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Class A.

CORRESPONDENCE

WITH THE

BRITISH COMMISSIONERS

AT

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

AND

REPORTS FROM

BRITISH VICE-ADMIRALTY COURTS,

AND FROM

BRITISH NAVAL OFFICERS,

RELATING TO

THE SLAVE TRADE

From January 1 to December 31, 1861.

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

1862.

LONDON:

PRINTED BY HARRISON AND SONS.

THE UNITED STATES

DEPARTMENT OF THE INTERIOR

BUREAU OF LAND MANAGEMENT

WASHINGTON, D. C.

OFFICE OF THE DIRECTOR

LAND OFFICE

REPORT

NO. 1

ON THE

LANDS

IN THE STATE OF

NEW YORK

AND

THE DISTRICT OF COLUMBIA

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SIERRA LEONE.

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Class A.

CORRESPONDENCE

WITH

BRITISH COMMISSIONERS.

SIERRA LEONE.

No. 1.

Her Majesty's Judge to Lord J. Russell.—(Received February 12, 1861.)

My Lord,

I HAVE the honour to acquaint your Lordship, that no case has come before the British and Netherlands, British and Spanish, British and Argentine, British and Bolivian, British and Chilian, British and Equatorial Mixed Courts of Justice, established in this Colony for the prevention of the illicit Traffic in Slaves, during the half-year ending this day.

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

No. 2.

Her Majesty's Judge to Lord J. Russell.—(Received February 12, 1861.)

My Lord,

I HAVE the honour to acquaint your Lordship that no slaves have been emancipated, and consequently that none have been registered, by the Courts of Mixed Commission at this station, during the half-year ending this day.

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

No. 3.

Her Majesty's Judge to Lord J. Russell.—(Received February 12.)

My Lord,

I HAVE the honour to transmit herewith to your Lordship, a Return of the vessels captured on suspicion of being engaged in the Slave Trade, which have been adjudicated by the Vice-Admiralty Court in this Colony, during the half-year ending on the 31st of December last, under the Act 2 & 3 Vict., cap. 73.

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

Inclosure in No. 3.

RETURN of Vessels Captured on suspicion of being engaged in the Slave Trade, and Adjudicated by the Vice-Admiralty Court at Sierra Leone, from July 1 to December 31, 1860.

Name of Vessel.	Flag.	Name of Master.	Date of Seizure.	Where captured.	Property seized.	Seizor.	Date of Sentence.	Number of Slaves captured.	Number died before adjudication.	Total Number emancipated.	Tonnage, English.	Decretal part of Sentence, whether Forfeiture or Restitution.	Statute under which Sentence was passed, or prosecution instituted.	Whether property condemned, and whether any part remains unsold, and in whose hands the proceeds remain.	Remarks.
Unknown	None	Joseph Ross	1860 Nov. 19	Lat. Long. 7° 10' N. 12° 40' W.	Brig and stores	Sholto Douglas, H. M. S. "Espoir"	1860 Nov. 29	...	...	...	Under rule of 17 & 18 Vict., c. 80, s. 22. 186½ tons	Forfeiture	2 & 3 Vict., cap. 73	Vessel broken up; materials and effects sold at public auction; net proceeds paid into the military chest	Vessel equipped for Slave Trade; had neither papers nor colours.
Unknown	None	Unknown	Nov. 15	6° 49' S. 11° 57' E.	Cutter and stores	F. H. Smith, H. M. S. "Torch"	Dec. 13	...	...	...	6 & 5 Vict., c. 89, s. 19. 196½ tons	Forfeiture	2 & 3 Vict., cap. 73	Two chain cables, 1 bag, wooden spoons, 25 tin dishes, 1 chronometer, 1 quadrant, 2 compasses, 1 boom-mainsail, 1 forestay-sail, sold by public auction; proceeds not sufficient to cover expenses; deficiency to be paid by captor	This vessel on survey was reported unworthy, and after removing the goods mentioned as sold, she was totally destroyed by fire.
Clara Windsor	None	Don Antonio	Dec. 14	4° 44' S. 14° 21' W.	Barrels, staves, and stores	Sholto Douglas, H. M. S. "Espoir"	...	677	...	...	...	...	...	...	Up to the time of making this Return this case had not been adjudicated.

Sierra Leone, January 17, 1861.

(Signed)

THOMAS MARSTON, Registrar.

No. 4.

Her Majesty's Judge to Lord Wodehouse.—(Received August 12.)

My Lord,

Sierra Leone, July 1, 1861.

I HAVE the honour to acquaint your Lordship that no case has come before the British and Netherlands, British and Spanish, British and Argentine, British and Uruguayan, British and Bolivian, British and Chilian, British and Equatorial Mixed Courts of Justice, established in this Colony for the prevention of the illicit Traffic in Slaves, during the half-year ending the 30th June last.

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

No. 5.

Her Majesty's Judge to Lord J. Russell.—(Received August 12.)

My Lord,

Sierra Leone, July 1, 1861.

I HAVE the honour to acquaint your Lordship that no slaves have been emancipated, and, consequently, that none have been registered, by the Courts of Mixed Commission at this station during the half-year ending the 30th of June last.

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

No. 6.

Her Majesty's Judge to Lord J. Russell.—(Received September 10.)

My Lord,

Sierra Leone, August 10, 1861.

I HAVE the honour to transmit herewith to your Lordship a Return of the vessels captured on suspicion of being engaged in the Slave Trade, which have been adjudicated by the Vice-Admiralty Court in this Colony during the half-year ending on the 30th June last, under the Acts 5th Geo. IV, cap. 113, and 2nd and 3rd Vict., cap. 73.

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

Inclosure in No. 6.

RETURN of Vessels captured on suspicion of being engaged in Slave Trade, and adjudicated by the Vice-Admiralty Court at Sierra Leone, from January 1 to June 30, 1861.

Name of Vessel.	Flag.	Name of Master.	Date of seizure.	Where captured.	Property seized.	Seizor.	Date of Sentence.	Number of Slaves captured.	Number died before adjudication.	Total Number.	Tonnage, English.	Decretal part of Sentence, whether Forfeiture or Restitution.	Statute under which Sentence was passed, or Prosecution instituted.	Whether the property condemned has been sold or converted, and whether any part remains unsold, and in whose hands the proceeds remain.	Remarks.	
Clara Windsor	None	Don Antonio	1860 Dec. 14	Lat. Long. 4° 44' S 14° 21' W.	Barque, slaves and stores	Sholto Douglas, Esq., Commander of Her Majesty's ship "Espoir"	1861 Jan. 15	677	87	500	Under rule 2 of 17 & 18 Vict., c. 104, s. 22, 218 ³ / ₁₆ tons	Forfeiture	2 & 3 Vict., c. 73	Vessel broken up; materials and effects sold at public auction; net proceeds paid into the Military Chest.	Vessel equipped for Slave Trade, with slaves on board; had neither papers nor colours.	
Unknown	None	Mahamodoo	1861 Jan. 11	Near Bance Island, within the waters of Sierra Leone	One canoe and 11 slaves	Thomas Pike, Esq., Harbour-master	Feb. 4	11	...	11	...	Ditto	5 Geo. IV, c. 113	Canoe and effects sold by public auction; proceeds not sufficient to cover expenses; deficiency to be paid by captor.	The delay between dates of seizure and condemnation caused by severe illness of captor.	
Unknown	None	Unknown	Jan. 19	In a narrow creek, 22 miles up the Fongas river	Brigantine ...	F. H. Smith, Esq., Commander of Her Majesty's ship "Torch"	Feb. 2	...	...	...	Under 1s. 19, 8 & 9 Vict., c. 89, 147 ³ / ₁₆ tons	Ditto	2 & 3 Vict., c. 73	No effects were brought out of this prize.	This vessel was aground, and could not be got afloat; she was entirely consumed by fire; she had no stores on board, but was fitted and equipped for the Slave Trade.
Unknown	None	Unknown	Apr. 14	In the River Braminah	Schooner and stores	Ditto	Apr. 27	...	...	...	Under rule 2 of 17 & 18 Vict., c. 104, s. 22, 31 ¹ / ₁₆ tons	Ditto	Ditto	Vessel broken up; materials and effects sold at public auction; net proceeds paid into the Military Chest.	Vessel equipped for Slave Trade; had neither papers nor colours.
Flight	None	Unknown	May 19	3° 56' S. 14° 31' W.	Brig and stores	A. C. F. Hensage, Esq., Commander of Her Majesty's ship "Falcon"	June 8	538	43	495	...	Ditto	Ditto	Vessel broken up; materials and effects sold at public auction; net proceeds paid into the Military Chest, July 25, 1861.	Vessel equipped for Slave Trade, with slaves on board; had neither papers nor colours.	
Unknown	None	Unknown	June 13	Inside the bar of the Gallinas river	Top-sail-schooner and stores	F. H. Smith, Esq., Commander of Her Majesty's ship "Torch"	This vessel had not been adjudicated up to date of this Return.

Sierra Leone, July 1, 1861.

(Signed

THOMAS MARSTON, Registrar.

No. 7.

Her Majesty's Judge to Earl Russell.—(Received November 11.)

(Extract.)

Sierra Leone, September 30, 1861.

I HAVE the honour to lay before your Lordship my Report for the year ending on this day, together with such information respecting the Slave Trade on the West Coast of Africa as I have been able to procure.

During the above period one case has been adjudicated by the British and Foreign Mixed Courts of Justice established in this Colony, that of the Uruguayan barque "*Constancia*," which vessel was condemned by the British and Uruguayan Court on the 29th November, 1860, on the ground of being at the time of her capture equipped for and engaged in the Slave Trade.

The total number of cases adjudicated by the Mixed Courts up to the present date amounts to 533, and the number of slaves emancipated and registered by these Courts remains the same as at the date of my last Annual Report, namely, 56,935.

During the year seven vessels have been condemned in the Vice-Admiralty Court of this Colony under the Act of 2 and 3 Vict., cap. 73: of these vessels five were fully equipped for the Slave Trade, and the other two had slaves on board amounting to the united number of 1,215, of whom 130 died before adjudication, and the remainder, 1,085 in number, have been emancipated and registered.

Besides the above cases one native canoe only, with 11 slaves on board, captured in British waters in the Sierra Leone river, has been condemned in the Vice-Admiralty Court; these 11 slaves make up the entire number of slaves emancipated during the year to 1,096.

Of the seven vessels referred to, three, including those with slaves on board, were captured to the south of the line; of the other four, two were captured in the Gallinas and its neighbourhood, one in the River Pongas, and one in the Bramiah, one of the branches of that river, all were condemned as being without papers or colours.

It appears clear, from the fact of two slavers having been captured in the Pongas and its neighbourhood, that the Slave Trade still exists in that river, though I have not heard of any vessel having got away with a cargo of slaves. It is, however, very difficult to obtain any reliable information respecting the state of things in the Pongas.

With respect to the Gallinas, I am not in possession of any information beyond what I have already reported respecting the capture of two slavers, one in the river, and the other in its vicinity.

With regard to the Slave Trade in the Bights, I have heard that, subsequent to the taking of Porto Novo, the King of Dahomey had collected 1,000 slaves at Whydah: that part of the station has, however, been vigilantly watched by our cruisers, and with the exception of a vessel which escaped with a cargo of slaves from the neighbourhood of Whydah in April last, I have not heard of any slaves having been carried away from the Bights of Benin and Biafra.

On the South Coast the Slave Trade has continued to be actively carried on, especially since the withdrawal from the station of the United States' squadron, which had for some time previously been acting energetically for its suppression, and had in the early part of this year captured three American vessels, one with 900 slaves on board, and the other two on the ground of equipment.

With regard to the number of slaves supposed to have been carried away from the South Coast, I am not in possession of any information. I have received authentic intelligence of five vessels only having escaped with cargoes of slaves from Loango and the Congo during the first six months of this year; but I have been informed by Commodore Edmonstone that he believes that others, of whom we have no information, have eluded the vigilance of our cruisers, and have escaped with slaves from that neighbourhood.

HAVANA.

No. 8.

Her Majesty's Commissary Judge to Lord J. Russell.—(Received January 31, 1861.)

My Lord,

Havana, December 31, 1860.

I HAVE the honour of reporting to your Lordship that no emancipated negroes have been sent from this to Jamaica during the year ended this day.

I have, &c.

(Signed)

JOS. T. CRAWFORD.

No. 9.

Her Majesty's Commissary Judge to Lord J. Russell.—(Received January 31.)

My Lord,

Havana, January 1, 1861.

IN obedience to the Act 5 Geo. IV, cap. 113, directing such Returns to be made on the 1st of January and the 1st of July in each year, I have the honour to report that there was no case brought for adjudication before the Mixed Court of Justice at this place during the last six months.

I have, &c.

(Signed)

JOS. T. CRAWFORD.

No. 10.

Her Majesty's Commissary Judge to Lord J. Russell.—(Received March 11.)

(Extract.)

Havana, February 5, 1861.

IT is again my disagreeable duty to state to your Lordship that the Slave Trade continues to be carried on from this island upon the most extensive scale, and that so far from its having become odious in the opinion of the public, there are more persons, even of capital and influence, engaged in it than ever.

This state of things, which began soon after the ratification of the Treaty with Spain for the abolition of the Slave Trade, has gone on and continues, and it is now most thoroughly systematised (by a tariff in some instances, the charge being paid to an agent), and the blood-money is divided according to a scale, the higher and lower officials receiving each their proportions.

At the date of the Treaty with Spain for suppression of the Slave Trade, the mortality of that unfortunate race was estimated variously at from $7\frac{1}{2}$ to 10 per cent. per annum. That Treaty, and our efforts to check the Traffic, had the effect of raising the price, and consequently it produced better treatment of the slaves, and a diminution of the average mortality to about 5 per cent.

Upwards of twenty-five years have elapsed; and it will be evident to your Lordship that had there not been a continuous and enormous importation of Africans, slavery would, at this date, have been almost extinct in Cuba, instead of there being really more slaves now in this island than there were in 1835.

General Concha, notwithstanding the immense number of slaves which were imported during the long period of his second appointment here, assured his Government that slave-trading was almost put an end to; whereas, in reality, the Traffic during that period of his Excellency's administration was carried on with much more vigour and success than it had been in the time of General Roncali. I

regret to say that it is fully as extensively prosecuted now, under the government of General Serrano.

The vessels employed in carrying on the Slave Trade have mostly been American-built, ships well known for their sailing qualities being of course preferred, and these were sought after and purchased here and elsewhere, their fittings and Spanish crews were put on board here and at the outports, or neighbouring cays, whence they proceeded on their voyage to Africa; but since the year 1858, when there was such outcry about our cruisers in these waters boarding American ships, the Traffic has been almost exclusively carried on by vessels under that flag, which fit out and sail from the United States, and such has been the effect of the impunity enjoyed by the slave-traders, that the American masters and crews no longer hesitate to continue on board, and have brought all their energies and cunning into operation to avoid their own Government cruisers, as well on the coast of Africa as in the waters of Cuba, from the last mentioned of which, all Her Majesty's vessels of war have been withdrawn for the last two years.

The number of Spanish ships has consequently become small that are engaged in the Traffic.

Under the flags of other nations there are slavers now and then, such nationality being assumed for the purpose of evading Her Majesty's and the United States' cruisers.

Lately some adventurers have proceeded to the Slave coast under the flag of France, and the ship "*Don Juan*," that left this port 11th of August last, has just succeeded in landing her cargo of 607 slaves. The master, Gallet (a member of the Legion of Honour), and the crew, after destroying the ship, landed at Cardenas, were from thence sent on prisoners to this place, and, without any investigation, they were placed at the disposition of the French Consul-General; their story, that the ship had sprung a leak and that they had been obliged to abandon her at sea on her voyage to China was, it seems, believed by the authorities.

The difficulty the slavers have to contend with is, their capture on the Coast of Africa. There is, I believe, no instance of a slaver escaping with her cargo from thence, being unable to effect a landing here; some few, it is true, have been fallen in with and captured by Spanish ships of war, but with these exceptions they have always been able to bribe the local authorities; and although the head or blood-money which it costs them to land their slaves is an enormous tax, the price obtained for Bozals has been such, for some time past, as is highly remunerative.

Lucumis have averaged 1,200 dollars each at the place of landing, so there is a large margin for the adventurer wherewith to meet the expenses, which I thus estimate:—

Cost of vessel and provisions	Dollars.
Cost of 500 negroes at 50 dollars	25,000
10 per cent. mortality	2,500
Wages and gratifications to master and crew	30,000
Blood-money for landing 450 slaves, at 120 dollars each	54,000
	<hr/>
	136,500
1 year's interest till paid, at 10 per cent. per annum	13,650
	<hr/>
	150,150
Sale of 450 slaves at 1,200 dollars each	540,000
	<hr/>
Profit on the adventure	389,850

But the actual outlay in case a slaver is captured empty, but fully equipped, is only the cost of the ship, provisions, and interest thereon, say, 27,500 dollars, because the wages and gratifications are contingent, payable only if the adventure is successful; the loss by capture with the negroes on board would amount to 55,000 dollars, and no more. Consequently it will be evident to your Lordship that the safety of one adventure amply repays the slave-trader for the loss of ten of his vessels if taken without slaves on board, or for five which may be captured after shipment of the negroes at the coast: facts which sufficiently account for the increase and continuance of this detestable Traffic.

I have shown your Lordship the temptations there are for launching into the African Slave Trade; that the slaver can suffer ten captures of ships equipped, or five of ships with the negroes on board, for one successful adventure. I have shown how one successful adventure enriches the Spanish authorities who connive at the Traffic, consequently demonstrating the interest they feel in its continuance; and that the Island of Cuba is now the only market for slaves in the Western World.

It has been argued, as an excuse for the representatives of the Spanish Government here in Cuba, that such is the necessity for labour, and the consequent odium of the inhabitants of any stringent measures which might be adopted for prevention of the Slave Trade, such as the seizure of newly-imported negroes and the punishment of the traders, that, were they to be put in force, they would give rise to disaffection, and might endanger the safety of the island.

I am quite satisfied that this is not only a groundless apprehension, but it is an invention connected with the dread of the carrying out of any measures for suppression of the Traffic, putting an end to the sources of enormous gains resulting from the bribery and corruption which at present exists.

The Government of Spain, if resolved to put an end to the Slave Trade, and fulfil their obligations to Great Britain under the Treaty for its suppression, has the means here at command; they can do it whenever they please, and it would not affect their dominion of the island, nor endanger its safety as a dependency of Her Catholic Majesty.

Nor is it a wise policy which is practised by Spain in conniving at the introduction of slaves, and the continued infractions of the Law and the Treaty for the suppression of that unholy Traffic. On the contrary, I think that the calculations which I am about to adduce will prove to your Lordship's satisfaction that it must be productive of the most ruinous consequences, and that the Cubans cannot compete, in the growth and manufacture of sugar, with the free labour of the British Islands.

The present cost price of the Bozal negro is 1,200 dollars. This is the basis of the following note of the annual cost of a slave so paid for, viz. :—

	Dollars.
Interest at 15 per cent.	180
Mortality, 25 per cent.	300
1½ year's instruction divided over 20 years, estimated duration of life, 7½ per cent. of cost	90
Food, clothing, and medical attendance, at 10 dollars a month	120
Cost of a year's slave labour	690

Or 57 dollars 50 cents a-month, equal to 11*l.* 10*s.*, or 8*s.* 10*d.* for each of the 313 working days in a year!

I respectfully submit to your Lordship that no agricultural produce will be sufficient for such wages, and that ruin must follow to all who are engaged in such enterprises.

The advocates of slavery will say, perhaps, that the above calculation is extravagant. My answer is, that the price has of late been very currently paid for Bozal negroes; that money cannot be raised by the planters so cheap as 15 per cent. per annum; that the mortality frequently exceeds 25 per cent., and is seldom less; that the period for instruction is not over-rated, and is founded on information I have obtained from experienced planters; and that, at the most exorbitant prices of every necessary here, the slave cannot be clothed, fed, and attended to for less than my estimate.

Turn we, then, to an estimate of the cost of labour by the Chinese coolies, of which I do myself the honour of presenting to your Lordship the following estimate.

Cost of a contract for eight years, 340 dollars :—

	Dollars.
Interest at 15 per cent. on year	51
Wages 4 dollars, food, clothing, and medical attendance 10 dollars	168
Mortality, 5 per cent.	17
Instruction, 6 months on 8 years	21
Total annual cost of labour	257

Or 21 dollars 41 cents, or 4*l.* 5*s.* 9*d.* per month, equal to about 3*s.* 3*d.* a-day, of the 313 working days there are in a year, which compares very unfavourably with the price of labour in Her Majesty's West India Colonies.

It is possible that, if Her Catholic Majesty's Government could be convinced of the gradual, but no less certain, ruin of the whole agricultural interests in Cuba to which such wrong policy must lead, they would issue orders to be carried into effect, at all hazards, for suppression of the Slave Trade.

But I must respectfully observe to your Lordship, that should a proposal which has been made to that Government, and which is now being urged by every means and influence at Madrid, be approved, the object of which is, the importation of negroes from Africa, under contracts for a period of years, as free labourers, the

parties here, projectors of this speculation (for it is nothing else), are well aware that the negroes in Africa will not willingly contract themselves to come here and work; and I have good reason for stating to your Lordship that their plan is, to contract with the Kings for all the prisoners they can deliver at certain places at so much for each, and the farce of a contract is to be enacted, when, in reality, the basis is slavery, and every negro has been paid for by the Company that is to engage in this new deception, which is only awaiting the sanction of the Spanish Government to be carried out on a very extended scale, by parties of great wealth and influence.

I shall conclude this despatch by inclosing to your Lordship a short statement of the slaves introduced successfully, and of those captured during the past year of 1860, intelligence of which has reached this office resulting as follows:—

					Captured.
Landed..	..	..	..	18,671	3,642
	Add one-third	..	..	6,224	
	Total	..	..	24,895	3,642

And it appears by the Consular archives, that upwards of 50,800 Chinese have been brought here since the year 1847, nearly all of whom, with exception of the usual mortality, remain, and, in general, they are not desirous of returning to their own country.

P.S.—The slaves are worked on Sundays as well as week days; so for them there are 365 days in the year, which reduces the cost of their labour to their masters to 7s. 6d. a-day.

Reducing the allowance for deaths to 10 per cent., which is very much under the mark for new negroes, the cost of labour on 365 days in the year comes to 5s. 6d a-day.

Putting the cost of the Bozal at 600 dollars, or half of what has of late been currently paid by the planters, and mortality at 10 per cent., the slave labour comes to 3s. 6d. a-day.

On the above calculations there is no allowance for sickness, &c., and the most intelligent planters rate this at 1 and 1½ days a-week.

Inclosure in No. 10.

ABSTRACT of the Number of Slaves known to have been landed in Cuba during the Year 1860; Proportion captured, &c.

				Number of Slaves Landed.	Number Captured.	Taken to Nassau.
Reported from 1st January to 30th September	..			12,060	1,433	364
Landed from 30th September to 31st December	..			6,611	2,209	
	Add one-third	..	..	18,671	3,642	364
	Totals	..	..	24,895	3,642	364

Havana, December 31, 1860.

(Signed)

JOS. T. CRAWFORD, *Commissary Judge.*

No. 11.

Her Majesty's Commissary Judge to Lord J. Russell.—(Received July 29.)

My Lord,

Havana, June 10, 1861.

HER Majesty's steam-sloop "Barracouta," William Wood, Esq., Commander, arrived here from Port Royal, Jamaica, on the 18th ultimo with two brigs, the "Lola" and another (name said to be unknown) supposed to be the "Castilla," both carrying the Spanish coaster-flag, which vessels the Commander had detained in October last year, on

CLASS A.

suspicion of their being about to be engaged in the Slave Trade, taking them to Jamaica, where they were libelled in the Court of Admiralty; but the Judge, finding that the said vessels were not disentitled to the protection of the Spanish flag, decreed in conformity, and after seven months' detention at Port Royal they were sent here for adjudication in the Mixed Court.

I have the honour of laying before your Lordship a translation of the sentence pronounced by the Spanish Judge and myself, dated the 1st instant, which declares the detention unjustifiable and absolves the vessels, masters, and crews.

There is no doubt whatever that both the "*Lola*" and "*Castilla*" were regularly dispatched by the competent authority on lawful coasting voyages, and it is to Commander Wood's inexperience of the documents usually carried by the coasters of this island, that the mistake he made of taking the vessels to Jamaica is attributable. Fallen in with at a considerable distance from the mainland of Cuba, they neither of them having any log-books or certificates of Spanish registry, their licenses for the voyage being the only documents presented by the masters, and those licenses for the voyages on which they originally were issued having expired, the indorsements which renewed them for the voyages on which the vessels were actually proceeding when fallen in with by the "*Barracouta*" might easily escape Commander Wood's notice and lead him to the conclusion that their papers were not in order, nor such as he had seen on board of Spanish sea-going ships, which, indeed, would have been right, had the "*Lola*" and "*Castilla*" not been, as they were, coasters or droghers of the island.

The hogshhead shoofs found on board, which the Commander supposed might be set up and turned into pipes for water, was suspicious, if not very minutely examined so as to ascertain the difference between sugar or molasses casks and water-pipes, and it most likely did not enter into Commander Wood's ideas that the Cuban coasters frequently take in cargoes of timber, for which purpose many of them, like the "*Castilla*," have enlarged hatches.

Had Commander Wood not been of opinion that the "*Lola*" and "*Castilla*" were vessels not entitled to Spanish protection, he would not have taken them to Jamaica; and it is much to be regretted that he did so, because their long detention there will involve a very large amount of claim for demurrage and damages on the part of the owners, much of which would, however, have been saved, had the Admiralty Court sooner determined the question or doubt of its jurisdiction, and the vessels been at once sent here to the Mixed Court, where your Lordship will observe that a few days sufficed for their trial.

I have, &c.

(Signed) JOS. T. CRAWFORD.

Inclosure 1 in No. 11.

Decree in the case of the Spanish brig "Lola."

In the Vice-Admiralty Court of Jamaica.

AT a Court holden at the town of Saint Jago de la Vega, in the Island of Jamaica, Friday, the third day of May, in the year of our Lord one thousand eight hundred and sixty-one, before the worshipful Alexander Heslop, Esq., Judge and Commissary of the Vice-Admiralty Court of Jamaica, lawfully constituted and appointed;

Our Sovereign Lady the Queen against a certain brig or vessel called the "*Lola*," of about 157 tons burthen, whereof Antonio de Cueta was the master or reputed master, her tackle, furniture, and apparel, and a quantity of cargo on board of her, seized by William Wood, Esq., Commander of Her Majesty's steam-sloop "*Barracouta*," in behalf of himself, his officers, and crew;

The Judge, on the motion of Mr. Williams, Her Majesty's Advocate-General in this Court of Counsel, on behalf of Her Majesty, having referred to the certificates of proof heretofore filed, and remaining in the Registry of this Court, that the said brig or vessel called the "*Lola*" was a Cuban coasting vessel, and consequently not shown to be disentitled to the protection of the Spanish flag; and having heard the Advocates on both sides thereon, and also having referred to the Acts of the Imperial Parliament of the 6 and 7 Wm. IV, cap. 6, and 2 and 3 Vict., cap. 73, and to the several affidavits and documents heretofore filed on behalf of the captors and claimants, and respectively remaining in the Registry of this Court, declared and pronounced, that with respect to the application for condemnation and forfeiture of the said brig or vessel called the "*Lola*," her tackle, furniture, and apparel, and the cargo on board of her, this Court has no jurisdiction, the case not falling within the provisions of the last-mentioned Act.

(Signed) EDWARD B. LYNCH,
Registrar of the Vice-Admiralty Court of Jamaica.

The Queen against the "*Lola*."

THE Act of the Imperial Parliament, 6 and 7 Wm. IV, cap. 6, was passed for carrying into effect the Treaty between His late Majesty and the Queen Regent of Spain, concluded on the 28th June, 1835, and ratified on the 27th August, 1835. That Treaty stipulated for the establishment of Courts of Mixed Commissions, in which

Spain and the United Kingdom should be respectively represented, and which should adjudicate upon all such merchant-vessels of the two nations as might be seized by the authorized cruisers of either, upon reasonable suspicion of being engaged in the Traffic in Slaves.

By a subsequent Act of Parliament, passed in the year 1839 (as 2 and 3 Vict., cap. 73), the Commanders of Her Majesty the Queen of England's ships specially commissioned for that purpose, were authorized to detain, seize, and capture, and to bring to adjudication in any Vice-Admiralty Court, any vessels engaged in the Slave Trade, not being justly entitled to claim the protection of the flag of any State or Nation.

The question now arises, probably for the first time, and certainly for the first time in this Court, what is the construction to be put upon the words "justly entitled?"

The circumstances of fact under which this question arises, are in substance these:—

On the 14th of October last, the brigantine "*Lola*" was descried sailing to the eastward, off the north coast of Cuba, and distant from the mainland about fifteen miles. She showed Spanish colours, and on being boarded, in accordance with the terms of the Treaty with Spain, certain papers (chiefly seamen's licenses and passengers' passports) were produced, which were eventually seized along with the vessel, and are now in the Registry of this Court.

The only document from which it is possible to infer a national character in the ship, is a license dated on the 31st of July, at the Havana, for Cueta, the master, to sail in the "*Lola*" for Matanzas and Gibara. Don José Ramon Salagar is therein mentioned as owner, and the license was to be valid for that voyage only. The "*Lola*" never returned to the Havana after the 31st of July, when she sailed in pursuance and under the authority of the license; but, on the contrary, having first sailed to Matanzas, and thence to Gibara, and thence further to Barriay (an inlet apparently, not a port of either entry or clearance), she returned to Gibara, whence, on the 16th of September, she cleared for Matanzas.

It is to be observed that the license under which she sailed from the Havana notes that the owner had given security in 8,000 dollars, that during that licensed voyage she should not, nor should her Commander, engage in the Slave Trade.

On the 6th of October she cleared from Matanzas, not for Havana, to the westward, but for Gibara, to the east, and two of her crew "disembarked at the last moment" before clearing. Here then was a vessel of 175 $\frac{5}{16}$ tons, so far, at least apparently, adapted for the Slave Trade as that security should be required of her alleged owner, Señor Salagar, by the licensing authorities against his entering upon that Traffic, contrary to the stipulations of the Treaty between Spain and England. She is found upon the high seas without shipping articles or log-book, and also without certificate of registry, or any other document other than the license above-mentioned, from which her ownership could be conjectured.

The 14th Article of the Treaty clearly contemplates the keeping of a log-book on board of all vessels similar to the "*Lola*," inasmuch as by the third sub-section of that Article it is provided that "if it appears from the search that the papers of the vessel are in regular order, and that it is employed in licit objects, the officer shall enter in the log-book of the vessel that the search has been made in pursuance of the especial orders, and the vessel shall be left at liberty to pursue its voyage." On the part of the captors, it is alleged too, that the build of the ship, and the extraordinary size of her hatches, lead to the conclusion that she was built for, or at least adapted to, the Slave Trade. The cargo consisted in part of 548 packets of staves, one case of medicines, 5,000 hoops, ten seroons of jerked beef, six bags of rice, one corn-thresher, one corn-mill, funnel, and wheel, five kegs of nails, and twenty bundles of thin iron hoops, and a considerable quantity of planking, the latter not included in the only bill of lading which has been produced. That bill of lading was not delivered together with the other papers on board the ship, and was only produced appended to the affidavit of the master or patron.

These and other circumstances of suspicion would induce me to require further evidence as to the ship's not being engaged in a Slave Trade enterprise, were I satisfied that she is not entitled to claim the protection of the Spanish flag; but that is the preliminary question to be determined before I can either exercise or repudiate jurisdiction.

Now the Slave Trade is not piracy, or any other offence by the law of nations; nor am I aware of any doctrine, or authority in that law, which authorizes one independent State to define or limit the rules which another nation shall prescribe to its subjects for the navigation of vessels in their possession over the highway of all nations, or to assume a jurisdiction over such vessels, even though it be clear that they are engaged in a Traffic prohibited by the law of the country of which the navigators are subjects. On the contrary, any such doctrine seems to me to be in direct conflict with the fundamental principle, that every independent State has the inherent sole authority of regulating the exercise by its own subjects of all rights naturally common to mankind, and of punishing the infringement of such regulations, according to its own laws, or the provisions of its compacts with other nations.

As, then, I think that the right to the protection of the Spanish flag is one dependent upon Spanish law only, that law must be supplied to me upon proof as a matter of fact. Under these circumstances, I decline to make any adjudication until I am satisfactorily informed of the Spanish law applicable to such a ship sailing under the circumstances above detailed; being satisfied that if this vessel be entitled to the protection of the Spanish flag, the validity or invalidity of the capture must be determined by the Court of Mixed Commission at Havana.

(Signed) ALEXANDER HESLOP, *Judge*.

December 29, 1861.

P.S.—If the claimants are desirous of getting possession of the vessel and cargo, and will give responsible security to reproduce the ship, if condemned, and to pay to the captors the amount of value (to be estimated) of the cargo in the like case, they will be allowed to do so.

(Signed) ALEXANDER HESLOP, *Judge*.

Inclosure 2 in No. 11.

Decree in the case of the Spanish brig "Castilla."

The Queen against the Brig or Vessel name and nation unknown.

IN this case precisely the same question of law arises as in that of the "*Lola*," the circumstances of fact being in most respects similar. The vessel, when seized, was without a license, or rather had on board a license which had already expired prior to her leaving the Havana on the 10th of October. I shall pursue the same

course, therefore, in this case as in that of the "*Lola*," and it may be as well to intimate that, together with any certificate or statement of the Spanish law to be laid before me, I shall expect to see the statement of facts upon which that law is declared. Every facility, therefore, will be afforded both the claimants and the captors in obtaining certified copies of all the documentary evidence in the Registry in both cases.

(Signed) ALEXANDER HESLOP, *Judge*.

December 31, 1860.

In the Vice-Admiralty Court of Jamaica.

At a Court holden at the town of Saint Jago de la Vega, in the Island of Jamaica, on Friday, the third day of May, in the year of our Lord one thousand eight hundred and sixty-one, before the worshipful Alexander Heslop, Esquire, Judge and Commissary of the Vice-Admiralty Court of Jamaica, lawfully constituted and appointed;

Our Sovereign Lady the Queen against a certain brig or vessel, name and nation unknown, of about one hundred and thirty tons burthen, whereof one Domingo Justo was the pilot or patron in charge; tackle, furniture, and apparel, and certain goods on board of her, seized by William Wood, Esquire, Commander of Her Majesty's steam-sloop "*Barracouta*," on behalf of himself, his officers, and crew;

The Judge, on motion of Mr. Williams, Her Majesty's Advocate-General in this Court of Counsel on behalf of Her Majesty, having heard read the certificate of proof, heretofore filed and remaining in the Registry of this Court, of the said brig or vessel, name and nation unknown, but alleged to be called the "*Castilla*," being a Cuban coasting-vessel, and consequently not shown to be disentitled to the protection of the Spanish flag, with the consent of John Vincent Leach, Esquire, who appeared on behalf of the claimants, declared and pronounced that, with respect to the application for condemnation and forfeiture of the said brig or vessel alleged to be called the "*Castilla*," her tackle, furniture, and apparel, and certain goods on board of her, this Court has no jurisdiction, the case not falling within the provisions of the Imperial Act of 2 & 3 Vict., cap. 73.

(Signed) EDWARD B. LYNCH,
Registrar of the Vice-Admiralty Court of Jamaica.

Inclosure 3 in No. 11.

Sentence in the case of the Spanish brigs "Lola" and "Castilla."

(Translation.)

LDO. DON CHRISTOPHER VALDES BAVENT, Secretary, by appointment from Her Majesty, of the Mixed Court of Justice established in the City of Havana.

I certify that in the proceedings formed respecting the seizure made by Her Britannic Majesty's steamer "*Barracouta*" of the Spanish merchant brigs called the "*Lola*" and the "*Castilla*," final sentence has been pronounced in the following terms:—

In the always faithful city of Havana, on the first of June, one thousand eight hundred and sixty-one, Don José Manuel Espelius de Esquivel y de la Quintana y de Castañeda, "benemerito de la patria," Knight of the Royal and Distinguished Spanish Order of Charles the Third, &c., &c., Spanish Judge of the Mixed Court of Justice established at this place in conformity with the Treaty of the twenty-eighth June, one thousand eight hundred and thirty-five, for the abolition of the African Slave Trade; and Joseph Tucker Crawford, Esquire, Companion of the Most Honourable Order of the Bath, Consul-General and British Judge in the same Court; assembled to give the final sentence in these proceedings, consequent on the detention and seizure of the Spanish brigs "*Lola*" and "*Castilla*," that of the former on the fourteenth of October of last year, in latitude 23° 18' north, and longitude 79° 50' west, and the latter the following day, the fifteenth October, in latitude 22° 26' north, and longitude 77° 50' west from Greenwich, both by Her Britannic Majesty's steamer "*Barracouta*," commander Captain William Wood, after full examination of every point of the process;

Considering that the brig "*Lola*," Antonio Cueta, master, was dispatched at Matanzas on the sixth October of the year last past for Gibara, having all her papers in proper order, and even a note having been made on the vessel's license that her owner, Don José Ramon Salagar, had given security at the capital for the sum of eight thousand dollars, to answer therewith that neither the master nor the vessel would be engaged in the Slave Trade, which security had not ceased with her first voyage, but remained in force in those subsequently made by the vessel authorized as is customary by the competent authorities, of all which the detaining officer might have made himself acquainted with, having, as he had, her papers before him;

Considering that they were not pipes, but bundles of casks, which the Spanish brig "*Lola*" had on board, which kind of casks are neither suitable nor have ever been used for containing water, but solely for sugar or molasses;

Considering that the boards alone, which in like manner that vessel had on board, without carrying beams or joists, were not suitable for the formation of a second deck for slaves;

Considering that the brig "*Castilla*," Domingo Justo, master, was dispatched at this city on the eighth October of the past year, one thousand eight hundred and sixty, for Puerto de Padre, with all her papers in order, and it being likewise noted on the license of the vessel that, by her owner at that time, the firm of Franganillo, Plá and Co., the corresponding bond of eight thousand dollars had been given, assuring thereby that neither the master nor the vessel would enter into slave-trading, of all which the seizing officer made himself aware on taking the papers of the said vessel, and which security had not ceased with the first voyage, but was effective for the last, as is customary with the authorization of the proper authority;

Considering that the hatches of the brig "*Castilla*," although large, had not open gratings, as laid down in Article X of the existing Treaty;

Considering that although that vessel carried pieces on which a second deck might be laid, she had not on board boards prepared for forming it, as is required by the said Article X;

Considering that it is sufficiently explained by the declarations of the masters and crew of the brigs "*Lola*" and "*Castilla*" the object and lawful purpose for which they carried the loose casks and the boards, the reason for the hatches of the "*Castilla*" being large, and as to the pieces that might be used for laying a second deck;

Considering the inobservance by the detaining officer of the 1st Article of Annex A to the Treaty, by taking to Jamaica the aforesaid vessels detained by him, instead of bringing them for adjudication by this Court, having detained them in the manner he did on suspicion that they might engage in the Slave Trade; besides that he ought to have been convinced of the nationality of those vessels by their papers and the two and only flags which they had;

Having furthermore before us the proceedings entered into before the Supreme Government by the owners of the brigs "Castilla" and "Lola" to substantiate their being engaged in lawful trade, and transmitted by his Excellency the Governor and Captain-General, with an official letter of yesterday's date, and which proceedings are to be returned to his Excellency;

All being well considered, together with all the other matters that have appeared worthy of notice, their Honours declare the detention of the said Spanish brigs "Lola" and "Castilla" by the Commander of Her Britannic Majesty's steamer "Barracouta," William Wood, Esq., as unjustifiable, which vessels, their masters and crews, are absolved from all accusations, and order that said vessels, with their cargoes, be returned to their respective masters or owners in terms of the Vth Article of Annex B to the existing Treaty, returning to the masters the papers, flags, and charts which were taken, but copies of the papers are to remain in these proceedings in their proper place as an integral part thereof; and, finally, let a certified copy of this sentence pronounced be transmitted to his Excellency the Governor and Captain-General, accompanied by the proper deferential official letter for his Excellency's information.

And by this their sentence definitely pronounced, they so decreed.

Ordered and signed, I, the Secretary who certifies, being present.

(Signed) JOSE MANOEL ESPELIUS.
 JOS. T. CRAWFORD.
 L. CRISTOBAL VALDES Y BAVENT, *Secretary.*

And in compliance with the order of the British Judge, I issue the present in order to deliver it to his Honour in Havana, 25th June, 1861.

(Signed) L. CRISTOBAL VALDES Y BAVENT, *Secretary.*

No. 12.

Her Majesty's Commissary Judge to Lord J. Russell.—(Received July 29.)

My Lord,

Havana, July 1, 1861.

IN obedience to the Act 5 Geo. IV, cap. 113, directing such Returns to be made on the 1st day of January and the 1st day of July in each year, I have the honour of transmitting herewith to your Lordship a Return of vessels captured on suspicion of being engaged in the Slave Trade, and adjudicated in the Mixed Court at this place during the last six months.

I have, &c.

(Signed) JOS. T. CRAWFORD.

Inclosure in No. 12.

RETURN of Vessels Captured on suspicion of being engaged in the Slave Trade, and adjudicated by the Mixed Court at Havana, from January 1 to June 30, 1861.

Name of Vessel.	Flag.	Name of Master.	Date of Seizure.	Where captured.		Property seized.	Seizor.	Date of Sentence.	Number of Slaves Captured.		Tonnage.	Decretal part of Sentence.
				Lat.	Long.							
Lola ...	Spanish	Cueta ...	1860 Oct. 14	23° 18' N.	79° 50' W.	Brigantine ...	Commander Wood, H.M.S. "Barracouta"	1861 June 1	None ...	157	Liberated.	
Castilla ...	Ditto ...	Justo ...	Oct. 16	22° 26' N.	79° 50' W.	Ditto ...	... ..	...	None ...	130	Ditto.

NOTE.—These vessels were first taken to Jamaica, and were libelled in the Vice-Admiralty Court, where sentence was not pronounced until the 3rd day of May last, to the effect that that Court had no jurisdiction. They were then sent to this place, where they arrived on the 18th of May.

Havana, July 1, 1861.

(Signed) JOS. T. CRAWFORD, *Commissary Judge.*

No. 13.

Her Majesty's Commissary Judge to Earl Russell.—(Received October 30.)

(Extract.)

Havana, September 24, 1861.

WITH reference to my despatch of the 10th June last, transmitting the sentence of the Mixed Court on the cases of the Spanish vessels "Lola" and "Castilla," detained by Her Majesty's ship "Barracouta" in October last year, and sent by Commander Wood to Port Royal, Jamaica, in the first instance, I have now to acquaint your Lordship that the owners of the "Castilla" presented their claim for compensation on the 2nd instant, a copy of which I have the honour of inclosing herewith, amounting to the enormous sum of 49,248 dollars 56½ cents.

The Court having been convened thereon, and the several items of claim having been discussed and considered, allowed the claimants for the "Castilla" the sum of 14,613 dollars, by sentence dated the 17th instant, a copy of which I have also the honour of inclosing to your Lordship.

There was some difficulty with the Spanish Judge as to the meaning of the paragraph A (section 2) of Article VII, Annex B, whereon my colleague was disposed to have gone much further than has been done in the compensation awarded; but I was able to convince him that there could not be demurrage and freights in anticipation allowed at the same time, and so the Treaty was interpreted, as it evidently was intended, to compensate the freight which was lost to the owners of the ship by her detention, the allowance for demurrage being in full for all freights prospective.

Inclosure 1 in No. 13.

Claim of the Owners of the "Castilla."

(Translation.)

To the Judges of the Mixed Court of Justice at this place.

DON ANTONIO FERRER Y FELIU, managing partner of the firm of Ferrer y Feliu and Co., owners of the Spanish merchant-brig "*Castilla*," in the suit raised on account of the capture of said vessel by Her Britannic Majesty's steamer "*Barracouta*:" before your Honours appears in due form of law, and states:—

That by final sentence delivered in the said suit on the 1st of June of this year, the detention of the said brig "*Castilla*," by Mr. William Wood, Commander of Her Britannic Majesty's steamer "*Barracouta*," on the 15th of October last, was declared unjustifiable, the said brig, her master, and her crew, being acquitted by that sentence, and returned to her owner, all according to the tenour of Article V of Annex B to the existing Treaty. And as the Article cited concedes to the owner of the vessel, or to his representative, the right of claiming compensation for the damages which he may have suffered, according to valuation; availing of this legitimate right, I proceed to lay before the just consideration of the Court the amount of those caused by the illegal detention of the brig "*Castilla*" by the Commander of Her Britannic Majesty's steamer "*Barracouta*," in order that they may be made good to me by said Commander, or, failing him, by the British Government: not having put in this claim until now, because, as the brig "*Castilla*" was taken to Kingston, Jamaica, I have had to get from that place the vouchers of the several expenses caused by her detention; as also to obtain those which show the amount expended in the subsequent repair of said vessel.

