of August, 1858. I stated, further, that the prisoners had been recommitted to jail, and brought to this city to await the next term of the United States' Circuit Court, in April 1859.

It has now become my duty to report to your Lordship that the Court met in Charleston on the 9th instant, being presided over, as before, by Judges Wayne and Magrath, and that an indictment for piracy against the prisoners was presented to a grand jury, who found that there was a true bill; upon this a trial took place, commencing on the 12th and terminating on the 16th instant, when a verdict of "not guilty" was returned. I should state, for greater accuracy, that ten prisoners were tried first, and the remaining six a day or two afterwards, the result in each case being the same.

No. 327.

Consul Bunch to Lord J. Russell.—(Received September 19.)

(Extract.)

Charleston, September 5, 1859.

A RECENT number of the "*New York Herald*" professes to furnish positive proof that one cargo, at least, of Africans has been lately landed in the Southern country.

Although I am not disposed to believe that any considerable number of negroes have, thus far, found their way into the territory of the United States, I am nevertheless fully satisfied that some Africans have been successfully introduced.

I may add, that a friend of my own, who was passing through Alabama about three weeks ago, saw with his own eyes thirty-five newly-landed Africans who were travelling upon the same railroad with himself.

UNITED STATES. (*Consular*)—*Mobile*.

No. 328.

Consul Tulin to the Earl of Malmesbury.—(Received April 19.)

(Extract.)

Mobile, March 29, 1859.

I HAVE the honour to inform your Lordship that several wild African negroes, about twenty in number, have been working in the town of Mobile; and their utter ignorance of any other language than their own evidently shows that they have very recently been imported.

The fact of their being fresh-caught men is incontestable.

Some Africans imported by the "*Wanderer*" have been released.

No. 329.

Consul Tulin to the Earl of Malmesbury.—(Received April 25.)

(Extract.)

Mobile, March 31, 1859.

I HAVE the honour to inform your Lordship that a Bill, of which I inclose a copy, repealing in part the law providing for the incarceration of free negro sailors while their vessels are in port, has been introduced in the House of Representatives in Washington by Mr. Mallony, United States' Senator for Florida.

I may now take occasion to mention that a similar Law exists in the States of Alabama, on the condition that the consignee of the vessel carrying such coloured sailors give a bond as a guarantee against their entering the State.

Inclosure in No. 329.

An Act to remove, in part, Obstruction to Commerce at the Port of Key West.

SECTION 1. Be it enacted by the Senate and House of Representatives of the State of Florida in General Assembly convened, That from and after the passage of this Act, all vessels arriving in the port of Key West, with free negroes, the same may remain on board of such vessel, or on the wharf at which said vessel is lying, without being arrested and confined in jail: Provided, that if any such free negro or mulatto shall be found beyond the wharf to which said vessel may be lying, the said free negro or mulatto shall be subject to all pains and penalties as is now prescribed by law.

Section 2. Be it further enacted, That the master of every such vessel shall be held liable for all fines and costs which may be assessed against any such free negro or mulatto on board of such vessel.

(Passed the House of Representatives, December 23, 1858. Passed the Senate, December 23, 1858. Approved, January 5, 1859.)

State of Florida.

I hereby certify the foregoing Act to be a true and correct copy of the original Act on file in the office of the Secretary of State.

Witness my hand and the Great Seal of State of Florida. Done at the capital in Tallahassee this 17th day of January, A.D. 1859.

(Signed)

F. L. VILLIPIQUE, *Secretary of State.*

No. 330.

Consul Tulin to the Earl of Malmesbury.—(Received May 16.)

My Lord,

Mobile, April 21, 1859.

I HAVE the honour to inform your Lordship that having heard say, at Mobile, that one or more vessels connected with the Slave Trade had been wrecked off the Coast of Florida, I addressed a despatch on the 25th ultimo to Mr. Pinkney, the Acting British Vice-Consul at Key West, instructing him to inform me, by return of post, of all the particulars he could reap on that subject; and I have now the honour of inclosing herein, for your Lordship's information, copy of Mr. Pinkney's reply on the subject, by which your Lordship will be able to learn that a brig of 210 tons burthen, supposed to be the "Tyrant," was found to be ashore near Key West, and that the crew thereof were arrested and brought before the United States' Commissioners, and afterwards released, with the exception of the master, who will be tried on the 1st of May next.

I have, &c.

(Signed) CHARLES TULIN.

 Inclosure in No. 330
Acting Vice-Consul Pinkney to Consul Tulin.

Sir,

Key West, April 7, 1859.

I AM in receipt of your despatch of the 25th March, calling [for information about one or more slavers wrecked on our coast.