The true reason of this delay having been explained, I now present my claim circumstantially, and according to the prescriptions of the Treaty.

The VIIIth Article of Annex B, in its 2nd part, letter A, allows indemnity for all special damages and expenses occasioned to the ship by the detention, and for loss of freight when due or payable. I have therefore the right to claim, in the first place, the law expenses incurred at Jamaica for the necessary defence of the ship, including the sum paid to my solicitor there, and the Consular fees paid to Her Catholic Majesty's Consul, all of which amounts, as per account herewith, to 575 dollars.

I should also be allowed the cost of the translation of several documents concerning the "*Castilla*," which were laid before the Court at Jamaica, amounting, with petties for stamped paper, agency, &c., to 138 dollars.

In like manner I should be indemnified, according to the same Article of the Treaty, for what I have spent in the repairs of the brig "*Castilla*," on account of the deterioration she may have suffered during her detention at Jamaica, where it was impossible to effect them, and which repairs, as detailed in the accompanying account, amount to 4,635 dollars 56½ cents.

In the second place, I am legally entitled to compensation for the loss of freight due or payable, and in this case should be reckoned eleven voyages which the vessel would have made to Puerto Padre or Manati during the 229 days of her detention, calculating an average of 20 days for each voyage, according to her previous performances, and during which the vessel would have carried 19,800 varas of timber, at 1½ dollar per vara, yielding the sum of 29,700 dollars, from which the expenses of landing, &c., being deducted—2,750 dollars—there remains a net profit of 26,950 dollars, which I demand.

I have also to claim, as legitimate compensation, damages for the detriment of the timber which, already cut, some at the forest and some at the sea-shore, could not be brought here for want of suitable vessels, owing to the length and thickness of the logs, not having been able to find any with hold or hatches large enough for the purpose, as the few vessels suitable belong to parties engaged in the same traffic, and who will not charter them, for which reason, without fear of exaggeration, I estimate the deterioration of the timber at 5,500 dollars.

And lastly, the same Article, in a second paragraph, letter B, concedes to me demurrage, which, according to the Schedule at the end of said Article, is 10*l.* sterling per diem, the brig "*Castilla*," measuring 190 tons, as per accompanying certificate from the Admiralty Office, and which, reckoning the pound sterling at 5 dollars, makes, for the 229 days of detention, the net sum of 11,450 dollars, or 2,290*l.*

The claims which I have preferred shall be duly vouched for, if the Court so requires it, as I have the vouchers, excepting only for petties, for which it is not customary to take receipts, and for those provided for in the Treaty, such as demurrage, &c.

All together form a total of 49,248 dollars 56½ cents, which I conscientiously and firmly believe I am entitled to claim from the Commander of Her Britannic Majesty's steamer "*Barracouta*," or, failing him, from the British Government.

And I therefore pray your Honours to take into consideration this representation, together with the account and certificate thereunto attached, and to order payment to be made to me by the said Commander Wood, of Her Britannic Majesty's steamer "*Barracouta*," or by his Government, &c.

Havana, September 2, 1861.

(Signed) ANTONIO FERRER Y FELIU.

Inclosure 2 in No. 13.

(Translation.)

EXTRACT from the Account of Claim presented by Ferrer y Feliu and Co., owners of the Spanish brig "Castilla," for damages, &c., for the seizure and detention of said vessel by Her Britannic Majesty's steamer "Barracouta," Commander Wood, R.N.

	Dollars	c.	Dollars	c.
1st. For law expenses at Jamaica, as per account paid Harrison and Lewis, solicitors	536	75		
For Consular fees, paid Spanish Consul at Jamaica	38	25		
	<hr/>		575	00
For translation of several documents	34	00		
For stamped paper and petties	104	00		
	<hr/>		138	00
For repairs of said vessel, viz. :—				
New mainsail and foresail	204	00		
Repairing the other sails	200	50		
Sama and Carrera's account for repairs, &c.	3,221	43½		
Floating-dock dues	301	50		
Cooperage of water-casks	8	12½		
	<hr/>		4,635	56½
2nd. For the net profit we would have made on 19,800 varas timber, at 1½ dollars per vara, freight, which said vessel would have earned in eleven voyages she might have made during the period she was detained	29,700	00		
Less expenses, at 250 dollars per voyage	2,750	00		
	<hr/>		26,950	00
For estimated deterioration of timber at the cutting and on the beach			5,500	00
For demurrage, 229 days, at 10¢. per diem, at 5 dollars.			11,450	00
	<hr/>		49,248	56½

(Signed) ANTONIO FERRER Y FELIU.

Havana, September 2, 1861.

Inclosure 3 in No. 13.

Extract of the Certificate of the Measurement of the brig "Castilla."

(Translation.)

THIS vessel having been measured by order of the Inspector, the result is that her length is 96 feet; breadth 26 feet 8 inches, builder's measurement; breadth for tonnage, 25 feet 4 inches; and depth of hold, 12 feet; yielding a capacity of 190 tons.

(Signed) ANDRES DE FANEZ.

Havana, August 23, 1861.

Approved:

(Signed) RUBALCAVA, *Admiral.*

Havana, August 23, 1861.

Inclosure 4 in No. 13.

Award in the case of the brig "Castilla."

(Translation.)

Havana, September 17, 1861.

IN view of the foregoing representation, account, and certificate, presented by Don Antonio Ferrer y Feliu, as managing partner of the firm of Ferrer y Feliu and Co., owners of the Spanish brig "Castilla," claiming the indemnity which is due to him by virtue of the sentence pronounced on the 1st of June last in this case upon the seizure of said vessel by Her Britannic Majesty's steamer "Barracouta."

Considering legal the claim founded upon Article VII, section 2, Letter A, of Annex B to the existing Treaty for the sum of 575 dollars, being the law expenses incurred in the defence of the brig "Castilla" at Jamaica; the Commander of the "Barracouta," Mr. William Wood, or in his default his Government, is declared responsible for the payment thereof.

Considering in like manner conformable to the provisions of the Articles referred to, the claim of 138 dollars for other expenses of translation of sundry documents presented at Jamaica, stamped paper, agency, and petties, it is declared that this amount should also be paid by the said Commander or by his Government.

Considering that the indemnity of 4,635 dollars 56½ cents, claimed under the same Article for the repairs done to the brig "Castilla," cannot be admitted as special expenses occasioned to the ship by the detention, inasmuch as the vessel having lain quietly at anchor during the period of such detention, far from deteriorating, must have been better preserved in not suffering the wear and tear which all vessels suffer in loading and discharging, besides not using her sails; it is declared that the said claim is inadmissible.

Considering that the indemnity demanded, amounting to 26,950 dollars, for loss of freight when due or payable is inadmissible, as is alleged for eleven voyages, which it is said the vessel would have made, but for one voyage, as it is clearly understood in the Article, Section, and Letter cited, inasmuch as there can be no freight due or payable for voyages not performed, nor can the vessel which is under detention be allowed demurrage and these freights likewise; it is declared that said claim is legal only for the freight which the brig "Castilla" would have earned on the voyage on which she was seized, and which, according to the account presented, would have amounted to 2,450 dollars, which sum should also be paid by Commander Wood or by his Government.

Considering that the claim of 5,500 dollars, for damage said to have been suffered by the timber which was

cut at the forest and at the sea-shore, is illegal, inasmuch as said timber, being cedar, mahogany, and wood of that class, does not in any way suffer or spoil by being for seven or eight months in the situation indicated by the claimants; it is declared inadmissible.

Considering, finally, that the indemnity of 11,450 dollars, which is due to the brig "*Castilla*" for demurrage of the 229 days she was detained, at the rate of 10*l.* per diem on her measurement of 190 tons, and at the valuation of 5 dollars to 1*l.*, is in accordance with the provisions of the Article and Section already mentioned, Letter B, the said Commander or his Government is declared responsible for this sum also, the which added to the other legal claims forms the total of 14,613 dollars, to be paid to Don Antonio Ferrer y Feliu by the British Government, in terms of the latter portion of Articles V and VII of Annex B of the existing Treaty.

(Signed)

JOSE MANUEL ESPELIUS.

JOS. T. CRAWFORD.

LDO. CRISTOBAL VALDES Y BAVENT, *Secretary.*

No. 14.

Her Majesty's Commissary Judge to Earl Russell.—(Received October 30.)

My Lord,

Havana, September 30, 1861.

ANOTHER annual period has passed, and I regret that I should be under the necessity of stating to your Lordship that the Slave Trade during the last year has been carried on with the same activity as it has been for several years previous to my last Report.

Nothing seems to deter the slave-traders from launching into adventures, and judging by the numbers and facility of obtaining slaves on the West Coast of Africa, the impulse which has been given to the Traffic of late years is corresponded to by the amount of devastation which has no doubt been productive of so constant a supply of these unfortunate victims of Spanish and Portuguese cupidity, for it is by them, almost exclusively, that the Slave Trade to Cuba is carried on.

I have the honour of laying before your Lordship a statement of slaves landed and proportion thereof which have been captured by the Spanish cruizers and local authorities during the year this day ended, by which it appears that the numbers landed are 17,973, captured 3,401, to which add the one-third (5,991) as has been customary, and we have a total of no less than 23,964 as the computed importation.

Your Lordship will not fail to notice that, of the Bozals captured, nearly the whole have been taken by Her Catholic Majesty's cruizers, viz., 2,866, those seized by local authorities being only 535, a vigilance on the part of the Spanish naval officers which, if kept up, and the number of cruizers increased by vessels of small draft of water, would be a formidable check to the detestable Traffic.

His Excellency the Captain-General, I believe, is imbued with the very best intentions to put an end to the Slave Trade, and compel the observance of the existing Treaty for its suppression, but the protection afforded by the penal law of Spain to the slave-traders, and those conniving with them, which forbids their being interfered with after they may have succeeded in getting their recently imported Bozals upon any estate or inhabited property, is a complete obstruction to this, or any other well-intentioned Governor Captain-General of Cuba. General Serrano constantly expresses himself as feeling most excessively annoyed that his power to put an end to the Traffic by capture of all recently imported slaves, and punishing those engaged in it, should be so limited as it is by the penal law.

He cannot seize the illegally imported negroes,* or take them off from any property or plantation, and the punishment of the slave-traders and their associates corresponding to the Royal Audiencia Pretorial,† there can never be obtained proofs of their actions whereon to convict them in that tribunal; so that, however glaring and scandalous the introduction of slaves may have been, and however notorious those engaged in the violation of the law and of the existing Treaty may have made themselves by the repetition of such acts, as to which there are informations more than sufficient morally to satisfy "the ruling authority" of their guilt, his Excellency has no power to punish (governatively) even the Military Lieutenant-Governors who connive at the audacious acts of the slave-traders, and so, the island is filled with Bozal negroes, the landing of cargo after cargo being accomplished by bribery and corruption, and all the parties go unpunished. It is true that the Captain-General has power to remove from their commands any of the officers who he is morally convinced have been guilty of such derelictions, but their conviction legally, upon which punishment and degradation would follow, depends on the result of their trial before the Royal Audiencia, and it is well known, by our past

* See "Penal Law," March 4, 1845, Article 9.

† Ibid, Article 13.

experience, that proofs to convict the accused of such charges have never yet been obtained.

The vessels fitted out for slave-trading have for some time past been under the flag of the United States; the greater proportion of them have been bought in that country, and have sailed from thence to the coast. Various have been the pretexts for exemption from seizure by the cruisers. When boarded, and the nature of their equipments has been such as is contrary to the text of the Treaties, they are whalers, and the boilers are to be used for reducing the blubber, the casks to receive the oil, &c.; but it is well known they are all waiting for the opportunity to take in their slaves and run for this, which has become almost the only market. But mark, whenever one of these vessels is captured, the flag and papers have disappeared, so that they are made to appear without any national character whatever, and ought to be dealt with as pirates.

General Serrano has several times expressed to me his opinion that an advisable means of putting down the Slave Trade is that of declaring it piracy, and treating the masters, crews, and all concerned as pirates, subject to martial law. He has several times repeated to me his determination to propose and recommend the adoption of that measure to his Government.

I am not sure that he has done so, but I think it probable he has already suggested the expediency of Spain's resorting to the strongest measures for enforcing observance of the Slave Trade Treaties, and I feel satisfied that if, by the general consent of nations, the Traffic in Slaves were declared piracy, to be punished by the summary proceeding of martial law, and if the Penal Law of Spain, Article 9, could be so altered as that all recently imported slaves might be seized, wherever they may be found in this island, there would very soon be an end of the abominable Traffic which is so disgraceful and demoralizing to those who are still engaged in it.

I have the honour of inclosing herewith to your Lordship a list of vessels reported to have sailed from Cuba, to be employed in Slave Trade, since 1st October last year, all of which, with two exceptions, were under United States' colours.

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

Inclosure 1 in No. 14.

STATEMENT of the Number of Slaves landed, and Proportion captured, in the Island of Cuba, from October 1, 1860, to September 30, 1861.

Date.	Where landed.	Slaves.		Vessel.	Remarks.
		Landed.	Captured.		
1860					
Oct. 3	Cay Bahía de Cadiz...	562	562	American screw steamer "City of Norfolk"	Captured by Spanish steamer "Isabel Francisca."
" 23	Ditto ...	371	371	American brigantine "Byron"	Captured by Spanish steamer "Neptuno."
" 27	Río Nuevas, Isle of Pines ...	350	...	Unknown ...	Belonged to Costa and Co. The negroes were taken to the estate Manigua.
" 27	Río Manatí, and Jurisdiction of Trinidad	200	...	Ditto ...	These cargoes belonged to Barrel, Fresneda, and others, and were sold at prices averaging 952 dollars for each negro.
November	Ditto ...	600	...	Ditto ...	
"	Ditto ...	600	...	Ditto ...	
Dec. 1	La Teja, Cardenas ...	450	...	American brigantine ...	Owned by Rosell and others. The negroes were taken to the estate Aurora.
" 4	Trinidad ...	360	360	American schooner...	Vessel was burnt. The negroes were seized on board of a coaster, belonging to a person called Rios, near Tallabasco.
" 8	Manzanillo ...	600	...	Steamer ...	Lucumis from Killongo. Captured by Spanish steamer "Isabel Francisca." Captured by Spanish steamer "Isabel Francisca."
" 21	Cay Bahía de Cadiz...	916	916	American ship "Montauk" alias "Lesbia," of Toulon	
"	Isla Mujeres (Coast of Yucatan) ...	400	...	Unknown ...	This cargo was landed at Havana in small lots by Marty's fishing smacks.
"	Jaruco ...	453	...	Ditto ...	Landed at Calderon's estate San Juan de Dios, and sold at 1,200 dollars each.
" 18	Puerto del Padre ...	550	...	American ship ...	This vessel was wrecked on Mucaras shoal, and the negroes were saved by Nassau wreckers, who took them to Lobos lighthouse, from whence they were conveyed to Cuba by the Spanish brig "Antilla." Owners, Plá, Franganilla, and Co.
1861					
Jan. 25	Las Pozas (Sagua) ...	607	...	French ship "Don Juan" ...	Gallet, master.
Feb. 25	Cienfuegos ...	600	...	American brigantine ...	Taken in lighters to the estate Carolina.
"	Bahía Honda ...	600	...	American barque ...	Said to be owned by Piquero, Toca, and others.
March 14	Puerto del Padre ...	800	49	Ditto ...	Owners, Pla and Calvo. Vessel afterwards burnt.
"	Cayo Cruces ...	500	...	American vessel ...	Vessel afterwards burnt there.
"	Las Pozas (Sagua) ...	640	...	American barque "Romulus"	Landed at the estate Santa Rita.
" 30	Boquerones (Bahía Honda) ...	400	...	American vessel ...	The negroes were taken to the estate Nueva Teresa.
April 1	Manatí (Nuevitas) ...	390	390	American brig "John Bell"	Reported owner, Don Rafael Sanchez. The cargo was intended to be landed at Bariay, but was captured by the Spanish steamer "Don Juan de Austria."
" 3	Puerto Escondido (Ocuja)...	660	40	Unknown ...	Owners, Ducourau and Co., of St. Jago de Cuba.
"	Guanaja ...	690	...	American brig "Nancy" ...	The vessel was afterwards burnt near Guantanamo.
" 8	Macimbo (Cuba) ...	1,020	...	Unknown ...	Owners, Ducourau and Co.
May	Carshatas (Sagua) ...	550	...	American schooner "Potomac"	The vessel was captured empty by Spanish schooner "Juanita."
" 24	Yayabacoa (Puerto Principe) ...	600	...	American vessel ...	Owners, Bustamante, Romero, &c. The negroes were taken to Don Ramon Yradi's estate La Merced.
June 5-13	Ditto ...	576	...	Brig, unknown ...	Commanded by a Portuguese, and owned by Bustamante, Romero, &c. The negroes were for several days at the Paredon lighthouse.
" 13	Bahía de Cadiz ...	250	...	American brig "Storm King"	This vessel landed her cargo at Anguilla, one of the Bahama Islands, and was then burnt. The negroes were taken away by coasters, and were put on shore at different places.
" 14	Cardenas ...	150	69	Ditto ...	
" 17	Marianao and Ortigosa ...	201	17	Ditto ...	
July 1	Mayabeque (near Batabano) ...	500	...	American barque ...	This vessel grounded on the Jardiniños shoals, and was destroyed. The negroes were landed by a Spanish and two Cayman schooners, and were taken to the estate Arango.
"	Ortigosa (Cabanas) ...	250	...	Spanish schooner "Benifacia"	Taken to Zuaznavar's estate Santa Gertrudiz, alias Refugio.
"	Sigua (Cuba)...	750	...	Unknown ...	Sold at 323 dollars each.
Sept. 14	Near Cayo Cruz ...	627	627	American brigantine "Toccoa"	Captured and brought to Havana by the Spanish steam gun-boat "Neptuno." The negroes were Congos.
	Add the usual one-third ...	17,973 5,991	3,401 1,134		
	Total ...	23,964	4		

Havana, September 30, 1861.

Inclosure 2 in No. 14.

LIST of Vessels reported to have sailed from Cuba to be employed in the Slave Trade, from October 1, 1860, to September 30, 1861.

Date of Sailing.	Nation.	Class.	Name of Vessel.	Tons.	Cleared for.	Remarks.
1860						
Oct. 4	Spanish...	Brig ...	Carmencita ...	236	Manilla.	Landed 690 slaves at Guanaja in April 1861. Luniken, master. After delivering her cargo at Valparaiso this vessel was engaged to proceed to the Coast of Africa.
30	American	Ditto ...	Nancy ...	219	San Thomé ...	
Nov. 15	Ditto ...	Barque ...	Quincy ...	260	Valparaiso ...	
" 24	Ditto ...	Ditto ...	Lyra ...	217	Canaries.	Said to have returned with a cargo of slaves.
" 28	Ditto ...	Ditto ...	Ardennes ...	231	San Thomé.	
" 98	Ditto ...	Brigantine ...	Huntress ...	180	Key West.	This vessel was seized by the United States' gun-boat "Mohawk," and taken to Key West, but was released.
Dec. 1	Ditto ...	Barque ...	Alexina ...	245	River Congo ...	
" 4	Ditto ...	Brigantine ...	Falmouth ...	108	San José de Minaha.	
" 7	Ditto ...	Schooner ...	Express ...	90	Lenha.	This vessel was also seized by the "Mohawk," but was released at Key West; and was captured September 1861, by the Spanish steamer "Neptuno," and brought into the port of Havana, with 627 Congo negroes on board.
" 21	Ditto ...	Barque ...	M. J. Kimball ...	398	San Thomé ...	
" 21	Ditto ...	Brigantine ...	Toccoa ...	227	Loanda ...	This vessel put into Nassau, New Providence, where she was condemned as unseaworthy. The owners then sent a small brigantine from Nuevitas to Nassau, where she was converted into a schooner, and took on board the "Daina's" cargo, clearing for the Canary Islands and Mogador under the same name. She was captured by Her Majesty's ship "Torch."
"	Spanish...	Schooner ...	Daina... ...	90	Mogador ...	
1861						
Jan. 10	American	Brigantine ...	Cosmopolite ...	190	New York.	Cook, master. This vessel is reported to have landed a cargo of slaves on the south side of Cuba.
Feb. 18	Ditto ...	Schooner ...	Thrifer ...	90	San Thomé ...	
Mar. 8	Ditto ...	Brigantine ...	African ...	193	Fernando Po...	Lans, master.
" 27	Ditto ...	Ditto ...	W. C. Clark ...	277	Mina.	
" 30	Ditto ...	Barque ...	Cora ...	403		
Sept. 3	Ditto ...	Ditto ...	Culloma ...	360	San Thomé ...	Sailed from Havana as the Mexican barque "Carmen."

Havana, September 30, 1861.

CAPE OF GOOD HOPE.

No. 15.

Her Majesty's Commissioners to Lord J. Russell.—(Received January 26, 1861.)

My Lord,

Cape Town, November 30, 1860.

WE have the honour to report to your Lordship that on the 10th of August last Her Majesty's ship "Brisk," being off Johanna, gave chase to a ship which she succeeded in capturing after a run of seven hours.

On being boarded, 846 slaves were found, with all the necessaries for their conveyance, but no flag or papers were produced entitling the vessel to a national character.

She was dispatched, in charge of Lieutenant Burlton, to the Mauritius, where she arrived on the 21st September, having lost 105 of her slaves through illness, caused, as we understand, by their having, during the confusion of the chase, obtained access to raw provisions, while in the half-famished condition in which they had been shipped.

On the 15th of October, the case was brought before the Court of Vice-Admiralty at Mauritius, when a Decree was pronounced condemning the vessel and emancipating the surviving negroes, who were at once apprenticed for terms varying from one year and upwards, according to their respective ages.

It is supposed that this vessel when taken was awaiting dhows which were to bring more slaves for her, having left Zanzibar, where she had been lying at the back of the island for the purpose of completing her cargo, when warned of the arrival of Her Majesty's ship "Lyra."

Although no claim was made for any national character, it was admitted by those on board that the vessel belonged to Spanish owners at the Havana, and that she was in fact the "*Manuela*," formerly the "*Sunny South*," whose proceedings have already been brought to your Lordship's notice. She is a fine vessel of about 750 tons burden, built on the model of the celebrated yacht "*America*," and has been purchased for Her Majesty's service by Rear-Admiral Sir Henry Keppel, for the sum of 2,560*l*.

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

No. 16.

Lord J. Russell to Her Majesty's Commissioners.

Gentlemen,

Foreign Office, February 18, 1861.

I HAVE to acquaint you that I have received a note from Count Lavradio, the Portuguese Minister at this Court, announcing the appointment of Senhor Eduardo Augusto de Carvalho as Arbitrator, on the part of His Most Faithful Majesty, in the Mixed Commission Court at the Cape of Good Hope.

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

No. 17.

Her Majesty's Commissioners to Lord J. Russell.—(Received March 4.)

My Lord,

Cape Town, January 3, 1861.

WE have the honour to acquaint your Lordship that no case has been adjudicated by the Mixed Commission of which we are members, during the half-year ending December 31, 1860.

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

No. 18.

Her Majesty's Commissioners to Lord J. Russell.—(Received March 4.)

My Lord,

Cape Town, January 3, 1861.

WITH reference to instructions given to us by the Earl of Aberdeen's despatch of the 20th February, 1843, to transmit to the Foreign Office, at the end of each year, a certified copy of the Register of slaves emancipated by sentence of this Mixed Commission, we have the honour to acquaint your Lordship that no vessels with slaves on board have been brought before us during the year ending December 31, 1860.

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

No. 19.

Her Majesty's Commissioners to Lord J. Russell.—(Received March 4.)

My Lord,

Cape Town, January 3, 1861.

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

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

2ndly. To the state of the liberated negroes.

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

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

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

Inclosure in No. 19.

Annual Report of the Mixed Commission for 1860.

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

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

2ndly. To the state of the liberated negroes;

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

The Undersigned, members of the Mixed Commission established at the Cape of Good Hope, have the honour to report to the Government of Her Britannic Majesty, and to the Government of His Most Faithful Majesty, that no case has been brought before them for adjudication during the year ending December 31, 1860 ; and that no negroes have been emancipated by Decree of this Mixed Commission since its establishment.

(Signed)

GEO. FRERE.

AL. DUPRAT.

FREDERIC R. SURTEES.

(Signed)

WM. TASKER SMITH, Registrar.

Mixed British and Portuguese Commission, Cape Town, January 10, 1861.

No. 20.

Her Majesty's Commissioners to Lord J. Russell.—(Received May 1.)

My Lord,

Cape Town, March 19, 1861.

WE have the honour to inform your Lordship that on the 1st of January last a barque-rigged vessel, then at anchor in Zanzibar harbour, was delivered over to Commander Buckley, of Her Majesty's ship "Persian," by the Sultan, as being equipped for the Slave Trade.

This vessel, which had been captured by one of His Highness' frigates, was at first supposed to be the "*Formosa Estrella*," of Barcelona. One of three papers originally found on board, was the register of a barque of that name ; another paper was a clearance of a vessel of that name from Barcelona to Havana ; and the other a stamped paper containing the words "de la corveta Española '*Formosa Estrella*,'" without any signature at all.

On examination the vessel proved to be fully equipped for the Slave Trade ; a slave-deck was laid, hatches were found with open gratings and bulkheads such as are usual in slave-vessels, boilers capable of cooking for 600 slaves, together with a very large quantity of water and slave provisions, with shackles and slave-irons, were also found on board.

According to the captor's affidavit, no name was perceptible on the vessel ; and one which had been formerly on her stern and bows, had been painted over and effaced.

Her tonnage, on measurement, proved also to differ from that of the "*Formosa Estrella*," as mentioned in the papers of that vessel.

Commander Buckley accordingly dispatched the barque from Zanzibar, on the 6th of January last, for adjudication in the Vice-Admiralty Court here. She arrived on the 19th of February, having on board three men, part of the crew found on board her at the time of detention.

The case was brought before the Vice-Admiralty Court on the 7th instant, when the Judge, Sir William Hodges, having gone over the circumstances, decreed the condemnation of the vessel, as entitled to neither flag nor papers, none of the persons detained on board appearing to claim her.

We have, &c.

(Signed)

GEO. FRERE.

FREDERIC R. SURTEES.

No. 22.

Her Majesty's Commissioners to Lord J. Russell.—(Received June 26.)

My Lord,

Cape Town, May 16, 1861.

WE have the honour to report to your Lordship that Senhor Eduardo Augusto de Carvalho, Arbitrator in this Mixed Commission on the part of His Most Faithful Majesty, arrived in this Colony on the 14th instant, and at a sitting of the Mixed Commission held this day presented his credentials, which were found to be in good and proper form.

Senhor Carvalho afterwards took the oath of office prescribed by the Treaty, before his Excellency the Governor of the Colony.

A record of these transactions have been duly entered on the Minutes of this Mixed Commission.

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

No. 23.

Earl Russell to Her Majesty's Commissioners.

Gentlemen,

Foreign Office, August 5, 1861.

I TRANSMIT to you, for your information, and for communication to the Commanders of British cruisers on the Cape Station, the accompanying copy of a despatch from Mr. Baker, Her Majesty's Consul at Barcelona, containing information respecting a Spanish barque named the "*Maria*," which is suspected of being destined to be employed in the Slave Trade.

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

No. 24.

Her Majesty's Commissioners to Lord J. Russell.—(Received August 29.)

My Lord,

Cape Town, July 1, 1861.

WE have the honour to report to your Lordship that no case has been adjudicated by this Mixed British and Portuguese Commission during the half year ending June 30, 1861.

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

No. 25.

Her Majesty's Commissioners to Earl Russell.—(Received November 1.)

(Extract.)

Cape Town, September 21, 1861.

WE have the honour to report to your Lordship that the accounts received from the East Coast of Africa during the year now about to expire, all tend to show that the Slave Trade continues to be carried on to a very considerable extent.

From the Portuguese possessions to the Southward we have no particular accounts, beyond a statement, on good authority, to the effect that the neighbourhood of Quillimane is, as it were, depopulated by the exportation of so-called free emigrants to the French Settlements; a practice which our informant expects would continue, inasmuch as M. da Cruz Coimbra, the agent for these transactions, was again absent on a visit to the Island of Réunion, for the purpose, as was supposed, of entering into arrangements for their continuance.

The principal traffic from the Portuguese Possessions to the northward of 13° south latitude is in slaves, who are shipped at a cost of about 30 dollars a-head. At Ibo, Point Panganè, Matemo, Lambuo, Quisanga, and Quirimba, from 5,000 to 6,000 slaves were seen ready for embarkation.

At the Settlement also at Pomba Bay, established by Captain Romero, in 1858, we are informed that there is no traffic carried on except in slaves, who are kidnapped from the tribes in the neighbourhood, whence they are sent away to Ibo in the dhows employed in provisioning Pomba Bay; that Settlement having proved a failure in regard to agriculture and legal traffic.

A considerable portion of the traffic above mentioned is for the supply of the French Settlements, the negroes being purchased on the mainland and taken to Comoro, where passports are procured, certifying them to be free emigrants from that island, an officer of the Imperial Government being usually on board to see that the laws of France are not infringed.

From Johanna no export trade in slaves takes place, but domestic slavery still continues as formerly.

LOANDA.

No. 26.

Her Majesty's Acting Commissioner to Lord J. Russell.—(Received January 26, 1861.)

My Lord,

Loanda, October 10, 1860.

AS Her Majesty's Acting Commissioner I have the honour to place before your Lordship the Report upon the Slave Trade, and matters connected with it, usually made up to the 31st of December each year, but which Report is now to be closed on the 30th of September, by your Lordship's command, conveyed in despatch of the 18th June, in consequence of which it will only comprise a period of nine months of this year.

I have, &c.
(Signed) H. V. HUNTLEY.

Inclosure in No. 26.

Her Majesty's Acting Commissioner to Lord J. Russell.

(Extract.)

Loanda, November 18, 1860.

IN obedience to your Lordship's despatch of the 18th June of this year, commanding that in future the Report annually made by Her Majesty's Commissioner upon the Slave Trade shall be closed upon the 30th of September each year, instead of, as heretofore, on the 31st of December, I have the honour to place before your Lordship that document, observing only that it will necessarily this year embrace the period of nine months instead of twelve.

I propose to detail to your Lordship—

1. Some prominent difficulties which beset the British naval officers in the execution of their duties with relation to the Slave Trade.
2. Some circumstances which tend to curb the zeal of officers employed in the United States' squadron, together with a Return of the detentions and captures made by that force.
3. I shall beg leave to examine the premises upon which are based the hopes of extirpating a Traffic obstructive to the advance of every social and elevated interest in the negro population of Africa.

I now, my Lord, proceed to consider the difficulties which oppose the British naval officers in the performance of their duties upon the West Coast of Africa.

If the faithful prosecution of a service, unpromising of reward, replete with responsibility, destitute of brilliant distinction, and harassing in its nature, can give a claim to the approbation of the higher authorities, there are none more worthy of it than those who are employed in the command of Her Majesty's ships upon the West Coast of Africa; forbearance, and a rigid sense of a humane duty, are incessantly conflicting in his mind, and embarrass his deliberations.

The utility of the British cruizer is almost confined to the prevention of crime, without power to arrest the criminal; the offender may be for a time hindered, but the cruizer can effect little beyond.

This arises, as is well known, in the unscrupulous use of the flag of the United States of America by any slave-trader who determines to avoid the interference of ships of war belonging to other nations with his pursuit.

I have been highly gratified by the kind reception I have met with in many interviews, not only with the United States' Flag Officer Inman, but also from the officers commanding the ships under his orders upon this station. The Flag Officer, and those I have alluded to, while supporting in a most laudable manner the orders of their Government on this subject, have always expressed themselves with great indignation against a practice which they cannot themselves alter. Could any sufficient change be effected, I am satisfied that the officers of the United States' navy would co-operate with those of Her Majesty's ships in the suppression of the Slave Trade, with the harmony and vigour that distinguished Captain Brent, of the United States' ship "Marion," in joining Captain Fitzroy for the protection of the factories at Kinsembo in March last.

One reason for sending the ships of war to St. Helena and Ascension is, that it contributes much to the renovation of the health of the crew; but once a-year this might be done just as usual, as the ship must have an annual refit, which no one would think of executing in this harbour.

The activity of the United States' squadron, and the consequences of certain verdicts in the United States' Courts with reference to vessels charged with being fitted for the purposes of the Slave Trade, I now propose to consider, with your Lordship's permission.

The extraordinary energy now put forward by the slave-traders of Cuba, and their alliances in the United States of America, and, in my opinion, in this province, surpasses, I believe, all former records of exertion in the Slave Trade. This is most observable, not only in the magnitude of the operations, but also in the precautions

which peculiarly guard against the personal risk of punishment of those practically engaged on board the vessels fitted for, or, indeed, carrying slaves.

The ingenious device of denying nationality throws over the officers and crews of these vessels a complete indemnification. None of them apparently belong to the nation of the capturing ship of war. The captain is often stated to have been left behind, or as frequently appears as an innocent passenger. In short, there is no responsibility, although all on board have been engaged in the execution of a flagitious crime.

The obstacle opposing itself to the zeal of the officers of the United States' squadron on this station is the absence of any law defining what fittings or appurtenances shall constitute intentions to engage in the Slave Trade. The Legislature of the United States delays to decide upon this simple question, and consequently the naval officer is left to exercise his own judgment.

A very few days ago I was informed by Captain Colhoun, commanding the United States' ship "Portsmouth," that not only were the three vessels released which he had sent in for adjudication, but also two others detained by Lieutenant Leroy, commanding the United States' steamer "Mystic" had been treated with the same indulgence.

The judicial opinion given in the United States' District Court was not favourable to the condemnation of the vessels, though the evidence produced at the trial left no doubt of their character, and the juries have shown great disinclination to declare persons on board such ships to be criminally engaged.

Captain Colhoun authorized me to say that, in the absence of the required law, he would not again molest any vessel unless he actually found slaves on board, and that other officers had formed similar resolutions. I understand the indemnification of an officer in such cases is not much to be expected, and his own resources might be quite unequal to meet the damages awarded against him, even if he could be supposed to enjoy such a pecuniary sacrifice to his zeal.

So long as this reluctance to define the constitution of a slave-ship lasts, the opportunities of preventing the operations of a slave-trader from coming to maturity will be lost; the infamy must be positive, the intention will be tolerated. After the examples I have already cited, I am satisfied that the captures will in future bear no proportion to those which otherwise would be accomplished by the active and highly efficient squadron of the United States employed on this coast.

I can, my Lord, well remember, when in command of one of Her Majesty's ships in these seas, the arrival of the Treaty declaring what fittings should constitute criminal intention with regard to engagement in the Slave Trade, and authorizing the seizure of vessels found with such fittings. I remained upon the coast till after 1837, and between the promulgation and my departure I never met with any vessel fitted for or carrying slaves, so perfect was that Treaty in its operation. The import of slaves into Cuba had dwindled in number to about 3,000 in consequence, I believe.

It was then that the slave-trader, driven to his last resources, took shelter under a flag whose stern observance of inviolability actually invites its dishonourable use.

The zeal of the officers of the United States' squadron has been conspicuous in their endeavours to suppress the Slave Trade, but the destruction of this traffic will materially depend first upon the courage of the United States' Legislature to deal with the question of fittings; and secondly, upon juries giving verdicts in accordance with evidence.

I close these observations, my Lord, by presenting a list, furnished to me by the United States' Flag Officer, William Inman, showing certain captures and detentions of vessels under the American flag:—

RETURN of Vessels detained by the United States' Squadron between September 25, 1859, and October 10, 1860, West Coast of Africa.

Capturing Ship.	Vessel captured.	Date.	How rigged.	Whether with		Other Notices.	Officer Commanding.
				Slaves.	Fittings.		
Constellation ...	Delicia ...	Dec. 21, 1859	Brig ...	...	Fitted ...	Captured off Black Point ...	Flag Officer, W. Inman; Captain Nicholas.
Ditto ...	Cora ...	Sept. 25, 1860	Barge ...	705	...	Captured near the River Congo ...	Ditto.
Portsmouth ...	Emily ...	20, 1859	Ship ...	...	Fitted ...	Captured off Black Point ...	Captain Colhoun.
Ditto ...	Virginian ...	Feb. 5, 1860	Brigantine...	...	Ditto ...	Captured in the River Congo ...	Ditto.
Ditto ...	Falmouth ...	May 5, "	Brig ...	...	Ditto ...	Captured off Porto Praia, Cape de Verde	Ditto.
Mystic ...	T. Achorn ...	June 27, "	Ditto ...	...	Ditto ...	Captured in Cabinda Bay ...	Lieutenant Leroy.
Ditto ...	Triton ...	July 16, "	Brigantine...	...	Ditto ...	Captured off the River Congo ...	Ditto.
Mohican ...	Erie ...	Aug. 8, "	Ship ...	997	...	Ditto ...	Captain Godon.
San Jacinto ...	Storm King ...	" 8, "	Brigantine...	619	...	Ditto ...	Captain Darnin.
Ditto ...	Bonito ...	Oct. 10, "	Ditto ...	750	...	Ditto ...	Ditto.

French Emigration of Negroes.

Upon the 12th instant, the French Commodore commanding upon this station anchored for a few hours and communicated with Commodore Edmonstone. In consequence of the yellow fever being in the city, and the ships being in Bengo Bay, about eight miles distant, I could not go on board; I am, however, informed that the French officer stated with reference to the Negro Emigration Scheme, that it either had terminated or would terminate at a very early period.

Provincial Information.

In the sincerity of the Portuguese Government to abolish a system of forced labour, the term "carregadores" was ordered to be discontinued to the utmost possible extent; yet while the practice of coercion is continued here, the mere act of describing those men by any other term seems to me but a shallow device for concealing one of the heaviest national oppressions to which the negro population is subjected, and to which it submits with an endurance that may be sought in vain amongst other races. How millions of men can without a murmur submit to be loaded, traverse hundreds of miles, and otherwise passively suffer the treatment known to mules only in other regions where paths are used for roads and great internal traffic is carried on, is far beyond my power of explanation, if that apparent prostration of reflection is not indigenous.

At the call of the Government, as in the military movements of this year, or at the demand of the merchants for the country produce, the Chief summons the population and the required numbers are driven in to be burdened with the warlike requirements of an expedition, or to be loaded with palm oil, bees' wax, ivory, cotton, and other produce in which they have scarcely an interest sufficient to purchase a scant piece of salt fish or a handful of farina; for although a certain rate of remuneration was ordered by the Portuguese Government to be made to the "carregadores," yet I believe I shall not err in stating that the Chief is made the depository of the pay, and it may be easily imagined how sparingly he distributes it.

CLASS A.

On the 10th of October I saw this system in its full, and I must say fatal, operation; in the evening I had walked to the city, and meeting a train of certainly not less than 300 negroes, I waited close by to see them pass, and so far gain personal information of the working of the practice. They were moving in a column six abreast; there were twelve Portuguese soldiers armed, stationed at intervals on each side, one leading the way and two in the rear. The column had apparently come from a long distance, as the men appeared much distressed: a lad of 17 or 18 years of age in the rear line was staggering, rather than walking, in his endeavour to keep his place; suddenly he fell to the ground, the two soldiers guarding the rear raised him, and giving him in charge of two negroes they supported him along, his feet trailing on the sand as they all proceeded to Fort San Miguel, where in half an hour this lad died.

The men thus coerced to labour, if for the Government service, are kept in Fort San Miguel until required; they are fed on the smallest amount of food that will sustain life, possibly a fish or a handful or two of farinha, as I believe I have already stated; if wanted by the merchant, the only difference is they do not go to Fort San Miguel, but are housed in sheds round the yards which once imprisoned hundreds of slaves.

While, my Lord, this system prevails, and while the orders of the Portuguese Government are loosely if at all complied with, the amelioration of the condition of the negro is but a phantom thought; in point of fact, the present practice with reference to the "carregadores," by which term may be understood the male population, is nothing less than a premium to the Chief for perpetuating that which the Decree of the King of Portugal condemns.

This internal slavery is an absolute institution of the country, from which the population apparently no more think of withdrawing than do the people of England from the enjoyment of their freedom. But it is the foundation of the foreign Slave Trade; for the Chief who has power to coerce has power to sell, and no one conversant with Africa can doubt his inclination.

I now turn, my Lord, to the more pleasing task of reporting the activity of the officer commanding the small Portuguese schooner of war "Don Pedro V," the station for which vessel has been near and in the River Congo.

The attention of this officer, Lieutenant Francisco Pedro Villar de Pinho, was called to the movements of the lanchas, or large coasting boats, by the frequency of their leaving the Punta da Lenha in the Congo river without cargo of any kind, but ostensibly with orders to proceed to Ambriz for goods suitable for the trade in that river; he also observed that these lanchas returned in an unusually short time without anything on board, and when questioned explanations of a paltry nature were given.

Following up his suspicions, this officer within a few days detained and sent for adjudication six lanchas before the Court of Mixed Commissions, a return of which I here subjoin:—

Lanchas detained by the schooner of war "Don Pedro V.:"

"*Paquete*," had no flag or legal papers, transferred to the Tribunal de Prezas for trial; "*Palmerina*," discharged under Article X of Treaty, July 3, 1842; "*Mista*," discharged under Article X of Treaty, July 3, 1842; "*Tiger*," six slaves on board, condemned; "*Paquete de Moanda*," seventy slaves on board, condemned; "*Va-vo*," fitted illegally, condemned.

I regret, however, to report that the "*Tiger*" was stranded upon the passage to Loanda, near Loango, and that the three men to whom that lancha was entrusted, as also the slaves, have not been since heard of.

The five last-named lanchas I have little doubt, in intention, were equally criminal, and the zeal of Lieutenant Villar de Pinho distinctly corroborates the opinion which Commodore Wise, lately relieved in the command of this station, entertained upon the practices of these lanchas, and upon which a correspondence in relation to them ensued with the Governor-General then here.

I confess, my Lord, that I look with much suspicion upon the employment of these coasting craft; although they have been much commended as tending to the suppression of the use of "carregadores," yet that appears fallacious when it is so clear that the produce which before these men brought to Loanda, they will now convey to the lanchas, and instead of making one long journey will make many shorter ones; roads, carriages, oxen, and mules, can alone relieve the "carregador" while internal slavery is maintained.

So doubtfully are these lanchas regarded by the Provincial Government that an additional guard-hulk has been moved far out in the anchorage by order of the Governor-General, at the representation of the Custom-house authorities, who, whether they suspect the vessels named as aiding in the Slave Trade or not, have little hesitation in viewing their movements as prejudicial to the revenue.

The Cabinda tribe of negro, like the kroomen, have never been slaves, but unlike that invaluable class of African their moral standard is infinitely low: they drink to excess; theft, with its companion, lying, is common with them; and lanchas which have been entrusted to their care they have purposely wrecked in order to appropriate the cargo.

These are the only natives on this coast who can be found at all equal to the management of a lancha, though even their maritime knowledge never induces them willingly to lose sight of the land; it is not surprising that natives of such character are at any time ready to aid the slave-trader in his pursuits; consequently, under the pretence of going for merchandise, they assemble at an appointed place, embark the slaves for the vessel in waiting, and in an incredibly short time that vessel is beyond the danger of meeting a vessel of war.

Consideration of the Premises on which the Extinction of African Slavery is based.

The premises upon which British life and treasure have been expended in unbounded efforts to release the African from his present state of unparalleled bondage, are, I believe, founded, first, upon the undeniable ground that no man has a right to enslave another; and secondly, using the words of Her Majesty's Commissioner, that "the African character is as susceptible of improvement and civilization in a degree little inferior to that of any race of men." To argue on the first of these premises, it is unnecessary to say, would be a mischievous absurdity—no man, justly, can enslave another—the problem requires no solution.

The second presents a question upon which we should be guided, not by an arrogant declaration in favour of African adaptation for civilized life on one side, nor by a haughty denial of it on the other, if we really wish to arrive at the truth.

I shall be brief, my Lord, in endeavouring to display the grounds upon which I consider the negro has not responded to our efforts and hopes by any proportionate endeavour to improve his condition.

The grandeur of the conception of the abolition of slavery and its tyranny throughout the British Empire was in its execution a sacrifice of immense worldly interest at the altar of Christianity.

It was supposed that the spirit of freedom once brought to the door of every negro hut would have awakened feelings of gratitude, industry, and a desire for moral and social advancement; those expectations have proved fallacious, and tropical cultivation in the Colonies has been performed by foreign labour.

In Hayti a more conspicuous proof of indifference to all but mere freedom has distinguished the present possessors of what was French St. Domingo.

In 1789 no less than 1,600 vessels entered the French ports of that island;* the total amount of sugar exported in that year was 141,089,831 lbs.; cotton, 7,004,274 lbs.; in 1841, of sugar there were but 1,363 lbs., exported; and of cotton, 1,591,451 lbs. Other productions have comparatively fallen; at this time sugar is actually imported into this portion of the island.

In 1804, the negroes were in full possession of the French territory in Hayti; they had seen the practice of the French with reference to cultivation of the ground and manufacture of sugar, yet in less than sixty years the cultivation has comparatively ceased, and the island has become, in their hands, little more than a superb and self-producing waste.

I will, my Lord, turn to Africa.

I have seen the negro through twenty-six degrees of latitude and one hundred of longitude; my opportunity of making my observations have not been confined to the sea-coast, but whenever I have been in Africa I have met with the same wonderful profusion of natural fertility of country, and the same repulsive lassitude in the man, which if roused for a time, relapses into sloth when the momentary appetite is satiated. The Kroomen are the only Africans who not only seek labour, but engage for long periods and faithfully perform their work.

The location of thousands of negroes in the Settlements upon the Gambia and Sierra Leone has not been attended by results at all equivalent to the care and instruction which has been extended to them. If civilization and Christianity has seriously taken root amongst them, it has not radiated beyond their limited precincts into the interior.

In Monrovia the cunning of the free negro does no more than appropriate to his own use the labour of the less discerning native.

Lagos appeared advancing in the pursuit of legal trade, under the supervision of an able officer, whose recent death is deeply to be lamented. There, certainly, an impression seemed to penetrate to the interior.

In the River Bonny, in which a large legal trade was maintained during, and has superseded there, the Slave Trade, the practice of cannibalism exists, but is the privilege of the fetiche, or priests. In January 1860, on my passage to this place while waiting in the river, the skeleton of a native of a few days before was shown to me, the skull and other parts being supported upon sticks before the door of the fetiche-house.

In Fernando Po the liberated Africans and others commonly send to the Chief of the Cameroons a "dash," by which is understood a present, and in return a boy or girl is received, under the pretence of instructing them as house servants. So well aware was the Consul, Mr. Hutchinson, of this proceeding, that, at my suggestion in February last, when there, in my presence he proposed the precaution of registering those Cameroons then upon the island; and farther, to adopt measures to abolish the system. Liberated Africans surely should be the last to encourage any approach to slavery.

I am largely trespassing upon your Lordship's notice, but I feel the subject of African slavery will be admitted as my excuse; and I will only glance at the association which exists between the Chief and slave in the interior.

Internal slavery is the groundwork of the foreign Slave Trade; and one of two courses must be accomplished before civilization can find a resting-place amongst negro life: either the Chief must be brought to abandon his absolute power; or the negro himself must rebel against his habitual and merciless exercise of it.

The Chief finds that by absolute rule he obtains all he wants. He is a selfish despot, steeped in sensuality. Civilized despots cling with tenacity to absolute power; what, then, can be expected from the barbarian? The sanctity of a Treaty is only understood by the Chief while the presence of force overawes him, and that he fears punishment if the Treaty is infringed. The River Niger Treaties afford now ample proof of this.

The sole argument of the Chief I believe to be this:—I have power over my population; by selling them to strangers I obtain things I wish for. The country may produce what other strangers want, but there is less difficulty in selling my population than in collecting produce. The Chief cannot see that he is living on the principal, instead of the interest, of his nation.

These, my Lord, I believe to be the only arguments made use of by the Chiefs, and which have as yet resisted the promulgation of those invaluable institutions already mentioned.

I will now advert to the negro.

I believe, my Lord, the great obstacle to African improvement is the manner in which that vast continent is broken up into myriads of nations, each speaking a different language, and no one with friendly feeling to another. This is a natural barrier to the introduction of instruction with which it will be, as it has been, most difficult to contend.

I think this to be one chief cause of the passive state of the negro from time immemorial to the present day. Should he attempt to throw off his shackles unsuccessfully, there is no friendly or free nation to which he can fly for safety.

Millions of Africans, comprising the population of Western Africa, have not produced one instance of a patriotic leader. Institutions in aid of learning, arts, and science, are utterly unknown. Invention—that divine and natural gift which, unbidden, suddenly flashes some wondrous application upon minds of other races—has never animated the features of the negro.

Africa has shown itself hostile to the introduction of foreign industry.

Though the country is labouring under the load of its infinite fertility, and spontaneous productions; though its mineral resources—gold, copper, and iron—have largely discovered themselves to the explorer, yet the very Chiefs and natives have opposed, and now are opposing, every movement tending to their extraction. The extremely rich quartz ranges in the interior, north of Elmina, Cape Coast Castle, and Accra, give fatal evidence of African jealousy, selfishness, and ignorance. The recent endeavours to expel the Portuguese from the mines of Bembè in this province corroborates the belief of those feelings being indigenous. They cannot see that by allowing foreign skill to labour where their ignorance denies them the power, that untold numbers would be enriched; for the first labourer is but the agent of science, art, and refinement. The consequence is, that they remain unenlightened, and we, instead of trading with millions, trade but with thousands.

If, my Lord, slavery is, as many say it is, the cause of the present prostration of the negro, dulls his perception, and breaks down his energy of mind, it may be asked, How is it that the Chiefs, who never were slaves, are not one jot nearer civilization than are the slaves they sell or immolate, as at Ashantee and Dahomey? But, my Lord, are those who know the truth of my representations to be esteemed as persons who consequently would

* "Notes on Hayti;" Macgregor's "Progress," &c.

abandon the negro "to his present state of ignorance and barbarity?"* My object is, on the contrary, to show your Lordship that in relying so much on African Chiefs and negroes, we have fallen into error, and that as the slave-traders have adopted new means of carrying on their Traffic almost with impunity, so the nations of the world repudiating the Slave Trade may with confidence be called upon to enact additional means of counteracting such heartless proceedings.

With sincere diffidence, my Lord, I proceed to offer some suggestions for increasing the present means of operating for the suppression of the Slave Trade.

The two great obstacles which oppose the suppression of the Slave Trade appear to me—

1st. To be the illegal use of the flag of the United States, combined with the absence of a law defining what fittings or other peculiarities shall declare a vessel to be engaged in the Slave Trade.

2ndly. The apparent unwillingness of the juries in the United States to imagine any fittings or unusual equipment to constitute a slave-ship in the absence of such a law.

The first obstacle, my Lord, appears irremovable so long as the United States will insist upon the flag conveying immunity from right of search by foreign ships. The right of visit amounts to very little, for if the regularity of the papers cannot be challenged, the hold may with safety be full of slaves, so far as any foreign ship of war is concerned.

Possibly there may be means of counteracting the effect of the existing obstacles, though the attainment of them may be attended by the most delicate and persuasive management.

It is clear, I believe that the higher authorities in the United States are really opposed to the Slave Trade, however much they may palliate slave-labour in the Southern States. This feeling is strongly pronounced by the zeal with which the Law Officers of the Government have carried through the prosecution of vessels seized under a charge of being engaged in the Slave Trade.

The naval officers of the United States are only rivalled by those of Her Majesty's ships in their zeal for suppressing both the unjustifiable use of the American flag and the object which that use of it is intended to aid.

No. 27.

Her Majesty's Acting Commissioner to Lord J. Russell.—(Received April 10.)

My Lord,

Loanda, January 21, 1861.

I BEG to report to your Lordship the particulars of the cases of two vessels, with reference to the Slave Trade.

First. That of the Portuguese brigantine "*Equimina*," seized in this harbour by the Portuguese brig of war "*Pedro Nunez*." That vessel had returned from a coasting voyage, and having landed her cargo of country produce, remained in the anchorage without attracting any suspicion.

One morning at daybreak the officer of the watch on board the "*Pedro Nunez*" observed a boat drifting by, having apparently only two negro boys in her without oars or other means of moving her.

Under the supposition that these boys had accidentally got adrift, a boat was sent to their assistance. When brought on board the "*Pedro Nunez*," they stated that they had in the night crept from the hold of the brigantine, got into the boat lying astern, let go the rope, and allowed her to drift with the tide, hoping it might carry them on shore. They also said that some negro men had been embarked in the same brigantine with them, and that they were ironed.

The officer commanding the "*Pedro Nunez*" immediately sent a boat to the vessel indicated by the boys. Upon examination nine negroes were found as described by them. The brigantine was immediately seized, and subsequently condemned in the Court to which she was sent for trial. The defence set up was that the negroes had been sent on board to clean the vessel.

I submit, my Lord, that the inference to be drawn from this case is not favourable to the watchfulness of the authorities in this city, for the seizure of the "*Equimina*" was based upon mere accident rather than upon a well-organized system of observation.

Secondly. The escape of the French barque "*Don Juan*," with a large cargo of negroes, has taken place from Malemba.

I think the case will be best described by the unofficial communication written to me upon the subject by Lieutenant Gibbons, commanding Her Majesty's ship "*Sharpshooter*," an officer who loses no opportunity of extending his information upon Slave Trade questions, or of imparting to the proper authorities that which he obtains.

The practice of the "*Don Juan*," namely, that of clearing, under the French flag, for an Eastern port, to embark coolies, appears to be superseding that of using the American ensign to cover the real object of the voyage, it having been found to remove these vessels farther from interruption, because the number of French cruizers is upon a very limited scale upon this coast, and these are principally used for the mail service.

* Annual Report, February 25, 1860, paragraph 28.

Indeed, those cruizers which are not French are scarcely avoided, as it appears that slave-fittings are legally carried by ships going for coolies. Both Captain Godon, commanding the United States' ship "Mohican," and Lieutenant Gibbons, upon meeting with the "*Don Juan*," were courteously invited on board, and every preparation for carrying coolies, as the Captain said, was exposed. Neither officer at all doubted the real object of the "*Don Juan*," but, excepting the heading of the register, "*République Française*," there was nothing in the papers of that barque to create an objection.

To me, my Lord, this practice appears the most difficult of any with which Her Majesty's Government has had to cope, because it appears completely to overrule the necessity of concealing the preparations required for the reception of slaves. If a few successful cases occur, I fear it will be very frequently adopted, not only by French vessels, but by others also; and we may hear of Spanish and Portuguese ships clearing out for coolies, if by so doing the Treaty respecting vessels fitted for taking slaves on board can be evaded.

I have, &c.
(Signed) H. V. HUNTLEY.

Inclosure in No. 27.

Lieutenant Gibbons to Her Majesty's Acting Commissioner.

(Extract.)

"Sharpshooter," January 7, 1861.

I BOARDED the French barque "*Don Juan*," on the 7th of December last, in latitude 6° 42' south, longitude 11° 13' east; she had no name on her stern or on any other part of the ship; her register, which described her to be the "*Don Juan*," of Havre, was headed "*République Française*;" that was suspicious, so I asked for further proofs of her nationality, and was shown his *rôle d'équipage*, which was signed by the French Consul at the Havana: I mustered her crew by it; they were apparently all Frenchmen (except one, a Chinese), twenty-six in number. The master (Gallet) said he was bound to Macao for a cargo of coolies, and showed me a charter-party, signed by two merchants of Havana, named Cambell and Gremont (or something like those names), to that purpose, also saying that everything she had on board was for the use of coolies. I saw no signature of any official to it, which I fancied it ought to have had. The master's passport was dated at Havre, April 1860. Her deck below was clear, and apparently all ready for slaves or coolies; below that she had water-casks, and the hatchways protected by iron rails; she is barque-rigged, chequered sides, with a short fore-top-gallant mast, no royals; clumsy looking; has been a whaler, apparently.

The reason given me by the master for being on this coast was, that somebody of the French emigration dépôt, entrance of the Congo, owed him money, which he had been for.

I sighted him on the 10th, about twenty miles north-east of his former position; there was hardly any wind in the meantime.

No. 28.

Her Majesty's Acting Commissioner to Lord J. Russell.—(Received April 10.)

My Lord,

Loanda, January 24, 1861.

I HAVE the honour to inform your Lordship that on the 20th instant the officer commanding the Portuguese palhabote of war "*Don Pedro V*" again distinguished himself by preventing two lanchas from consigning to slavery, as near as he could determine, about 150 negroes, all of whom had been embarked for the purpose of being conveyed to the rendezvous of the "*Visto*," a slaver known to be on the coast.

A letter* addressed to the officer commanding the naval station of Angola, by Senhor Franco P. Vellar de Pinho, Commander of the "*Don Pedro V*," gives some lamentable details of loss of life, altogether attributable to the direct Slave Trade, but still connected with the French emigration system, which, whatever may be its merits or demerits, will never by the native Africans be distinguished from the Slave Trade, and will, therefore, eminently encourage that Traffic.

Thirty-three only out of the whole number have been rescued from drowning or slavery, and these have been placed in charge of the Department of Public Works; one Cabinda, who formed part of the crew of one of the lanchas, having been taken, is now imprisoned in the jail. The lanchas having both been destroyed either by the fire of the "*Don Pedro V*," or otherwise by the surf, the Court of Mixed Commission will assemble to pass a formal sentence upon them, and to perform the necessary duties with reference to the rescued negroes.

* This letter was never received.

There is, however, my Lord, apparently an important object gained by the capture of these negroes; for, according to Senhor Franco P. Vellar de Pinho, both these lanchas, together with the negroes captured or lost, belonged to Senhor Pamplona, whose proceedings with reference to the Slave Trade are so well known in the office over which your Lordship presides.

As this person is now claiming damages, through the Government of Portugal, from that of England on account of the destruction of the lancha "*Barboleta*," and for defamation of character by connecting him with the Slave Trade, for which latter injury he demands 500*l.*, I have thought it desirable to send a duplicate of this despatch, accompanied by a copy of Senhor Vellar de Pinho's letter, to Her Majesty's Minister at Lisbon, by the Portuguese mail-steamer, to leave this harbour on the 8th of February.

Your Lordship will allow me to state that Pamplona is now in the United States for the purpose, it is said, of residing there a sufficient period to enable him to claim naturalization papers, and then return here.

With reference to this measure my opinion is that his object in becoming a citizen of the United States is to enable him to work his lanchas on the north of the Portuguese territory under the American flag, and so render them free from molestation by the small Portuguese cruizers, and little likely, as they creep along the coast with negroes for any slaver, to be observed by the larger cruizers of the United States.

I am happy to have it in my power to state to your Lordship that for some time there has not been more than one Portuguese vessel of war here at any one time, and now there is but the "*Mary Anna*," steamer, whose machinery is out of order; the rest are cruising.

I trust your Lordship will allow me to offer to your very favourable notice the judgment and zeal with which Senhor Franco Vellar de Pinho has, for some considerable time, in a small cruizer, continued to harass the operations of the slave-traders about the entrance of the River Congo, and to mention that within a short period that officer has sent eight lanchas for adjudication, five of which have without a question been engaged in the Slave Trade, and two of the other three were, at least for some months, debarred from the exercise of their culpable pursuits; and I further take the liberty of stating to your Lordship that his Excellency the Governor-General informed me that it was his intention to mention Senhor Franco Vellar de Pinho in a prominent manner to the Government of Portugal, by the mail which will leave this harbour on the 8th of February.

I have, &c.

(Signed) H. V. HUNTLEY.

No. 29.

Her Majesty's Acting Commissioner to Lord J. Russell.—(Received April 10.)

My Lord,

Loanda, February 8, 1861.

I HAVE the honour to transmit to your Lordship a copy of a letter I received on the 5th instant from the late Governor-General, informing me that an English brig named "*Lord of the Isles*" had been detained in Great Fish Bay by the Portuguese authorities, and brought into this port for trial by the schooner of war "*Cabo de Verde*," under suspicion of being engaged in the Slave Trade.

I have, my Lord, this day visited the "*Lord of the Isles*," and I find that vessel to be one of a small number employed in a fishery established by Messrs. Granger, English merchants residing at the Cape of Good Hope, whose vessels catch and dry fish upon the coast about Great Fish Bay, afterwards carrying them to the Mauritius.

There is not the slightest approach to a vestige of slave-ship fittings on board the "*Lord of the Isles*;" her papers are regular; and in order apparently to prevent any undue interference from Portuguese authorities, the vessel bears a certificate given by the Chevalier Duprat, the Portuguese Commissioner and Consul at the Cape of Good Hope, explaining the fact of their being thirteen Cape fishermen on board, in addition to the regular crew.

The Portuguese have, however, seized the "*Lord of the Isles*" upon the plea of her having more than the necessary number of water-casks on board, probably in ignorance of the arid nature of the coast upon which the vessel was engaged,

and which rendered necessary the extra quantity of water to be brought from the Cape when she sailed.

Nevertheless, the owners of the "Lord of the Isles" by their great want of caution have brought upon themselves the present detention of that brig, by not having placed the extraordinary number of casks upon the manifest, and by neglecting to obtain a Custom-house certificate with reference to them; I believe, however, it will be found by measuring the casks, that the water capable of being carried in them will not exceed what would be absolutely necessary for the number of persons shown to be legally on board.

The trial will be brought on with as little delay as possible, but some will be entailed by the heavy engagements of the newly appointed Governor-General, who must sit as Portuguese Commissioner.

I have, &c.
(Signed) H. V. HUNTLEY.

Inclosure in No. 29.

The Governor-General of the Province of Angola to Her Majesty's Acting Commissioner.

(Translation.)

Sir, *Palace of Government, Loanda, February 5, 1861.*
I HASTEN to inform you that the English merchant-brig "Lord of the Isles," has been brought into this port by the Portuguese schooner "Cabo de Verde," at the instance of the local authorities of Mossamedes, who find grounds for suspecting her to be engaged in the Slave Trade.

The vessel is in charge of the Naval Department of this Province, and will be adjudicated in the competent Court.

God preserve, &c.
(Signed) CARLOS AUGUSTO FRANCO.

No. 30.

Her Majesty's Acting Commissioner to Lord J. Russell.—(Received May 21.)

My Lord,

Loanda, March 8, 1861.

WITH reference to my despatch of the 8th of February last, reporting to your Lordship the arrival in this harbour of the English brig "Lord of the Isles," detained by the Portuguese authorities at Mossamedes under suspicion of being connected with the Slave Trade; I have the honour now to state that the indisposition of his Excellency at first, and the necessity afterwards of visiting Benguela and Mossamedes upon important provincial business, obliged him to confide the performance of the duties of the Portuguese Commissioner to the highest legal authority of this province, the President of the Court of Relaçõens; consequently, the sitting of the Court of Mixed Commissions was deferred until the 5th instant, when it met, and the Judge acting with me proposed a conference, in which he expressed his opinion that the case of the "Lord of the Isles" was one over which the Court of Mixed Commissions had no jurisdiction.

I stated that upon the following day I should be prepared to give my opinion upon the view taken by the Judge, and the Court was then adjourned.

At noon on the 6th instant the Court again met; and having in the interval considered the arguments of the Judge, the Articles of the Treaties bearing upon the question, and the Decree of the 10th of December, 1836, I concurred with the Judge that the Court of Mixed Commissions had no jurisdiction in this case, the detention of the "Lord of the Isles" having been effected within the limits of the harbour of Mossamedes in the dominion of Portugal.

A protest was put in by the advocate for the accused, and the Court adjourned.

In the inclosed copies of the proceedings of the Court upon the 5th and 6th instants, your Lordship will find a copy of the protest, together with the reasons which induced the Court to adopt the decision that I have now the honour to report.

The papers relating to this case have consequently been returned to the Provincial Government, and the trial will take place, if at all, in the Tribunal de Prezas.

I have, &c.
(Signed) H. V. HUNTLEY.

Inclosure in No. 30.

Minute of Session of March 5, 1861, of the British and Portuguese Mixed Commission at St. Paul de Loanda.

(Translation.)

ON the 5th day of March, 1861, were assembled in one of the saloons of the General Government's Palace, actually serving for the sessions of the British and Portuguese Mixed Commission, his Excellency the Counsellor Dr. Luiz José Mendes Affonso, President of the Court of Appeal at Loanda, Acting Commissioner for His Most Faithful Majesty in the Mixed Commission, by the legal impediment of his Excellency the Governor-General of the Province, who is absent, being actually in the south of the Province at Benguella and Mossamedes, as is duly mentioned in the record of the session of the 2nd of March last; the Arbitrator on the part of Her Britannic Majesty, Sir Henry Huntley, Acting Commissioner, the duly sworn-in Interpreter, Albert Schut, merchant, of this place; Germano Pereira do Valle, advocate of the seized, duly authorized by an act of attorney as defensor of the English brig "*Lord of the Isles*," seized in the harbour of Mossamedes, suspected of Slave Trade.

The tribunal being so constituted for the trial of the above-mentioned vessel, the Portuguese Commissioner said that he proposed a private conference, in which he expressed his opinion as to the incompetency of the tribunal for the trial of this vessel, his opinion being founded on the following principles:—

That it is proved, by the annexed documents, that this vessel was detained by the fiscal authorities of the Custom-house at Mossamedes, when at anchor in that harbour, under the vigilance and fiscalization of that Department, in conformity with the Portuguese fiscal arrangements, and that she was seized for being suspected of engaging in Slave Trade, in contravention of the Decree of the 10th December, 1836;

That this vessel was denounced by the Commander of the Portuguese cruiser "*Cabo Verde*," at anchor in the above-mentioned harbour, as stated in his confidential letter at folio ;

That in consequence of this denunciation the Governor of Mossamedes authorized the said cruiser to search the vessel, which was done, as stated in the information at folio ;

That after this search the Collector of the Custom-house proceeded to a second one, as stated in the official letter at folio ;

That at folio a declaration of the above-mentioned Portuguese cruiser is found, in which he says, after mentioning all the suspected articles proper for the Slave Trade found on board, that he should have seized the vessel if he had met her at sea;

That the Treaty of the 3rd July, 1842, between Great Britain and Portugal, for the suppression of the Slave Trade, says, in Article III, § 4: "It shall not be lawful to visit or detain, under any pretext whatever, any merchant-vessel when at anchor in any port or roadstead belonging to either of the two High Contracting Parties, or within cannon-shot of the batteries on shore, unless on a written demand for co-operation on the part of the authorities of such country; but should any suspected vessel be met with in such port or roadstead, due representation of the same is to be made to the authorities of the country, requesting them to take the necessary measures to prevent the violation of the stipulations of this Treaty; and the said authorities shall proceed to take effectual measures accordingly." In Articles VIII and IX, and various others, it is stated that only the duly authorized cruisers are allowed to visit and detain the merchant-vessels of the two Contracting nations, when the therein-mentioned suspected articles of Slave Trade should be found on board. In the Annex A to this Treaty the Instructions are mentioned wherewith the cruisers have to be provided.

That if all the Articles of this Treaty, and Annexes A and B, and particularly Article III, Annex B, in these words: "The Mixed Commissions are to decide upon the legality of the detention of such vessels as the cruisers of either nation shall, in pursuance of the said Treaty, detain," are well compared; it is proved that these Commissions can only take into consideration and try vessels detained by cruisers duly authorized by the said Instructions, and seized outside the harbours or anchorages of the two Contracting nations;

That the competency of the Mixed Commissions being in this manner established, it is beyond their jurisdiction to take cognizance of, or try, any vessel seized within the harbours or anchorages and by the local authorities, in which circumstances is the case before the Court; and notwithstanding that a cruiser assisted, at the requisition of the local authorities, in the searching of the vessel, and conducted her to the General Government of the Province, as has been the case with this prize;

That all the foregoing, and also the substance of the Treaty, are in harmony with the general principles of the public right of nations and international law;

That all the vessels anchored within the harbours are subject to the local authorities of their respective nations, and, consequently, subject to all the laws and fiscal regulations; and that for any crime, or contravention thereof, committed in the harbours, they shall be tried only by the common local authorities of such nation.

Now the law infringed by this vessel, which was at anchor in the harbour of Mossamedes, is the Decree of the 10th December, 1836 (which includes also the foreign vessels anchored in the Portuguese harbours, Article 7), and as such she can only be tried by the competent local authority, actually the "*Tribunal de Prezas*," constituted by the Decree of the 14th September, 1844, for the trial of such vessels seized for contraband of slaves, which are not included in the said Treaty, and safe from its dispositions.

That for all these reasons he concluded to vote for the incompetency of this Mixed Commission for the trial of the vessel in question, for want of legal jurisdiction.

The English Commissioner said, that not being prepared to give his opinion on the subject, he proposed an adjournment to the next day, whereto the Portuguese Commissioner agreed.

The public sessions being therefore reopened, the advocate of the prisoners was informed of the delay until the next day, which notice he acknowledged.

The present was signed by all the persons before mentioned, and written by me, Pedro Raphael de Carvalho, Attorney of the Court of Appeal, Acting Secretary of the Mixed Commission during the unavoidable absence of the Secretary.

(Signed)

LUIZ JOSE MENDEZ AFFONCO.
H. V. HUNTLEY.
GERMANO PEREIRA DO VALLE.
ALBERT SCHUT, *Acting Interpreter.*

Session of March 6, 1861.

In the year of our Lord 1861, on the 6th of March, in St. Paul de Loanda, were assembled his Excellency the Counsellor Dr. Luiz José Mendes Affonço, President of the Court of Appeal at Loanda, Acting Commissioner on the part of His Most Faithful Majesty in the Mixed Commission during the absence of his Excellency the Governor-General on public service; Sir Henry Huntley, Arbitrator on the part of Her Britannic Majesty, Acting Commissioner; the duly sworn-in Interpreter of the English language, Albert Schut, merchant, of this place; and the advocate of the prisoners and defensor of the English brig "*Lord of the Isles*," Mr. Germano Pereira do Valle.

The record of yesterday's session was read, approved, and signed, and thereupon the English Commissioner declared that he agreed with the reasons expressed by the Portuguese Commissioner, relative to the incompetency of this tribunal to take cognizance of and try the vessel in question; and also agreed that a sentence should be made out, based on the grounds expressed by the Portuguese Commissioner, declaring at the same time that all the documents should be returned to the General Government of the Province, which was agreed to by the Portuguese Commissioner.

Thereupon the advocate of the prisoners said, with due respect to the decision of the tribunal, he could not conform himself to it, in consideration of the dispositions of the Treaty of the 3rd July, 1842, and Article I of the Decree of the 14th September, 1844, which created the "Tribunal de Prezas" at Loanda.

That he could only recognize the Mixed Commission as the competent tribunal to try the English brig "*Lord of the Isles*," and no other;

That the declarations being founded on the dispositions of the above-mentioned Treaty, it was his conviction that a question identical with this had occurred between the British and Portuguese Commissioners of the Mixed Commission of this city, which had been brought before the respective Governments, whose decision was, if he well remembered, that no Portuguese vessel suspected of Slave Trade, whether detained by a cruiser at sea, or within the harbours of Great Britain by the local authorities, could be tried by any other tribunal than the Mixed Commission, and reciprocally with respect to English vessels;

That no other decision could be given in the presence of the dispositions of the existing Treaty which could not be annulled by the general laws of either country;

That the Law of Nations could not be applied to the present case nor to identical ones, because a special Treaty exists which contains the reciprocal rights of the nations relative to the abolition of the Slave Trade. Therefore, and on the above grounds, he protested, in the name of his constituents, against the decision of this tribunal, whereby it declares its incompetency to try this brig, and did so with the right to losses and damages against whomsoever it may concern, resulting from the delay and incompetency of any other tribunal, to whom the trial of this vessel may be intrusted, not being that of the British and Portuguese Mixed Commission.

The present record was signed by all the persons before named, and written by me, Pedro Raphael Carvalho, Attorney to the Court of Appeal, Acting Secretary to the Mixed Commission during the absence, through illness, of the Secretary.

(Signed)

LUIZ JOSE MENDES AFFONCO.

H. V. HUNTLEY.

ALBERT SCHUT, *Acting Interpreter.*

GERMANO PEREIRA DO VALLE.

PEDRO RAPHAEL DE CARVALHO, *Acting Secretary to Mixed Commission.*

Sentence.

The members of the Mixed Commission agree, that after due examination of all the documents relative to the seizure of the English merchant-vessel "*Lord of the Isles*," forwarded to this tribunal by the General Government of the Province, it appears that this vessel was seized by the fiscal authorities of the Custom-house at Mossamedes, when at anchor in the harbour and anchorage of that town, on account of some suspected articles, used in the Slave Trade, and described in the Decree of the 10th December, 1836, having been found on board; and the tribunal, taking into consideration that, in presence of the Treaty of the 3rd July, 1842, between Portugal and Great Britain, for the suppression of the Slave Trade, particularly Articles III and IV, and several others, as also Annexes A and B of the same Treaty; the Mixed Commissions have only jurisdiction over, and competency to try, Portuguese and English vessels seized outside of the harbours by Portuguese and English cruisers, who are duly authorized by the Instructions mentioned in the said Treaty, and more fully expressed in the record of the session of this tribunal of the 5th instant, declare themselves incompetent to try the above-mentioned vessel, for want of legal jurisdiction, and order all the documents to be returned to the General Government of the Province, for the legal steps to be taken.

Loanda, March 6, 1861.

(Signed)

LUIZ JOSE MENDES AFFONCO.
HENRY V. HUNTLEY.

No. 31.

Her Majesty's Acting Commissioner to Lord J. Russell.—(Received May 21.)

My Lord,

Loanda, March 29, 1861.

WITH reference to my despatch of the 8th of February, wherein I had the honour of informing your Lordship of the English brig "*Lord of the Isles*" having been brought here by the Portuguese schooner of war "*Cabo de Verde*," charged with being engaged in the Slave Trade, I have now the honour further to report to your Lordship that the "*Lord of the Isles*" was acquitted, and released from the custody of the Portuguese authorities on the 23rd instant.

I have, &c.

(Signed) H. V. HUNTLEY.

Her Majesty's Acting Commissioner to Lord J. Russell.—(Received June 7.)

My Lord,

Loanda, April 20, 1861.

RECALLING the case of the English brig "*Lord of the Isles*," already mentioned in my despatch of the 8th of February, I beg leave to ask your Lordship's attention to some very brief representations tending to exhibit the injury caused to trade generally by the owners of ships allowing their vessels to sail without having first provided them with the peculiar documents necessary to ensure their exemption from hindrance where they are about to operate.

The "*Lord of the Isles*" presents a second instance here of detention in consequence of not having on her manifest any unusual number of water-casks there might be on board, thus disregarding the stipulations of the Treaty of the 3rd of July, 1842.

The above-mentioned vessel having been reported in the Court of Mixed Commissions in this city, that Court declared itself incompetent to accept the case, the detention having taken place in waters over which Portugal held dominion.

The case was then sent to the Tribunal de Prezas, where it was tried, and on the 25th of March last the said vessel was acquitted.

The expenses which attended the detention and defence of the "*Lord of the Isles*" amount to upwards of 200*l.* sterling, and the voyage of that vessel has been wholly lost, as the money required to enable the captain to leave this harbour has been obtained upon a bottomry bond, which must be paid within a certain period; in consequence the brig will immediately return to the Cape.

So far, my Lord, the owner suffers, perhaps not unfairly. It now remains to be shown what loss trade generally may sustain by the negligent habit of owners in such cases.

The "*Lord of the Isles*" is a brig of 140 tons burden, and the occupation of that vessel has been to catch and salt fish upon the coast of Africa about Elephant Bay. These fish when salted are taken direct to the Mauritius, and are there sold for 50*l.* a-ton. From thence the vessel returns to the Cape with a cargo of sugar, coffee, &c.

From this outline your Lordship will see the actual proceedings of the vessel, as compared with those which should have been performed. In this, your Lordship may also see how vastly the trading interests of nations can be made to suffer by the indolence of owners, who will not take the trouble to ascertain what measures may be necessary, in peculiar limits, to be taken to secure their vessels against interruption, detention, or capture.

It is clear, my Lord, every voyage lost by the vessel is so much revenue lost to the nation, and therefore it may be desirable to draw the owners of trading ships to the consideration of the class of document absolutely necessary for the security of their vessels, though, in many instances, they utterly neglect to obtain such means of protection.

The cases of the "*Lady Sale*" and "*Lord of the Isles*" are similar in negligence, and differ otherwise but in their respective fates, the first having been condemned, the last acquitted.

I avail myself of this occasion to place before your Lordship copies of the correspondence which has passed between his Excellency the Governor-General and myself with reference to the "*Lord of the Isles*."

I have, &c.

(Signed) H. V. HUNTLEY.

Inclosure I in No. 32.

Her Majesty's Acting Commissioner to the Governor-General of the Province of Angola.

Excellent Sir,

Loanda, April 16, 1861.

I BEG leave to place before your Excellency the copy of a letter which has been addressed to me by Captain Mackenzie, of the English brig "*Lord of the Isles*," lately liberated by the "Tribunal de Prezas" from the charges preferred against her by the Portuguese authorities at Mossamedes.

Captain Mackenzie complains that he has been required by the Custom-house authorities to pay certain entry

and other charges before he can be permitted to leave this harbour, precisely as if he had come here to trade willingly, instead of having been brought here by a Portuguese force; a complaint so palpably reasonable that I scarcely think your Excellency will leave it unredressed.

I feel it hardly necessary to observe, that by the Law of Nations when a vessel has been detained upon suspicion of criminal conduct, the Government of the detaining authority is considered in the light of a trustee in charge of the detained property, during the trial of the case, whose duty it is to yield that property, in the condition in which it was received, to either party, according to the decision of the Court. Now I think your Excellency will admit that if the "*Lord of the Isles*" is made by the authorities to do that which there was no intention on the part of her captain of doing, and then required to pay for doing so, the property must of necessity be just so much diminished; consequently, it is not restored as pointed out by the Law of Nations, and the fidelity of the trustee is incomplete.

Believing this view to be correct, I trust I may hope that your Excellency will be pleased to give such directions as may relieve Captain Mackenzie from the payment of the charges which he is informed will be demanded from him before he can leave this harbour.

I have, &c.
(Signed) H. V. HUNTLEY.

Inclosure 2 in No. 32.

The Secretary to the Governor-General of the Province of Angola to Her Majesty's Acting Commissioner.

(Translation.)

Sir,

Loanda, April 17, 1861.

HIS Excellency the Governor-General directs me to inform you, in reply to your official of the 16th instant, respecting the representations of the Captain of the "*Lord of the Isles*," that considering your request equitable, his Excellency has given the necessary orders for the before-named vessel to be exempt from all charges, not only those made by the Custom-house, but as well those of the port, excepting only any articles of import or export embarked on board or landed from her in this harbour.

(Signed) JOSE BARBOSA LEO, *Secretary.*

Inclosure 3 in No. 32.

Her Majesty's Acting Commissioner to the Governor-General of the Province of Angola.

Excellent Sir,

Loanda, March 17, 1861.

I AVAIL myself of your Excellency's return to represent some proceedings with reference to the case of John Mackenzie, master of the English brig "*Lord of the Isles*," detained and sent here by the Portuguese authorities of Mossamedes, upon a charge of being implicated in the Slave Trade.

The measures of which I complain are, first, that Captain Mackenzie is virtually imprisoned on board his own vessel, by order of the Government of this Province.

Secondly. He is treated as a prisoner, being always attended by an armed policeman if brought on shore for any purpose.

Thirdly. With his own provisions on board he is deprived of the use of them, and thrown upon the generosity of others to supply him with means of living for himself and crew.

Fourthly. He is, therefore, by the restrictive measures denied that intercourse with the British Consul which is his right, and separated from those requirements which are necessary to preserve health on board his vessel.

Your Excellency will remember that on the 6th of February, in company with Captain Craufurd, commanding Her Majesty's ship "*Archer*," I had the honour of naming the hardships sustained by Captain Mackenzie, and I thankfully recollect the frank and liberal manner in which you immediately gave orders that the restrictions should be relaxed, consistently with the security that should attend a man waiting his trial; your Excellency's orders were executed, and Captain Mackenzie had then no room to complain.

For some reasons, to me unexplained, these orders have been reversed, and instead of being treated as an accused person, he appears to be considered a convicted criminal, apparently in opposition to the liberal view taken by your Excellency.

Your Excellency has probably been informed of the decision of the Court of Mixed Commission, and of its declaration of its incompetency to adjudicate in the case of the "*Lord of the Isles*," that vessel having been seized in waters over which Portugal only has dominion. So long as a doubt remained upon the competency or otherwise of the Court of Mixed Commissions, I, in my office of Acting British Commissioner, abstained from all communication with Captain Mackenzie, although applied to by him; but since I am removed from the relation in which I then stood towards him, by the declaration already mentioned, I must present myself in his case as Her Britannic Majesty's Consul, and in that office claim from your Excellency, most respectfully, a free right for Captain Mackenzie to visit me on shore within that period usually known as official hours; and I beg to state that I am perfectly ready to accept any responsibility that may attach to a compliance with the claim I have, with the sincerest consideration for your Excellency, felt it my duty to advance.

Your Excellency, I am satisfied, is quite disposed to ameliorate the discomforts of Captain Mackenzie to any extent consistently with those precautions that even a humane feeling must not suppress; with this view I may be permitted to state, that during the time I commanded different cruizers on the coast of Africa, I captured very many slave-ships, and often attended their trials at Sierra Leone; they were all either Portuguese or Spanish, and laden with slaves, consequently the captains appeared with acknowledged guilt surrounding them: yet in no single instance were any of these men treated with severity, but, on the contrary, allowed perfect liberty, in order that nothing should interfere to prevent them from communicating with their advisers. In cases similar to that of the "*Lord of the Isles*," the captains were permitted to quit and return to their ships as they pleased during the trial; nor has an instance of flight from trial or sentence been recorded.

I therefore hope your Excellency will remove from Captain Mackenzie the harsh treatment to which he has been subjected, and accord to him, as a man only under accusation, that which the British Provincial Governments have thought it unjust to withhold from Portuguese subjects, bearing themselves the proofs of their guilt.

I have, &c.
(Signed) H. V. HUNTLEY,

Inclosure 4 in No. 32.

The Secretary to the Governor-General of the Province of Angola to Her Majesty's Acting Commissioner.

Sir,

Loanda, March 18, 1861.

THE despatch which you addressed to his Excellency, of yesterday's date, was presented, and I have the honour to reply as follows :

Captain Mackenzie, of the English brig "*Lord of the Isles*," has made no complaints to the Government of this Province, and it is only by your information that it is aware of those which are now before it.

The Government of this Province is not bound to provide prisoners of the description of Captain Mackenzie with provisions ; nevertheless, it has supplied him and his crew with rations similar to those which are given to the crew of the "*Pedro Nunez*," until the arrival of the rest of his men from Great Fish Bay, when he was left to his own resources ; a boat and a Cabinda crew were, however, allowed him, and provisioned from the "*Pedro Nunez*."

The captain of the "*Lord of the Isles*" has, therefore, nothing to complain of, because more has been done for him than the laws require.

With reference to his confinement on board the "*Lord of the Isles*," that is customary ; but certainly he may be at liberty, upon your responsibility, as you propose.

(Signed) JOSE BARBOSA LEAO, *Secretary.*

No. 33.

Lord J. Russell to Her Majesty's Acting Commissioner.

(Extract.)

Foreign Office, July 8, 1861.

I HAVE received your despatches of the 8th of February, of the 8th and 29th of March, and of the 20th of April, relating to the case of the British brig "*Lord of the Isles*," which vessel was detained by the Portuguese authorities at Mossamedes and sent to Loanda for adjudication on a charge of being equipped for the Slave Trade ; and with reference to the correspondence which passed between you and the Governor-General of Angola, of which copies are inclosed in your despatch of the 20th of April last, I have to acquaint you that I approve of your having interfered to procure a removal of the restrictive measures adopted by the Portuguese authorities in the case of Captain Mackenzie, the master of that vessel.

I have, however, to observe that the "*Lord of the Isles*" appears to have arrived at Loanda on or before the 5th February last, and that the Mixed Commission Court did not meet to adjudicate in the case until the 5th of the following month of March.

By Article III of Annex B to the Treaty between Great Britain and Portugal of the 3rd July, 1842, it is provided that "the proceedings of these Commissions shall take place with as little delay as possible, and for this purpose the Commissioners are required to decide each case, as far as may be practicable, within the space of twenty days, to be counted from the day on which the detained vessel shall be brought into the port where the deciding Commission shall reside."

No. 34.

Her Majesty's Acting Commissioner to Lord J. Russell.—(Received July 11.)

My Lord,

Loanda, May 6, 1861.

I HAVE the satisfaction of reporting to your Lordship the capture of the slave-ship "*Nightingale*," while lying at anchor off Cabinda, by the United States' corvette "*Saratoga*," commanded by Captain Taylor.

This officer had boarded the "*Nightingale*" on the 20th of April, when, finding something more than usual in her preparation, he determined upon going again to sea, with the concealed intention of returning again very shortly.

Having put this scheme in practice, he was rewarded by capturing the "*Nightingale*" on the 21st of April last, with 961 negroes on board, all of whom had been in the interval embarked ; these negroes have been sent to Liberia, there to be liberated.

The capture of such vessels as the "*Nightingale*," taking the cases of the "*Cora*," "*Erie*," and "*Storm King*," have been generally known here within three or four days after the event, apparently showing the interest some residents of this city had in those vessels; but the capture of the "*Nightingale*" was only known here by the arrival of the United States' corvette in this bay yesterday.

I believe, my Lord, this ship was principally connected with French and Spanish speculators; the supercargo certainly was a Frenchman. I think, my Lord, that the recent heavy captures have caused whatever tendency there may be here to prosecute trading in slaves, to look to the South as a future field of operation; but although there is reason to fear that two cargoes have been shipped in that direction, yet it is certain that at present there is no organized plan in existence in that quarter.

I have, &c.
(Signed) H. V. HUNTLEY.

No. 35.

Her Majesty's Acting Commissioner to Lord J. Russell.—(Received July 31.)

My Lord,

Loanda, May 29, 1861.

I HAVE the honour to inform your Lordship that, on the 24th of April last, Her Majesty's ship "*Wrangler*," commanded by Captain Hamilton Beamish, captured and sent to St. Helena a barque, having 488 negroes on board, about thirty miles west of the River Congo.

The identity of this vessel was so studiously concealed from the captors, that after a most diligent search nothing could be found descriptive of either name, port, or nationality.

It was inferred from the build that this barque was American, but the crew were nearly all Spaniards.

From subsequent information which I have obtained here, there is little doubt of the captured vessel being the "*Ardennes*;" and I farther learn that the negroes were taken on board at Mangua Grande, a short distance south of the Congo.

I beg leave to avail myself of this occasion to inclose to your Lordship the copy of a despatch which I addressed to his Excellency the Governor-General upon the rather unusually frequent practice of sending domestic negroes by the Portuguese mail-steamers, to the Island of St. Thomas, under the legal representation of their being the "property" of passengers going there.

I have, &c.
(Signed) H. V. HUNTLEY.

Inclosure in No. 35.

Her Majesty's Acting Commissioner to the Governor-General of the Province of Angola.

Excellent Sir,

Loanda, April 29, 1861.

I AVAIL myself of this occasion to remark to your Excellency that much activity seems to prevail amongst certain residents of this city in transferring "domestic" slaves from hence to the Island of St. Thomas, under the representation of a renewed disposition to cultivate that unquestionably fertile Colonial Possession having sprung up.

This may be true, but the facility of selecting and embarking slaves from that island are so prominent that the vigilance which I am aware your Excellency extends to the Southern Coast will equally be exerted to impress upon the Governor of the Island mentioned the necessity of sedulously guarding the coasts of his government.

Having myself often been cruising about that island, your Excellency will allow me to point out the ease with which a laden vessel might get away from it:—

1st. The sea-breeze scarcely ever fails.

2ndly. The vessel sailing from it will almost always make good a west course.

3rdly. Before the meridian of Greenwich is reached, the ship will have crossed the Equator into the 1st or 2nd degree of south latitude. The south-east trade-wind will then enable the vessel to sail freely off.

I may also observe that there is scarcely ever any cruiser between St. Thomas and the meridian of Greenwich, near the Equator.

I venture to offer these remarks, because I am so fully sensible of the views your Excellency entertains upon the subject of slavery, that should I even fail to convey any fresh information, I shall certainly not be considered intrusive.

I have, &c.
(Signed) H. V. HUNTLEY.

Her Majesty's Acting Commissioner to Lord J. Russell.—(Received July 31.)

My Lord,

Loanda, June 7, 1861.

I HAVE the honour to report to your Lordship the detention of the American brigantine "*Triton*," by the United States' ship "*Constellation*," Captain Nicholas, assisted by Her Majesty's ship "*Prometheus*," Captain Bedingfeld, on the 21st of May last, in the River Congo.

The presence of the "*Triton*" in the Congo had been for some time known to Captain Nicholas, but that officer wisely declined detaching a boat so far up the river as Punta da Lenha, for the purpose of making an examination, fearing so long an exposure of the men in an open boat would render them victims to the fever which has so fearfully prevailed this year in the river; but meeting the "*Prometheus*," a boat, officered and manned from the "*Constellation*," was put on board, and towed to Punta da Lenha, where then the "*Triton*" was seized, having American colours and papers, with slave-fittings.

By the friendly intervention of Captain Nicholas, the capture and destruction of the Spanish schooner the "*Jacinto*" was also accomplished by Captain Bedingfeld on the 25th of May at Loanda, equipped for the Slave Trade; and on the 29th of May the same officer was engaged in piloting the United States' ship "*Sumpter*" to Punta da Lenha, in order to examine more minutely the condition of the "*Falmouth*," a vessel evidently preparing to receive a cargo of negroes on board.

The zeal and unanimity which has distinguished the officers of both navies throughout these movements will, I am sure, be appreciated by your Lordship, for should the combination of the two flags on this occasion lead to a more mature but similar system, neither the Spanish nor American slave-trader will find it possible longer to resort to the means they now use to evade the Treaty for the suppression of the Slave Trade by one party, and, by the other, laws declaring that Trade to be illegal.