A brig, supposed to be the "Tyrant," of 210 tons burthen, was found ashore about ten miles from this place by a wrecking vessel, and the crew were taken off and brought to this port, where they were arrested and brought before the United States' Commissioner; the crew were all released, but a man supposed to be the master was committed for trial upon the charge of having been engaged in the Slave Trade, and will be tried on the 1st of May next. From appearances I should judge that this vessel had landed a cargo of slaves a few days previous to being run ashore upon the Florida Reef. The ship had no anchors and chain, which shows that the vessel must have left in haste; report says that the vessel slipped her chains on the coast of Africa, having been chased by a British steamer. The brig was got off by the wreckers, and seized by a revenue officer, and has been forfeited to the United States for being engaged in the Slave Trade, and will be sold on the 18th of this month by the United States' Marshal. The negroes were landed in Cuba.

I am, &c.

(Signed) W. PINKNEY.

 No. 331.
Consul Tulin to Lord J. Russell.—(Received December 26.)

(Extract.)

Mobile, December 6, 1859.

I HAVE the honour to report to your Lordship that, on the 20th ultimo, the United States' steamer "Mohawk," Lieutenant T. Augustus Craven commanding, arrived in the harbour of Key West, in Florida, having in tow the American brig "Cygnet," of New York, captured, on the 18th instant, about twelve miles from the entrance of Sagua la Grande, Cuba. She had landed a cargo of slaves about twelve hours previously. The slave-deck had been removed, but the evidences of one were still there. She had on board 5,000 gallons of water, a large quantity of beans, fish, and other articles.

The vessel was partially stripped, the water hot in the coppers, and the breakfast-table set, but no one was found on board.

From memoranda found, she had landed about 250 slaves, and was commanded by one Gunderson. She was lying within a mile of the Key, and inside of the reef. A prize-crew was put on board, and the vessel towed into the port of Key West.

The "Cygnet," is reported to be a fine brig of upwards of 200 tons, was built in Calis, Maine, in 1856, coppered in Baltimore in 1858, and has a new suit of sails and a good outfit.

The case will be tried at the January term of the United States' District Court at that place.

The "Mohawk" afterwards left Key West for Cuba.

UNITED STATES. (*Consular*)—*New Orleans.*

No. 332.

Lord J. Russell to Consul Mure.

Sir,

Foreign Office, January 21, 1860.

HER Majesty's Minister in Mexico has recently transmitted to me a copy of a note received by him from the Mexican Government, acquainting him that Don Francisco Reche and Mercia, the Consul at New Orleans of the Government established at Vera Cruz, has furnished letters of marque, under the Mexican flag, to vessels engaged in the Slave Trade.

I inclose herewith a translation of the Mexican Minister's note,* and I have to desire that you will endeavour to ascertain whether his information is well founded; and, if so, that you will furnish me with the names of the vessels which have been thus furnished with letters of marque.

I am, &c.
(Signed) J. RUSSELL.

* Inclosure in No. 82.

UNITED STATES. (*Consular*)—*Savannah.*

No. 333.

Acting Consul Taylor to the Earl of Malmesbury.—(Received May 24.)

(Extract.)

Savannah, May 6, 1859.

I HAVE the honour to report that the trial of the yacht "*Wanderer*," for being implicated in the Slave Trade, is postponed until the next Term of the Court in November proximo.

In reference to my despatch of the 15th of January, I have the honour to inform you that the case of the barque "*Angelita*" was dismissed, and the vessel delivered to her owners.

No. 334.

Consul Molyneux to Lord J. Russell.—(Received December 20.)

My Lord,

Savannah, November 28, 1859.

I HAVE the honour to transmit to your Lordship newspaper slips containing a report in detail of the trial, at the present term of the United States' Circuit Court, of Nicholas A. Brown, Juan Rajesta, and Miguel Arguier, three seamen belonging to the yacht "*Wanderer*," against whom bills of indictment were found at the January term for being engaged in the Slave Trade.

The trial lasted several days; and after an able charge from Judge Wayne, the jury, having deliberated nearly twenty-four hours, rendered a verdict of Not Guilty.

I have, &c.

(Signed) E. MOLYNEUX.

Inclosure in No. 334.

Newspaper Extracts.

No. 335.

Consul Molyneux to Lord J. Russell.—(Received December 20.)

My Lord,

Savannah, November 30, 1859.

I HAVE to report to your Lordship that Nicholas A. Brown, one of the crew of the yacht "*Wanderer*," has been tried, on a second indictment, for bringing Africans into the jurisdiction of the United States, and holding them as slaves; but, pending the deliberation of the jury, the Foreman being taken ill, by consent of Counsel the jury were discharged, Judge Wayne announcing the case a mis-trial.

It is rumoured that the jury stood eight for acquittal, and four for conviction.

The prisoner Brown is still in custody, there being a third indictment against him.

In the second indictment preferred against the other two seamen of the "*Wanderer*," Juan Rajesta and Miguel Arguier, the Grand Jury found "No Bill," and they have been discharged.

I have, &c.

(Signed) E. MOLYNEUX.