I beg leave to inclose a copy of a letter which I addressed to Captain Dornin, commanding the United States' ship "*San Jacinto*," upon the subject of the opportune co-operation of the officers mentioned, as well also as the letter addressed to me by Captain Bedingfeld, detailing his proceedings with reference thereto.

I have, &c.

(Signed) H. V. HUNTLEY.

Inclosure 1 in No. 36.

Commander Bedingfeld to Her Majesty's Acting Commissioner.

Sir,

"Prometheus," St. Paul de Loanda, June 7, 1861.

IN compliance with your request that I would furnish you with the particulars of the capture of the American brigantine "*Triton*," and the Spanish schooner "*Jacinto*," I beg to inform you that I fell in with the United States' steam-frigate "*Constellation*" off St. Padron, on the 19th of May, and learnt from Captain Nicholas that he had strong suspicions that the "*Flora*," an American ship, was at Punta da Lenha, about to take in slaves, and that if he had one of the gun-boats with him he should like to send her up.

Feeling the importance of letting the slave-dealers at Punta da Lenha see our cordial co-operation with the Americans, I at once offered to take a boat's crew and officers up in my own ship, and the offer was accepted. I steamed into Shark's Point at sunset on the 20th. I felt confident that if I anchored for the night, the natives at Shark's Point would take up information that I had an American boat with me. I, therefore, made a push up in the dark, arriving about 10 P.M. (my friends at Shark's Point had a canoe up the following morning, as I had anticipated). The "*Flora*" was not there, however, but we found the "*Triton*" brigantine fully equipped and waiting to take in her slaves, and the "*Falmouth*" brig partly so, having just commenced her slave-deck, her sails and provisions being on shore. The "*Triton*" was seized by the American officers and sent home, but it was thought there was not sufficient evidence to ensure the condemnation of the "*Falmouth*," and she was released for the present.

I towed the Americans' prize down for them, and saw her safe out of the river.

On the 25th I again fell in with the "*Constellation*," and she informed me that a Spanish schooner was at Londano; she showed Portuguese colours and had her yards on deck. I steamed in to Londano in consequence of this information, and captured the Spanish schooner "*Jacinto*" belonging to Barcelona and cleared from Gibraltar; she had come out for a cargo of slaves and was fully equipped, but having sprung a leak her provisions and sails had been landed, and her yards got on deck. Her captain had gone to the Congo to make arrangements about getting her repaired. She had no colours or papers when I took possession of her. Not being in a fit state to send to any Court of Adjudication, I had her measured and destroyed by fire.

On the 29th ultimo I communicated with the "*Sumpter*" off the mouth of the Congo; he had chased a brigantine into Red Point and then lost her in the dark. As I was at the same time at anchor off Cabinda, I thought

it most probable she must have run up the Congo, and proposed to the "Sumpter" to go up to Punta da Lenha to see if she had gone up, and at the same time look at the progress the "Falmouth" was making. Commander Armstrong was afraid that if anything happened to his ship getting aground he would get into trouble, on account of their sanitary regulations. I volunteered to pilot him up to ensure a safe passage; he gladly accepted my offer, and accordingly I took him up on the 31st, and we got up and down again the same day. The "Falmouth" was still there; she had taken in her provisions, bent some of her sails, had bricks on board for making her furnaces for slave-coppers, but had not proceeded with her slave-deck.

After overhauling her, Captain Armstrong reluctantly left her, fearing there still was not evidence enough to bring before a jury; there can be no doubt, however, what her intentions are when he can see the coast clear.

I think the effect of our united trips to Punta da Lenha will have a most decided effect in discouraging the plans of that nest of slave-dealers, and I only regret it could not have been done sooner, as I have seen at one time seven American ships at Punta da Lenha (all of which have since shipped slaves) all completing their equipments there perfectly secure, knowing we dare not board them and the Americans would not come up. I hope as there have been no bad effects from fever, and the fact that a gun-boat may go up in the morning and be out of the river again before sunset, together with our having succeeded in capturing one (and I trust it will ultimately lead to the capture of the other) vessel, will induce the Americans to follow up the move by sending up a vessel occasionally.

I have, &c.
(Signed) NORMAN B. BEDINGFELD.

Inclosure 2 in No. 36.

Her Majesty's Acting Commissioner to Captain Dornin, U.S.N.

Sir, *Loanda, June 7, 1861.*

IN the absence of the United States' flag-officer commanding-in-chief upon the West Coast of Africa, I beg leave to avail myself of your arrival in this anchorage to express the high value I attach to the recent co-operation of Captain Nicholas, commanding the United States' frigate "Constellation," and Commander Bedingfeld, of Her Majesty's ship "Prometheus," in the Congo, on the 21st of May last, with the view of suppressing the Slave Trade in that river, by which the illegal intentions of the owner of the "Triton" have been frustrated, and the success of the "Falmouth," in the same pursuit, rendered almost impossible.

I have also to acknowledge the disinterested zeal and consideration of Captain Nicholas, in giving Commander Bedingfeld the information which enabled that officer to seize the Spanish schooner "Jacinto" at Londano, on the 25th of May, and thus prevent the embarkation of the negroes collecting for that vessel.

Still more recently, on the 29th of May, I have the gratification of finding Lieutenant and Commander Armstrong, commanding the United States' ship "Sumpter," actively engaged with Commander Bedingfeld as his pilot, in traversing the very intricate navigation of the Congo, for the purpose of further investigating the state of the suspected vessel "Falmouth," at Punta da Lenha.

The high and grateful privilege of thanking officers of such distinction in the United States' navy as those whom I have had the honour to mention, for any services, is beyond the attribute of the office in which it has pleased Her Majesty to place me; but it is very competent for me to express the gratification I feel in announcing to Her Majesty's Secretary of State for Foreign Affairs these conspicuous proofs of the harmony and zeal which equally prevails between and animates the officers of the United States' and British squadrons respectively, in zealously co-operating for the suppression of those means so openly used by Spanish slave-traders for the prosecution of a Trade which, repugnant to humanity, appears more peculiarly endeared to their nation.

I have, &c.
(Signed) H. V. HUNTLEY.

No. 37.

Her Majesty's Acting Commissioner to Mr. Murray.—(Received July 31.)

Sir, *Loanda, June 10, 1861.*

I HAVE the honour to inclose copies of the following letters:—

1. The reply of Captain Dornin, United States' Navy, to my letter addressed to him on the 7th of June, and inclosed in my despatch of the same date.
2. Captain J. S. Nicholas' letter to Flag-Officer William Inman.
3. Captain J. S. Nicholas' letter to the Honourable Gideon Welles, Secretary for the United States' Navy.

These letters all relate to the recent co-operation of Captain Nicholas and Commander Bedingfeld in the Congo, as mentioned in my despatch above referred to, but they did not reach me in time to be therein inclosed.

I am, &c.
(Signed) H. V. HUNTLEY.

Inclosure 1 in No. 37.

Captain Dornin, U.S.N., to Her Majesty's Acting Commissioner.

Sir,

United States' steamer "San Jacinto," Loanda, June 8, 1861.

IT is with sentiments of gratification and pleasure that I have perused your letter to me of the 7th instant, wherein you so handsomely notice the well-timed co-operation of Captain J. S. Nicholas, of the United States' frigate "Constellation," and Captain Norman B. Bedingfeld, of Her Majesty's ship "Prometheus," which resulted in the capture by Captain Nicholas of the brig "Triton," engaged in the Slave Trade.

You also mention, in terms highly gratifying and complimentary, the useful information afforded by Captain Nicholas to Captain Bedingfeld, which enabled Captain Bedingfeld to capture the Spanish schooner "Jacinto," also engaged in the Slave Trade.

I have, Sir, in addition, to apprise you how very appreciated is your allusion to the zealous exertions of Lieutenant-Commanding Armstrong, of the United States' steamer "Sumpter," who, with the cordial and valuable aid of Captain Bedingfeld, "traversed the intricate navigation of the Congo," and was enabled to overhaul and examine the suspicious brig "Falmouth."

In conclusion, Sir, allow me to express, on the part of our officers, whom you have mentioned in so honourable and flattering a manner, the high value they attach to your distinguished notice of their services; and be assured our officers very highly estimate the valuable aid afforded and so handsomely tendered by Captain Bedingfeld to our vessels of war in and off the Congo river, in their efforts to suppress the Slave Trade.

Inclosed I have the pleasure to submit, for your perusal, copies of letters to the Honourable Secretary of the Navy, and to Flag-Officer William Inman, in which Captain Nicholas notices the kind and effectual aid afforded by Captain Bedingfeld to our vessels of war.

I am, &c.
(Signed) THOS. A. DORNIN.

Inclosure 2 in No. 37.

Captain Nicholas, U.S.N., to Flag Officer Inman.

Loanda, June 7, 1861.

MAY I be allowed to call your attention to the kind and very effectual aid I received from Captain Bedingfeld, and sincerely hope that you will mention him favourably to our Government, and to Commodore Edmonstone.

Without his assistance I could not have taken the "Triton," as she would probably have taken in her slaves, and sailed in the following twenty-four hours. Had she done so I consider the chances nine out of ten in favour of her escaping.

(Signed) J. S. NICHOLAS.

Inclosure 3 in No. 37.

Captain Nicholas, U.S.N., to the Secretary to the Navy.

Congo River, May 20, 1861.

I AVAIL myself of this occasion to report to you the prompt and efficient co-operation which I received from Captain Bedingfeld, of Her Majesty's steamer "Prometheus."

Having no means myself of communicating with Punta da Lenha, I intimated the fact to Captain Bedingfeld, who instantly placed his steamer at my disposal, with the offer to tow a boat, with as many officers and men as I chose to send.

I sent out the fourth cutter, under the command of Lieutenant P. C. Johnson, and they commenced steaming up the river at 3 o'clock, and by 10 o'clock had taken possession of the "Triton."

(Signed) J. S. NICHOLAS.

No. 38.

Earl Russell to Her Majesty's Acting Commissioner.

Sir,

Foreign Office, August 22, 1861.

WITH reference to your despatch of the 29th May last, I have to acquaint you that I approve the letter which you addressed to the Governor-General of Angola, calling his Excellency's attention to the frequent exportation of slaves as domestic servants from the mainland to the Island of St. Thomas, under the pretence of their being the property of passengers going to that island.

I am, &c.
(Signed) RUSSELL.

No. 39.

Her Majesty's Acting Commissioner to Lord J. Russell.—(Received August 31.)

My Lord,

Loanda, July 7, 1861.

BY the arrival of the United States' steamer "Sumpter," yesterday, I have learned, and have the honour to report to your Lordship, the detention of the "*Falmouth*," a vessel well known in the Slave Trade, and which was mentioned in my despatch of the 7th ultimo, as being narrowly watched in the River Congo.

The "*Falmouth*" was seized by the Lieutenant-Commanding Armstrong, of the "Sumpter," on the 11th June last, off Red Point, a short distance north of the Congo, from whence, in some very short period, but for the watchfulness of Lieutenant-Commanding Armstrong, and the existing system of co-operation between the United States and British ships of war, the "*Falmouth*" would have sailed with her cargo, which was at Red Point, prepared for embarkation.

I am, my Lord, perfectly satisfied that, so long as the unanimity which prominently commenced between the Captains Fitzroy and Brent at Kinsembo, last year, shall be continued, scarcely a slave-vessel will be found to escape detention or capture on this portion of the West African Coast: for the result which may attend the detention of such vessels, the judiciary of the United States can alone be responsible.

I take this occasion to inform your Lordship that, with the exception of the corvette "*Saratoga*," which ship has orders to be here by to-morrow, the United States' squadron are now in this anchorage, the Flag Officer having expected orders to return with the ships to America. I am happy, however, to say that no such orders have arrived.

I have, &c.
(Signed) H. V. HUNTLEY.

No. 40.

Her Majesty's Acting Commissioner to Lord J. Russell.—(Received September 10.)

My Lord,

Loanda, July 13, 1861.

I HAVE the honour to transmit to your Lordship the copy of a letter I have this day received from Commander Raby, of Her Majesty's ship "*Alecto*," which officer, through the zealous interference of Captain Alfred Taylor, commanding the United States' ship "*Saratoga*," has been enabled to capture a brigantine without papers or flag, but fully prepared to take on board a cargo of negroes.

The crew, apparently, were Spaniards, and from information connected with this circumstance I have no doubt of the captured brigantine being the "*Nympha*."

I have, &c.
(Signed) H. V. HUNTLEY.

Inclosure in No. 40.

Commander Raby to Her Majesty's Acting Commissioner.

Sir,

"Alecto," St. Paul de Loanda, July 13, 1861.

I HAVE the honour to inform you that Her Majesty's ship under my command captured, in 8' 40" south latitude, and 13' 11" east longitude, on the 11th instant, a brigantine without papers or colours, name and nation unknown.

I was, I am happy to say, enabled to capture this vessel, through the active system of co-operation which at present exists between the United States and our own squadrons.

I have, &c.
(Signed) HENRY J. RABY.

No. 41.

Her Majesty's Acting Commissioner to Lord J. Russell.—(Received October 12.)

My Lord,

Loanda, August 9, 1861.

I HAVE the honour, but with great regret, to report to your Lordship the retirement from the West Coast of Africa of the United States' ships of war named
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in the inclosed Return, in consequence of which there will now be left upon the African Coast only the corvette "Saratoga," commanded by Commander Alfred Taylor.

The recall of this squadron, under the orders of Flag Officer William Inman, which has been so distinguished for its efforts to suppress the Slave Trade, and so earnestly endeavouring to prevent the fraudulent use of the United States' flag by those engaged in that Traffic, as a means of averting search by ships of war of other nations, combined with the most disinterested desire to co-operate with Her Majesty's ships of war upon this station in every available instance where unity of action appeared useful, whether to counteract the views of the slave-trader, or to protect commercial interests, must be considered as a most unfortunate event, threatening to re-open channels which had been closed against the Slave Trade, and encourage those already conversant with that Traffic to re-commence operations, which, virtually opposed but by one ship of war, the United States' ship "Saratoga," cannot fail to offer vast inducements, with little risk.

Under the supposition that no measures have been agreed upon between Her Majesty's Government and that of the United States as an equivalent for the recall of the squadron employed on the West African Coast by Treaty, and feeling that the removal of every impediment to the increased action of Her Majesty's squadron becomes now a consideration of greater import, I beg leave to ask the notice of your Lordship to an extract, inclosed herewith, from the Slave Trade Instructions supplied to Her Majesty's ships on this station for their guidance with reference to the treatment of vessels or boats acting in aid of that Traffic, but not in waters within the jurisdiction of any recognized civilized foreign State.

Your Lordship will see by this instruction that Her Majesty's officers are, in the event of meeting with vessels or boats as already described, enjoined to seize the slaves intended for traffic, and take them to a British Colony to be liberated, permitting the vessel or boat in which they were found to proceed with any property which might be on board.

The removal of slaves from place to place by water-carriage is at present an undoubtedly favoured practice, and should the British cruisers give their attention to this system, in preference to occupying an offing out of sight of land, I think they would frequently meet the vessels and boats mentioned, having from 20 to 70 slaves on board; these, of course, would be taken out.

Having so done, the officer commanding would have the choice of one of two alternatives: first, to retain them on board until want of provisions forced him into port: secondly, to proceed with them to a British Colony.

The selection of the first measure would, I think, my Lord, infallibly create sickness in the cruiser, and great loss of life amongst the rescued negroes, who would be night and day exposed to the weather, for they certainly could not be allowed to leave the upper deck of a small ship of war.

The adoption of the second would be to remove the cruisers from the station, and consequently, for the sake of liberating a few slaves, leave the coast free for the operations of the slave-dealers for many weeks at a time.

Since the recall of the United States' squadron, it appears to me, my Lord, that the general practice of cruising in the offing, and occasionally sighting the land, will give way to a closer inspection of the beach, with a view of preventing the vessels and boats indicated from conveying the slaves from one rendezvous to another; possibly the future system soon will partake more of the character of a close blockade than hitherto it has.

With reference to the disposal of any slaves which might be seized in comparatively small numbers at any one time, there are two methods by which the absence of the cruiser from her station might be obviated for more than a few days, namely:—

1st. The formation of an agreement with the Portuguese Government for the reception of the captured negroes at Loanda, in accordance with the stipulations of the Additional Article to the Treaty of the 3rd of July, 1842, dated October 22, 1842.

2ndly. The establishment of a depôt-ship in this harbour, on board of which the captured negroes might be received, and await the departure of a ship of war, or that of an empty coal-ship, for conveyance to a British Colony; the owner of the coal-ship would gladly admit the liability of carrying the negroes to the British West Indies, to be inserted in the charter-party, for these ships uniformly leave this place in ballast for some part contiguous to that region. The depôt-ship

would also, of course, contain coal, stores, and provisions, for the use of the squadron; the absence of which vessel has, indeed, been so much lamented as being prejudicial to the suppression of the Slave Trade.

The additional pressure now manifestly thrown upon Her Majesty's squadron employed upon this division of the African station demands, my Lord, I beg to submit, the removal of every hindrance to its exertions; and one measure, apparently to me quite defensible, if adopted, would certainly give assistance: I propose, my Lord, to deny the right of nationality to those vessels and boats carrying slaves for Traffic in the waters described. These waters are not within the jurisdiction of any foreign civilized State, whether in the Congo or on the coast; and why, my Lord, should the vessels and boats belonging to places on such parts of the coast enjoy an immunity which is refused to the waters on which they operate? By this course the water transport of slaves, from point to point, would probably be altogether in a short time prevented.

I have, &c.
(Signed) H. V. HUNTLEY.

P.S. *August 13.*—I beg leave to inform your Lordship that the United States' ship "Mohican" left this coast to-day; the others, with the exception of the corvette "Saratoga," having sailed for the United States since the 9th instant.

H. V. H.

Inclosure 1 in No. 41.

Extract from the Slave Trade Instructions, Section 2, Article 7.

IN all cases, however, vessels or boats of native Africans found in waters not within the recognized jurisdiction of a foreign civilized State, and actually engaged in carrying slaves for the export Traffic, are to be stopped, and slaves in them intended for the Traffic are to be taken to a British Colony to be liberated, but the native crews belonging to such vessels or boats are not to be subjected to any ill-treatment, and are to be permitted to proceed with their vessels or boats and property whither they please.

Given under our hands this 12th day of June, 1844.

By command of their Lordships,
(Signed) SIDNEY HERBERT.

(Signed) G. COCKBURN.
W. H. GAGE.

Inclosure 2 in No. 41.

Statement of United States' Ships of War recalled from the West Coast of Africa.

"Constellation," flag-ship, 22 guns; "San Jacinto," 13 guns; "Portsmouth," 18 guns; "Mohican," 6 guns; "Mystic," 5 guns; "Sumpter," 5 guns.

The corvette "Saratoga," a sailing-ship, mounting eighteen guns, will remain upon the coast, under the command of a captain who will supersede Commander Alfred Taylor.

Loanda, August 9, 1861.

(Signed) H. V. HUNTLEY.

No. 42.

Her Majesty's Acting Commissioner to Lord J. Russell.—(Received October 12.)

My Lord,

Loanda, August 10, 1861.

I HAVE the honour to transmit to your Lordship translated copies of the Report presented by the Curator of the disposition of the negroes captured by the Portuguese palhabote of war "Pedro V," and liberated by the Court of Mixed Commissions in this city, as shown by the several inclosures attending this despatch, which are also accompanied by that portion of a "Boletim Official" having reference to the said negroes.

I have, &c.
(Signed) H. V. HUNTLEY.

Inclosure 1 in No. 42.

Report of the Curator of Liberated Africans.

(Translation.)

I HAVE the honour to acquaint the Board of Superintendence of Liberated Negroes that during the quarter I visited them several times, and found—

1st. Twenty-four libertos employed as servants, and the remainder in the Department of Public Works, except forty-four of them, who are employed by the Municipal Chamber of this city, and all said they are receiving good treatment.

2nd. That in the same quarter it was reported to the Board by the Director of Public Works that three of the libertos ran away, and four died in the hospital, which completes the number of seventy-two negroes liberated by the Mixed Commission established in this city, and delivered by this Provincial Government to the Board of Superintendence, in conformity to Annex C of the Treaty of 3rd July, 1842.

St. Paul de Loanda, July 1, 1861.

(Signed)

MANOEL ALVES DE CASTRO FRANCINO, *Assistant Curator.*

Inclosure 2 in No. 42.

Minute of Session of the Board of Superintendence of the 1st May, 1861.

(Translation.)

ON the 1st May, 1861, in this city of St. Paul de Loanda, reunited the Board of Superintendence at the Palace of this Government, at 12:30 P.M., by invitation of his Excellency Sebastião Lopes de Calheiros e Menezes, Governor-General of the Province of Angola. His Excellency said that he had called a meeting of the said Board of Superintendence, for the purpose of continuing their labours, as there was in the Department of Public Works a number of negroes liberated by the Mixed Commission established in this city, who, in conformity of Annex C to the Treaty of 3rd July, 1842, between Portugal and Great Britain, for the suppression of the Traffic in Slaves, ought to be placed in charge of the Board of Superintendence, and agreeing to this, Sir Henry Huntley, Arbitrator, Acting Commissioner, in the absence of Edmund Gabriel, Esq., the Board resolved, that in conformity of Annex C, should be published in the Official Boletim, a notice of the existence of the said libertos in the above-mentioned Department, inviting those whoever wish to take them under the conditions that shall be presented in the next reunion of the Board, which will take place seven days after the publication of the said notice, to decide to whatever questions that shall be presented, the Assistant Curator, acting as Curator, said, that as all the books had been received in the Archives of the British Commissioner, also other objects belonging to the Department of the Curator for Liberated Negroes, with consent of the said Board when they suspended their labours in August 1858, it was necessary that the books of the Acts and the Register of the negroes recently liberated, should be immediately returned for the purpose of entering them therein, and entering in them the Acts of this Session and of those which shall follow; also the other books as they will become necessary. The Board so resolved, and Sir Henry Huntley offered immediately to deliver the books. And there being no further business, the Board adjourned at 10 o'clock P.M.

Having entered these Acts, the Members of the Board sign, with me, Manoel Alves de Castro Francino, Assistant Curator of Liberated Negroes, in the absence of the Curator, and acting as Secretary; Sebastião Lopes de Calheiros Menezes, Governor-General; Henry Huntley; Manoel Alves de Castro Francino.

Inclosure 3 in No. 42.

Minute of Session of the Board of Superintendence of the 3rd May, 1861.

(Translation.)

ON the 3rd of May, 1861, in this city of St. Paul de Loanda, and in the Palace of the Governor-General of this province, re-united the Board of Superintendence of Liberated Negroes. The Curator said that he had called this meeting for the purpose of presenting the demands for libertos made by different individuals in conformity of the deliberation of the Board taken in the preceding session, and of the notice published in the "Official Boletim" of the 4th of the present month; and presented the following documents of the Councillor President of the Relação, Louis José Mendez Affonso, asking for his service the liberto Pedro Quala; of Don Thereza de Aguiar e Castro, asking for the libertos Izidore Tapioca, Ganga Pedro, Maiamba Guilhermima, Maria Segunda, Maria Guenque, Amalia Cambera, Mariaua Muganga, Christivão Mudi, João, e João Congo; of Dr. Saturnino de Souza e Oliveira, asking for libertos Cicero Maialla, Antonia Segunda, Tiberio Sumbo, and Pedro João; of Ignacio José Moraes, jun., asking for libertos Melanda, Quenque, Mossoque, and Manoama; of Lieutenant-Colonel Marcelino Antonio Noroberto Rudzky, asking for libertos José Panso and Boaquina; and of Ensign Satyro José Rodrigues de Costa, asking for libertos Manoel and Manacula; of the Notary Public, Maria Lazary, asking for liberto Alfredo Alfrete; and a proposition from the Municipal Chamber of this city that all the libertos above mentioned should be delivered to the said Chamber. To this the Board resolved granting the before-mentioned requests, and that the remaining 46 libertos (as 2 had died in the hospital since the notice) should be delivered to the Camara, entering for this purpose the competent contract, and declined the petitions of Antonio Ignacio Ruas, Joaquim Manoel Escorcio, Louis Gomes de Carvalho Vieira, Manoel de Castro Pinto, and Redolfo Vieira Lopez (that were also presented), as these persons petitioned for the libertos for their plantations at Dande, Icolto, e Bengo, places for which the Board could not give license, as they are at a distance of over twenty English miles, established in Annex C to the Treaty of the 3rd of July, 1842.

There being no further business, the Board adjourned at 1 o'clock P.M. Entering this Act, the members of the Board sign with me, Manoel Alves de Castro Francino, Assistant Curator of Liberated Negroes, and Acting Secretary; Calheiros, Governor-General; Henry Huntley, Arbitrator and Acting Commissioner; Manoel Alves de Castro Francino.

Inclosure 4 in No. 42.

Minute of Session of the Board of Superintendence of the 22nd May, 1861.

(Translation.)

ON the 20th of February, in the year of our Lord 1861, in this city of St. Paul de Loanda, and in the Palace of the Governor-General, met in session the Portuguese and British Mixed Commission established in this city, in conformity to the Treaty of the 3rd of July, 1842. His Excellency the Governor-General, Sebastião Lopes de Calheiros e Menezes, acting as Commissioner in the said Commission on the part of His Most Faithful Majesty, and Sir Henry Huntley, acting as Commissioner on the part of Her Britannic Majesty, and the sworn Interpreter, M. Albert Schut, Antonio Urbano Pereira de Castro acting as Secretary. The most excellent Councillor Governor-General gives notice that he has taken the oath before the Councillor Dr. Louis José Mendez Affonso, President of the Relação of Loanda, in conformity with No. 3 of Article IX of Annex B to the same Treaty: and that he has called this session as the papers that the Secretary of this Commission had sent to the Governor-General were presented, and to deliberate over them according to law. They were there presented the document to the Governor-General of the 29th of January last, containing the copies of a document from the Chief of the Portuguese naval station; another from the Commander of the palhabote of war "Don Pedro V;" also a copy having reference to the 33 libertos sent to the Public Works for deposit. All these papers relate to the upsetting of the lancha "Maria Izabel," belonging to Pamplona, having on board 80 slaves, shipped at Liengula, a point close to Ambrizette, to be disembarked at Vista; and being chased by the above-mentioned palhabote, was, by means of the mismanagement of the patrão of the same lancha upset, and with difficulty the Portuguese flag, and 33 slaves, with one of the Cabindas belonging to the crew, were secured, the remainder saving themselves by swimming.

The Commissioners, after examining the papers, resolved that they should be authenticated, and presented at the first session, with the Cabinda of the said lancha that was also taken. Two or three of the libertos who should appear the most intelligent amongst the 33 should be questioned; also the Commandante of the palhabote "Don Pedro V" should be invited to come and make his declaration.

No. 43.

Her Majesty's Acting Commissioner to Lord J. Russell.—(Received November 4.)

My Lord,

Loanda, August 23, 1861.

IN my despatch of May 29, I had the honour of inclosing to your Lordship the copy of a letter which I had addressed to his Excellency the Governor-General on the subject of domestic slaves being taken with unusual frequency from this city to the Island of St. Thomas.

Since the date of that despatch, I have, my Lord, the more carefully watched that practice, and it appears to me not only to be extending itself, but also to have originated another measure which will call for rigid supervision, if not opposition, although it may have received the apparent sanction of the Government of this Province.

I believe I am quite correct in stating to your Lordship that the practice I allude to is of the following description, namely, previously to the departure of the last Portuguese mail-steamer* from this city for St. Thomas and Lisbon, no less than forty applications were made by or on the part of negroes, represented as being free, and desiring to leave Loanda to proceed to St. Thomas, for the purpose of hiring themselves out as labourers, it having been understood that labour was much wanted on that island.

Applications were made for a passage to St. Thomas in the "Stephanie;"† each negro was provided with a passport regularly executed by the Provincial Government, and the passage-money being then paid, they were received on board as free passengers.

Shortly afterwards about 100 more similar applications were preferred; which occurrence apparently awakening the suspicion of the agent acting here for the "União Mercantil" Company of Lisbon, these fresh applications were rejected.

Since this event a large coasting-boat called a "lancha," of twelve or fifteen tons burden, has had her sides "raised upon" (meaning built higher,) and I am confidently informed that it is intended to despatch her with 70 negroes, professing to be freely making the voyage to St. Thomas, as soon as the vessel may be ready for sea, which she will in ten days or a fortnight be.

I cannot discover that there will be any objection on the part of the Provincial Government to supply passports should they be required for the negroes mentioned; and I have, indeed, been informed that directions have been sent from hence to the Governor of St. Thomas carefully to register the negroes arriving as freemen, in order to frustrate any illegal intentions entertained with reference to them, by those who in reality will be the shippers.

It is, my Lord, certainly believed that the subject of renewing the cultivation

* "Stephanie," August 9, 1861.

† August 9, 1861, to sail for Lisbon and St. Thomas.

of the fertile island in question has lately engaged the attention of the Portuguese Government, which, probably, has given directions for every possible assistance to be afforded from this province; nevertheless, in the face of the precaution I have before named, I cannot help looking upon the proceeding with unqualified suspicion; regarding it as a subterfuge to evade the Treaty of July 3, 1842, with Portugal, for the suppression of the Slave Trade, on the part of those who embark the negroes.

I am fully of opinion that should a vessel carrying negroes as already described be met with by one of Her Majesty's ships, and sent in for trial, no justification of the practice would be found in the Treaty, which clearly stipulates what negroes may be legally carried;* and no permission is anywhere given to carry any others: and by examining some of the negroes themselves, I think it would be found that they were no consenting party to their embarkation.

I have, my Lord, partially mentioned this subject to Commodore Edmonstone, who arrived here on the 15th instant, but as that officer was suddenly called away to the River Congo, any further communications with reference to it have been necessarily suspended; but upon his return I shall call them to his attention. However, I shall not fail to place the whole case in the possession of Her Majesty's Commissioner, who I expect will resume his duties early in September.

I have, &c.

(Signed) H. V. HUNTLEY.

No. 44.

Her Majesty's Commissioners to Earl Russell.—(Received November 12.)

My Lord,

Loanda, September 12, 1861.

WE have the honour to inform your Lordship that Mr. Gabriel returned to this place from England on the 4th instant, and resumed his duties as Her Majesty's Commissioner in the British and Portuguese Mixed Commission established here.

2. A Minute to this effect has been duly entered on the Records of the Court.

We have, &c.

(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

No. 45.

Her Majesty's Commissioners to Earl Russell.—(Received November 12.)

My Lord,

Loanda, September 15, 1861.

INCLOSED we have the honour of laying before your Lordship a Report of the case of the Portuguese launch "*Tigre*," seized on the 9th August, 1860, by His Most Faithful Majesty's cruizer "*Don Pedro V*," Lieutenant Pinho commanding, in latitude 6° 6' south, and longitude 12° 10' east, for having on board a cargo of 70 slaves which had been shipped at Mangue Grande the previous day, and were destined to be put on board a vessel which was receiving her human cargo under sail in the offing.

2. The "*Tigre*" did not succeed in getting alongside the slave-vessel, and having lost sight of her, she was returning in-shore towards Mangue Grande when captured by the "*Don Pedro V*."

3. In the evidence given by the several witnesses examined in this case, as well as in those of the "*Paquete de Moanda*" and "*Va-vo*," captured at the same time, your Lordship will observe that mention is frequently made of Luiz Leivas as having been the party who directed and superintended the shipment of this cargo of slaves. This individual, a Portuguese subject who for some months past has been very actively engaged in the Slave Trade to the north, is a nephew of Francisco Antonio Flores, and was formerly charged with the management of some of his affairs in connection with the copper mines at Bembé.

4. The sentence in the case of the "*Tigre*," a translation of which is inclosed, does not allude to the number of slaves which died between the period of capture and condemnation, or how many remained to be emancipated. The survivors were

* Article V, Treaty, July 3, 1842.

delivered over to the Department of Public Works in this city, and Her Majesty's Commissioner, as a member of the Board of Superintendence of Liberated Negroes, will, on resuming his duties in that capacity, have the honour of reporting to your Lordship the manner in which they have since been disposed of.

We cannot close this despatch without remarking on the proceedings of the Commander of the Portuguese schooner of war "Cabo Verde" in not detaching an adequate force from that vessel to navigate the "*Tigre*" to Loanda, and subsequently on ascertaining that she had been obliged to put into Cabenda, where the crew had deserted her, in leaving her hull on the beach at that place, without taking any measures to destroy it. It is more than probable that the "*Tigre*" is again employed for the same iniquitous purposes as she was when captured by the "Don Pedro V."

We have, &c.

(Signed)

EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure 1 in No. 45.

Report of the case of the Portuguese launch "Tigre."

THE "*Tigre*" was found sailing under Portuguese colours, with a passport granted by the General Government of Angola, in which a native of Cabenda is described as the owner. She had embarked seventy slaves at Mangue Grande to be delivered on board a brigantine which was receiving her cargo under sail, but night having set in, she failed to get alongside, and Lieutenant Pinho, of His Most Faithful Majesty's cruiser "Don Pedro V.," boarding her on the 9th of August, 1860, in latitude 6° 6' south and longitude 10° 10' east, and finding her with the said slaves on board, seized her and commenced a prosecution against her in the British and Portuguese Mixed Commission.

On the 31st of August a letter was received from the Commander of the Portuguese Naval Station on this coast, reporting the circumstances under which the capture of the "*Tigre*" was effected, and inclosing the papers found on board of her, together with the seizer's declaration. That officer also reports that the crew of the "*Tigre*" had been lodged in the jail at Loanda, and that fifty-six of the slaves found on board of her had been placed in the Department of Public Works pending adjudication, viz., male, 37; female, 19.

This letter was accompanied also by a list of the stores found on board the "*Tigre*" at the time of detention.

The following is a summary of the papers belonging to the "*Tigre*" which were presented to the Court, viz. :—

1. Passport from the General Government of Angola, and dated 20th January, 1859.
2. Pass signed by the Secretary-General of the Government of Angola, and dated 27th March, 1860, with several *visas*, the latest being that of the Governor of Ambriz, dated 12th June, 1860, authorizing the "*Tigre*" to proceed to the ports to the north.
3. List of crew, including the names of seven natives of Cabenda, and dated Loanda, 18th January, 1860.
4. Certificate of measurement.
5. Six Custom-house cockets for merchandize shipped at Loanda for the "ports to the north."

With the above-mentioned papers there were also brought into Court by the captors six open letters, translations of three of the most interesting of which are hereunto annexed (Inclosures 2, 3, and 4).

The declaration of the officer commanding the "Don Pedro V" stated that "on the 9th August, 1860, being at anchor in latitude 6° 6' south, and longitude 12° 10' east, he visited the Portuguese launch '*Tigre*,' and finding on board of her 70 slaves without passport, she was captured in conformity with the Treaty of 3rd July, 1842."

On the 4th October, 1860, the prosecution was commenced in the usual form in the British and Portuguese Mixed Commission, and the monition being issued, the above-mentioned papers were duly filed in the cause.

The Court met on the 6th October, and J. W. Albert Schut being sworn in as interpreter, the captor ratified his declaration on oath, and deposed that he had delivered the launch "*Tigre*" with her crew, and the slaves found on board, excepting 3, who had died, to the Commander of the Portuguese schooner of war "Cabo Verde," and that she had not yet arrived in this port, being in a very bad and almost unseaworthy state.

The witnesses in preparatory produced by the captor for examination on the standing interrogatories were then called.

Joba, native of Cabenda and coxswain of the "*Tigre*," declared that he was engaged by Don Ramon Ripon, the owner of a factory at Porto da Lenha in the River Congo, as coxswain of the said launch. That when near Mangue Grande he was called by Luiz Leivas to convey on board a ship then in sight (the name of which is unknown to him) slaves belonging to the said Leivas. That he was doubtful whether he ought to do so, but at last he received on board 70 slaves and proceeded towards the ship, but he was unable to get alongside, having lost sight of her during the night. That he returned with the launch to Maza Mandombi, it being a better landing-place; and thence proceeding to Manda Maria by order of the aforesaid Luiz Leivas, he was detained by the "Don Pedro V." That at the same time as the "*Tigre*" there sailed another launch called the "*Va-Vo*," and the palhabote "*Paquete de Moanda*," which delivered their slaves on board the aforesaid vessel. That the "*Tigre*" is owned by Don Ramon. On being asked if, when he left the Congo, he had orders to receive slaves, he replied in the negative, adding that slaves are not embarked within that river.

Soca, native of Cabenda, stated that he is boatswain of the "*Tigre*," which belongs to Don Ramon, at Porto da Lenha, from whence she sailed, by order of the said owner, to bring goods from Ambriz; and passing close to Mangue Grande, Luiz Leivas at that place induced them to take 70 slaves on board a ship which was then receiving her cargo under sail. That they proceeded towards the said ship in company with the palhabote "*Paquete de Moanda*" and the launch "*Va-Vo*," both of which delivered their slaves on board the vessel, but night having set in, they could not find her in the "*Tigre*," and, therefore, they returned to Maza Mandombe, where they received orders from Leivas to proceed to Manda Maria with the slaves, and at that place the launch was detained by the "Don Pedro V."

A seaman called Sumbo, a native of Cabenda, being called, confirmed the coxswain's testimony in every particular to which he could depose, though his evidence was of a more limited nature.

The monition was returned on the 12th October, 1860, and on the 22nd, the Secretary of the Commission received from the Secretary-General of the Provincial Government a letter, inclosing a copy of a communication which had been addressed to the Governor-General by the Commander of the Portuguese schooner of war "Cabo Verde," a translation of which is annexed (Inclosure 5).

From this document, it appears that the "Tigre" having been manned by the crew from the "Cabo Verde," with instructions to proceed to Loanda, had been driven by contrary winds and currents into Cabenda, where her crew had escaped, after selling all her apparel and fittings, together with six of the libertos she had on board.

These papers were duly filed in the cause, and the 30th October, 1860, was appointed for the trial, when the Court decreed the condemnation of the "Tigre" as a good and lawful prize, and ordered that she should be disposed of in accordance with the Treaty.

A translation of the sentence to this effect is annexed (Inclosure 6).

St. Paul de Loanda, September 15, 1861.

(Signed)

EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure 2 in No. 45.

Don Tomas Martines to Captain José Roche.

(Translation.)

Captain,

Macula, June 25, 1860.

THE bearer of this is Don Francisco, who will tell you all the news here. The moment you receive this, you will proceed to sea, and stand in again in 6° 44' south, where you will find a small craft with a blue flag flying as a signal, which, on making you out, will allow you to approach her and will guide you to the point you are to make.

The only cruizer now here is an American corvette: however, you ought to be on your guard. We have nothing to fear from the English, except in some unforeseen event.

I am, &c.

(Signed)

TOMAS MARTINES.

Inclosure 3 in No. 45.

Letter signed by Guilherme José da Silva Correa for Don Tomas Martines, and addressed to Captain José Roche.

(Translation.)

Captain,

Macula, June 26, 1860.

THE bearer of this will be Don Francisco, who will tell you the state of affairs. The moment you receive this proceed to sea, and on the 20th July stand into Mangue Grande, where you will find some one to conduct you to the anchorage.

I am, &c.

For Don Tomas Martines,

(Signed)

GUILHERME JOSE DA SILVA CORREA.

Inclosure 4 in No. 45.

Manoel Augusto Borguete Alves to Senhor Duarte Carvalho & Co. of Lisbon.

(Translation.)

Sirs,

River Congo, June 30, 1860.

I HAVE received your advices of the 15th February last, acquainting me that you have received the sum of 155,8481, proceeds of the dollars (?) which is at my disposal.

You will oblige me by retaining this sum in your possession, as well as any others which may be sent to you from the Havana until further orders; and it only remains for me to thank you, and offer you my services here.

I am, &c.

(Signed)

MANOEL AUGUSTO BORGUETE ALVES.

Inclosure 5 in No. 45.

The Commander of the "Cabo Verde" to the Governor-General of the Province of Angola.

(Translation.)

Excellent Sir,

"Cabo Verde," Loanda, October 14, 1860.

BEING informed whilst at Porto da Lenha that a launch had appeared at Cabenda, manned, it was said, by deserters from the navy, and that she was one of those which had been captured by the schooner "Don Pedro V," for being concerned in the Traffic in Slaves, I proceeded to that port in order to investigate the matter, and to take whatever measures might be possible.

On arriving at that port I learnt from the honorary Colonel, Francisco Franca, that the launch "Tigre" had arrived there, and I saw her on the beach, there being nothing left but her hull, the crew having sold all her apparel and fittings, and even the six libertos which she had on board.

A prize crew had been sent from this ship to navigate the "Tigre" to Loanda from the River Congo;

but the voyage being prolonged by contrary winds and currents, she was obliged, by the want of provisions, to put into Cabenda.

The crew of the "*Tigre*," convinced of the criminality of their proceedings, had concealed themselves in the villages in the interior; and although I requested the authorities there to capture them, it would have been very difficult to do this in consequence of the number of American ships which arrive at that place, on board of which they might have concealed themselves.

To restore the hull of the launch, they demanded as indemnity the value of the articles which they alleged had been lent to the seamen—a barrel of rum, and twenty pieces of cloth, in consequence of which, and seeing, moreover, that it would have been almost impossible to tow her up the Congo, I was not able to bring her away.

(Signed) FRANCISCO D'ASSIS E. SILVA.

Inclosure 6 in No. 45.

Judgment given in the case of the Portuguese Launch "Tigre."

CONSIDERING that the authentic declaration of Francisco Pedro Villar de Pinho, commanding the cruiser "Don Pedro V," shows that the "*Tigre*" was captured in latitude 6° 6' south, and longitude 12° 10' east, having on board 70 slaves, without passport:

Considering, likewise, the replies given by the coxswain and two of the crew of the said launch to the interrogatories put to them, that the said launch received her slaves in Mangue Grande to be conveyed on board a ship which was receiving her cargo under sail, and that night having set in, they did not find her:

Considering, moreover, that in view of these proofs and others which appear in the "autos," it is beyond doubt that the said launch being engaged in the Traffic in Slaves, was legally detained under Article I of the Treaty of July 3, 1842:

On these grounds, and no claim having been presented by any of the parties interested in her, in accordance with the monition which was duly issued, the launch "*Tigre*" is judged a good prize, and it is ordered that she shall be disposed of in conformity with the aforesaid Treaty.

Hall of Sessions of the Mixed Commission at Loanda, October 30, 1860.

(Signed)

H. V. HUNTLEY,
Acting Commissioner.

CARLOS AUGUSTO FRANCO,

Governor-General, acting as Portuguese Commissioner.

No. 46.

Her Majesty's Commissioners to Earl Russell.—(Received November 12.)

My Lord,

Loanda, September 15, 1861.

WITH this despatch we have the honour of laying before your Lordship a report of the case of the Portuguese launch "*Va-vo*," condemned in the British and Portuguese Mixed Commission at this place for being engaged in the Slave Trade, and fully equipped for that purpose.

2. The "*Va-vo*" was fallen in with in latitude 6° 6' south, and longitude 12° 10' east, by His Most Faithful Majesty's cruiser "Don Pedro V," and sent to Loanda for adjudication. The evidence produced clearly proved that she had been engaged in the same enterprise as the "*Tigre*," reported in our preceding despatch, and that she was, therefore, liable to the consequences of an infringement of the Treaty of the 3rd July, 1842. The manifest equipment of the "*Va-vo*" for the Traffic in Slaves led to a sentence of confiscation being pronounced on her on the 30th October, 1860.

We have, &c.

(Signed)

EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure in No. 46.

Report of the case of the Portuguese Launch "Va-vo."

THE launch "*Va-vo*" was detained under Portuguese colours on the 9th August, 1860, by His Most Faithful Majesty's cruiser "Don Pedro V" for having on board an equipment for the Slave Trade.

On searching her the following papers were found on board, viz:—

1. Passport given by the General Government of the Province of Angola, and dated 13th July, 1859, in which Mabuco, a native of Cabenda, is described as owner.
2. Pass dated Loanda, 28th of September, 1859.
3. List of crew.

The captor's declaration was to the effect following:—

"On the 9th day of August, 1860, the 'Don Pedro V' being at anchor in latitude 6° 6' south, and longitude 12° 10' east, visited the Portuguese launch '*Va-vo*,' which was captured for having on board the articles hereunder mentioned:—two large casks and one small cask filled with fresh water; two large tubs; one boiler of very large size; one iron pot; and a large quantity of beans and farinha.

"Her crew was composed of nine Cabenda men, and the coxswain on being asked stated that the '*Va-vo*'

CLASS A.

belonged to a native of Cabenda who hired her to a Portuguese factor at Porto da Lenha named Carvalho, by whom she was sent to Mangue Grande at the disposal of Luiz Leivas. That the said Leivas embarked twenty slaves on board of her, who were conveyed to an American brigantine which shipped her cargo of slaves on the 6th of August last, near Snake's Head; the embarkation of slaves on board this launch having been directed by Manoel Antonio Borguete Alves and José Viera Borges."

On the 4th October, 1860, the usual monition was issued, and on the 8th proceedings commenced in the Court the witnesses being brought up and examined on the standing and special interrogatories.

Chocolate Oliveira, coxswain, deposed as follows:—

"That the launch '*Va-vo*' belonged to Chico Franco, at Cabenda, and was lent to Carvalho Mangueira, established with a factory at Porto da Lenha in the River Congo, in whose service she was employed when she was sent to Ambriz. On being questioned, however, by the captor he stated that the truth was, she had been sent by Carvalho to Mangue Grande at the disposal of Luiz Leivas, who embarked slaves in her to be taken on board an American brigantine which received them under sail. That on returning to Maza Mandombe they were visited by the '*Don Pedro V*,' and they declared that they were receiving wood and water in order to proceed to Ambriz; but that on the following day, being off Moita Secca, they were seized by the '*Don Pedro V*,' because they were proceeding towards Moanda, where they were going to land a sick man.

That at the same time as the "*Va-vo*," the launch "*Tigre*," and the palhabote "*Paquete de Moanda*," and others which were not detained, also took off slaves to the brigantine above-mentioned.

In reply to a question put by the British Commissioner, he stated that the launch was quite full, but he could not say what number of slaves she took on board, for he did not count them.

The boatswain and one of the seamen being examined, their evidence fully corroborated that given by the coxswain.

On the 30th October, 1860, the Commissioners met, and no further evidence being advanced, they pronounced that the "*Va-vo*" had been lawfully detained, on grounds similar to those set forth in the case of the "*Paquete de Moanda*;" and it having been established that this launch was provided with nearly all the prohibited articles of equipment mentioned in Article IX of the Treaty of the 3rd July, 1842, they adjudged the said launch to be a good prize, and ordered that she should be disposed of in accordance with the said Treaty.

St. Paul de Loanda, September 15, 1861.

(Signed)

EDMUND GABRIEL.
H. V. HUNTLEY.

No. 47.

Her Majesty's Commissioners to Earl Russell.—(Received November 12.)

My Lord,

Loanda, September 16, 1861.

WE have the honour to inclose herein, for your Lordship's information, a Report of the case of the palhabote "*Paquete de Moanda*," sailing under Portuguese colours, which having 5 slaves on board, and a complete slaving equipment, was detained on the 13th August, 1860, by His Most Faithful Majesty's schooner "*Don Pedro V*," Lieutenant Pinho, Commander, and prosecuted before the British and Portuguese Mixed Commission at this place.

2. This case resembles, in all its main features, those of the "*Tigre*," reported in our despatch of yesterday's date, and they both afford a clear demonstration of the great assistance which is rendered to the slave-traders by the numerous launches and small craft employed in the coasting trade in the vicinity of the Congo, and furnished with regular papers from this Provincial Government.

3. One of the slaves found on board this vessel alleged that she had been shipped in a palhabote belonging to that notorious slave-dealer, Pamplona, in this harbour, and near the citadel or fortress of San Miguel: and another stated that she had been embarked on board a launch belonging to the same individual near the bar of Corimba, about five miles outside of the harbour; but none of the witnesses having been questioned concerning this matter, we are unable now to do more than bring these statements under your Lordship's notice.

4 Her Majesty's Commissioner has found some advantage on former occasions from the names of persons engaged in the Slave Trade being recorded in the archives of the Commission, and we have, therefore, considered it advisable to append to this Report, as well as to that of the "*Tigre*," translations of some of the intercepted correspondence which is filed in the proceedings, and contains information that may hereafter be useful.

5. In the sentence of confiscation passed on the "*Paquete de Moanda*," a translation of which is annexed to the inclosed Report, no mention is made of the number of slaves found on board at the time of capture, the survivors of whom had, with the crew and passengers of that vessel, been deposited in the jail of this city pending adjudication, as reported by the Commander of the Portuguese squadron; but they were subsequently delivered up to the Department of Public Works, and Her Majesty's Commissioner, upon resuming his duties as a member of the Board of Superintendence of Liberated Negroes, which he will immediately do, will inquire

into the manner in which these slaves were finally disposed of, and report thereon to your Lordship.

We have, &c.
(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure 1 in No. 47.

Report of the case of the Palhabote "Paquete de Moanda."

THIS palhabote, sailing under Portuguese colours, was fallen in with on the 13th day of August, 1860, in latitude 6° 6' south, and longitude 12° 10' east, by His Most Faithful Majesty's cruiser "Don Pedro V," F. P. V. de Pinho Commander, and being found with 5 slaves on board, was sent to Loanda for adjudication.

On the 4th September, 1860, a letter was addressed to the members of the Mixed Commission by the Commander of the Portuguese Naval Station, detailing the circumstances attending the capture of the palhabote "Paquete de Moanda," and reporting that the two passengers found on board, and the five slaves which were said to belong to them, and also the seven Cabenda men composing her crew, had been sent to the jail in this city.

The papers found on board were:—

1. Muster-roll, including the names of nine natives of Cabenda.
2. Certificate of measurement.
3. Passport granted by the General Government of Angola, dated 29th May, 1859.
4. A Custom-house cocket.
5. Minute of bond entered into at the Custom-house at Loanda on the 30th May, 1859, whereby, in

conformity with the Decree of the 10th of December, 1836, it is prescribed that the "Paquete de Moanda" is not to be employed in the Traffic in Slaves, and José Bernardo da Silva, who signs as bondsman, becomes liable to any punishment or penalty which may be imposed upon him in the event of transgression.

6. Thirteen loose letters or papers, translations of three of which, or extracts thereof, are annexed (Inclosures 2, 3, and 4), the rest being chiefly memoranda of the hire of Cabendas and others of no importance.

On the 4th October, 1860, the Court met, and the above-mentioned papers being filed, the monition was issued, returnable in eight days.

The captor's declaration is as follows:—

"On the 13th August, 1860, the 'Don Pedro V' being at anchor in latitude 6° 6' south, and longitude 12° 10' east, visited the Portuguese palhabote named 'Paquete de Moanda,' belonging to José Antonio de Fonseca y Costa, manned by ten natives of Cabenda, whereof only nine appear on her crew list.

"The said launch had on board two passengers, whose names are Manoel Antonio Borguete Alves and José Viera Borges; the first accompanied by one male and two female slaves, without passports, and named Christina, Carolina, and Alfredo; and the second, by two male slaves, also without passports named Panzo and Sumbo.

"On board this palhabote there were found the following articles:—five large empty casks, two large casks and one small cask filled with water, four iron pots, three large buckets, one large tub, three alqueires of calavanseras, and a large portion of farinha.

"The coxswain declared that in Mangue Grande there had been put on board the aforesaid palhabote, by order of Luiz Leivas, a great number of slaves, but that he did not know how many, and that the said passengers, Manoel Antonio Borguete Alves and José Viera Borges, had assisted at the embarkation of the said slaves, who were conveyed on board of an American brigantine on the 6th of August, off Snake's Head.

"Of the two female slaves accompanying Manoel Antonio Borguete Alves, one, Carolina, declared that she had been embarked at night, without passport, at a spot near the Bar of Corimba, on board a launch belonging to Senhor Pamplona, in which she had been conveyed to Mangue Grande; and the other, Christina, stated that she had been embarked without passport, near the Fortress of San Miguel, in Loanda, and together with other slaves belonging to the same person, put on board a palhabote belonging to Senhor Pamplona, which conveyed them to Porto da Lenha."

On the 8th October, 1860, the captor appeared in Court, and having confirmed his declaration on oath, stated that the launch and everything found on board of her, with her crew, slaves, and the two men calling themselves passengers, had been delivered up to the Commander of the Portuguese Naval Station, and he did not know how they had since been disposed of. The Court then proceeded to examine the coxswain, boatswain, and one of the seamen, on the standing interrogatories.

Pitra Waba, a native of Cabenda, and coxswain of the palhabote, stated that the "Paquete de Moanda" belonged to a Spaniard named Don Ramon, established at Porto da Lenha, who sent her to Mangue Grande at the disposal of Luiz Leivas, to whom he presented himself; that Leivas put on board of her as many slaves as she could carry, and took them on board a brigantine manned by Spaniards and Americans, which received them under sail. That the palhabote conveyed them to the said vessel, and afterwards returned to Maza Mandombé, where she met the "Don Pedro V," and was visited by her. That they replied to the Commander of that vessel that they were receiving water and fuel to go to Loanda, and he left them. From thence they went to Mangue Grande, and received on board the white men José Viera Borges and Manoel Antonio Borguete Alves, with two women and three men, all slaves of the said white men: and whilst proceeding with them towards Porto da Lenha, quite in the opposite direction to Loanda, they were again visited by the "Don Pedro V;" and then, seeing that he had before made a false statement, he told the whole truth to the Commander, as well as that the two white men had assisted Luiz Leivas in embarking the slaves, not only on board the "Paquete de Moanda," but also on board the "Va-vo" and "Tigre."

Pucuta, boatswain, and Gime, seaman, being called and examined, their evidence was quite confirmatory of that given by the coxswain, more particularly in regard to the statement that the white men found on board as passengers had assisted Luiz Leivas in embarking slaves, and that the palhabote had gone off loaded with them to a vessel receiving her cargo under sail in the offing.

With these examinations the captor closed his case; and the monition being returned, the 30th of October, 1860, was fixed for the adjudication of the case, on which day the Court declared that the evidence for the prosecu-

tion was sufficient to bring the "*Paquete de Moanda*" within the application of the Treaty of the 3rd of July, 1842.

A sentence of condemnation was accordingly pronounced on the "*Paquete de Moanda*," a translation of which is annexed (Inclosure 5).

St. Paul de Loanda, September 16, 1861.

(Signed) EDMUND GABRIEL,
H. V. HUNTLEY.

Inclosure 2 in No. 47.

Don Tomas Martines to Senhor João N. de Barros.

(Translation.)

Senhor João N. de Barros.

Mangue, August 3, 1860.

TO-DAY I hope to proceed on my voyage to the Island of Cuba; and I have to inform you that you owe me 23 packages (volumes?), which you will deliver to Senhor Guilherme José da Silva Correa, and obtain his receipt.

I received 232 packages, so that to complete the 255, according to the document you gave me, there are 23 wanting, as I have stated.

Confiding in you, I have delivered the documents you gave me to your employé Luiz Pardo, and am, &c.

(Signed) TOMAS MARTINES.

Inclosure 3 in No. 47.

Extract of a Letter from Senhor Costa, at Mangue Grande, to Don Ramon, in the Congo.

(Translation.)

Senhor D. Ramon.

Mangue Grande, August 7, 1860.

THE heavy surf which has prevailed here during the last five days has caused some delay in the embarkation of the packages (volumes?) belonging to Barros, and the twenty which you left here to be sent on.

The 4th ought to be the day for Leivas' christening (shipment?), but the godfather (vessel?) has not yet arrived. We will see how things go on.

The cargo was stowed with a wedge and mallet; but I sent nothing. Don Tomas went and took with him all but twenty-three belonging to Barros. Pinto also goes. Luiz Reiz has arrived, and has also his cargo ready. From what he says they have been very fortunate.

* * * * *
It is now the 12th. I send the "Paquete," in order that she may bring whatever you have been able to receive from Barros, and the remainder from Manoel Rodrigues, and the powder, as I wish to hit them hard; and the news from Lisbon does not please me, as they might try to occupy Ambrizette.
* * * * *

I am, &c.
(Signed) COSTA

Inclosure 4 in No. 47.

José Goncalves Vianna to Alexandre Alves Ferreira.

(Translation.)

Senhor A. A. Ferreira.

Mangue, August 11, 1860.

ALTHOUGH I have none of yours to reply to, I write this to ask you as my friend the favour of letting me know whether the oil (?) which was left behind by your vessel was sent in Barros', and to whom consigned, as I am anxious to know the fate of the said oil.

Awaiting your answer, I am, &c.

(Signed) JOSE GONCALVES VIANNA.

Inclosure 5 in No. 47.

Judgment given in the case of the Portuguese palhabote "Paquete de Moanda."

(Translation.)

CONSIDERING the declaration made by Francisco Pedro de Villar Pinho, commanding the "Don Pedro V," one of the Portuguese cruizers on this coast, stating that he had captured the palhabote named "*Paquete de Moanda*," in latitude 6° 6' south, and longitude 12° 10' east, the said palhabote having on board two passengers and five slaves, without legal passport, and also five empty casks, three large and one small casks, filled with fresh water; four iron pots; three large buckets and one tub; with a quantity of beans and farinha:

Considering, moreover, the replies of the coxswain and others of her crew to the interrogatories put to them, that the aforesaid palhabote received in Mangue Grande a number of slaves, to be conveyed on board a vessel manned by Spaniards and Americans, which was receiving slaves under sail:

Considering, finally, that these and other proofs contained in the "autos" show beyond doubt that the "*Paquete de Moanda*" was assisting in a Slave Trade speculation, and therefore lawfully detained under the provisions of the Treaty of the 3rd July, 1842:

On all these grounds, and there not having been presented any claim on the part of those interested, in conformity with the Monition—

The Mixed Commission adjudges the Portuguese palhabote "*Paquete de Moanda*" to be a good prize, and orders that she shall be disposed of in conformity with the above-cited Treaty.

Hall of Sessions of the Mixed Commission at Loanda, October 30, 1860.

(Signed) H. V. HUNTLEY,
Acting Commissioner.

CARLOS AUGUSTO FRANCO,
Governor-General, acting as Portuguese Commissioner.

No. 48.

Her Majesty's Commissioners to Earl Russell.—(Received November 12.)

My Lord,

Loanda, September 16, 1861.

WE have the honour to inclose to your Lordship in this despatch a Report of the case of the Portuguese launch "*Palmeira*," captured on the 12th August, 1860, by His Most Faithful Majesty's cruiser "*Don Pedro V*," whilst at anchor in latitude 6° 6' south, and longitude 12° 10' east, and brought before this Commission for adjudication.

2. The proof offered by the seizer that the "*Palmeira*" was concerned in the Slave Trade mainly rested on the character of the correspondence found concealed on board of her, but beyond this it was alleged that the "*Palmeira*" was fitted with a canvas roof, which in the statement submitted to the Court by the Commander of the Portuguese squadron is represented as being adapted for covering or sheltering slaves, and that she had other illegal fittings on board. Upon this point, however, the Court did not think proper to go into any investigation, but by its sentence, a translation of which is annexed to the Report of the case, your Lordship will perceive that it judged the fittings in question sufficient to justify the detention of the "*Palmeira*," as coming within the meaning of Section 2 of Article IX of the Treaty of the 3rd July, 1842, although not affording grounds for condemnation.

2. We have also the honour to forward herewith translated extracts of some of the letters found on board the detained launch, which afford strong proof, if proof were wanting, of the illicit nature of the Trade in which the owner of the "*Palmeira*," Alexander Alves Ferreira, is engaged.

4. The prosecution of this launch, which began on the 4th October, 1860, terminated on the 30th of that month by her restoration to her owner.

We have, &c.

(Signed)

EDMUND GABRIEL.

H. V. HUNTLEY.

 Inclosure 1 in No. 48.
Report of the case of the Portuguese Launch "Palmeira."

ON the 1st September, 1860, a letter was received from the Commander of the Portuguese squadron on this coast, reporting the capture of the "*Palmeira*" by the "*Don Pedro V*," one of the cruisers under his orders, and inclosing the papers in this case, which were as follows:—

1. Passport from the General Government of the Province of Angola, dated December 28, 1859.
2. Crew list, dated Loanda, December 24, 1859, containing the names of seven Cabenda men, composing the crew of the "*Palmeira*."
3. Certificate of measurement.
4. Pass dated December 28, 1859.
5. Bond entered into at the Custom-house at Loanda on the 27th December, 1859.

In addition to the foregoing there were twelve other papers and letters seized, three only of which proved of any interest as relating to the Slave Trade, and of those translations are annexed (Inclosures 2, 3, and 4).

The Commander of the Portuguese Naval Station states that the "*Palmeira*" is fitted with a canvass ("barracão de lona"), which would serve to cover slaves, and draws the attention of the Commissioners to the fact of her having on board nine Cabenda men instead of seven, as enumerated in her crew list, such being an infraction of the law and of the bond given at the Custom-house at Loanda: and adds that the crew had been sent to the jail at Loanda, excepting four, which had not then arrived in the "*Palmeira*."

Finally, the said officer states that the declaration made not only by the crew of this launch, but also of the "*Tigre*" and "*Va-vo*," show that the launch assisted, at different times, in embarking slaves on board vessels engaged in that Traffic.

This letter was accompanied by a list of the articles found on board the "*Palmeira*," including one large cask, one large canvas roof, two iron pots, and one tub.

The declaration of the seizer was as follows:—

"On the 12th day of August, 1860, the '*Don Pedro V*' being at anchor in latitude 6° 6' south, and longitude 12° 10' east, visited the Portuguese launch '*Palmeira*,' belonging to Antonio Alves Ferreira, which, being suspicious, was searched, and there was found on board a correspondence, supposed to be of a secret nature, from the fact of its being found hidden in a sack of straw, covered with wood, under the fore-castle of the launch.

"On examining the said correspondence, it was found to be from persons known to be employed in the Traffic in Slaves, and besides this the '*Palmeira*' had on board two persons more than the number of her crew, inasmuch as the muster-roll contained the names of only seven, whereas a crew of nine were found on board."

The prosecution commenced on the 4th October, 1860, with the filing of the captor's declaration, the reception of the launch's papers, the issue of the monition, and the order for the examination of the witnesses in preparatory.

Veromea, coxswain, being called, deposed that the "*Palmeira*" belonged to Alexandre Alves Ferreira, with a factory at Porto da Lenha in the River Congo, where he traded in oil and slaves, and in whose service he was when taken prisoner about a month ago.

That the correspondence found on board was given to him in Ambrizette by a negro to be delivered to the owner, Alexandre Alves Ferreira; that he never made any voyage with slaves, and that he did not hide the correspondence, the reason why it was found under the firewood being that the negro had thrown it there, and he (the deponent) had forgotten it.

With respect to the people which he had on board over and above the number of his crew, he said that they had been received at Ambrizette for a passage to Porto da Lenha.

Muilla, boatswain, was called, and deposed that the launch "*Palmeira*" belonged to Alexandre Alves Ferreira, in whose service he had been for a long time. That the said Ferreira had a factory at Porto da Lenha, and traded only in oil. That on sailing from Ambrizette a negro brought off the correspondence which was found on board and threw it in the bottom of the launch, where being forgotten it was found under the firewood. With respect to the extra number of men on board, he declared that they were received at Ambrizette as passengers for Porto da Lenha.

The next witness called was Molemba, a seaman, who refused to make any reply to the questions put to him; he was accordingly ordered to retire, and Zan, a native of Cabenda, being called in his place deposed to the same effect as the coxswain.

The monition issued on the 4th was returnable into Court on the 12th October, 1860. No claim was presented for the "*Palmeira*," and in this case, although one of equipment, no steps were taken to survey and inspect the fittings of the detained launch, but on the 30th October, 1860, the British and Portuguese Mixed Courts met for the adjudication of the case, and pronouncing the detention justifiable restored the "*Palmeira*" to her owner without the right to claim any indemnities, as is seen by the annexed translation of the sentence (Inclosure 5).

St. Paul de Loanda, September 16, 1861.

(Signed)

EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure 2 in No. 48.

Extract of a Letter from Senhor Silva to Senhor Pereira, in the River Congo.

(Translation.)

Senhor Pereira,

Quitulianga, August 6, 1860.

THIS morning early I received your favour of yesterday. I see that you are to deliver to the employ of Luiz Reis twenty barrils (?) of which you have only got seven; these, with two Marcolino has to give (which I will ask him for to-day), and one which I brought here some days since, making ten.

You ought to send off Monteiro's oil (?) before the 8th instant, in order that it may be at Mangue Grande on the 10th without fail.

I therefore beg you to send off by bearer the seven, which with the other three will make ten, and the remaining ten, perhaps Souza may be able to buy before the day named, for which he will use the utmost diligence.

* * * * *

I am, &c.
(Signed) SILVA.

Inclosure 3 in No. 48.

Extract of a Letter from M. J. O. S. to Senhor Pamplona, in the Congo.

(Translation.)

Friend Palmeira,

Macula, August 10, 1860.

GUILHERME is gone to Mangue Grande to assist at the parturition ("ao parto?") of Leivas, which has been accomplished, and that of Luiz Reis, which it is said will take place the day after to-morrow.

By the first I could not manage to send more than ten, but by the second I must try if I can send twenty.

For Barros I send eighteen (I do not know if they will arrive in time) and an order for you to deliver to him the two you have, in case they should be in time, which God grant they may, but if not, I beg that those two, or the twenty should the eighteen have arrived in time, may be embarked by any opportunity which may offer at your place, consigned to whoever you think best, the money to be remitted to Lisbon, to Francisco José Ribeiro Guimarães at my disposal.

* * * * *

I am, &c.
(Signed) M. J. O. S.

Inclosure 4 in No. 48.

Extract of a Letter from Senhor Pedreira to Senhor Alexandre Alves Ferreira, in the Congo, the owner of the "Palmeira."

(Translation.)

Senhor Alexandre Alves Ferreira,

Macula, August 10, 1860.

In your letter of the 21st instant you ask me to send you a rough book which ought to be here. I have found the three which I now send, but I do not know if they will be of any use to you; I send also the scribbling-book and the note-book of my time, not only because it may be one of those which you wish to see, but because from them you will learn (which perhaps is what you wish to know) everything that happened during the time I was in charge of your establishment.

In this note-book, at pages from 1 to 7, you will see the goods which I took charge of when I arrived here, as well as all that have been received to this date. From pages 2 to 10, you will see the balance remaining this day; at page 11, those which Senhor Eduardo delivered at Quitulianga, as well as the packages (volumes?) there purchased.

The barrels (?) bought by Senhor Eduardo, and sent here since 24th March, are 222, as appears by this note-book.

In consequence of the reply of Senhor Eduardo, this launch goes without taking any of them, but as they may be wanted, I shall send the eleven packages which I received from Miguel Lino on the 5th instant to Mangué to be delivered to Leivas.

I have also received six packages which came from Loanda, and which I have taken charge of, although you have given me no directions respecting Miguel Lino's or your own.

I again ask you, therefore, to let me know what I ought to do in case any others may arrive.

I am, &c.
(Signed) PEDREIRA.

Inclosure 5 in No. 48.

Judgment given in the case of the Portuguese Launch "Palmeira."

(Translation.)

CONSIDERING the authentic declaration made by Francisco Pedro de Villar Pinho, commanding the Portuguese cruiser "Don Pedro V," from which it appears that the Portuguese launch "Palmeira" was captured in latitude 6° 6' south, and longitude 12° 10' east, having on board, besides two persons more than her crew, a correspondence said to be secret, from the fact of its being concealed in a sack of straw, covered with firewood under the fore-castle, and which correspondence is recognized as that of persons employed in the Traffic in slaves:

Considering that from a close examination of this correspondence nothing can be discovered which clearly shows that the said launch had incurred the penalties prescribed in the Treaty of the 3rd July, 1842, or even that she was employed in aiding or abetting any Slave Trade speculation:

Considering, moreover, that although the captor mentions nothing beyond this in his report, it is seen from the list of articles found on board, which list is annexed to the autos, that there exists a canvas roof ("barracão de lona"), which could easily be used for sheltering slaves, an article which comes within the meaning of Section 2 of Article 9 of the aforesaid Treaty, and which, although not sufficient evidence for her condemnation, is, nevertheless, a sufficiently strong cause of suspicion to justify her detention under Article X of the said Treaty:

On all these grounds the Commissioners adjudge the said launch "Palmeira" a bad prize, although her detention was legal, and they order that she shall be delivered up to her owner, or his attorney, without the right to claim any indemnities whatever.

Hall of Sessions of the Mixed Commission at Loanda, October 30, 1860.

(Signed)

H. V. HUNTLEY,
Acting Commissioner.

CARLOS AUGUSTO FRANCO,

Governor-General, Acting as Portuguese Commissioner.

No. 49.

Her Majesty's Commissioners to Earl Russell.—(Received November 12.)

My Lord,

Loanda, September 16, 1861.

HEREWITH we have the honour to hand to your Lordship a Report of the case of the cutter "Mist," seized under Portuguese colours on the 14th September, 1860, off the River Congo, by His Most Faithful Majesty's cruiser "Don Pedro V," and libelled in the British and Portuguese Mixed Commission in this city on a charge of illegal equipment for the Slave Traffic.

2. This case was brought before the Court in a despatch from the Commander of the Portuguese Naval Station dated the 22nd September, 1860, inclosing a copy of a Report which had been addressed to him by the Commander of the "Don Pedro V," detailing the circumstances attending the capture of the "Mist." A translation of that Report, together with an abstract of the evidence, and a translation of the sentence of the Court, is embodied in the inclosure to this despatch.

3. Proceedings were instituted against the detained vessel on the 4th October, 1860. On the 30th of that month the Court pronounced that the captor had not established his allegations against the "Mist," and that the evidence adduced was not sufficient to lead to her condemnation, under the provisions of the Treaty of the 3rd July, 1842, although the Commissioners were of opinion that the detention was legal.

4. She was accordingly restored to her owner.

5. For other particulars of this case we beg to refer your Lordship to the captor's declaration, and the abstract of evidence given in the inclosed Report.

We have, &c.
(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure in No. 49.

Report of the case of the Portuguese cutter "Mist."

THE "*Mist*" sailed under a passport granted by the Government of Angola on the 5th November, 1859, which stated that she had been built in America, and that she was owned by Ladislau Antonio Rodrigues.

On the 22nd September, 1860, a letter was received from the Commander of the Portuguese squadron, inclosing the copy of a report addressed to him by the commanding officer of the "*Don Pedro V*," reporting the capture of this cutter in the following terms:—

"I have the honour to report that I sent to Loanda the Portuguese cutter '*Mist*,' whereof, according to her passport, Ladislau Antonio Rodrigues is owner, captured by this vessel, on the 14th instant, near the mouth of the River Congo where I was at anchor.

"This cutter was detained because she was leaving the river at night, and passing close to the '*Don Pedro V*,' a musket was fired at her, which she took no notice of, proceeding on her course at the same speed, so that a boat having left this vessel at the same time, could only come up with her at a distance of two miles from the ship.

"When brought alongside, I asked the coxswain to what nation he belonged, and he told me he was American, and on demanding his papers to verify his nationality, he delivered to me the Portuguese papers which I have now the honour to inclose to you.

"I proceeded to search him, and I found a signal-flag, two large casks (quarter pipes) filled with fresh water, which, for his crew, which ought to consist of only three men, was an excess, inasmuch as one of them, alone, would have contained water sufficient for a voyage of fifteen days.

"I found, also, that, besides having on board one man more than her crew, which is contrary to law, and casks more than sufficient to contain water for her crew, she had also four mess-tubs, two large and two small, and one large bucket. I consider, therefore, that I have acted in accordance with my instructions, and in conformity with the Treaty.

"She had on board two mails, and a desk, locked, two boxes cigars, and two tins of ointment, such as is used for curing slaves, and other sundries, part of which, as seen by the accompanying document, were sent to Quisembo by José Monteiro, in charge of the establishment of Antonio Fernandes, Portuguese factor, but the coxswain states that they were sent by the owner of the '*Mist*,' who is an American called Rickaby, to be delivered to a person at Ambriz, who is also an American.

"For my own part, I think the cutter does not belong, either to the person mentioned by the coxswain, or to the individual named in the passport, but to Antonio José Fernandes, because she was anchored close to his factory the whole time she was at Porto da Lenha, and it appears to me the coxswain was instructed to state nothing positive.

"The coxswain alleges that the cargo was for Ambriz, but the manifest or list of cargo says that it was for Quisembo, and he added that it had been shipped from the factory of the owner at Ponta da Lenha at 8 o'clock on the night of the 13th."

The papers with which this cutter was furnished, are as follows:—

1. Passport obtained at Loanda on the 5th November, 1859.
2. List of crew, dated Ambriz, 1st December, 1859, and including the names of three natives of Cabenda.
3. Pass, dated Ambriz November 23, 1859, by the indorsements on which it would appear that the "*Mist*" had made several voyages between that place and the River Congo in the nine months preceding her detention.
4. Bond entered into at the Custom-house at Loanda, and dated 3rd November, 1859.
5. A paper called "manifest of cargo," and signed—"For Antonio José Fernandes—José Monteiro."

The seizer's declaration stated that "on the 14th day of September, 1860, the '*Don Pedro V*' being at anchor in latitude 6° 5' south, and longitude 12° 12' east, visited the Portuguese cutter '*Mist*,' whereof Ladislau Antonio Rodrigues is owner, manned by four Cabenda men, having, therefore, one more than the number specified in her crew list, and there being found on board of her two large casks, or quarter pipes, filled with fresh water, of which one alone would have been sufficient for the consumption of her crew during a voyage of fifteen days, four mess-tubs, two very large and two smaller, and one large bucket, one of these mess-tubs being sufficient for the use of her crew."

The above-mentioned papers being duly filed on the 4th October, 1860, the usual monition was issued.

The witnesses in preparatory produced for examination on the standing interrogatories were, the coxswain, boatswain, and one of the seamen.

The first-named deposed that, the cutter "*Mist*" was the property of the American, Rickaby, established at Porto da Lenha, where he trades in oil, gum, and ivory. That he had been two days in that person's service when he was detained. That he had on board one man more than his crew, because the owner had ordered it, in consequence of his representations of the necessity for having another man to cook. That the two casks he had on board were full of water for ballast, as well as for drinking and cooking. That of the larger tubs, one was for washing clothes, another to pound the palm-nut and extract the oil for food, and the two smaller ones to eat out of, two at a time.

The evidence of the other two witnesses was merely an echo of the deposition of the coxswain.

The monition citing all parties interested in the vessel to appear, expired on the 12th October, 1861.

No person presented any claim in the case of this vessel, and no Commission of Survey was issued, with the object of verifying the seizer's allegations as to the illegal outfit of the cutter, but on the 30th October, 1860, the Court met in order to dispose of the case, and judgment was pronounced in the following terms:—

"Considering the Declaration of Francisco Pedro Villar Pinho, Commander of the Portuguese cruiser '*Don Pedro V*,' from which it appears that the Portuguese cutter '*Mist*' was captured in latitude 6° 5' south, and longitude 12° 12' east, for having on board one person more than the number named in her crew list; two casks or quarter pipes filled with fresh water, one of which would have held sufficient water for the consumption of her crew on a voyage of fifteen days; four mess-tubs, two very large, and two smaller; and one large bucket:

"Considering, moreover, that although more than such craft generally carry, these things cannot be considered excessive for her crew, nor ought the water for the voyage to be calculated for fifteen days, as it might be much longer:

"Considering, likewise, that neither from the answers to the interrogatories, nor upon any other ground, can it be suspected that the aforesaid cutter was employed in the Traffic of Slaves, or in any way aiding a Slave Trade speculation:

"Considering, finally, that the provisions of the Xth Article of the Treaty of the 3rd July, 1842, are perfectly applicable to this case, as well as Article 7 of Annex B to the said Treaty, the Commissioners adjudge the said Portuguese cutter 'Mist' to be a bad prize, although her detention was legal, and they order that the said cutter shall be delivered to her owner or his attorney, without the right to claim any indemnities."

This sentence having been signed by Sir Henry Huntley, as Acting British Commissioner, and by the Acting Portuguese Commissioner, the "Mist" was accordingly released from custody.
St. Paul de Loanda, September 16, 1861.

(Signed) EDMUND GABRIEL.
 H. V. HUNTLEY.

No. 50.

Her Majesty's Commissioners to Earl Russell.—(Received November 12.)

My Lord,

Loanda, September 18, 1861.

BESIDES the five launches and other craft whose cases we have had the honour to report in our preceding despatches, a sixth, called the "*Paquete*," was detained on the 2nd of September, 1860, in the River Congo, by the Commander of the "Don Pedro V," on the ground that she had no regular papers on board to prove her nationality or authorize her to navigate between one point and another on this coast.

2. The "*Paquete*" had on board a lawful cargo when detained. She was not charged with having been guilty of an infraction of the Treaty of the 3rd July, 1842, nor indeed did it appear, from the papers submitted to the Court in this case, that there was any reason to suppose she had been, at the time of her detention, employed in the Slave Trade.

3. The Court, therefore, resolved in Session of the 4th October, 1860, that the question of the sufficiency or otherwise of the papers with which the "*Paquete*" was furnished, was one which it could not properly take cognizance of, and the Commissioners ordered that the said launch, together with all the documents respecting her detention which had been brought into Court by the Commander of the "Don Pedro V," should be placed at the disposal of his Excellency the Governor-General of the Province, in order that the case might be referred to the competent Tribunal.

4. The case of the "*Paquete*" was accordingly adjudged before the "Tribunal de Prezas," and the clearest evidence being adduced to show that this launch was engaged in licit commerce when detained by the "Don Pedro V," the circumstance of her not being provided at that time with the papers required by the laws of this Province, being attributable to an oversight on the part of the owner, in whose keeping they were, she was restored, without the right to indemnities.

We have, &c.
 (Signed) EDMUND GABRIEL.
 H. V. HUNTLEY.

No. 51.

Her Majesty's Commissioners to Earl Russell.—(Received November 12.)

My Lord,

Loanda, September 20, 1861.

IN accordance with our instructions we have the honour to transmit herewith to your Lordship a return of the vessels captured on suspicion of being engaged in the Slave Trade, which were adjudicated by the Mixed Commission in this city, during the half-year ending on the 31st December, 1860.

We have, &c.
 (Signed) EDMUND GABRIEL.
 H. V. HUNTLEY.

Inclosure in No. 51.

RETURN of Vessels captured on suspicion of being engaged in the Slave Trade, and adjudicated by the British and Portuguese Mixed Commission Court at Loanda, between the 1st July and 31st December, 1860.

Name of Vessel.	Flag.	Name of Master.	Date of Seizure.	Where captured.	Property seized.	Seizor.	Date of Sentence.	Number of Slaves captured.	Number died before emancipation.	Total number emancipated.	Tonnage.			Decretal part of Sentence, whether Forfeiture or Restitution.	Whether property condemned has been sold or converted, and whether any part yet remains to be sold, and in whose hands the proceeds remain.	Remarks.
											Foreign according to papers.	Old Measurement.	New Measurement.			
Tigre ...	Portuguese ...	Joha ...	1860 Aug. 9	Lat. 6° 8' S. Long. 13° 10' E.	Launch and slaves ...	Lieutenant Bicho, commanding His Majesty's schooner "Don Pedro V."	1860 Oct. 30	70	...	...	...	Forfeiture ...	Left on the beach at Cabinda.	
Va-ro ...	Ditto ...	Chocolate Oliveira ...	" 9	6° 8' S. 13° 10' E.	Launch and fittings .	Ditto ...	" 30	...	...	...	...	Ditto ...	Sold, and proceeds divided between the two Governments.	
Paquete de Moanda	Ditto ...	Pira Waba ...	" 12	6° 8' S. 13° 10' E.	Falhabote and slaves	Ditto ...	" 30	5	...	5	...	Ditto ...	Ditto.			
Palmeira ...	Ditto ...	Veromea ...	" 12	6° 8' S. 13° 10' E.	Launch and fittings .	Ditto ...	" 30	...	...	...	...	Restored.		
Paquete ...	None	" ...	Sept. 2	River Congo	Ditto ...	Ditto ...	" 4	...	...	...	...	Referred for adjudication to the "Tribunal de Prezas."		
Mist... ..	Portuguese ...	Casimiro ...	" 14	6° 4' S. 13° 19' E.	Cutter and fittings .	Ditto ...	" 30	...	...	...	...	Restored.		

(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

St. Paul de Loanda, September 20, 1861.

No. 52.

Her Majesty's Commissioners to Earl Russell.—(Received November 12.)

My Lord,

Loanda, September 28, 1861.

WE have the honour to acknowledge the receipt of your Lordship's despatch of the 8th July last, addressed to Sir Henry Huntley, referring to the case of the British brig "Lord of the Isles," which vessel was detained by the Portuguese authorities at Mossamedes in January last, and having been brought before the British and Portuguese Mixed Commission in this city, was afterwards referred to the "Tribunal de Prezas" for adjudication.

2. We beg respectfully to assure your Lordship that as soon as Her Majesty's Commissioner is enabled to examine the papers and documents connected with the proceedings had before the Mixed Commission and the "Tribunal de Prezas" in the case of the "Lord of the Isles," we will have the honour of forwarding a full report thereon.

We have, &c.
(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

No. 53.

Her Majesty's Commissioners to Earl Russell.—(Received November 12.)

My Lord,

Loanda, September 30, 1861.

WITH this despatch we have the honour of inclosing to your Lordship the Annual Report for 1860 which his Excellency the Governor-General, as Acting Portuguese Commissioner, and Mr. Gabriel, have drawn up for transmission to the British and Portuguese Governments, in compliance with Article XI of Annex B to the Treaty of the 3rd July, 1842, relating 1st, to the cases which were brought before the Court for adjudication; 2ndly, to the state of the liberated negroes; 3rdly, to the treatment of, and progress made by, the liberated negroes.

We have, &c.
(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure in No. 53.

Report of the Mixed Commission for the year 1860.

Report for the year 1860, which the British and Portuguese Mixed Commission established at St. Paul de Loanda in virtue of the Treaty of the 3rd July, 1842, concluded between Great Britain and Portugal for the suppression of the Slave Trade, is to transmit to each of the respective Governments in conformity with Article XI of Annex B to the said Treaty.

1.—*Cases submitted for Adjudication.*

During the year 1860 six cases were brought before this Mixed Commission for adjudication.

1. The Portuguese launch "Tigre," Mabuco, a native of Cabenda, ostensible owner.

This launch shipped at Mangue Grande a cargo of 70 slaves for the purpose of conveying them on board a brigantine which was receiving her cargo under sail, but failing to get alongside her before night set in, she lost sight of the vessel, and her guilty intentions being thus frustrated, she was proceeding towards the shore, when, in latitude 6° 6' south and longitude 12° 10' east, she was captured by the Portuguese cruiser "Don Pedro V.," Lieutenant Pinho Commander, and sent to Loanda for adjudication.

On the 4th October, 1860, proceedings were instituted against the "Tigre" in the British and Portuguese Mixed Commission, and the papers found on board at the time of her detention having been duly filed, together with the captor's declaration ratified on oath, three of the crew were brought up for examination, and the evidence given by them clearly established the fact that she was engaged in the Traffic in Slaves.

The prosecution of the "Tigre" was closed on the 30th October, 1860, when the Court decreed her condemnation as a good prize, and ordered that she should be disposed of in accordance with the Treaty.

2. The launch "Va-vo," sailing under Portuguese colours, and belonging to Chico Franque, a native of Cabenda.

This launch was captured by the same officer and almost under the same circumstances as the "Tigre," having likewise been engaged in carrying off slaves to the vessel referred to in the preceding case, but having been more successful than her consort, she had delivered her cargo and was returning to Mangue Grande when the "Don Pedro V" fell in with her, and finding her fully equipped for the Slave Trade sent her for trial before the Mixed Commission.

On the 4th October, 1860, the captor's declaration and other papers were brought into Court and duly filed. On the 8th of that month three witnesses, consisting of the coxswain, boatswain, and one of the seamen, were examined on the usual interrogatories.

The evidence adduced in this case incontestably proved the illegal employment of the "Va-vo" in the Slave Trade, and on the 30th October sentence of confiscation was recorded against her, the Court ordering that she should be disposed of in the manner prescribed in the Treaty.

3. The Portuguese palhabote "Paquete de Moanda," José Antonio da Fonseca Costa, owner.

The "*Paquete de Moanda*" had been engaged in the same nefarious proceedings as the "*Tigre*" and "*Va-vo*," and was captured by the "*Don Pedro V*" on the 12th August, 1860, having on board 54 slaves and several articles of equipment prohibited by the Treaty of the 3rd July, 1842.

After delivering her slaves on board the vessel already referred to, she returned to the shore, and at Mangue Grande embarked two passengers, who, with the 5 slaves, were found on board of her when captured by the "*Don Pedro V*" on her voyage to the River Congo.

These passengers, together with the crew of the "*Paquete de Moanda*," were delivered up to the Portuguese authorities in this city.

The declaration of seizure having been duly ratified on oath by the captor on the 4th October, 1860, the coxswain, boatswain, and one seaman were brought up and examined.

They all agreed in stating that a number of slaves had been put on board the "*Paquete de Moanda*," for conveyance to a vessel which received her cargo under sail off Snake's Head on the 6th August, 1860.

The Court, therefore, on the 30th October pronounced its decision, condemning the "*Paquete de Moanda*" as a good prize, and ordering that she should be disposed of in conformity with the provisions of the Treaty.

4. The launch "*Palmeira*," under the Portuguese flag, Alexandre Alves Ferreira, owner.

This launch was captured on the 12th August, 1860, by Lieutenant Pinho, commanding the Portuguese cruiser "*Don Pedro V*," on a charge of being engaged in the Slave Trade.

The captor's declaration, which was duly authenticated on oath on the 4th October, 1860, set forth that a secret correspondence had been found concealed on board this launch from persons notoriously employed in the Slave Trade; and it was alleged, moreover, by the Commander of the Portuguese Naval Station, that she was fitted with a canvas roof ("*barracão de lona*") suitable for sheltering slaves, and that she had on board other articles of equipment prohibited by the Treaty.

On the examination of the witnesses, consisting of three of the crew of the "*Palmeira*," the Court was satisfied of the legality of the voyage in which she was engaged, but considering that the articles above-mentioned were sufficient to justify the detention, it passed a sentence of restoration, and ordered the "*Palmeira*" to be delivered up to her owner without the right to claim any indemnities.

5. The launch "*Paquete*."

On the 2nd September, 1860, this launch sailing without colours or papers was detained by Lieutenant Pinho, commanding the "*Don Pedro V*," in the River Congo.

She was brought before this Commission on the ground that she had no regular papers to authorize her to navigate on this coast, and not on a charge of having on board any illegal fittings for the Slave Trade.

This, therefore, being considered as a matter not falling within the jurisdiction of the Court, the Commissioners resolved in Session of the 4th of October, 1860, that the launch "*Paquete*" should, together with all the papers relating to her detention, be delivered over to the General Government of the Province, in order that the case might be referred to the competent Tribunal.

6. Portuguese cutter "*Mist*," Ladislau Antonio Rodrigues owner.

From the documents and evidence filed in this case, it appears that the "*Mist*" was captured on the 14th September, 1860, in latitude 6° 5' south, and longitude 12° 12' east, by Lieutenant Pinho, commanding His Most Faithful Majesty's schooner "*Don Pedro V*," and libelled before the Mixed Commission on a charge of being equipped for the Traffic in Slaves.

On the 4th October, 1860, the captor presented his declaration, which was duly ratified on oath, and the usual forms having been complied with, the Court proceeded to examine the witnesses produced.

The evidence given did not establish to the satisfaction of the Commissioners that the cutter was at the time of her detention engaged in a Slave Trade adventure, although they were of opinion that the provisions of the Xth Article of the Treaty of the 3rd of July, 1842, and the VIIth Article of Annex B thereto, were applicable to the case of this vessel, and consequently it was closed on the 30th October, 1860, by the restitution of the cutter "*Mist*" to her owner without indemnities.

2.—Condition of the Liberated Negroes.

As stated in the Annual Report for 1859, none of the negroes liberated by this Commission in 1845 and 1848 are remaining under the charge of the Board of Superintendence, the whole of them having been granted their full and permanent liberty.

In the year 1860, 75 negroes were captured on board vessels adjudicated by the Mixed Commission, and the survivors of them delivered over to the Provincial Government to be disposed of in accordance with Annex C to the Treaty.

3.—General Information respecting the Liberated Negroes.

The survivors of the 75 negroes above referred to have recently been distributed in conformity with the provisions of Annex C to the Treaty, and the Commissioners will be enabled to furnish accurate and detailed information respecting their treatment, and the progress made in their education, in the Annual Report for the current year.

Hall of Sessions of the British and Portuguese Mixed Commission at Loanda, September 30, 1860.

(Signed) S. L. DE CALHEIROS E MENEZES,
Governor-General of the Province of Angola.

EDMUND GABRIEL,
British Commissioner.

No. 54.

Her Majesty's Commissioners to Earl Russell.—(Received December 2.)

My Lord,

Loanda, October 5, 1861.

IN obedience to the general instructions addressed to Her Majesty's Commissioners at this place, we have the honour to forward with this despatch a Return of the vessels captured on suspicion of being concerned in the Slave Trade, and adjudged by the Mixed Court in this city during the half-year ending on the 30th June of the present year.

We have, &c.
(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure in No. 54.

RETURN of Vessels captured on suspicion of being engaged in the Slave Trade, and adjudicated by the British and Portuguese Mixed Commission Court at Loanda, between the 1st January and 30th June, 1861.

Name of Vessel.	Flag.	Name of Master.	Date of Seizure.	Where captured.	Property seized.	Seizor.	Date of Sentence.	Number of Slaves captured.	Number died before adjudication.	Total number emancipated.	Tonnage.			Decretal part of Sentence, whether Forfeiture or Restitution.	Whether property condemned has been sold or converted, and whether any part remains unsold, and in whose hands the proceeds remain.	Remarks.
											according to papers.	Old Measurement.	New Measurement.			
Mari Isabel ...	Portuguese ...	Unknown ...	1861 Jan. 30	Lat. 8° 48' S. 12° 35' E. Long.	33 slaves ...	Lieutenant Pinho, commanding Portuguese cruiser "Don Pedro V."	1861 Mar. 6	33	..	..	..	..	..	..	..	Vessel upset, and lost during the chase.
Lord of the Isles ...	British ...	Jno. McKenzie ...	" 24	Mossamedes	Brig and cargo	Fiscal authorities, Mossamedes	" 6	..	..	..	..	..	..	..	..	Referred for adjudication to "Tribunal de Prezas," and acquitted.

Loanda, October 5, 1861.

(Signed) EDMUND GABRIEL
H. V. HUNTLEY.

Her Majesty's Commissioners to Earl Russell.—(Received December 2.)

My Lord,

Loanda, October 10, 1861.

IN submitting to your Lordship our Annual Report of the state of the Slave Trade on this part of the coast, Her Majesty's Commissioner begs at the outset to express his regret at being unable to furnish such full information as he could wish on this subject in consequence of his having been absent from his post during nearly the whole of the past year. He will, however, have the honour of bringing to your Lordship's attention such matters as have come under his notice since his recent resumption of his duties, together with his remarks thereon.

2. The total number of cases adjudged since the date of the last Annual Report is seven. One was the British brig "*Lord of the Isles*," detained by the Portuguese authorities at Mossamedes, and brought before this Commission on a charge of being engaged in the Slave Trade, but subsequently referred to the "*Tribunal de Prezas*" for adjudication. One was captured without colours or papers, and the Mixed Commission having pronounced that it could not take cognizance of her capture under the circumstances reported in our despatch of the 18th ultimo, this case was also transferred to the "*Tribunal de Prezas*."

The remaining five were small craft engaged in the coasting trade to the north, the whole of them being provided with official papers by the Government of this Province, and it is a fact which we think worthy of bringing under your Lordship's notice that two of them were owned by natives of Cabenda.

Three of these craft were seized and prosecuted on the ground of equipment for Slave Trade, of which one was condemned and two restored, and three were condemned for having been found with slaves on board, including the "*Maria Isabel*," a launch belonging to Senhor Pamplona of this city, which on being chased by the Portuguese cruiser "*Dom Pedro V*" on the 20th January last, was upset, and 33 slaves only rescued out of her cargo of 80. A Report of the case of this vessel we will have the honour of laying before your Lordship in a subsequent despatch.

3. The number of slaves found on board vessels brought before this Commission during the past year was 108, but of this number only 72 were delivered over to the Board of Superintendence and registered at its first meeting on the 1st of May, 1861, the remaining 36 being yet unaccounted for. Her Majesty's Commissioner has been engaged in investigating this matter, and carefully examining the archives of the Mixed Commission with a view of reporting thereon to your Lordship, but as the greater number of the slaves referred to were captured and emancipated in 1860, and it appears by the Records of the Board of Superintendence that they were not registered until May of the present year, Mr. Gabriel has up to the present moment found it impossible to arrive at any satisfactory result.

4. The several Reports of the cases which we have lately had the honour to submit to your Lordship serve but too well to establish the correctness of the opinion which we have so often had the honour to express, that the operations of the slave-dealers in the vicinity of the River Congo are greatly facilitated by the assistance which they derive from the small craft engaged in the coasting trade in that quarter. Your Lordship will not have failed to observe the mystery apparent in the correspondence found on board these vessels, and the expressions and devices adopted by the slave-dealers to cover their designs.

5. One of the small vessels engaged in this Trade, a schooner of about 70 tons, called the "*Gilpin's Bride*," is reported to have sailed within the last year from the Congo with slaves directly to Cuba.

This vessel was built in America and sent out here by a Boston firm to facilitate the operations of its agents engaged in licit commerce on this coast. She was soon afterwards furnished with papers from this Government in the name of some person, a Portuguese subject, who fictitiously appeared as owner, this being done to entitle her to the privileges and immunities of a Portuguese vessel in the ports of this Province, and as such she continued to be legally employed until she was sold to the notorious slave-dealer Pamplona. It is alleged that she shipped a cargo of slaves a few months since at Bullock's Island in the Congo, and left that river with the Portuguese flag flying whilst an American cruiser was lying there.

6. Some of the slaves which were found on board the "*Paquete de Moanda*," whose condemnation we had the honour to report in our despatch dated the 16th of September last, stated that they had been embarked in or near this harbour, and on

board launches belonging to Pamplona; and two of the criminals, Portuguese subjects, named Manoel Antonio Alves, and José Viera Borges, who were engaged in this illegal transaction, being actually on board the "*Paquete de Moanda*" when captured, and afterwards delivered up to the local authorities here, are now at large in this city, having been admitted to bail.

7. We beg leave to suggest that the Portuguese Government should be requested to issue immediate and peremptory instructions to its authorities here, in order that these offenders may not be suffered to escape without the severe punishment which is due to their crime.

8. The state of affairs in the Bight of Benin has recently taken up so much of the attention of Her Majesty's cruizers that they have not had much opportunity of cruising in search of slavers, but we have been given to understand that during the past year the export Slave Trade carried on in the old slave-haunts in that quarter was very trifling.

9. The extent and importance of the Slave Trade which still flourishes on the coast lying between the Equator and Ambriz, as compared with that carried on in the Bights of Benin and Biafra, is very much underrated; for we feel confident in stating that where 20 slaves are embarked from the whole line of coast forming those Bights, 200 are shipped from the vicinity of the River Congo alone. Nearly the whole of the slaves now landed in Cuba are shipped between the Equator and Ambriz, an extent of about 500 miles of coast; indeed it may be said that, with the exception of the River Pongas, and one or two of the slave-marts in the Bight of Benin, from which a slaver occasionally escapes, the whole of the export Slave Trade of Western Africa is now confined to those comparatively narrow limits.

10. At no period since the establishment of this Commission has the Traffic in Slaves been carried on with greater activity or daring on this part of the coast than during the past year, and we fear that, uninterrupted as it now is by the presence of an American squadron, it will continue to be carried on with the same vigour which has characterized it for some years past, unless an adequate and efficient naval force be employed to counteract the efforts of the slave-dealers, and which, being furnished with special powers to visit and search suspected vessels, may be enabled to check the abuse of foreign flags.

10. We have been informed that not less than 6,000 slaves have been shipped from the immediate neighbourhood of the Congo during the last five months, and the following are the names of the slave-vessels which have been reported to us as having lately appeared in that quarter, all wearing the American flag, viz.:—"*Toccoa*," "*Wells*," "*Cygnnet*," "*Maraquita*," "*Fleet Eagle*," "*J. J. Cobb*," and "*Lyra*."

11. Your Lordship is aware that, in consequence of the calamitous events at present passing in America, the very efficient United States' squadron which was lately stationed on this coast has been withdrawn, excepting only one corvette, the "*Saratoga*." The slave-dealers in the Congo are already exulting in the impunity which is about to be allowed them by this circumstance, and we much fear that unless Her Majesty's Government should have taken some just precautions to defeat their machinations, the officers commanding our cruizers will again be placed in the galling position of passive spectators of this iniquity triumphing over their inability to prevent it under the protection of the American flag.

12. We regret to have to say that we are credibly informed that two vessels succeeded in carrying off cargoes of slaves from the coast south of Loanda during the past year. Soon after the intelligence reached this place of the escape of these vessels, the Portuguese brig of war "*Pedro Nunes*" was despatched to the South, and inquiries were set on foot, but they were attended with no satisfactory result.

13. Your Lordship's attention has already been drawn to the system which has sprung up in this Province during the past year, and is still, we are sorry to say, carried on to a great extent, that of sending slaves from this place to the Island of St. Thomas under different denominations, sometimes as domestic slaves or servants, at others as libertos, and occasionally as free negroes. It is clear, however, from the information which has reached us that nearly all these negroes, although provided with passports from the Government of this Province, and appearing in the list of passengers published in the "*Boletim Official*" as "*pretos livres*," are not free, and that they are only taken on board the vessels which convey them to St. Thomas on the plea of their being so, for the purpose of evading the penalties of the Treaty. The negroes who are now in great numbers being sent in this manner to St. Thomas must, in our opinion, render any Portuguese vessel

having them on board liable to seizure and confiscation, inasmuch as the terms of the Treaty of the 3rd July, 1842, admit of no exceptions but those included in the Vth Article, viz., the right of Portuguese subjects to be accompanied in voyages to and from the Portuguese Possessions off the Coast of Africa by slaves who are *bonâ fide* household servants, and the passports of this Local Government cannot, we submit, supersede the stipulations of a Treaty.

14. With this despatch we beg leave to hand your Lordship a list of all the vessels which have left this port with negroes for St. Thomas during the first nine months of the present year. This list, which we have extracted from the Government "Gazette," shows that 415 have been shipped in that period without any attempt at concealment; how many may have been carried off clandestinely we cannot undertake to conjecture.

15. There is no doubt but St. Thomas is a place in every way adapted to serve the purposes of the slave-dealers as a depôt for collecting slaves, and any vessel which might effect the shipment of her cargo there, would find the prevailing winds suit her well for starting on her voyage to Cuba; but independent of this, my Lord, there is a strong inducement for pursuing a Traffic in Slaves between this Province and St. Thomas, as from the information which has reached us it would appear to be hardly less lucrative than the same iniquitous commerce with Cuba. The price of slaves in the Island of St. Thomas is very high, in consequence of the extensive coffee plantations which have been formed there within the last few years.

Slaves taken from this place which probably do not cost more than 20 dollars, can be sold, we are informed, at St. Thomas, at the price per head of 100 dollars cash payment, and that price is still advancing.

The voyage does not occupy more than five or six days, there is no risk attending it, the casualties of life are small, and the gain which must ultimately result from such a Traffic is a great temptation for unprincipled characters to engage in it, more particularly under circumstances which almost ensure ultimate impunity. We fear, therefore, that this system, unless immediately checked will greatly increase.

16. The line of steamers which has been established between this Colony and Lisbon, touching at St. Thomas, affords sufficient facilities to the parties concerned in these transactions, as your Lordship will perceive by the inclosed list. It is not an uncommon thing for parties to make two or three voyages in a year from this place to St. Thomas, each time accompanied by 10 slaves, that being the number prescribed in the Vth Article of the Treaty of 3rd July, 1842. In other instances the proprietors of estates on that island either come to Loanda themselves, or send an employé to purchase slaves, who returns accompanied by the regulated number, and when no other arrangement can be made to avoid detection, the slaves are distributed in the names of the several passengers which the steamer carries, each passenger figuring as the owner of two.

17. We have been informed also that a great number of slaves are introduced into the Island of St. Thomas from the River Gaboon and adjacent parts of the Continent, but the preference, it appears, is given to those from Loanda, as the former are frequently absconding in canoes to their native country, whereas those from Loanda are more secure.

18. We venture to hope that, under your Lordship's auspices, the Government of Portugal may be induced to give such instructions to the local authorities in this province as may be necessary effectually to prevent a system of abuse which, if allowed to continue, will throw great difficulties in the way of the efforts of Her Majesty's Government for the suppression of the Slave Trade, and tend to frustrate the humane objects of the Treaty of the 3rd July, 1842.

We have, &c.
(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure in No. 55.

LIST of Vessels which have left the Port of Loanda for the Island of St. Thomas, between the 1st January and the 30th September, 1861, showing the number of Negroes conveyed in each Vessel, and under what Denomination.

Date.	Name of Vessel.	Rig.	Name of Captain.	Denomination.			Total.
				Slaves.	Libertos.	Free Negroes.	
1861							
Feb. 13	Amelia ..	Brig ..	M. F. Magalhaes ..	1	9	..	10
" 13	D. Estaphania ..	Steamer ..	F. A. Oliveira ..	3	7	12	22
April 6	Zaire ..	Ditto ..	C. C. de F. Ferreira ..	10	..	7	17
" 27	Africa ..	Ditto ..	J. F. Caiado ..	6	4	15	25
May 17	St. Thomé ..	Schooner ..	P. M. Mendes ..	..	10	..	10
" 27	D. Antonia ..	Steamer ..	A. J. Ramalho ..	7	..	20	27
June 13	Activo ..	Brig ..	A. J. Garcia ..	..	10	11	21
July 7	D. Pedro ..	Steamer ..	J. P. Leitão ..	..	10	48	58
Aug. 9	D. Estaphania ..	Ditto ..	T. A. Oliveira ..	8	2	41	51
" 11	Emilia de Lisboa ..	Brigantine ..	L. R. Nunes ..	..	10	15	25
Sept. 7	Africa ..	Steamer ..	J. F. Caiado ..	4	2	39	45
" 30	Estrella de Onro ..	Schooner ..	J. P. Rangel ..	10	..	10	20
Oct. 2	D. Antonia ..	Steamer ..	A. J. Ramalho ..	..	10	52	62
" 3	Andorinha do Tejo ..	Brig ..	E. A. Pereira ..	10	..	12	22
				59	74	282	415

Loanda, October 10, 1861.

(Signed)

EDMUND GABRIEL.
H. V. HUNTLEY.

No. 56.

Her Majesty's Commissioners to Earl Russell.—(Received December 2.)

My Lord,

Loanda, October 16, 1861.

WE have the honour to acknowledge the receipt of your Lordship's despatch of the 22nd August last, addressed to Her Majesty's Arbitrator, and acquainting him that you approve the letter which he addressed to the Governor-General, calling his Excellency's attention to the frequent exportation of slaves, as "domestic slaves," from the mainland to the Island of St. Thomas, under the pretence of their being the property of passengers going to that island, and Sir Henry Huntley begs to express the high gratification he derives from the expression of your Lordship's approbation.

We have, &c.
(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

REPORTS FROM NAVAL OFFICERS.

WEST COAST OF AFRICA STATION.

No. 57.

Commander Fitzroy to the Secretary to the Admiralty.

*"Falcon," at Sea, Lat. 7° 18' S., Long. 9° 46' E.,
November 19, 1860.*

(Extract.)

I HAVE the honour to report the capture of a brigantine (this day, by Her Majesty's ship under my command), name and nation unknown, no papers or colours, with 262 slaves on board, bound for Cuba.

The only information I can obtain is from the crew detained on board this ship, who state the slaves were shipped between Cabinda and the River Congo, on the night of the 16th, and that they were chased on the evening of the 18th by an American cruiser.

This brigantine was boarded some time ago by the United States' ship "Constellation," and Her Majesty's ship "Arrogant," in the neighbourhood of the River Congo; at that time she had American colours and papers, under which she is supposed to have shipped.

No. 58.

Commodore Edmonstone to Rear-Admiral Sir H. Keppel.

(Extract.)

"Arrogant," in Bango Bay, November 13, 1860.

I HAVE every reason to believe that the Slave Trade has revived a little to the southward of Loanda, and is chiefly carried on by vessels under the American flag disguised as whalers; the attention of the senior officer of the South Division will be drawn to this part of the coast.

The American steamer "San Jacinto" has very recently taken the "Bonetta" with 700 slaves on board, and the squadron generally are very active in putting down the Slave Trade.

No. 59.

Commodore Edmonstone to the Secretary to the Admiralty.

Sir,

"Arrogant," Ascension, January 1, 1861.

IN reference to my Slave Report due on the 31st ultimo, I have the honour to state, for the information of the Lords Commissioners of the Admiralty, that as the necessary documents from the cruisers on the coast have not yet reached me, I am unable to complete my Report to go by the mail which leaves this anchorage about the 4th instant.

In the meantime I am happy to say that both the American and our own squadrons, have been active and successful in making several captures during the last few months, the former having taken six vessels with 4,200 slaves, and the latter also six vessels (four empty and two full) with 1,100 on board, making in all 5,300 human beings that have been rescued from slavery.

Their Lordships will be glad to learn that the cruisers of both nations cordially and zealously co-operate with one another for the suppression of this illegal traffic.

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

No. 60.

Lieutenant Allingham to the Secretary to the Admiralty.

*"Spitfire," Lat. 7° 45' S., Long. 12° 5' E.,
August 16, 1860.*

Sir,

I BEG to inform you that about half-past 8, this forenoon, Her Majesty's ship under my command being then in the above latitude and longitude, I, in company with Mr. Martin, Acting Mate, boarded and took possession of a brigantine without colours, papers, or name, and fitted in all respects for the Slave Trade. I therefore seized her as a vessel not entitled to the protection of any State or nation, and have this day sent her to St. Helena for adjudication in charge of Mr. Martin, Acting Mate, and eight men. The person who reported himself to be the master declined any information respecting either himself or the vessel, merely delivering her up as a prize to Her Majesty's ship under my command.

I have, &c.
(Signed) C. O'D. ALLINGHAM.

No. 61.

Commander Douglas to the Secretary to the Admiralty.

Sir,

"Espoir," at Banana Island, November 26, 1860.

I BEG to report, for the information of my Lords Commissioners of the Admiralty, the capture of a vessel fitted for the Slave Trade by Her Majesty's steam-vessel under my command on the 19th instant.

2. While lying at the Banana Islands with a great part of the ship's company sick, I received such positive information from his Excellency Colonel Hill of a slave-vessel being in the vicinity of the Gallinas, that I felt it my duty to go in search; I fell in with her on the evening of the 19th November, in latitude 7° 10' north, longitude 12° 40' west, at the time he was standing in for the Shebar river, and intended to ship his cargo of slaves that evening. The vessel did not show any colours or papers, and her name could not be ascertained. She was a brig of about 200 tons, fitted in all respects for the reception of slaves. The greater part of the crew were Spanish; I towed the vessel into Sierra Leone, where I placed her in the Vice-Admiralty Court for adjudication.

I have, &c.
(Signed) SHOLTO DOUGLAS.

No. 62.

Commodore Edmonstone to Rear-Admiral Sir H. Keppel.

(Extract.)

"Arrogant," at Ascension, January 4, 1861.

AT the request of his Excellency the Governor of Sierra Leone, Commander Hollingworth proceeded to Monrovia on the 24th October, for the purpose of demanding the archives of the British Consulate, the Government not intending to appoint another Consul.

During the "Prometheus" stay at this place, the schooner "Bonetta," with 620 slaves on board, came in, a prize to the United States' corvette "San Jacinto," making the fifth vessel that had arrived within six weeks, landing in all 3,800 slaves.

Having heard that several suspicious vessels had lately called at Cape Palmas, on their way to the southward, for the purpose of gaining information of

the movements of our cruizers, Commander Hollingworth proceeded there on the 1st of November, and reports the place to be thriving and healthy, but that there were a great many complaints at there not being any British Consul or Agent, to settle the disputes of the palm-oil traders, of whom, it appears, upwards of 200 vessels call annually for their kroomen, &c.

The "Prometheus" returned to Sierra Leone on the 9th, having left Cape Palmas on the 2nd. The "Espoir" arrived the same day from the Island of Mayo, Cape de Verdes.

The "Alecto" hove up for Lagos to meet the mail. I learn from Commander Raby, who is a very active officer, and of considerable knowledge in coast matters, that the Slave Trade is now at its height at Whydah; legal trade is completely stopped, and they allow no intercourse with men-of-war. A Captain Croft, of the "Barbara," of Bristol, told Commander Raby that he was on shore at this place the last time the "Alecto" had anchored there; the people on shore made him a close prisoner, and when one of his kroomen went to the beach to make a signal to his vessel, the natives seized him up and beat him unmercifully.

The slavers come down the coast under the American flag, and lay off the place, making their arrangements under their noses, and as soon as the cruizers leave for Lagos, they ship their slaves in four or five hours, and get off; if it had not been for the protection afforded them by the American flag, and false or real papers, which these vessels can easily procure, I am confident several prizes must have been taken by our cruizers in the Bights, for I find, on reference to the reports of Commander Raby, that no less than 2,500 slaves have alone been shipped from Whydah in so short a period as six weeks; although it will be seen, by examining the logs of cruizers employed in the vicinity, that Whydah and its vicinity have been carefully watched.

I have lately been able to add one more vessel, the "Ranger," to this part of the station (the Bights), and soon hope to receive tidings of a check, no matter how small, having been put to this illegal Traffic. It is to be regretted that hitherto no American cruizer has been stationed on this part of the coast, but I have lately received intelligence that one of their gun-boats, "Sumpter," will guard the Bights.

Her Majesty's gun-boat "Brune," Lieutenant Henry Hand commanding, was at anchor off the Consulate until the 18th September, when, in consequence of a disturbance at Badagry, she started for that place, and arrived at a village named Beechy, about twelve miles from Lagos, and came-to for the night, in order to ship wood cut for her by order of King Docemo.

The next morning Lieutenant Hand, in his capacity as Acting Consul, held a meeting of the Chiefs of Badagry on board the "Brune," and settled the palaver satisfactorily.

I inclose, for your information, the copy of a report made by Mr. Richards, Acting Second Master of the "Brune," to Lieutenant Hand, Her Majesty's Acting Consul at Lagos, of his proceedings at Abbeokuta.

I regret to have to inform you that the Ashantees are still in a very unsettled state, and hostilities may be expected any day between our troops on the Gold Coast and this numerous and powerful tribe, unless we can manage to settle the grand palaver, so long pending, in an amicable manner; but the difficulty is, to get these people to be up to time.

I have received no further news of the King of Dahomey's movements with regard to Abbeokuta, but I doubt if he will rest until he has attacked that place, and thereby washed out, to some extent, the insult offered to his father, and which I believe he is determined to do.

Since my last report (October 2), no intelligence has reached me of the Niger Expedition. I have communicated with Captain Walker in charge, and issued every necessary instruction to the senior officer in the Bights to render whatever assistance Captain Walker may be in need of.

"Archer" started (October 2) for Benguella, and received intelligence that a vessel under American colours had shipped a cargo of 300 slaves between that place and Little Fish Bay, some six weeks previous.

Commander Fitzroy left for the latter anchorage on the 18th September, and informs me that the American vessels, fitted as whalers, had been trying to negotiate for slaves at that place, but having failed, proceeded to the southward of the limits of my station, where there is little doubt they will ship a cargo.

I am happy in being able to report a second capture by the "Espoir," although she has only been so short a time on the station. It appears that while

in latitude 4° 44' north, longitude 14° 21' west, she sighted and took the well-known slave-vessel "*Clara Windsor*," having on board 850 slaves. The particulars of this capture is forwarded separately for your information. The "*Clara Windsor*" put in to Ascension, when she was supplied with water, and started the same day for Sierra Leone, to be placed in the Vice-Admiralty Court.

Inclosure in No. 62.

Mr. Richards to Lieutenant Hand.

Sir,

"*Brune*," Lagos, July 25, 1860.

I HAVE the honour to state, that in obedience to your orders I proceeded for Abbeokuta on the 17th instant, with your message to the Alake and Chiefs, and found, on arriving there, that they had already acceded to the wishes of the merchants in opening the river-road. I therefore waited on His Majesty, and, explaining my errand, congratulated him on having allowed the river to be opened, which he assured me was permanently so.

2. With reference to your inquiries of the Alake and Chiefs as to the best mode of establishing peace, I have the honour to state, that they would hold out no hopes of any settlement at present; that their enemies—having destroyed the towns of Ibo and Illugun, and, moreover, had entered into a league with the King of Dahomey to attack Abbeokuta itself—were the aggressors; and that their honour and safety demanded that they should prosecute the war, an opinion in which the merchants of Abbeokuta concur; but they will be glad to confer at all times with the Consul about the war.

3. At a meeting of the merchants of that place, at which I was present at their request, they stated that the stoppage of the road for such a length of time was owing principally to the town of Igbein, in Abbeokuta, in which reside the principal part of the Native Trading Company, and who are opposed to the residence of European merchants in Abbeokuta; that though the road was originally closed to keep the people from deserting from the camp, to take up their trading occupations, yet after a time, when the rest of the towns, 144 in number, were willing that it should be opened to foreigners on their paying a certain duty, they opposed themselves, and they only consented when the Alake threw the whole responsibility of the proceeding on themselves. In order to do away with any just plea for again shutting the road, which they admit, with the exception of Igbein, is not done out of enmity to them, they have obtained a promise from the Alake to authorize the King of Lagos to seize all native trading-canoes coming from Abbeokuta. By these means they anticipate they will secure the river-road from further interruption. These, their views, they desire me to explain to you, trusting you will do what lies in your power to forward their interests.

4. With reference to your instructions as to obtaining information about the war, I have the honour to state, that nothing has been heard of any further hostile engagements. On good authority I was informed that the people of Ijebu, who were until lately neutral, have sent presents to the people of Abbeokuta, and it is thought there is a possibility of the Ibaddans accepting peace were a message sent.

In conclusion, I have the honour to state that I left Abbeokuta yesterday, and arrived here this day.

I have, &c.

(Signed) JOHN RICHARDS, *Acting Quartermaster, H.M.S. "Brune."*

No. 63.

Rear-Admiral Sir H. Keppel to the Secretary to the Admiralty.

Sir,

"*Forte*," at Ascension, January 18, 1861.

I HAVE the honour to inclose, for the information of the Lords Commissioners of the Admiralty, a letter I have received from Commander Douglas, of the "*Espoir*," reporting the capture of the slave-ship "*Clara Windsor*," of New York, with about 780 slaves on board.

I have, &c.

(Signed) HENRY KEPPEL.

Inclosure in No. 63.

Commander Douglas to Commodore Edmonstone.

Sir,

"*Espoir*," Ascension, December 22, 1860.

BEING in latitude 4° 44' south, longitude 14° 21' west, at noon, on the 14th instant, a sail was reported on the weather-bow. At 12:30 she altered course a little, to pass across my stern; on this I altered course in chase. As the vessel did not show any colours I fired a blank gun; this having no effect I fired a shot, which brought her to. On boarding her she proved to be the "*Clara Windsor*," of New York, with about 780 slaves on board, from the Cabenda, bound to Cape St. Mary's, in Cuba. No papers were found on board, or any one calling himself captain.

2. I gathered from the crew and officers that the vessel sailed from Cuba in August, under American colours; she was at the time intended for the Slave Trade, and it was the intention to dispose of her on arrival on the coast.

3. The original American crew, as well as a new crew of Spaniards and Portuguese, were on board, making a total of thirty-one in all.

4. It appeared from the statement of the American captain she had been boarded by Her Majesty's steam-vessel "*Torch*," when under American colours, as well as by the United States' steamer "*San Jacinto*," immediately the vessel changed hands the slaves were taken on board. 1,000 dollars had been paid as part of the purchase-money; the remainder was to have been paid in Cuba.

REPORTS FROM NAVAL OFFICERS.

I sent a lieutenant and twelve men on board, with orders to proceed to Ascension, at the same time taking twenty-nine of the crew on board my own ship, intending to make the best of my way to this port.

I have, &c.
(Signed) SHOLTO DOUGLAS.

No. 64.

Lieutenant-Commander Gibbons to the Secretary to the Admiralty.

*"Sharpshooter," at Sea, Lat. 6° 42' S., Long. 11° 13' E.,
December 7, 1860.*

Sir,

IN pursuance of Section 5 of Slave Trade Instructions, I beg to report having this day boarded a barque under French colours in consequence of her having no name on any part of the vessel. Her register showed her to be the French barque "*Don Juan*,"* of Havre; but from the fact of its being headed "*République Française*," the latest date on it being 1852, and also from having received information that a vessel of that name was expected on the coast to ship slaves, I considered myself justified in making further inquiries.

The master (Lallet) stated that he was bound to Macao for a cargo of coolies, and showed me his charter-party, signed by two merchants at Havana, and that his reason for being here was that he had some arrangement to meet a person in the Congo, from whom he was to receive some money, and had been off the French emigration dépôt for that purpose. With permission of the master I visited her deck below, which was quite clear, and ready for the reception of slaves or coolies. Below this deck were large water-casks, the hatchways being protected by iron rails. His crew, numbering twenty-six, were apparently all Frenchmen, except one Chinese, and his passport, which he only showed me at the last, appeared correct. I felt I had no legal right to detain him, therefore left him after a detention of about one hour and a-half: no complaint was made, and the master did not wish me to insert anything in his log.

I beg to forward a statement of the officer accompanying me in boarding her.

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

Inclosure in No. 64.

Statement.

IN pursuance of directions given in Section 5, Articles 5 and 11, of Slave Trade Instructions, I this day visited a barque (in company with Lieutenant-Commander Charles Gibbons) called the "*Don Juan*" by her papers, and under French colours; she was visited below by Lieutenant-Commander, and nothing was touched, though found to be in all respects fitted for the reception of coolies, which, by her charter-party, she was to receive from Macao; this said charter-party was only signed by two merchants at Havana, viz., Cambell and Gremont, to the best of my recollection. Her crew were mustered, apparently all Frenchmen; her register dated 1852, and headed "*République Française*;" the master's passport was formal, granting him a year's congé. He wished no insertion to be made in his journal, and did not make any complaint. No detention was caused beyond one hour and a-half, and there being little or no wind at the time.

(Signed) ALFRED BOYE, *Assistant Paymaster in charge,
and accompanying visiting officer.*

No. 65.

Commander Smith to the Secretary to the Admiralty.

Sir,

"Torch," Sierra Leone, January 24, 1861.

I HAVE the honour to report to you that on the 19th instant I captured and destroyed, in a narrow creek about twenty-two miles up the River Pongas, a slave brigantine, stripped of her fittings and equipments, name and nationality unknown, and no crew on board.

As the vessel was on shore (as will be seen by the accompanying Report of Survey), and it would have taken some time to get her off, besides exposing the crew of Her Majesty's ship under my command to considerable fatigue, and to the

* Subsequently landed upwards of 600 slaves in Cuba, and was then destroyed.

pestilential influences of the mangrove swamps, I set fire to her, and before we left she was completely destroyed.

From information I received from the natives, it appears this vessel was under Spanish colours, and had shipped her slaves. She got outside the river, but was compelled to put back from sickness, the captain and most of the crew eventually dying.

No documents of any kind were found on board.

I have, &c.
(Signed) F. H. SMITH.

Inclosure in No. 65.

Messrs. Martin, Murray, and Green to Commander Smith.

Sir, *River Pongas, January 19, 1861.*
IN pursuance of an order received from you this day, we, the Undersigned, have taken a strict and careful survey of the slave brigantine, name unknown, and find as follows:—

The vessel was on shore, and stripped of her fittings and equipments; foremast, mainmast, and maintopmast were standing. Positive signs of position of a slave-deck and divisional bulk-heads; hatches very large, and fitted for iron bars across.

In consequence of the vessel being on shore, and the time it would take to get her off, we recommend that she should be destroyed.

Her dimensions are as follows:—

						Ft.	in.
From knight-head to taffrail	..	..	..	..	..	86	8
Breadth of beam abaft foremast	..	..	..	..	..	20	9
Depth of hold at main-hatch	..	..	..	..	..	10	6
Length of ditto	..	..	..	..	..	12	0
Breadth of ditto	..	..	..	..	..	8	0
Length of after-hatch	..	..	..	..	..	12	0
Breadth of ditto, after end	..	..	..	..	..	6	0
Ditto ditto, fore end	..	..	..	..	..	8	0

(Signed) J. J. MARTIN, *Lieutenant.*
MATHEW MURRAY, *First Assistant Engineer.*
HENRY GREEN, *Acting Gunner, 3rd Class.*

No. 66.

Commander Smith to the Secretary to the Admiralty.

*"Torch," at Sea, Lat. 3° 7' S., Long. 9° 28' E.,
November 17, 1860.*

Sir, I HAVE the honour to report to you that on the 15th instant, at 11:45 A.M., I captured, in latitude 6° 48' south, longitude 11° 57' east, a slave cutter, with a crew of nine men; fitted with slave-deck, coppers, and cargo, &c.; name and nationality unknown.

As the vessel appeared to be unseaworthy, I ordered a survey to be held on her, a copy of which is herewith inclosed; and the surveying officers having recommended her to be destroyed, I accordingly set fire to her; and when I parted company at 7:20 P.M., she was burnt nearly to the water's edge.

On the 16th instant, the following day, I landed the prize crew at Loango Bay. From what I could ascertain it appears that they were all Spanish, and fitted out at Havana, and intended to have shipped the following morning after capture a cargo of 300 negroes.

No documents of any kind were found on board.

I have, &c.
(Signed) F. H. SMITH.

Inclosure in No. 66.

Messrs. Martin, Cunningham, &c., to Captain Craufurd.

Sir, *"Torch," at sea, November 15, 1860.*
IN pursuance of an order received from you this day, we, the Undersigned, have taken a strict and careful survey of the slave-cutter, name unknown, and find as follows:—

The mainmast is badly sprung and fished; the hull in very bad condition; bulwark stanchions rotten; and the vessel leaky; only one anchor on board, which was disproportioned to the vessel, being very small.

We therefore recommend her to be destroyed, being totally unfit for a sea-royage.

The measurement of the vessel is as follows:—

					Ft.	in.
From stem-head to taffrail	..	..	..	..	82	3
Breadth of beam, taken over upper deck, abreast of mast	..	..	..	..	22	2
Depth of hold, taken from pump-well	..	..	..	..	14	0

(Signed)

J. J. MARTIN, *Lieutenant.*

WM. J. CUNNINGHAM, *Second Master.*

MATTHEW MURRAY, *First Class Assistant Engineer.*

THOS. BELL, *Carpenter's crew.*

No. 67.

Rear-Admiral Sir H. Keppel to the Secretary to the Admiralty.

Sir,

"Forte," at Ascension, January 18, 1861.

I HAVE the honour to inclose, for the information of the Lords Commissioners of the Admiralty, a letter I have received from Commander Douglas, of the "Espoir," reporting the capture of a brig fitted in all respects for the Slave Trade.

I have, &c.

(Signed)

HENRY KEPPEL.

Inclosure in No. 67.

Commander Douglas to Commodore Edmonstone.

Sir,

"Espoir," Ascension, December 12, 1860.

I BEG to report the capture of a brig, fitted in all respects for the Slave Trade, on the 19th November, by Her Majesty's ship under my command.

I received information from his Excellency Colonel Hill, on the 16th of November, that a brig had, a few days previously, landed money at the Gallinas river, for the purchase of slaves, for which she would return shortly. I accordingly proceeded to the above-named river; from the United States' schooner "Quail," who was at anchor there, I learned that a vessel had been expected on the previous night, for slaves. On this information I took a cruize to seaward for twenty-four hours, when I altered course for Sierra Leone. When running up the coast on the afternoon of November 19, at 4 P.M., I sighted a brig ahead, standing in towards the Shebar or Sherbro river, then distant twenty miles.

I fired a gun to bring him to, but he did not show any colours. On boarding him he turned out to be fitted up with a slave-deck, and everything ready for 250 slaves, which it was their intention to have taken on board that night.

My information proved to be wrong in stating that it was the Gallinas river where the slaves were to be shipped; I learned they were at the Shebar, where the captain was on shore waiting the arrival of the vessel. I learned from the crew, as well as from the charts of the ship, that she had sailed from Teneriffe, about two months previously, and at this place she fitted out.

I think the Slave Trade must be reviving about the Shebar and Gallinas rivers, as, after the capture of the above vessel, and during my stay at the Banana Islands, I twice received information of slaves at the Shebar, but on both occasions the news was too old to be acted upon. The natives were constantly in communication with the Shebar by canoes, and passage inside Sherbro Island.

I have, &c.

(Signed)

SHOLTO DOUGLAS.

No. 68.

Commander Bedingfeld to Commodore Edmonstone.

Sir,

"Prometheus," December 31, 1860.

I DO not think that the Slave Trade is carried on to any extent on the Northern Division. The Portuguese on the River Jeba possess a number of domestic slaves. Mrs. Lightbourn, at the head of the Pongas, has barracoons, with a number of slaves, who, I believe, are sent across to the Nunez, and shipped from there in French vessels as free emigrants. There are also canoes passing from the Sherbro to the Mellacore and Forecareah, with slaves in; some of whom have been captured off Kent. I dare say that if any opportunity would offer, Mrs. Lightbourn would ship off a cargo.

I did hear a report of a brig getting away from the Pongas, with 60 slaves, but it proved to be a French emigrant vessel.

Legal Commerce.—From the Gambia down to the Pongas the trade is in ground-nuts, bemi-seed, hides, timber, and a small quantity of gold and ivory. The trade is chiefly carried on in French and American vessels. There is a depôt at the

Iles de Los, belonging to a trader of New York. He supplies all the rivers with Yankee notions, and in return gets nuts and hides at Matacong.

Mr. _____ is doing well, growing indigo.

In Yacony Bay and Bompey and Sherbro rivers the timber trade is carried on, but very slowly. I believe that there is good timber up the Bagroo, but it has not yet been surveyed.

All down the Liberian coast the trade is palm-oil and sugar, which is very much increased: also sugar, cotton, and indigo, on the St. Paul's river. The sugar plantations extend for twenty-five miles on either side, and are very thriving. They have a small flat-bottomed steamer which can go over all the bars.

At Bassa and Palmas the people are trying indigo and cotton, both of which seem to thrive well.

The people at Palmas are building a hospital for strangers, as so many of the Bonny traders call in there. They are also going to have a new light for ships calling in, and have to pay 3 dollars' light dues.

I have, &c.

(Signed) NORMAN B. BEDINGFELD.

No. 69.

Captain Craufurd to Commodore Edmonstone.

Sir,

"Archer," Fonda Bay, January 21, 1861.

I HAVE to report that on the 17th instant, in latitude 6° 48' south, and longitude 11° 32' east, I fell in with the American brig "*Nancy*," of New Orleans. Having received information that a vessel of that name was expected on the coast to ship slaves, I sent an officer to ascertain her nationality. Her papers were found correct; she was therefore not detained or molested. No complaint was made by the master, and a notation was made in the ship's log, at his request. She was from Havana, bound to Congo; and there were evident signs of her being a slaver.

I have, &c.

(Signed) F. A. B. CRAUFURD.

No. 70.

Commodore Edmonstone to the Secretary to the Admiralty.

(Extract.)

"Arrogant," at Sierra Leone, March 17, 1861.

I HAVE the honour to inclose, for their Lordships' information, a copy of Lieutenant Bennett's letter reporting his proceedings while up the River Niger.

Inclosure 1 in No. 70.

Lieutenant Bennett to Commodore Edmonstone.

Sir,

"Bloodhound," Fernando Po, December 1, 1860.

IN compliance with your orders I left Mayumba Bay on the 4th October, and arrived at Ascension at 9 P.M. on Saturday the 20th. On Thursday, the 25th, at 6 P.M., the defects having been made good, the ship provisioned, and deck cargo having been taken on board, I sailed for the Bights, and reached Whydah on the 6th November, when receiving information from Commander Wratisslaw, of the "*Ranger*," that Commander Raby was expected the next morning, I anchored to await his arrival.

The "*Alecto*" arrived on the 7th, and I received orders from Commander Raby to proceed to Fernando Po to coal, and await his arrival. I arrived there on the 12th (Saturday), and on Monday morning Commander Raby arrived. Having filled with coals, I received my orders from Commander Raby (a copy of which is inclosed) to go to the Rivers Brass and Niger, and in consequence of the Acting Consul at Lagos not deeming it proper to leave that place, I was directed to act for him. I reached the mouth of the Brass on the evening of the 16th November, having experienced an extraordinary strong current against us. Off the Brass I found the barque "*Oriente*" of Liverpool, and having engaged her master to pilot me across the bar, I weighed at daylight on the 17th, and proceeded to the anchorage off the factories. The English traders having come on board, I explained to them the service on which I was employed, and finding that the Brass towns are thirty-five miles up the river, and that it was impossible to get the ship any nearer to them, I requested those gentlemen to attend me in a boat expedition to the towns of Abalambra and Bassambra, which together constitute Brass Town.

I left the "*Bloodhound*" at half-past 4 the next morning (18th) in the whaler, attended by the gig of the ship, under the charge of Mr. T. Stringer, Master's Assistant, and the boats of the English traders. The crews of the "*Bloodhound's*" boats were, with the exception of the coxswain's, composed of Kroomen, as I did not think it advisable to subject more Europeans than I could possibly help to the influence of the climate. We reached the towns at 9:30 A.M., and immediately sent to tell the Kings I wished to see them; it was, however,

CLASS A.

some time before they could be found, but shortly after 2 P.M., they came, attended by the principal Chiefs, to the Ju-ju House. I then, through an interpreter supplied by the traders, informed them why I had visited their towns, and after fully explaining what the result would be if they in any way molested the vessels on the Niger, I drew up the inclosure No. 3 for their signature.

I then invited them to return with me to the "Bloodhound," and to go to the Niger with me, but this they declined to do, saying they would go to the new factory in their own canoes, and meet me there. Finding I could not alter their determination, and having concluded my business with them, I left the town at half-past 5 P.M., but in consequence of grounding in the creek, did not reach the "Bloodhound" until 1 A.M. At 11 A.M. of the same day (19th), weighed and proceeded out of the Brass for the mouth of the Niger, where I anchored at 2-30 P.M.; I here found the steamer "Sunbeam."

The next morning both ships weighed and proceeded into the river with the flood tide. The Brass Kings not having arrived, I sent a canoe to fetch them, and as Mr. Walker thought it advisable to lighten the "Bloodhound," I put the remains of the deck cargo on board the "Bessie" hulk. On the morning of the 23rd the canoe came back, bringing a message that the Brass men had had war with the people of Akedo, and they were afraid to trust themselves in their country. I decided upon proceeding without further delay, and at 11 A.M. weighed with "Sunbeam" in company, and proceeded up the river, having Mr. Walker on board as pilot. We got that evening as far as Liambre, where we anchored for the night, having only touched the mud once, and then only for a few seconds. The next morning we weighed, and calling at the different towns on our way up, anchored at 4 P.M. for the night off Opuphrome, a dependency of Angiana. The next day being Sunday, I remained at anchor. On Monday, the 26th, we proceeded to the town of Angiana, where, in compliance with the agreement between Her Majesty's Government and Mr. Laird, it was purposed to place a factory, provided Her Majesty's Consul approved of the site; and shortly after our arrival the King's son and the principal Chiefs came on board, and having had explained to them the purpose of our visit, they expressed the greatest wish to trade and make friends with the white men, and offering a piece of ground for the factory to be built on. I then desired them to tell the King that I wished him, his head men, and the Chiefs of his dependencies, to be on board early next morning.

In the afternoon I landed with Mr. Walker, and was received by the King and Chiefs, who pointed out a place a little distant from the town, as a suitable site for the buildings. Finding it was so, Mr. Walker sent his men from the "Sunbeam" to clear it, and the King gave him a number of his people to assist. Early next morning the King came on board, and I drew up the Treaty annexed (Inclosure No. 6). The river evidently falling fast, neither Mr. Walker nor myself considered it advisable to ascend any higher, and at 7-30 A.M. of the 28th, I weighed and proceeded for the mouth of the river, where I anchored at 4 P.M. the same day, leaving the "Sunbeam" at Angiana to erect the factory.

I regret to say that, in rounding the extremely sharp reach called Louis Creek, the ship going dead slow, with only eight inches of water more than her draught, the tide caught her on the bow, and before she would answer her helm or the engines could be reversed she fouled the mangrove bushes on the starboard side of the river and carried away her jib-boom and foretop-gallant-mast, and badly sprung the bowsprit inside the night-heads. I have fished it for the time being, but cannot place much dependence on it.

Having supplied Mr. Walker with four casks of salt provisions and one puncheon of bread, the expedition being in distress for provisions, I embarked the remainder of the deck-cargo, and left the Niger at 6 A.M. of the 30th for this island, in compliance with my instructions from Commander Raby, and arrived here this day, at 9 A.M.

The inclosed papers are the originals of the Agreements obtained from the Chiefs of the towns at which we called.

I regret to say that, since we left the river, we have had fifteen slight cases of intermittent fever, although every precaution was taken, while in the river, against exposing the men to the night-dews or sun's heat. They are all, I am happy to say, doing well up to this date.

Trusting that I have performed the service required to your satisfaction, I have, &c.

(Signed) FRANCIS W. BENNETT.

Inclosure 2 in No. 70.

Orders addressed to Lieutenant Bennett.

Memo.

"Alecto," *Fernando Po*, November 14, 1860.

ON Her Majesty's steam-vessel under your command being completed with coal, you will proceed to the River Brass and put yourself in communication with Mr. Walker, in charge of the Niger Expedition. Should the "Sunbeam" and "Rainbow" (vessels composing the Expedition) not be there, you will proceed to the Niger, and in the event of your then meeting them, you will, should Mr. Walker be then willing to proceed up the Niger, escort them in accordance with the instructions addressed to Lieutenant Burton, of the "Triton;" and you will endeavour to carry out the wishes of Her Majesty's Government in every way, at the same time having due regard to the safety of Her Majesty's ship under your command, and also to preserve life on both sides.

Should Mr. Walker not wish to proceed at this season up the Niger, you will return here, complete your coal, and join me either at Lagos or Whydah.

(Signed)

HENRY J. RABY, *Commander.*
Senior Officer, Bights Division.

To Lieutenant-Commander Francis Bennett,
Her Majesty's steam-vessel "Bloodhound."

Inclosure 3 in No. 70.

Agreement with the King and Chiefs of Obulambra and Bassambra.

Ju-ju House, Bassambra, Rio Brento, West Coast of Africa.

LIEUTENANT FRANCIS W. BENNETT, commanding Her Majesty's steam-vessel "Bloodhound," having caused a meeting of the Kings and Chief Men of the town of Obulambra and Bassambra, inquired their reasons for firing upon the steamers "Sunbeam" and "Rainbow" when ascending the Niger last year.

They declared that neither they nor any Brassmen were in any way concerned in the attack, and they hereby promise not to molest the vessels in any way.

In token of which they have put their marks to this paper, fully understanding its contents.

Done at the Juh-ju House, Bassambra, this 8th day of November, 1860.

(Signed)

FRANCIS W. BENNETT, *Lieutenant and Commander.*

F. STRINGER, *Master's Assistant.*

HENRY ANTHONY, *Agent for Messrs. Ashwall.*

JNO. BILL, *Agent for Messrs. Stuart & Douglas.*

ROBERT DUFF, *Agent for Messrs. C. Horsfall & Co., Liverpool.*

his

RAYAH ✕, *King of Obulambra.*

mark.

his

ONSIMA ✕, *King of Bassambra.*

mark.

his

ORRO-WORRO ✕, *Chief of Bassambra.*

mark.

his

EMAIN ✕, *Chief of Obulambra.*

mark.

his

OMBAU ✕, *Chief of Obulambra.*

mark.

Inclosure 4 in No. 70.

Engagement of the Chief of Liambri.

"Bloodhound," Liambri, River Niger, November 23, 1860.

I, ABERRY, Chief Man of Liambri, will not obstruct the steam-vessels trading up and down the river; and neither I nor my people were concerned in the attacks last year; and I will trade at the factories.

(Signed)

his
ABERRY ✕, *Chief of Liambri.*
mark.

Witnesses:

(Signed)

F. W. BENNETT, *Lieutenant-Commander, R.N.*

J. B. WALKER, *Agent of the Expedition.*

W. F. BIGNEL, *Assistant Paymaster, R.N.*

Inclosure 5 in No. 70.

Declaration of the King of Akedo.

"Bloodhound," Akedo, River Niger, November 24, 1860.

LACHHA, King of Akedo, declares that neither he nor any of his people were concerned in the firing upon the steamers "Sunbeam" and "Rainbow" in 1859; and he and his son Palisoria promise to trade with the factories, and will not attempt to obstruct the vessels or boats in any way.

As witness their hands.

(Signed)

his
LACHHA ✕, *King of Akedo.*
mark.

his
PALISORIA ✕.
mark.

Witnesses:

(Signed)

F. W. BENNETT, *Lieutenant-Commander, R.N.*

J. B. WALKER, *Agent of the Expedition.*

Inclosure 6 in No. 70.

Agreement with the King and Chiefs of Angiana.

F. W. BENNETT, Esq., Lieutenant and Commander of Her Majesty's ship "Bloodhound," on the part of Her Majesty the Queen of England, and King Ndawa and the Chiefs of Angiana on the part of themselves and their country, have agreed to the following Articles and Conditions:—

ARTICLE I.

The export of slaves to foreign countries is for ever abolished in Angiana.

ARTICLE II.

The factory about to be erected, and the goods stored therein, together with the white and coloured men left in charge, are to be protected by the King and Chiefs, and the vessels employed in navigating the river are not to be molested in any way.

King Ndawa and his Chiefs are distinctly to understand that, if they in any way hurt or rob the factory-vessels or traders, they will be severely punished by the English Government.

The ground for the erection of houses and for the storing of casks and goods is to be granted free of all charges, and is to be considered, whilst in the occupation of any British subject, as British property; and the

occupant for the time being is authorized by the parties hereto subscribing to expel trespassers, and to maintain his right of occupancy, and to defend himself and property against any unlawful aggression.

In faith of which we have hereunto set our hands and seals, at Angiana, this 27th day of November, 1860.

(Signed) KING NDAWA, for himself and his Chief ^{his} ~~mark~~.

FRANCIS W. BENNETT, *Lieutenant-Commander, H.M.S. "Bloodhound,"*
and acting for Her Majesty's Consul.

The foregoing Treaty was signed, sealed, and delivered in our presence.

(Signed) W. M. LOURICK, *2nd Master.*
J. B. WALKER, *Agent of the Expedition.*
MOONDIA, *Chief of Opuhpusana.*
BAGOK, *King Ndawa's Son.*

No. 71.

Commander Smith to the Secretary to the Admiralty.

Sir,

"Torch," *Sierra Leone, April 21, 1861.*

I HAVE the honour to report to you, for the information of the Lords Commissioners of the Admiralty, that on the 14th instant I captured, with the boats of Her Majesty's ship under my command, at the head of the Bramiah river, about sixty miles up, a slave schooner; name and nationality unknown; master and crew, none on board; partly fitted with a slave-deck; and in other respects fully equipped for the Slave Trade.

This vessel was capable of carrying upwards of 200 slaves, and evidently intended to have shipped them where the vessel was captured.

From information I received, the King of Bramiah no doubt intended supplying the slaves for this vessel.

The information of this vessel reached me at Sierra Leone, the vessel in the first place having attempted to enter that river.

I have, &c.

(Signed) E. H. SMITH.

No. 72.

Commodore Edmonstone to the Secretary to the Admiralty.

Sir,

"Arrogant," *at Sierra Leone, March 24, 1861.*

I HAVE the honour to transmit, for the information of the Lords Commissioners of the Admiralty, a copy of my report to the Commander-in-chief on the state of the Slave Trade between the 1st July and 31st December, 1860.

I have, &c.

(Signed) W. EDMONSTONE.

Inclosure 1 in No. 72.

Commodore Edmonstone to Rear-Admiral Sir H. Keppel.

(Extract.)

"Arrogant," *at Sierra Leone, March 24, 1861.*

I HAVE the honour to report, for your information, the state of the Slave Trade, &c., on the West Coast of Africa, between the 1st of July and the 31st of December, 1860.

2. From a want of the necessary documents, which I have only just received from the cruizers under my orders, I was unable to render the Report when due; and as no later date from the South Coast than the 19th of December has yet reached me, I regret not being able to complete my Report to the 31st of this month for that portion of the station.

3. It will be seen, by adding up the annexed lists, that no less than forty-six vessels, capable of conveying 30,432 slaves, have either arrived on the coast from the date of the last Return to the 31st of December, 1860, or are expected on the coast.

4. Out of that number it is gratifying to record that six vessels, capable of conveying 2,940 slaves, have been captured by Her Majesty's cruizers, thereby rescuing from slavery 1,112 human beings, four out of the six being empty when taken.

5. I have great pleasure in bringing to your notice the efforts made by the American squadron to put a check to the Slave Trade being carried on under the protection of their flag; and am happy to say that, in consequence, four vessels, containing no less than 2,925 slaves, have been detained, and sent over to the States for condemnation, making a total of ten vessels (nearly a fourth of the whole), capable of conveying 5,865 human beings, that have been captured during the period of this Report, by the joint exertions of the United States' and our own squadron.

6. It is, however, a subject of regret that, although I have every reason to be satisfied with the zealous manner in which the cruizers under my orders have performed their duties, five vessels have succeeded in getting off with 3,097 of our fellow-creatures on board, who will consequently be led into slavery.

7. Notwithstanding the above successful effort, I am convinced that a severe blow has been inflicted on this illegal Traffic, more especially as the American cruizers have taken an active part in preventing their flag from being prostituted; and I consider that the fact of four vessels under American colours having been detained by them, will go further to check the Trade under their flag than if twice that number had been captured by our cruizers.

8. Out of the thirty-one remaining vessels mentioned in the Return marked C, the following have been met with and boarded by the squadron:—On the North Coast,—“*Nancy*,” “*Orlando*,” Americans; in the Bights,—“*John Bell*,” “*Marshall*,” Americans; on the South Coast,—“*Don Juan*,” French; “*John Baynton*,” “*Marigueta*,” Americans; in all, seven, which leaves twenty-four vessels of which I can give no account. In all probability, the greater portion of that number have not yet reached the coast.

9. The “*Virginian*,” American, formerly sent over to the States by the “*Portsmouth*,” but not condemned, and shown in Inclosure 1 of my last Report, dated the 25th of July, 1860, has again returned to the coast, and was boarded by the “*Archer*.”

10. The “*Montauk*,” American (disguised as a whaler), also mentioned in the Report alluded to above), was fallen in with by Her Majesty’s ship under my command, to the southward of Loanda. I think it very likely that this is the vessel shown in the accompanying Return, Inclosure 4, as having got off with 300 slaves.

11. It will be seen by Inclosure 3 to this Report that the American ship “*Erie*” mentioned in my letter of the 25th July last, has been captured by the “*Mohican*.” These three are the only vessels shown in Inclosure 1 of that Report, which have been met with by our cruisers.

12. The following vessels, of which information had been received previous to my arrival on the Station, have been boarded by the squadron during the period of this Report:—

“*Hanover*,” American, has been more than nine months actually on the coast, and will, no doubt ship in the neighbourhood of Whydah, where she has been the whole time, so soon as an opportunity offers, but Commander Raby, of the “*Alecto*,” has caused her movements to be closely watched.

13. The “*Thomas Watson*,” American, disguised as a whaler, was boarded by the “*Alecto*” in the Bights, and the “*Porto Novo*” and “*Esperanza*,” both under Portuguese colours, have also been fallen in with.

15. It will be seen that out of the number of vessels (36) shewn in the annexed Lists, Inclosures 4 and 5, that there are 29 under the American flag alone, the remaining being, six Spanish and one French; and as the United States’ squadron find there is no use in detaining vessels unless they have slaves on board, although they may be otherwise fully equipped, the difficulty in successfully checking this illegal traffic is at once apparent, and of course our cruisers have less power for its suppression, as the majority of vessels continue to claim the protection of the American flag.

16. If the fact of a vessel having on board the usual slave-fittings would result in her being condemned should she be detained, and sent across by an American cruiser, this inhuman traffic could not possibly be carried on to the extent it is at present, as the hazard would be so much greater.

17. Flag Officer Inman, with whom I have had several opportunities of conversing on this subject, is, I am sure, most anxious to co-operate with us in putting a stop to the Slave Trade under the American flag, and his officers are equally desirous to do the same. Their exertions have been well rewarded by the capture of the four notorious slavers mentioned in Inclosure 3, clearly showing what a happy result might be arrived at if they were empowered to detain vessels which they well know are not on the coast for legitimate commerce, and provided with the usual slave appliances.

18. I have great pleasure in bringing to your notice the good feeling that exists between the two squadrons, and considering the number of vessels flying the American flag that have been boarded, it is a subject of congratulation that I have had no complaints against our cruisers to submit for your consideration; the greatest caution having been observed when employed on this important duty, and the instructions on the subject fully attended to.

19. I will now draw your attention to the principal localities where the Slave Trade is at present carried on.

North Division.

The Traffic in Slaves is chiefly for domestic purposes, still I cannot but think that, in the event of a favourable opportunity presenting itself, a considerable number could easily be obtained for foreign export, from the barracoons up the River Pongas, kept by the notorious Mrs. Lightbourne and a Mr. Faber, who, I understand, is her agent. The supply is procured from the Sherbro and its vicinity, and conveyed in canoes about the month of September, after the crops are sown.

20. Slaving also goes on from the Sherbro with Millacore and Forecarrah, and frequent captures take place off Kent by the Civil Commandant, who is a most active man, and has been the means of rescuing many unfortunate human beings from slavery.

21. Slaves are frequently sent from the Pongas to the Nunez, but I should imagine principally to be shipped as emigrants. The French have constructed a fort at the latter place.

22. I also learn that slaves are taken along the coast from Bessaio by Portuguese, and the Sierra Leone river itself is constantly the scene of its operations; but owing to the exertions of his Excellency the Governor and his agents, repeated captures have been effected.

23. As the Sherbro without doubt supplies the greatest quantity on this part of the station, I trust when the timber trade in the Bagroo (one of its branches) is opened, it will materially lessen that barbarous traffic by finding honest labour for those who would otherwise be sold into slavery.

24. I am given to understand that vessels from the Western ports make a practice of calling at Cape Palmas for the purpose of learning the movements of our cruisers, and as this place is also frequently resorted to by English merchant-vessels sometimes to the extent of 200 annually for the purpose of procuring kroomen, &c., I think it would be of great advantage to British interests if a Consul or Consular Agent were appointed, as it would not only check the disturbances that have frequently occurred amongst the natives and our palm-oil traders, but also enable us to gain, through such authority, more accurate information of the actual presence on the Coast of vessels suspected of being intended for employment in the Slave Trade.

25. I do not think there is any slaving carried on in the Liberian territory. This concludes all the information I can give on the subject of the Slave Trade in this division.

Bights Division.

26. In spite of the increased number of cruisers in this Division, I regret to say the Slave Trade has flourished, three notorious vessels having got clear with large cargoes; but it exists, as formerly stated, principally in Dahomey’s country, which is altogether given up to this illegal Traffic to the injury of legitimate trade, which it has almost superseded.

27. This increase has been caused by the large number of captures made by the King of Dahomey for the purpose of observing the barbarous custom on the anniversary of his late father’s death, and which, I believe, has far exceeded in its atrocities anything of the kind.

28. Although slaves are collected all along the coast from Elmina Chica, about ten miles to the eastward of

Quittah, to Porto Novo on the eastern part of the Bights, still Great and Little Popo, Whydah, Jackin, and Delmina, are the principal shipping ports to which they are transported. Barracoons are not used so much as formerly, the slaves being scattered about among the houses so as to appear as domestic slaves.

29. The slave-traders are mostly settled at Whydah, which post ought always to be guarded by a cruiser; there is a Señor Modieras said to be actively engaged in the Slave Trade at Ahgwey, and a Señor Limas, a Brazilian, living about a mile from Quittah Fort, who I hear has dealings with the "*Hanover*."

30. As the value of an able-bodied healthy slave on the beach is 90 dollars in hard cash, while on the South-Coast it is only 25 dollars, added to which there is much greater risk in the Bights on account of the surf, canoes frequently capsizing with valuable cargoes on board; it is, therefore, quite evident that the slaver under American colours would only go to the most expensive market for some good reason, which is the general absence of the United States' cruisers from that part of the coast, making, of course, their chance of a successful trip more certain.

31. I have represented this to Flag Officer Inman, who, I hear, has sent a gun-boat ("*Sumpter*") to the Bights; but this is not enough to make any serious impression: there ought to be at least a squadron equal to ours, instead of the bulk of their cruisers being kept on the South Coast. If this step was taken, I am sure the Slave Trade would be greatly lessened.

32. Although the "*Constancia*" would doubtless have got off the Cameroons had she not been captured by the "*Alecto*," still I do not think there is much to be apprehended from that neighbourhood while the palm-oil trade exists as at present.

33. The Bonny and Calabar are also free from such Traffic, except, of course, in domestic slavery, which prevails more or less all over the coast.

34. I now beg to draw your attention to the Islands of Princes and St. Thomas, both of which I have reason to believe afford every assistance to slavers, which frequently put in for water and provisions, and I hear that at Princes slaves are even landed.

35. The general disturbed state of the country for the past six months has no doubt been very advantageous to the increase of the Slave Trade in the Bights.

South Division.

36. The export of slaves is very general, but I am nevertheless thankful to say it has received a serious check during the past six months, in consequence of the exertions made towards its suppression by the United States' squadron.

37. Our cruisers, though very active, I regret to say have not been so successful in making captures as the Americans.

38. The Congo and its neighbourhood contribute the greatest number of slaves, and Ponta de Lenha is, without doubt, the head-quarters on the coast. It is there that the dealers principally live, and make their arrangements. I have issued instructions to the senior officer to cause this place to be visited as often as possible, and the Congo constantly to have a cruiser guarding its entrance.

39. The places from whence slaves are shipped to the northward of the Congo are as follows:—Point Piedras, Mayumba, Banda Point, Black Point, Landana, and Cabenda Bay, to the southward of the Congo; Cabeça de Cobra and Mangue Grande; and the coast between Maella (called by the natives Macula) and Junna Bay.

40. At Macula vessels can lay close in under the land in safety, and receive their cargoes of slaves with the greatest facility. There is rapid and frequent communication kept up between this part of the coast and Ponta de Lenha by means of runners and by water, there being a river to the northward of Ambrizette which communicates with the Congo, and is of sufficient water to enable boats of ten tons burden to enter this river; also a large number of canoes might lay concealed a few yards inside its mouth, with their cargoes of slaves in them, completely hid from view.

41. Many of the native boats, with Portuguese colours, I am convinced greatly assist the slavers in shipping, and it is considered presumptive evidence when any number of them are collected in these localities, that a shipment is contemplated.

42. In the neighbourhood of all the principal shipping-places on the South Coast there are considerable barracoons continually kept supplied with slaves.

43. The slaves on board the "*Clara Windsor*," captured by the "*Espoir*," as shown in Inclosure 2, were shipped by King Jack at Cabenda, in spite of the Treaty that exists. I shall therefore take steps for his being punished for his breach of faith, and threaten him with the serious displeasure of Her Majesty's Government.

44. While at Loango in the "*Arrogant*," I took the opportunity to cause the French Emigration Establishment to be visited by some of my officers, who report that they were well received by the Governor, who made no objection to their going over the premises, which appeared to be well conducted, and that there were upwards of 300 free emigrants awaiting shipment.

45. At St. Paul's de Loanda there is a great deal of domestic slavery, and I should not be surprised if slaves in small quantities were occasionally taken by the coasting boats to Ambrizette.

46. I regret to inform you that the Slave Trade has, to a small extent, revived to the southward of the last-mentioned port, an American vessel having got off with 300 from Benguela, as shown in the accompanying Return; and I also learn that the American vessels fitted as whalers, had been trying to negotiate for slaves at Little Fish Bay, when, failing in this object, they proceeded to the southward of the limits of the station, where no doubt they were successful.

47. While at Elephant Bay I had an opportunity of observing that slavery is carried on on that part of the coast. There is a Portuguese resident who had several slaves, principally children, in irons, no doubt ready to be transferred to some other dépôt, when a number could be got together. He informed me, however, that they were for domestic purposes. I have instructed the Senior Officer of the Southern Division to order a cruiser to visit these places occasionally.

48. In concluding this Report, I am thankful to say that the number of cruisers at my disposal has been increased by two during the last six months, the disposition of the squadron being at present as follows:—North Division,—"*Torch*" (senior officer), "*Falcon*," Bights Division,—"*Alecto*" (senior officer), "*Ranger*," "*Espoir*," "*Bloodhound*," South Division,—"*Archer*" (senior officer), "*Prometheus*," "*Wrangler*," "*Sharp-shooter*."

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

Inclosure 2 in No. 72.

RETURN of Slavers Captured by Her Majesty's Cruisers on the West Coast of Africa, between July 1 and December 31, 1860.

Date of sailing from last Port.	The Vessel's					Intended		By whom Captured.	Captured.		Remarks.
	Name.	Nation.	Reg.	Tons.	Owners.	Cargo.	Place of Shipment.		Number of Slaves.	Date.		Place.
May 16, 1860, from Havana	Constancia	Monte Videan	Barque	264	Not known; Juan Rodriguez, master	Rum, rice, calavances, plank and water, &c.; slave-fittings	King Bell's Town, River Cameroons	700	1860 Aug. 16	King Bell's Town, River Cameroons	Supposed to have been formerly the "White Cloud," under American colours. Captured in consequence of information received from Fernando Po. Condemned October 29, 1860.
Unknown	Unknown	Unknown	Brigantine	100	Unknown	Rice, farinha, and slave-fittings	Snake's Head, River Congo	800	Aug. 16	At sea; lat. 7° 45' S, long. 13° 50' E.	Condemned at St. Helena.
Unknown, sailed from Havana	Unknown	Unknown	Cutter	Unknown Length, 83 ft. 8 in. Breadth, 22 ft. 8 in. Depth, 14 ft.	Unknown	Slave-deck and coppers, &c.	Cabenda	300	Nov. 14	At sea; lat. 6° 45' 54" S, long. 11° 57' 15" E.	A Spanish crew of 9 men. Was destroyed, being unseaworthy.
Sailed from Matanzas, date unknown	Unknown	Unknown	Brigantine	114	Not known; --Graham said to be the master	273 slaves; 179 males, 93 females	In or near the Congo, on Nov. 16, 1860	480	Nov. 19	At sea; lat. 7° 19' S, long. 9° 46' E.	Supposed to be the "James Rose," under American colours; was formerly the "Hallowell," 14 slaves died on the passage to St. Helena.
Sailed last from Tenerife, about ten months previous, where she had fitted out	Unknown	Unknown	Brig.	200	Unknown	Slave equipments	Shehar River	380	Nov. 19	Shehar River, N. 13° W. 23 miles	Captured in consequence of information received from his Excellency Governor Hill. Intended to have shipped on the night of capture. Was condemned at Sierra Leone.
August 1860, from Cuba, under American colours	Clara Windsor	Unknown	Barque	263	Unknown; Juan Pablo, master	840 slaves; 150 men, 281 women, 337 boys, 103 girls	Cabenda	840	Dec. 14	At sea; lat. 4° 44' S, long. 14° 21' W.	Was bound to Cape St. Mary's, in Cuba; she had her original crew of Americans, as well as a crew of Spaniards or Portuguese on board, making a total of 81. By the American captain's statement she appears to have been sold on the coast, and part of the purchase-money on the coast, and she was boarded by the "Torch" and the United States steamer "Starbuck," and only landed 612 Africans at Sierra Leone.
					Total	1,112 slaves		2,940			

From July 1 to December 31, 1860, 1,112 human beings released from slavery, and six vessels captured, capable of conveying 2,940 slaves, including the above number, by Her Majesty's cruisers.

"Arrogant," at Sierra Leone, March 24, 1861.

(Signed)

W. EDMONSTONE, Commodore and Senior Officer.

Inclosure 3 in No. 72.

RETURN of Slavers Captured by the United States' Squadron, on the West Coast of Africa, between July 1 and December 31, 1860.

Date of Sailing from last Port.	The Vessel's					Intended		By whom Captured.	Captured.		Remarks.	
	Name.	Nation	Rig.	Tons.	Owner.	Cargo.	Place of Shipment.		Number of Slaves.	Date.		Place.
April 4, 1860, from Havana	Erie . .	American	Ship . .	500	Unknown . .	Slaves. 1,000	In or near the Congo	1,000	Mohican . .	Aug. 8, 1860 .	Off the Congo	Boarded by the boats of "Spitfire," at Punta de Lenha (River Congo), July 1860.
Unknown . .	Storm King	Ditto . .	Brig . .	239	Unknown, — Lockhart, master	600	Ditto	600	San Jacinto . .	Aug. 8, 1860 .	Ditto	Ditto.
Ditto	Cora . .	Ditto . .	Barque . .	431	Unknown	705	Mangue Grande . .	705	Constellation . .	About Sept. 23, 1860	Ditto	Was at Point de Lenha.
Ditto	Bonetta . .	Ditto . .	Fore-and-aft schooner	Unknown	Ditto	620	A little to the south of the Congo]	620	San Jacinto . .	In Oct. 1860	Ditto	Was boarded by the boats of "Arrogant," at Punta de Lenha, in September 1860.
						Total		2,925				

From July 1 to December 31, 1860, four vessels captured, with 2,925 slaves on board, by the United States' squadron.

"Arrogant," at Sierra Leone, March 24, 1861.

(Signed)

W. EDMONSTONE, Commodore and Senior Officer.

Inclosure 4 in No. 72.

RETURN of Vessels which are said to have Escaped with Slaves, from the West Coast of Africa, between July 1 and December 31, 1860.

Date of Sailing from Western Port.	The Vessel's						Place where Slaves were Shipped.	Date of Shipment.	Remarks.
	Name.	Nation.	Rig.	Tons.	Owners.	Cargo.			
Unknown	City of Norfolk .	American .	Brig screw-steamer .	572	Probably by the same parties who owned the " <i>Pamphylic</i> ,"	Slaves. 987	Whydah	Aug. 12, 1860	Was purchased at New York, from the Havana.
Sept. 1860, from New York.	Buckeye	Ditto .	Barque . . . . .	...	Unknown, — Booth, who commanded the " <i>Ex. A. Chase</i> ," is master	460	Ditto	Sept. 20, 1860	Was boarded by " <i>Alecto</i> ," at Aghwey, on August 3, 1860, and by " <i>Triton</i> ," on September 10, off Whydah.
January 21, 1860	Lauretta	Ditto .	Brig	180	Almeida & Co., owners of " <i>Henover</i> " master's name, — Jackson	600	Aghwey	Oct. 1860	Was boarded by the " <i>Alecto</i> ," under American colours, on September 4, 1860, and, subsequently, by " <i>Triton</i> ."
May 27, 1860	Josephine	Ditto .	Fore-and-aft schooner	210	Fefrye Ross, New York; master, — Carter	750 300 ^a 3,097	To the southward of the Congo	Sept. 1860.	Was boarded and examined by " <i>Prometheus</i> ," when at Sierra Leone, on August 1, 1860, in consequence of information from the Governor, and was subsequently boarded by " <i>Arrogant</i> ," boats, at Punta da Lenha, in September last.

An American vessel shipped a cargo of 300 slaves between Benguella and Little Fish Bay, some time in August last.

From July 1 to December 31, 1860, five vessels escaped, having on board 3,097 slaves.

"Arrogant," at Sierra Leone, March 24, 1861.

(Signed) W. EDMONSTONE, Commodore and Senior Officer.

Inclosure 5 in No. 72.

RETURN of Vessels which have been met with, or are expected, on the Coast of Africa, destined to be engaged in the Slave Trade.

Date of Sailing from Western Ports.	Port Cleared from.	The Vessel's						No. of Slaves can convey.	Remarks.
		Name.	Nation.	Reg.	Tons.	Owner.	Cargo.		
July 5, 1860	New Bedford	Tallimaro	American	Ship	871	Not known	Unknown	900	Cleared for the Atlantic Ocean, under the command of Captain Hartway, and is a very old vessel.
Unknown	New York	Labitica	Ditto	Ditto	707	Ditto	Ditto	1,200	The captain's name, — Washington. Was formerly in the French ship "Acce."
August 17, 1860	Ditto	Adela	Ditto	Hermaphrodite brig	114	Ditto	Ditto	300	Sailed for the coast of Africa; painted black, with a narrow red stripe; her yards are black.
July 31, 1860	Havana	Amelia	Spanish	Schooner	90*	Ditto	Ditto	200	Sailed from the Havana for the coast of Africa, and was painted white.
Unknown	Ditto	Villa de Ponce, or Parqueta de Force	Ditto	Ditto	90*	Ditto	Ditto	200	Was boarded at sea, lat. 6° 49' S.; long. 11° 18' E., on December 7, by "Shepherd," and the latest date on register is 1853. Was found in all respects fitted for the reception of slaves on board.
Ditto	Ditto	Don Juan de Havre	French	Ship	437	Unknown; — Gallet is the master	Unknown	1,000	This vessel was formerly in the brig "Cabrage," and has landed a cargo of two under the report.
Ditto	Unknown	Mary Francis	American	Baquet	373	Mrs. Watson	Ditto	700	Was mentioned in last Report.
Ditto	Havana	Samuel Churchman	Ditto	Brig	321	Mare and Co.	Ditto	600	Was boarded by "Falcon," on December 16, 1860, papers found correct, Master's name, — Taber.
October 30, 1860	Ditto	Nancy	Ditto	Ditto	319	Unknown; L. Rice is the master	Sugar, coffee, rum, and cigars	700	Master, Antonio Pelletier; mentioned in last half-year's Report.
November 13, 1860	New Orleans	Pedomas	Ditto	Schooner	242	Messrs. Goldenshaw and Leppare	Unknown	720	Was boarded by the "Spitfire," at Punta da Leona (River Congo), in August 1860; master's name, — Hinckley.
November 24, 1860	Havana	William	Ditto	Brig	317	Unknown	Ditto	700	Mentioned in last Report.
August 28, 1860	Key West	John	Ditto	Ditto	332	Ditto	Ditto	600	— Lambert, master.
Unknown	New York	John Baynton	Ditto	Brig	308	Ditto	Ditto	600	— Mc Lellan, master.
November 27, 1860	Havana	Andennes	Ditto	Bavone	600	Ditto; master's name is — Good	Ditto	700	Boarded by "Alceto," in the night, on December 13, 1860; — Barkeley, master.
Unknown	Unknown	Orlando	Ditto	Ditto	594	Unknown	General	1,000	Cargo very suspicious, dispatched by notorious slave-traders.
Ditto	Ditto	Alexia	Ditto	Ditto	398	Ditto	Unknown	650	— Winkle, master.
December 20, 1860	Ditto	Mary J. Kimball	Ditto	Ditto	238	Ditto	Ditto	500	Was boarded by "Arrogant," at Sierra Leone, in February last.
December 20, 1860	New Orleans to Havana	Tocoa	Ditto	Hermaphrodite brig	148	Ditto	Ditto	400	— Stanley, master.
Unknown	Charleston	John Bell	Ditto	Ditto	141	Ditto	Rice, flour, timber, rum, and spirits, &c.	400	Boarded by "Alceto," in the night, on December 13, 1860; — Barkeley, master.
October 4, 1860	Cuba	Camernata	Spanish	Brig	336	Ditto	200 pipes of spirits	600	Cargo very suspicious, dispatched by notorious slave-traders.
May 19, 1860	New York	Victoria	American	Screw-steamer	256	A. A. de Grace	Unknown	800	— Winkle, master.
May 1860	Havana	Gravina	Spanish	Ship	660	Unknown	Ditto	1,300	Was boarded by "Arrogant," at Sierra Leone, in February last.
June 1860	New York	Lucky Star	American	Barquet	524	Ditto	Ditto	1,100	— Stanley, master.
April 21, 1860	Baltimore	Golden Rod	Ditto	Schooner	180	Ditto	Ditto	480	Boarded by "Alceto," in the night, on December 13, 1860; — Barkeley, master.
June 7, 1860	New York	Fred. Diring	Ditto	Brigantine	216	Ditto	Ditto	550	Was boarded by "Arrogant," at Sierra Leone, in February last.
February 1860	Ditto	Marqueta	Ditto	Fore-and-aft schooner	141	Stroligo	Palm oil, ivory, &c.	400	— Stanley, master.
Unknown	Palma	Andaz	Spanish	Brig	200	Gabriel Bosch, a Catalan resident in the Canary Isles.	Fettors, arms, &c.	500	Is supposed will ship slaves at Loulano.
Ditto	Mobile for New Orleans	Cygnat	American	Ditto	199	Cuba, named Pugal	Unknown	600	In my last Report is said to have got off with a cargo of 600, from the neighbourhood of Whydah, in September 1853.
Ditto	New York	Nightingale	Ditto	Ship	1,085	Ditto	Ditto	2,000	Has been boarded by "Espoir."
Ditto	Havana	Marshall	Ditto	Brigantine	197	Ditto	Ditto	500	
June 1860	Ditto	Fernosa Estrella	Spanish	Barquet	...	Ditto	Ditto	700	

31 Vessels, capable of carrying 21,470 slaves.

* These vessels are supposed to belong to a Company intending to send a vessel every fortnight, calculating that one out of every three will get clear off.

"Arrogant," at Sierra Leone, March 24, 1861.

(Signed)

W. EDMONSTONE, Commodore and Senior Officer.

No. 73.

Commodore Edmonstone to the Secretary to the Admiralty.

(Extract.)

"Arrogant," off Lagos, May 7, 1861.

IN compliance with their Lordships' letter of the 18th December last, addressed to the Commander-in-chief on this station, respecting the Slave Trade in the River Pongas, I have the honour to report that I am of opinion that it certainly exists, but, so far as the export is concerned, is of a very limited nature, as, since my arrival on this station, the only case of an attempt at shipment was that on board the vessel destroyed by the "Torch." I believe that, had shipments been more frequent, it must have come to my knowledge, and have been generally known in that neighbourhood, as every possible means are taken to gain information.

Domestic slavery, in boats, &c., is carried on to so great an extent in this river, that no doubt people have erroneously connected it with the actual shipment of slaves: further, as I have every reason to believe a considerable number have been sent to the Nunez (where the French have a fort) for emigration purposes, this also may have led to the belief of recent exports from the Pongas.

I am informed, on authority, that very little slavery has been done for four or five years back, and that the vessel destroyed by the "Torch" was the only attempt during last year. This opinion is confirmed by reports which I have received from a trustworthy source in that river.

The principal persons connected with this inhuman Traffic are, Mrs. Lightbourne, a Mr. Faber, and King Catty (with the latter we have a Treaty for its suppression); and I also learn that several liberated Africans are mixed up in it.

As, however, neither Mrs. Lightbourne nor Mr. Faber are British subjects, of course we cannot interfere in any way with them, unless they ill-treat or molest those under our protection; but I am happy to be able to forward, for their Lordships' information, copy of a Declaration on the part of Mrs. Lightbourne promising in future to abstain altogether from shipping slaves from the Pongas or its vicinity.

As I am informed that King Catty, although in Treaty with us, certainly broke the 4th and 5th Articles of his Agreement with Her Majesty's Government in the case of the "Torch's" prize, I therefore respectfully suggest that the annuity he receives should be stopped for at least two years, unless he gives up the slaves that were shipped in the vessel already alluded to, and subsequently landed, and who are now in his possession; and that the severe displeasure of the Government should be conveyed to him, with the distinct understanding that, in the event of any recurrence of such conduct on his part, his town will be destroyed.

It is absolutely necessary that Catty should in some way be punished, as he did not attend a palaver on board the "Torch," although he received three separate requisitions from Commander Smith to do so, and was, no doubt, advised by Mr. Faber in the matter. I hear that he is a worthless, miserable man, and nearly always drunk.

Mrs. Lightbourne's town (Faringeah) is situated at the head of a creek, and not approachable under half-tide, as at low water it is perfectly dry for a mile or more. Her own premises are in the shape of a square, and strongly stockaded, having a gate on each side, the one nearest the landing-place being protected by a sort of martello tower on either side, containing an old-fashioned 18 or 12-pounder worked through a port-hole; and in all, there are twelve guns of various sizes placed to good advantage, a careful watch being kept day and night.

Commander Smith reports having paid her a visit, and that he was well received.

Inclosure in No. 73.

Declaration.

WE, the Undersigned, Stiles Edward Lightbourne, a son of Mrs. Lightbourne, a resident at Mokattah, Benjamin Lightbourne, and William Emerson, being also grandsons of the said Mrs. Lightbourne, and residents at Faringeah, in the River Pongas, and duly empowered by Mrs. Lightbourne, do solemnly and sincerely declare, on the part of Mrs. Lightbourne, that she will, in future, honestly abstain from engaging herself, either directly or indirectly, in the shipping of slaves from the river or its vicinity.

We also further declare, on the part of the said Mrs. Lightbourne, that she has not shipped any slaves from the river or its vicinity, since 1855; and we make this Declaration in the presence of Commander J. H. Smith,

REPORTS FROM NAVAL OFFICERS.

Dr. C. J. Fennell, and Mr. Alfred Whiffin, Assistant Paymaster of Her Britannic ship "Torch," on board the said vessel, this 20th day of March, in the year of our Lord 1861, and the twenty-fourth of Her Majesty's reign.

(Signed)

STILES E. LIGHTBOURNE.
BENJAMIN LIGHTBOURNE.
WM. EMERSON.

Sworn, signed, sealed, and delivered before me, at Bauifah, in the River Pongas, this 20th day of March, 1861.

(Signed)

J. H. SMITH, *Commander of Her Majesty's ship "Torch."*

Witnessed by us :

(Signed)

C. J. FENNEL, *Assistant Surgeon.*

A. WHIFFIN, *Assistant Paymaster in charge, Her Majesty's ship "Torch."*

No. 74.

Commander Skipwith to Commodore Edmonstone.

"Prometheus," at Sea, Lat. 5° 46', Long. 11° 7',

June 30, 1860.

Sir,

IN pursuance to Article 3, Section 2 of the Slave Trade Instructions, I have the honour to inform you that trade is flourishing in all its branches on the Northern Division, and in addition to the usual produce of ground nuts, palm oil, hides, &c., Mr. Lawrence, of Bessessimi, at the instigation of the Manchester Cotton Supply Association, is endeavouring to cultivate the cotton plant, and trusts in course of time to induce the natives to support him in that branch, but as they cannot see any prospect of a sale for it, they do not attempt it willingly.

About the Gambia some of the tribes have been threatening to invade the Colony, but the Governor is now of opinion that all is settled again; the trade was never seriously interrupted. The Governor purposes himself endeavouring to encourage the growth of cotton, and is about to cultivate a small farm to show the natives how to begin; there such trade of ground nuts, palm oil, &c., was prosperous.

The British Island of Bulama does not appear very thickly populated, and there does not appear to be any leading person to give an impetus to the trade; the ground nuts and Indian corn are plentiful. Mr. Lawrence talks of establishing a cotton farm there.

With regard to slavery, the Rio Pongas and Nunez are the only places I hear of its being carried to any extent. Mrs. Lightbourne, of the former river, is the principal instigator, and I am told she procures slaves from Sherbro and other places on the coast, which are conveyed in small boats. I have had a boat up the River Pongas, which has been hospitably received by Mrs. Lightbourne, but, at the same time, been unable to perceive any signs or procure the slightest information about the Slave Trade. There is also boat-slavery being carried on in the River Sierra Leone, and many have been captured by the harbour-master and agents of the Governor.

I have received favourable accounts of the timber up the River Bagroo, and Her Majesty's ship "Triton" surveyed it for twelve miles, but owing to the rains no further steps can be taken till November or December.

The Liberian Republic is in a prosperous state, and all slavery is abolished in its territory. Its principal production, palm oil, is in a flourishing state.

I have, &c.

(Signed)

S. S. SKIPWITH.

No. 75.

Rear-Admiral Sir H. Keppel to the Secretary to the Admiralty.

Sir,

"Forte," in Simon's Bay, April 27, 1861.

I HAVE the honour to inclose, for their Lordships' information, a letter from Commander Smith of the "Torch," reporting the capture, on the 15th November last, of a slave-cutter without nationality.

This vessel fitted out at Havana with a crew of Spaniards, and she was intended to receive 300 slaves on the South Coast.

I have, &c.

(Signed)

HENRY KEPPEL.

Inclosure 1 in No. 75.

Commander Smith to Commodore Edmonstone.

*"Torch," at sea, Lat. 3° 7' 36" S., Long. 9° 28' 40" E.,
November 17, 1860.*

Sir,

I HAVE the honour to report to you, that on the 15th instant, at 11:45 A.M., I captured, in latitude 6° 48' 54" south, longitude 11° 57' 15" east, a slave-cutter, with a crew of nine men, fitted with slave-deck, copper, and cargo, &c., name and nationality unknown. As the vessel appeared to be unseaworthy, I ordered a survey to be held on her, a duplicate of which is herewith inclosed; and the surveying officers having recommended her to be destroyed, I accordingly set fire to her, and when I parted company, at 7:20 P.M., she was burnt nearly to the water's edge.

On the 16th instant, the following day, I landed the prize-crew at Loango Bay. From what I could ascertain it appears that they were all Spanish, and fitted out at Havana, and intended to have shipped, the following morning after capture, a cargo of 300 negroes. No documents of any kind were found on board.

I have, &c.
(Signed) H. V. SMITH.

Inclosure 2 in No. 75.

Messrs. Martin, Cunningham, &c., to Commander Smith.

*"Torch," at sea, Lat. 6° 48' S., Long. 11° 53' E.,
November 15, 1860.*

Sir,

IN pursuance of an order received from you this day, we, the Undersigned, have held a careful and strict survey on the slave-cutter, name unknown, and find as follows:—

The mainmast is badly sprung and fished; the hull in very bad condition; bulwark-stanchions rotten, and the vessel leaky; only one anchor on board, which was disproportioned to the vessel, being very small. We therefore recommend her to be destroyed, being totally unfit for a sea voyage.

The measurement of the vessel is as follows:—

						Ft.	in.
Length from stern-head to taffrail	..	..	..	..	..	82	3
Breadth of beam taken over upper deck abreast of mast	..	..	..	..	..	22	2
Depth of hold, taken from pump-well	..	..	..	..	..	14	0

We have, &c.
(Signed) J. J. MARTIN, *Lieutenant.*
WM. J. CUNNINGHAM, *Second Master.*
MATT. MURRAY, *First Assistant Engineer.*
THOS. BELL, *Carpenter's crew.*

No. 76.

Captain Craufurd to Commodore Edmonstone.

Sir,

"Archer," at anchor, off St. Padron, December 14, 1860.

IN compliance with section 5 of the Admiralty Instructions for the Suppression of the Slave Trade, I have the honour to acquaint you that I sighted at daylight this morning a brigantine about eighty miles off the land.

I immediately made sail in chase, and came up and anchored with her after sunset. She had shown American colours, after several hours' chase.

I had strong doubts as to her legality to those colours, and therefore sent an officer to board her, and found her to be the "*Virginian*," of New York, entitled to fly the American flag.

No complaint was made by the master or any other person acknowledged on board, nor was there any detention to the vessel.

It is the same vessel which was captured by the United States' cruizer "*Portsmouth*," on suspicion of being engaged in the Slave Trade in February last, and sent for adjudication, but released in the United States.

She has since come over with a cargo of rum and tobacco, and I have every reason to believe will ship a cargo of slaves if she can elude vigilance.

Inclosed are the reports of the boarding officers.

I have, &c.
(Signed) FRED. A. B. CRAUFURD.

Inclosure 1 in No. 76.

Mr. Grusen to Captain Craufurd.

Sir,

"Archer," off River Congo, December 14, 1860.

I HAVE the honour to inform you that, in company with Lieutenant Thomas, I this day boarded a brigantine, and having found her to be the "*Virginian*," of New York, and entitled to fly the American flag, returned on board, the Captain making no complaint, and without causing any detention to the vessel.

I have, &c.
(Signed) H. GRUSEN, *Master's Assistant.*

REPORTS FROM NAVAL OFFICERS.

Inclosure 2 in No. 76.

Lieutenant Tromaz to Captain Craufurd.

Sir,

"Archer," December 14, 1860.
I HAVE to inform you, that in compliance with your orders, I this day boarded a brigantine, and having found her to be the "Virginian," of New York, and entitled to fly American colours, I returned on board, the Captain making no complaint, and without causing any detention to the vessel.

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

No. 77.

Commodore Edmonstone to the Secretary to the Admiralty.

Sir,

"Arrogant," at Fernando Po, May 24, 1861.

IT is with deep regret that I have to report, for the information of my Lords Commissioners of the Admiralty, the death of H. G. Foote, Esq., Her Majesty's Consul at Lagos, which melancholy event took place on the 17th instant, from fever and dysentery.

I inclose Mr. McCoskry's (the Acting Consul) letter to me reporting the circumstance, as it contains important intelligence with regard to the state of affairs at Abbeokuta and the country generally. I fear that the Consul's death, happening at the present moment, will have an injurious effect with respect to the settlement of matters at Porto Novo.

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

Inclosure in No. 77.

Acting Consul Mc Coskry to Commodore Edmonstone.

(Extract.)

Lagos, May 20, 1861.

IT is with deep regret I have to inform you of the death of Consul Foote; he was taken ill almost immediately after you left, and died on the 17th instant.

I have, till such time as other arrangements are made, taken charge of the Consular duties, and I will do my best, so far as my ability goes, to do them well.

I have no official news from Porto Novo, but I have good reasons to believe the King and Chiefs of that place have already signed the Treaty, and are ready again to open trade.

My advices from Abbeokuta are not so good; the Alake and Chiefs had promised the late Consul Foote, on the occasion of his visit there, that they would allow trade to go on between their people and the merchants, and free communication by the river to Lagos, after the 21st of May; it now appears they will not fulfil the promise.

The most probable reason for this conduct is, that on the strength of this promise many merchants of this place sent large quantities of goods to Abbeokuta, and the Alake and Chiefs think that as they have now there a large amount of British property, they are more likely to obtain assistance from the British Government to carry on the war with Ibadan. Their conduct in any way is unjustifiable, and I only await information from themselves as to their reasons, to point that out to them.

It is to be regretted that it has not been more pointedly explained that the objects of the British Government are not to support the Egbas in every war in which they may choose to engage, but mainly to tranquillize the country, and protect Abbeokuta against the unprovoked attack of Dahomey. The whole conduct of the Egbas shows that they expect the support of the British Government in every undertaking, and if they do not get it, they blame the Representative here.

No. 78.

Commodore Edmonstone to the Secretary to the Admiralty.

Sir,

"Arrogant," Fernando Po, May 28, 1861.

IN reference to my letter of the 24th instant, reporting the death of Her Majesty's Consul at Lagos, and inclosing a letter from Mr. McCoskry containing important news of Abbeokuta and the general state of the country, I have now the honour to annex a letter I have just received from that gentleman, conveying the pleasing intelligence that the King and Chiefs of Porto Novo have signed the Treaty, the refusal to sign which was the cause of the recent successful expedition against that Chief.

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

Inclosure in No. 78.

Acting Consul Mc Coskry to Commodore Edmonstone.

Sir,

Lagos, May 21, 1861.

I HAVE the honour to inform you that the King and Chief of Porto Novo have signed the Treaty as required, and trade will be re-opened immediately.

The Acting Vice-Consul, Tickel, returned yesterday to Badagry with the signed Treaty, but he is prevented by illness from coming down here with it, and to give details from personal observations as to the state of the country,

and the feeling of the people in reference to the bombardment brought upon them by the obstinacy of the King and Chiefs.

I have no news from Abbeokuta.

I have, &c.
(Signed) J. Mc COSKRY.

No. 79.

Commander Douglas to the Secretary to the Admiralty.

*"Espoir," at Sea, Lat. 3° 27' N., Long. 7° 23' E.,
June 3, 1861.*

Sir,

I BEG to report to you, for the information of my Lords Commissioners of the Admiralty, that I this day boarded the United States' brigantine "*African*" at 11:50 A.M.

2. My reasons for boarding her after showing American colours were as follows:—1st. He was lying in the harbour of Fernando Po, in company with Her Majesty's ship under my command, for some days, and was there currently reported to be a slaver. 2nd. He shipped palm oil at Accra, which he again landed the night before he sailed without a permit from the Spanish authorities. He had, moreover, a large crew—at least twenty-five; many more than a vessel of this size would carry if engaged in legal trade. 3rd. When sighted he was standing south-east by south on the starboard tack, about two points free, and afterwards altered course to north-west close-hauled on the port tack.

3. I steamed up alongside of him, and hailed to say I intended to send a boat on board, and asked him to square his headyards, which was done. On my going on board I requested his register, which was at first refused, but at length shown; the captain at the time stating he had no right to show it. I then asked to see his manifest, and his list of the crew, which were both refused.

4. In reply to questions I put, the following answers were given:—

"He might carry as many men in his crew as he liked."

"He did not land the palm oil without a permit, but would not show it."

"He was going to St. Thomas, Gaboon, or any where he could fetch."

"He would not allow me to make any entry in his log, but would make his own."

On my second application to note my proceedings in his log-book he again refused, on which I called on Mr. Southwick, the officer who visited with me, as well as the crew who were standing in the gangway, to note the refusal of the captain to my request. I then left the vessel, having been on board fifteen minutes.

I have, &c.
(Signed) SHOLTO DOUGLAS.

No. 80.

Commander Smith to Commodore Edmonstone.

Sir,

"Torch," off the Gallinas, June 14, 1861.

I HAVE the honour to report to you that, on the 13th instant, I captured, with the boats of Her Majesty's ship under my command, inside the bar of the Gallinas, a large slave topsail schooner, name and nationality unknown (but supposed to be Spanish), master and crew now on board, but there were sixteen Liberians on board who had illegally taken possession of this vessel on the grounds of her being within the Liberian territory.

As the vessel was inside the Gallinas bar, and a very heavy surf setting in, I considered it highly imprudent to attempt to bring the vessel out over the bar; I accordingly set fire to her, and before we left she was completely destroyed. A duplicate of the survey is herewith inclosed.

This vessel was partly fitted with a slave-deck, and in other respects fully equipped for the Slave Trade, and was capable of carrying from 300 to 400 slaves, and had brought a valuable amount of doubloons to purchase a slave cargo.

Lieutenant Martin represents that the master and crew had landed on an island, about half-a-mile up this river, merchandize, slave-irons, and coppers, where it is supposed they intend to found a slave-factory.

I have, &c.
(Signed) T. H. SMITH.

Inclosure in No. 80.

Lieutenant Martin to Commander Smith.

Sir,

"Torch," off Gallinas River, June 14, 1861.

IN pursuance of an order received from you this day, we, the Undersigned, have taken a strict and careful survey of the slave topsail schooner (name unknown), and find as follows:—

We find her to be a large topsail schooner inside the bar of the Gallinas river, with no crew, papers, or colours on board. In the hold were found seventeen large water-leaguers, a quantity of wooden spoons, and four large boilers; a quantity of mess-tins, &c.; planks for laying a slave-deck; necessary tubs for slaves, a large quantity of fire-wood, rice, calavances, fish, and the usual slave provisions. The hatches were large, and there was iron-bar for gratings on board.

The vessel being inside the bar, and a very heavy surf setting in, and being unable to procure a pilot, we represented to you that there would be great danger and risk of life in attempting to bring her out, when we received instructions from you to destroy her, which we carried out.

The measurement of the vessel is as follows, viz.:—From knight-head to taffrail, 95 feet 11 inches; breadth of beam taken over upper-deck abreast of foremast, 26 feet 2 inches; depth of hold, taken from main-hatchway, 9 feet 10 inches.

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

No. 81.

Commodore Edmonstone to the Secretary to the Admiralty.

Sir,

"Arrogant," at St. Thomas, June 10, 1861.

I HAVE the honour to report, for the information of my Lords Commissioners of the Admiralty, that, while at anchor off St. Thomas' yesterday, in Her Majesty's ship under my command, a vessel hove in sight to the westward of the island.

As it was nearly a calm, I dispatched the barge and two cutters to board her, for the purpose of ascertaining her nationality, when she proved to be the brigantine "*African*," of New York, under American colours, a vessel which I had heard was expected on the coast to ship slaves. She was in company with the "*Arrogant*" at Fernando Po on the 22nd ultimo.

From the nature of her cargo (rum, sugar, and cigars), and suspicious movements, I have little doubt but that she is on the coast for the purpose of shipping slaves.

The captain at first refused to show his register, but after some little delay did so; and on the boarding officers leaving, had no complaint to make.

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

No. 82.

Commodore Edmonstone to the Secretary to the Admiralty.

(Extract.)

"Arrogant," at Ascension, July 4, 1861.

I AM happy to say that the squadron have recently been successful in making captures. The "*Falcon*," on the 19th of May last, fell in with, in latitude 3° 55' south, longitude 14° 41' west, and captured, the brig "*Flight*," of Boston, under no colours, having on board 539 slaves.

The "*Wrangler*," on the 23rd of the same month, took the "*Ardennes*," with 493 slaves; and I have also received intelligence that the "*Prometheus*" had captured and destroyed a Spanish slaver (empty) called the "*Jacinta*," but have no particulars as to date, &c.

The vessel captured by the "*Torch*" (No. 3) up the Pongas has already been brought to your notice.

The following vessels have been captured by the American squadron: "*Nightingale*," off Loango, by the "*Saratoga*," with 960 slaves on board; and the "*Triton*," by the "*Constellation*," empty.

It is with regret that I have to report that the squadron has been generally unhealthy, in consequence of an extremely early rainy season; but at present I believe they are not more than usually sickly.

Her Majesty's ship under my command has suffered rather severely, which I attribute chiefly to the river operations in which the men have been engaged. About ten days after our return from Porto Novo, several fever cases appeared on

board, when I put to sea, and cruized over 100 miles off the land; but still the disease gained ground, proving fatal in several cases. Immediately on my arrival at this island I sent all the men (who were by that time convalescent) to hospital, and am happy to say they have nearly recovered, and will shortly be able to rejoin the ship.

No. 83.

Commander Smith to Commodore Edmonstone.

Sir, "Torch," *Sierra Leone, July 13, 1861.*
I HAVE the honour to report to you that on the 3rd instant I captured at anchor, in latitude 10° 29' 40" north, longitude 14° 54' 30" west, about thirteen miles off the River Nunez, a slave topsail schooner with a crew of eleven men and four passengers, name supposed to be the "*Diana*."

This vessel at first hoisted Spanish colours, but afterwards the master admitted he was not entitled to the protection of the Spanish flag or that of any other nation.

This vessel was partially fitted for the Slave Trade, and intended to have shipped the slaves from the Rio Nunez, and was capable of carrying about 300 slaves.

I have, &c.
(Signed) T. H. SMITH.

No. 84.

Commander Douglas to Commodore Edmonstone.

Sir, "Espoir," *Little Popoe, July 2, 1861.*
RUNNING through the anchorage of Little Popoe this evening after dusk, I found two vessels at anchor; on boarding one of them proved to be the United States' brig "*African*" of New York.

I asked to see his colours and register; after some remarks as to my having seen them before, they were produced.

In answer to other questions the master stated that he was taking in palm oil, as he had not been able to do anything at St Thomas. The Spaniards I saw on board were two friends of his; he had given them a passage to Fernando Po, but being unable to get employment. he intended to give them a passage back; one was a baker, and the other a carpenter. He had been at anchor five days. From information received, I believe he was taking in water and not oil; that the passengers were part of the Spanish crew; he was trading with the Portuguese house of Pedro Pinto and Co.

I have not the slightest doubt but what this vessel intends to ship slaves, most likely from some part of the Bights; till then, owing to the protection offered by the flag, his is perfectly safe from capture.

On my leaving the vessel the master did not wish any notification to be made in his log-book of my visit.

I have, &c.
(Signed) SHOLTO DOUGLAS.

No. 85.

Commander Bedingfeld to the Secretary to the Admiralty.

Sir, "Prometheus," *Cabenda Bay, May 28, 1861.*
I HAVE the honour to inform you that having received information that a Spanish schooner was at anchor off Londano equipped for the Slave Trade, but had been prevented shipping in consequence of having sprung a leak, I steamed in at daylight of the 27th and found at anchor there the topsail schooner "*Jacinta*," of about 193 tons. Her master had gone up to Punta da Lenha to arrange about getting his vessel repaired, and the crew, provisions, and sails had been landed, her

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topmast and yards got on deck. She had no papers or flag. Twelve large leaguers of water were on board, slave-coppers, grated hatchways, mess-tubs, buckets, and spoons used by slaves, and her slave-deck partly fitted.

A Señor Rodriguez (Spaniard), owner of a factory on shore, came on board and informed me she had been left in his charge by the Spanish captain, and that she had no papers of any kind, and he admitted that she came out for a cargo of slaves. I ascertained from a seaman left on board that the schooner's name was "*Jacinta*," that she belonged to Barcelona, and had cleared for her present trip from Gibraltar.

Having taken possession of her, I caused a careful survey to be taken of her state by the first lieutenant, boatswain, and carpenter, who declared in their report she was quite unseaworthy. I therefore had her carefully measured by the same officers, and having taken out some of her spars for the use of Her Majesty's ship under my command, I towed her out to sea some distance from the land and destroyed her by fire.

I have, &c.
(Signed) NORMAN B. BEDINGFELD.

No. 86.

Commander Raby to the Secretary to the Admiralty.

Sir,

"*Alecto*," *St. Paul de Loanda*, July 13, 1861.

I HAVE the honour to report the capture of a brigantine, without colours or papers, name and nation unknown, fully equipped for the Slave Trade, in latitude 8° 40' south, and longitude 13° 11' east, on the 11th instant.

I am happy to say that I was enabled to capture this vessel through information given me by Captain Alfred Taylor, of the United States' ship "*Saratoga*." I sent her to St. Helena under the charge of Lieutenant S. E. Stokes, for adjudication, on the following day.

I have, &c.
(Signed) HENRY J. RABY.

No. 87.

Commander Wratislaw to the Secretary to the Admiralty.

Sir,

"*Ranger*," *Little Popoe*, July 7, 1861.

I HAVE the honour to report that I this day, accompanied by Mr. Cheyney, Assistant Paymaster, boarded the American brigantine "*African*," at anchor off this place, in consequence of having received information that she was a slaver.

I examined the register of this vessel, and found it correct. The master had no complaint to make, nor did he wish any entry of the proceedings to be made in his log.

I have, &c.
(Signed) H. R. WRATISLAW.

No. 88.

Commander Wratislaw to the Secretary to the Admiralty.

Sir,

"*Ranger*," *at Sea*, Lat. 6° 1' N., Long. 2° 4' E.,
July 15, 1861.

I HAVE the honour to report that I caused the "*African*" brigantine, under American colours, to be boarded on the afternoon of the 14th by Lieutenant Dale, standing off the land, having two days previously received information that she was to have shipped 200 negroes between Little Popoe and Porto Seguro. No complaint was made of the visit.

I beg to inclose a copy of the boarding officers' report.

I have, &c.
(Signed) H. R. WRATISLAW.

Inclosure in No. 88.

Messrs. Dale and Cheyney to Commander Wratistlaw.

Sir, "Ranger," at Sea, Lat. 5° 45' N., Long. 1° 44' E., July 14, 1861.
I HAVE the honour to report that, in obedience to your order, I this day, accompanied by Mr. G. I. Cheyney, Assistant Paymaster, boarded the American brigantine "African," of New York.

I examined the register of the vessel, which was apparently correct, and made a notation of my visit in the ship's log.

The master informed me that on the same afternoon he had parted with both cables whilst at anchor off Aghwey, and was standing off and on till the weather moderated sufficiently to enable him to recover them. He also stated that he had no complaint to make.

Witness : I have, &c.
(Signed) G. J. J. CHEYNEY, Assistant Paymaster. (Signed) A. J. DALE, Lieutenant.

No. 89.

Rear-Admiral Sir B. Walker to the Secretary to the Admiralty.

(Extract.)

"Narcissus," Simon's Bay, September 20, 1861.

I HAVE the honour to submit, for the information of the Lords Commissioners of the Admiralty, an extract of a letter from Commander Heneage, reporting the capture of the slave-brig "Flight," with 539 slaves on board.

Inclosure in No. 89.

Commander Heneage to Commodore Edmonstone.

(Extract.)

"Falcon," at Sea, Lat. 4° 9' S., Long. 15° 32' W., May 20, 1861.

I HAVE the honour to report the capture, by Her Majesty's ship under my command, of the slave-brig "Flight," of Boston, with 539 slaves on board, in latitude 3° 35' south, longitude 14° 41' west, on the afternoon of yesterday, the 19th instant.

From information I have been enabled to procure, the "Flight" was fitted out last year by a Company in Havana, and proceeded thence to Machias, in the State of Maine, where she shipped her crew, and cleared out for the Island of St. Thomas, West Indies. She appears to have left Machias on the 13th of December last, but proceeded to St. Thomas in the Bights, arriving on the 4th of February. On the 7th or 8th she left for the Congo, entering that river about the 24th, and leaving, with 550 slaves on board, on the 9th instant, bound to Cuba.

The master and supercargo are stated to have been many years engaged in the Slave Trade. The latter, it is also acknowledged, has been unsuccessful in his ventures for the last five consecutive trips.

No. 90.

Commodore Edmonstone to the Secretary to the Admiralty.

Sir,

"Arrogant," at Ascension, July 20, 1861.

I HAVE the honour to inclose, for the information of my Lords Commissioners of the Admiralty, a copy of my letter of to-day's date to the Commander-in-chief on this station, reporting the proceedings of the "Arrogant" and the African squadron, and trust the same will meet with the approval of their Lordships.

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

Inclosure 1 in No. 90.

Commodore Edmonstone to Rear-Admiral Sir B. Walker.

(Extract.)

"Arrogant," at Ascension, July 20, 1861.

IN continuation of my letter of the 4th of January last addressed to Admiral Keppel, reporting the proceedings of the "Arrogant" and the African squadron, I have now the honour to acquaint you with their further proceedings, of which information has been received since that date.

Little or no intelligence of the movements of our cruisers on the South Coast having reached me until very recently, is the cause of this report extending over so long a period; the proceedings, however, up the Gambia and Porto Novo, as well as that of Her Majesty's ship under my command, have from time to time been furnished.

North Division.

Her Majesty's steam-sloop "Torch," Commander F. H. Smith, has performed the duties of Senior Officer except the short time that Commander Fitzroy was in charge of the division.

I am happy to say that this vessel, on the 15th November last, while on her passage from the South Coast (latitude 6° 48' 54" south, longitude 10° 57' 15" east) captured a cutter, name and nation unknown, in all respects fitted for the Slave Trade; the particulars were transmitted for your information at the time.

On the "Torch's" return to Sierra Leone, hearing that a vessel had attempted to leave the Pongas with slaves, and that she had subsequently gone on shore and landed her cargo, Commander Smith paid that river a visit on the 18th of January, and succeeded in discovering the vessel, which he caused to be burned, making the second prize the "Torch" has captured.

Having completed his vessel with coal at Goree, Commander Smith paid the Pongas a second visit with the view of procuring information respecting the Slave Trade carried on from thence.

On the 19th April the "Torch" captured a slaver up the Bramiah river, without name or nationality, making the third vessel she has taken since her arrival on the coast.

Commander Smith informs me that he has received intelligence that Mr. Faber has succeeded in shipping a cargo of slaves from either the Pongas, Debrecko, or Bramiah since his last visit, and that after the departure of the homeward mail on the 13th of May he intends proceeding to the Pongas for the purpose of inquiring into the matter, and will then visit Cape Palmas in accordance with instructions received from me.

Commander Heneage succeeded to the command of Her Majesty's steam-sloop "Falcon" on the decease of Commander Fitz Roy on the 10th of January last.

In consequence of information received from his Excellency Colonel Hill, Commander Fitz Roy despatched the "Falcon's" pinnace and cutter to the Pongas on the 9th of January, for the purpose of looking after a vessel supposed to be slaving in that river. This is the same one that was subsequently captured and destroyed by the "Torch," as already reported.

The "Falcon" then cruized, for the suppression of the Slave Trade, between Cape St. Ann and St. Palmas, until the 11th of February, when she proceeded to the Gambia, and took part in the operations against King Baddiboo.

The coal store at Sierra Leone exists as formerly, but I expect to find "Isis" at Ascension on my arrival, when I intend despatching her without delay to her destination. The establishment of a floating coal-depôt at Sierra Leone will be of very great advantage to the cruizers on the West Coast, and I am fully convinced a saving to the Crown for the loss experienced in landing and reshipping the coal must have been considerable, to say nothing of the hire of boats and Kroomen, as well as demurrage.

Slave Trade.—The two captures made by "Torch," and the vessel (Mr. Faber's) supposed to have got off with a cargo, are the only cases that have come under my notice of actual slaving in this division. Had there been other shipments, I feel assured it would have been known, as the authorities at Sierra Leone, as well as our cruizers, take every possible means of gaining information on the subject, and which is more easily procured and reliable than on any other part of the station. Still I have no doubt that it is carried on as often as opportunities offer; but the slave being so much in requisition for domestic purposes in the North Coast, I do not think that any considerable number could be collected at a short notice, as at Cabenda and other places to the southward: and as I have already stated, that, thanks to our missionaries and other sources, trustworthy information of the movements of those connected in the traffic is freely given, a great check is consequently placed on the shipment of slaves. The Sherbro no doubt supplies a great number of human beings for the market, but frequent captures in canoes take place off Kent, as they are being conveyed to the Pongas and its neighbourhood, where the barracoons are principally situated.

Now that we have Bendoo, and every prospect of establishing a timber trade in that river, necessarily requiring the employment of a great amount of native labour, it must, to a certain extent, check these supplies, and I trust in time it will be the means of freeing this part of the coast from the bane of slavery.

I think the fact of vessels mentioned in the suspected list being so rarely met with on this part of the station is a sufficient proof of the non-existence of the Slave Trade to any extent.

Health.—Although the rainy season has set in early, I do not think, on the whole, the cruizers stationed in this Division have been so sickly as might have been expected from the exposure the crews have undergone, both up the Gambia and other places where the services of the "Torch" and "Falcon" have been absolutely necessary.

Bights Division.

Her Majesty's steam-sloop "Alecto," Commander Henry James Raby, V.C., has performed the duties of Senior Officer since the date of my last report.

I have much pleasure in bringing to your notice my entire satisfaction at the very able and zealous manner this officer has carried out my orders and conducted the many important duties that have devolved upon him as senior officer of the Bights Division, consequent upon the unsettled state of that part of the coast.

During the months of October and November last, the old alarm of Kosoko's coming had taken possession of the people of Lagos, the particulars of which will be found in the Acting Consul's letter of the 3rd of November, of which Inclosure No. 3 is a copy. Then, again, Dahomey's threatened attack upon Abbeokuta at the end of last year, and which I believe was not without some foundation, added very much to the general panic.

These frequent alarms are most injurious to trade and British interests on this part of the coast, and should, if possible, be provided against: the recent destruction of Porto Novo will, I trust, tend greatly to secure peace, at least for some time, besides being a great blow to the Slave Trade in the Bights.

Commander Raby afforded every assistance to Lagos by providing ammunition and rockets, besides laying off the bar in the "Alecto" for nine days, when, finding that things remained quiet and confidence was once more established, he proceeded to sea.

During the time I have been on this station, a little more than eighteen months, Lagos has had two Consuls, both of whom have died, and Mr. Campbell, the one previous to them, died shortly before my arrival, making three of Her Majesty's Representatives who have died within a period of two years; it is these unfortunate changes that disturb the peace of Lagos, by giving Dahomey and Kosoko opportunities of making threats of attacking Lagos and Abbeokuta, which I feel certain would less likely take place were it not for this unavoidable circumstance.

The death of Consul Foote is a very severe loss indeed to this part of Africa: had he been spared I believe that, in a short time, affairs would have been placed on a satisfactory footing at Lagos.

Commander Raby informs me that King Docemo has commenced building a mud fort so as to command the passage from Epe; when it is finished it will be a great protection to Lagos from any attacks that Kosoko can make, and has long since been recommended, but only recently taken in hand.

The proceedings at Porto Novo, in which Commander Raby and a portion of his men took part, were brought to your notice in my letter of the 10th of May last.

Her Majesty's steam-sloop "Ranger," Commander H. R. Wratlaw, cruized in the neighbourhood of

Whydah between the 12th of October and 22nd of December, 1860. Commander Wratislaw then visited Ambaz Bay with Mr. Mann, Botanist, and was afterwards employed until the 30th of January, 1861, in visiting the various rivers, &c., having on board Her Majesty's Acting Consul (Mr. Laughland) and assisted him in settling certain disputes, and putting down irregularities in the Cameroons, Malimba, Balanga, and the Old Calabar rivers, for which services Commander Wratislaw has received the approval of Lord John Russell.

The "Alecto" having been ordered by me to Ascension for the purpose of refitting, &c., Commander Wratislaw performed the duties of Senior Officer between the 4th February and 7th March, and afterwards took up her old cruising-ground off Whydah.

During the recent operations against Porto Novo, the "Ranger" was at anchor off Badagry (sea-bound) with the view of rendering any assistance to the expedition that might be necessary, and was subsequently placed by me at the disposal of his Excellency the Governor of the Gold Coast; she was at anchor off Lagos on the 21st of May.

Her Majesty's steam-vessel "Espoir," Commander Sholto Douglas, cruized off Whydah and its neighbourhood until the 24th of February, when she left the Coast for Ascension with Admiral Keppel's despatches, and on her return again took up her station off Whydah.

This vessel was next employed to watch the seaboard of Porto Novo during the recent operations against that town, and despatched a cutter fitted as a rocket-boat to assist in its destruction.

Commander Douglas's services up the Brass reflect much credit on that officer for his firm and judicious manner in dealing not only with the natives, but also European traders in that river. I have selected the "Espoir" to escort the Niger Expedition this year.

Her Majesty's steam-vessel "Bloodhound," Lieutenant Francis M. Bennett commanding, on joining the Bights Division was entrusted with the escort of the Niger Expedition, which duty Lieutenant Bennett conducted in a very efficient manner, and I beg to attach a copy of that officer's report to me, with its inclosures, for your information, having already forwarded a copy to the Secretary of the Admiralty.

Although this vessel was only eleven days up the river, I regret to say her crew suffered considerably from fever, having out of her small complement of Europeans so many as thirty-eight on the sick-list, all of whom, however, soon recovered after the "Bloodhound's" arrival at Aghwey, where the air is more pure than in any other part of the Bights, and fresh provisions easily procured.

Lieutenant Bennett was then engaged with his Excellency the Governor of the Gold Coast until the 4th of January, when he resumed his cruising-ground between Aghwey and Cape St. Paul's until the middle of April, and joined me at Lagos on the 16th of that month.

As the "Bloodhound's" presence at Porto Novo would undoubtedly have had a very good and wholesome effect on the native mind, who fancy that the "Brune" is the only vessel that can go up the Lagoons, I caused every exertion to be made to get her up by removing stores, &c., but all to no purpose; she was, therefore, unable to take part in the destruction of that town, and remained on shore about ten days.

This vessel, in conjunction with the "Espoir," was next dispatched to the Brass, when Commander Douglas crossed the bar in her, and succeeded in settling affairs satisfactorily up that river.

The "Bloodhound" then cruized off Whydah until the 20th of June, when she put into Lagos for my despatches, with which she joined me at Ascension on the 6th of the following month. Lieutenant Bennett being compelled to go to hospital, this vessel was in command of Lieutenant Hand between the 26th of January and the 12th of March last.

Her Majesty's steam-vessel "Brune," tender, Lieutenant Charles R. Forrest commanding, has been more actively employed the last few months, as will be seen on reference to Inclosure No. 2.

The "Brune," when attempting to get up to Badagry, a distance of about thirty miles up the river, grounded twice, and on her way back to Lagos once, when she remained on shore about ten days. Lieutenant Stokes, of the "Alecto," commanded this vessel until relieved by Lieutenant Forrest on the 21st of February last.

This part of the coast has been generally unsettled since my last report by frequent wars amongst the various native Chiefs, although Cape Coast Castle, Accra, and Quitta appeared to be quiet at my recent visit. I have not heard of any slaving being carried on at the latter place, still I think more than probable it is; but a great check must necessarily be placed on Quitta from the fact of our cruisers putting in there from time to time for stock.

I trust no resistance will be offered to the Niger expedition this year, and have made every arrangement for a cruiser ("Espoir") being there in proper time to escort the late Mr. Macgregor Laird's vessels.

From all the information I can gather on the subject, I think the principal enmity borne to this expedition is by the European traders in the Brass, who, in the event of a footing being established in the Niger by Mr. Walker, will have greater difficulty to contend with in getting in their oil, as the natives by trading actually up the Niger will be saved the trouble of bringing the oil, &c., down to the Brass, and the rivers in the neighbourhood, which is the way they do at present. Commander Douglas reports to me that he had great trouble, and met with no assistance whatever from the merchants in the Brass on his first visit to the river.

I have had no complaints from the traders either in the Bonny or Cameroons, and now that the comeey question is settled in the Old Calabar river I hope things will go on satisfactorily. No successor to the late King, Eyo Honesty II, of Creek Town, has yet been elected.

The want of a person wholly unconnected with trade as Consul for Fernando Po and the rivers in the Bight of Biafra is greatly felt, and with a gun-boat attached to the division for his disposal when necessary, I feel confident we should have little or no trouble in protecting our interests, improving the trade, and keeping peace in those rivers, from which the bulk of palm oil on the coast is derived.

Slave Trade is without doubt carried on to a serious extent along the coast to the windward of Lagos, up so far as Quitta; but no intelligence of shipments having taken place since my last report on the subject, 24th March, has come to my knowledge. Whydah, Great and Little Popoe, Jackin, and D'Elmina are the places chiefly watched by our cruisers.

The destruction of Porto Novo, the long-established and well-known resort of the slave-dealer, will, I confidently expect, be long felt as a severe blow to the nefarious Traffic in the Bights.

The want of an American man-of-war to exercise the right of search on this part of the coast is greatly required. I have already once before represented this to Flag-Officer Inman, who quite agreed with me, and sent the "Sumpter" on that duty; but she has long since gone back to her former cruising-ground. I intend taking an early opportunity of again alluding to this subject with the Flag-Officer on my next visit to the South Coast.

The vessels employed in the Bights have more or less all suffered from fever during the last six months, which I mainly attribute to the river operations in which they have been engaged; still, I think that the rains have set in unusually early this year, making the coast unhealthy. The "Alecto" having been on this part of the station since May 1860, I have ordered her to the South Coast, and taken every opportunity of giving the cruisers, in their turn, a trip to Ascension.

Before passing on to the South Coast, I beg respectfully to bring under your notice the great saving of life that would in all probability result by the establishment of a life-boat at Lagos; and have no doubt that the European residents, if consulted, would be only too glad to render every assistance in their power in promoting so desirable an object. A suitable shed might easily be erected on the beach close to the bar, and the boat could be manned by Kroomen trained for the purpose, who, I think, would be far preferable to any other class of Africans.

South Division.

Her Majesty's ship "Archer," Captain F. A. B. Craufurd, Senior Officer, visited the French Settlement at Gaboon on the 26th November last for the purpose of procuring information respecting the state of the Slave Trade at Cape Lopez, when Captain Craufurd informs me that he was very cordially received by Commodore Bossé, who placed the stores in the dépôt at his disposal, including coal, of which there were 5,000 tons.

On the "Archer's" visiting Kinsembo trade was found very brisk, but consisting chiefly in ivory, and Captain Craufurd informs me that the Portuguese had burnt the village of Kinsembo, which is situated some four or five miles inland, by way of punishing the natives for some outrages committed by them.

I am glad to hear that a palm-oil trade has sprung up at Londano, and trust it may continue to increase.

The American schooner "*Mariguita*," is reported to have completed her cargo at this place.

Matters at Loango, however, I regret to say, were not so satisfactory as could have been wished when the "Archer" put in there in December last. The natives had been troublesome, and trade in malachite, which is generally considerable, was greatly diminished, but that in palm-oil had increased. Captain Craufurd informs me that he visited the French Emigration Dépôt at this place, and was very courteously received.

In consequence of the destruction of the "Lune," a small schooner belonging to a Mr. Huff, a British subject trading in the Congo, and the robbery of her cargo by some of the natives in that river, also the frequent depredations committed on boats passing up and down, the "Archer" was for thirty-five days employed in the Congo (*vide* Inclosure No. 2) for the purpose of protecting British interests, and endeavouring to re-establish security for our traders in the river.

It is reported that had Mr. Huff not left the "Lune," no attempt would have been made to commit this outrage.

After a good deal of trouble and delay, I am happy to say that peace has once more been established in the Congo, and boats can now go up and down from Punta da Lenha to the mouth of the river without the danger of being molested. The terms are, that the traders should pay a certain custom or duty to the Congo Chiefs, who on their part promise protection and safe-conduct to the launches, &c., trading in the river.

I am fully satisfied with the zeal and energy displayed by Captain Craufurd in protecting our interests up the Congo, and think that under the circumstances he was justified in remaining so long in the river; but as no hostile measures were requisite, or, in fact, at all practicable from the nature of its banks, I do not see the necessity for detaining four vessels so long up the Congo, when two at the most would have been a force sufficient, in my opinion, to keep up by their presence our moral influence with the natives.

As at Punta da Lenha there are two English factories (Messrs. T. Tobin and Son, and Hatton and Cookson), a Dutch, an American, an Italian, and several Portuguese factories, which latter are mostly engaged in the Slave Trade, the legal and illegal trade is necessarily very much intermixed: the Senior Officer of the South Division has therefore a very difficult duty to perform in looking after British interests in the Congo; for while he is enjoined to afford every protection to the legal trader, he must not do anything to encourage or protect the illegal trade, and they go so much hand in hand that it is almost impossible to separate them.

On my approaching visit to the Congo, I purpose communicating with the English traders at Punta da Lenha, with the view of impressing upon them the advisability of removing to Sharks' Point, and thereby separating themselves from those who are well known to be engaged in the Slave Trade; should this be effected, they will at all times be in a position to command the protection of our cruisers, one of which is invariably stationed off the Congo. The Dutch factory, I hear, has already shifted down to Banana Creek, on the north bank of the river.

Fever having broken out severely on board the "Archer," consequent upon the river operations in which that vessel had been engaged, Captain Craufurd proceeded to Elephant Bay, thinking by getting into a cooler latitude to get rid of the disease, but, I am sorry to say, without success; when, on the Doctor's representation, the "Archer" left on the 17th of March for St. Helena, at which port she landed her sick, and remained until the 25th of May, when she left for Ascension to await my arrival, Captain Craufurd not thinking himself justified in returning to the South Coast, although his men had nearly all recovered.

Her Majesty's steam-sloop "Prometheus," Commander Norman B. Bedingfeld, during the period of this Report has been employed principally up the Congo, protecting British interests and property. Commander Bedingfeld has, by his knowledge and experience of the native character, greatly assisted Captain Craufurd in effecting a settlement of affairs in that river; for, being personally known to the Congo Chiefs as the Lieutenant-Commander of the "Pluto" in 1854, when the Treaty was drawn up, they felt greater respect for him than they would have done for a stranger.

I received news by the mail from St. Helena that the "Prometheus" had captured and destroyed the "*Jacinto*," supposed to have flown Spanish colours.

I am thankful to say this vessel has not suffered from her long stay up the Congo, and on leaving Elephant Bay proceeded to Fernando Po to replace the copper which she had lost last year up the River Sherbro, with the assistance of the diving apparatus belonging to the Spanish authorities, since which date I have received no intelligence of her proceedings.

Her Majesty's steam-sloop "Wrangler," Commander H. H. Beamish, has been a part of the time employed in conveying the mail to and from Fernando Po, and was afterwards stationed in the Congo for the purpose of protecting British interests.

On the "Archer's" arrival at Ascension from St. Helena, I was glad to learn that this vessel had been successful in capturing the "*Ardennes*," mentioned on the Suspected List, on the 23rd of May last, with 493 slaves on board.

The "Wrangler's" crew, I am sorry to say, has suffered considerably from fever, in consequence, I presume, of her stay up the Congo.

Her Majesty's steam-vessel "Sharpshooter," Lieutenant Charles Gibbons commanding, cruised for the suppression of the Slave Trade in the neighbourhood of the Congo, until the commencement of January, occasionally visiting Punta da Lenha, when, in consequence of his crew suffering from fever, Lieutenant Gibbons proceeded so far south as Little Fish Bay and Benguella, on his way back to St. Paul de Loanda.

Lieutenant Gibbons reports that while in the Congo he was informed by the English merchants that a considerable palm-oil trade had sprung up at Punta da Lenha, and that 1,000 tons of oil had been shipped during

the previous eighteen months. Should this be correct, and the trade continue, it will be the greatest blow that can be inflicted on the Slave Trade in the Congo; but I very much doubt that a palm-oil trade has really been established at Punta da Lenha.

On the "Sharpshooter's" return from the southward, she took up a cruising-ground between Point Padron and Fonda Bay, and was afterwards employed protecting British interests in the Congo until the 22nd of March.

Slave Trade is at present carried on almost entirely under the American ensign, and the following vessels, all under its protection, have been met with by our cruisers:—

"Rufus," barque; "Brutus," ship; fitted as whalers,—off the Congo: "Nightingale," ship; "Nancy," brig; "Virginian," schooner; "Ardennes," barque; "Alexina," barque; "Fairy," brig; and "John Bell," schooner,—at Punta da Lenha: of which, the "Rufus" is reported to have shipped in the neighbourhood of Elephant Bay, and got off. The "Nightingale," I am happy to say, was captured by the United States' ship "Saratoga" at Cabenda, the well-known shipping-place, with 900 slaves on board, and 600 remaining on the beach to be shipped.

The "Virginian" is said to have got away with a cargo.

The "Ardennes" was captured by the "Wrangler" on the 23rd of last May with 493 slaves; and the "Fairy," not "Flight," is supposed to be the vessel captured by the "Falcon" near Ascension with 560 on board.

The Congo is, without doubt, the centre of the Slave Trade in this part of the coast, as is only too well shown by the presence of so many notorious slave-vessels in the river. They go up as far as Punta da Lenha for the purpose of refitting, and to make their arrangements with the slave-dealers, and then proceed to sea until the time for shipping has arrived, when they make the land again.

Slaves are generally shipped at Black Point, Cabenda, and Londano, to the northward of the Congo, and at Mangue Grande and the coast between Muella and Juma Bay to the southward; also sometimes in the River Congo itself. Although these are the usual places of shipment, still slaves are driven to any intermediate spot with astonishing rapidity, and shipped in a very short space of time if a convenient opportunity offers.

The value of the slave being only twenty-five dollars on this part of the station, while it is eighty dollars in the Bights, is no doubt the reason why slave-vessels generally come to the South Coast; besides which, I think that the principle of the trade is better understood here than in the Bights, slaves more numerous and easily procured, and the coast itself better adapted for shipping.

Although Commander Bedingfeld reports that the Slave Trade is revived to the southward of Benguela, and that shipments have actually taken place at Cape St. Martha, I do not think myself that this illegal trade is carried on to any extent to the southward of St. Paul de Loanda, as suspicious vessels are rarely ever met with, and the difficulty of driving slaves along that part of the coast is very considerable; still I believe that one or two shipments may possibly have taken place in vessels fitted ostensibly as whalers, but not in any great number. I myself have seen one at Little Fish Bay, which I afterwards learnt had got off with a small cargo.

No doubt the presence of so many of our cruisers in the Congo during the months of February, March, and April, has greatly hampered the movements of the slave-dealers in that river, and consequently I conclude the trade has not been so successfully carried on as they could wish, or to the same extent as usual.

A great deal of domestic slavery goes on as usual at St. Paul de Loanda, and I did hear that sometimes slaves are even sent to the northward in small quantities, in the Cabenda boats that are constantly going up and down the coast.

I also learnt that slaves are sent from Cape Lopez to the Island of Princes and St. Thomas, and think it is not only very probable, but a safe mode of carrying on that inhuman traffic, if properly managed. The Governor of the latter place positively denies that slaves are ever landed at St. Thomas, although, as he says, they might be at Princes.

The "Prometheus," I am happy to say, captured and destroyed the "Jacinto," supposed to have flown Spanish colours.

The French emigration still goes on, but, in consequence of the want of sufficient transport, is very slow. The establishments of M. Regis are stationed, one in the Congo, and the other at Loango, and have been visited by our cruisers.

As vessels engaged in the Slave Trade almost invariably fly the American flag, and our cruisers are prohibited from in any way interfering with them, of course we are to a very serious extent powerless in putting a check to the Slave Trade, it being only when our cruisers are fortunate enough, as in the case of "Wrangler" and "Falcon," to meet with vessels having slaves actually on board, and denationalized, that they can venture to take them, and the same rule with regard to detention, I am sorry to say, applies also to the United States' cruisers. If they were borne out in detaining vessels having on board the usual slave-fittings, this nefarious trade would soon be stopped, and, as a natural consequence, legal commerce finally established in Africa.

I omitted to mention above that the "Constellation" detained the American vessel "Triton" for being fitted with the usual slave appliances, and sent her across for condemnation: it remains to be shown how far Captain Nicholas will be borne out. I very much fear the vessel will be released, as in the case of the "Virginian" (the same one mentioned in this Report), and others that were detained by the "Portsmouth" under similar circumstances. It is a very great pity, for I believe the American squadron are really in earnest about putting a stop to the Slave Trade under their flag.

I am sorry to say that the cruisers in this Division have suffered considerably from fever, brought on, no doubt, by their long stay up the Congo, and a more than usually rainy and, of course, sickly season for this part of the coast. I hear that there have been cases of yellow fever so far south as Little Fish Bay.

The proceedings of Her Majesty's ship under my command up to the affair of Porto Novo have already been brought to your notice. The "Arrogant" left Lagos for a cruise at sea, in consequence of having fever on board, on the 10th of May, and put into Fernando Po on the 19th, when having completed with coal I sailed for Princes' on the 28th, and for St. Thomas' on the 1st of June, at which island I thought it advisable to remain ten days to recruit the health of my ship's company, who had suffered severely from fever, which, I regret to say, proved fatal in seven cases.

I arrived at Ascension in the "Arrogant" on the 20th of June, and sailed to-day for my inspection of the South Coast. Should nothing unforeseen detain me, I purpose leaving Loanda for St. Helena about the middle of November next, and will then proceed to Ascension and the North Coast.

Inclosure 2 in No. 90.

RETURN of the Movements of the West Coast of Africa Squadron.

NORTH DIVISION.

Ship.	Arrived.		Sailed.		On what Service employed and to what time.	Remarks.	
	Date.	Where.	Date.	Whither.			
Her Majesty's steam-sloop "Torch," Commander F. H. Smith, Senior Officer.	1860						
	Nov. 7	St. Paul de Loanda ...	1860	Sierra Leone . . .	To relieve "Prometheus," temporarily in charge of the North Division . . .	Captured a slave, name and nation unknown, on November 15, 1860. The United States' sloop "San Jacinto" was at anchor.	
	" 20	Fernando Po . . .	" 21	Lagos . . .	Completed with the delivery of Commodore's despatches to Acting Consul . . .		
	" 24	Lagos . . .	" 24	Cape Coast Castle . . .	For the purpose of communicating with Senior Officer of Bigata Division, and delivering Commodore's despatches . . .		
	" 26	Cape Coast Castle . . .	" 27	Sierra Leone . . .	For the purpose of communicating with his Excellency the Governor of the Gold Coast, and delivering Commodore's despatches . . .		
	Dec. 5	Sierra Leone . . .	Dec. 13	Monrovia . . .	On the 6th December, 1860, took charge of the North Division temporarily, and received the records from "Prometheus," . . .		
	" 10	Monrovia . . .	" 17	Solyms . . .	For the purpose of delivering two schooners belonging to a Mr. Harris, British subject, which had been detained by the Liberian Government. . .		
	" 18	Solyms . . .	" 19	Sierra Leone . . .	To meet the homeward-bound mail. . .		
	" 21	Sierra Leone . . .	" 24	" . . .	To cruise between Cape Palmas and Sierra Leone . . .		
	1861						
	Jan. 13	Sierra Leone . . .	Jan. 17	Rio Pongas . . .	To destroy a slave-vessel that had been seen up the river by "Falcon" . . .		
	" 18	Rio Pongas . . .	" 25	Sierra Leone . . .	Sent boats up the river, and succeeded in capturing a slave-vessel, which was burnt, being on shore and unseaworthy . . .		
	Feb. 2	Sierra Leone . . .	Feb. 6	Bathurst, River Gambia . . .	To take part in an expedition against King Badiboo. . .		
	Feb. 5	Bathurst, River Gambia . . .	" 6	Rio Pongas . . .	To ascertain the state of the Slave Trade in the river, &c., as directed by Admiralty letter of December 19, 1860. . .		
	Mar. 17	Rio Pongas . . .	" 23	River Gambia . . .	To obtain the first instalment of the fine inflicted on King Badiboo . . .		
	" 27	Bathurst, River Gambia . . .	" 28	Suwarra Cunda Creek, River Gambia . . .	In consequence of information that a slave was up the river . . .		
	Apr. 11	Sierra Leone . . .	Apr. 13	River Bramiah . . .	Captured a slave vessel, employed to smuggle or traffic in slaves . . .		
" 18	Sierra Leone . . .	" 19	Sierra Leone . . .	To obtain the signatures of the Slave Trade Chiefs to a formal deed of cession of the Bendulo territory to the British Government . . .			
" 19	Sierra Leone . . .	" 24	Bendoo, River Sherbro . . .	To meet the mail from England . . .			
May 3	Bendoo, River Sherbro . . .	May 3	Banana Islands . . .	" . . .			
" 11	Sierra Leone . . .	" 11	Sierra Leone . . .	" . . .			
" 1860		" 1860	" . . .	" . . .			
Dec. 17	Sierra Leone . . .	Dec. 24	Lates de Los . . .	Refitting ship . . .			
" 1861		" 1861	" . . .	" . . .			
Jan. 27	Lates de Los . . .	Jan. 3	Rio Pongas . . .	For the purpose of procuring information. . .			
" 4	Rio Pongas . . .	" 6	Sierra Leone . . .	To meet the mail from England. . .			
Jan. 6	Sierra Leone . . .	" 13	Rio Pongas . . .	In search of her boats . . .			
" 14	Rio Pongas . . .	" 15	Sierra Leone . . .	" . . .			
" 15	Sierra Leone . . .	" 19	" . . .	" . . .			
Feb. 11	Sierra Leone . . .	Feb. 13	River Gambia . . .	Cruising for suppression of the Slave Trade, between Cape St. Ann and Cape Palmas. . .			
" 18	River Gambia . . .	Mar. 6	Sierra Leone . . .	Conveying West Indian troops to Sierra Leone . . .			
Mar. 10	Sierra Leone . . .	Mar. 23	River Sherbro . . .	To hoist the British flag at Jenkin's Town, Bendoo River, and survey the Bayoco . . .			
" 24	Jenkin's Town, River Sherbro . . .	Apr. 10	Sierra Leone . . .	To meet the mail from England. . .			
Apr. 11	Sierra Leone . . .	" 15	Bathurst, River Gambia . . .	Was to have sailed with West Indian troops. . .			

Return of the Movements of the West Coast of Africa Squadron—continued.

BIGHTS DIVISION.

Ship.	Arrived.		Sailed.		On what service employed, and to what time.	Remarks.
	Date.	Where.	Date.	Whither.		
Her Majesty's steam-sloop "Alecto," Commander H. J. Raby, Senior Officer	1860 Oct. 18	Accra	1860 Oct. 29	Cape Coast Castle	With the Governor of the Gold Coast and Major Cochrane, Gold Coast Artillery, on board	The "Alecto" then proceeded, with his Excellency on board, to Dixcove
	" 28	Accra	" 29	"	To cruise in the neighbourhood of Whydah, and communicate with Lagos, and then proceed to Fernando Po for coal.	Annamaboe, and Winnebuh, returning to Accra on the 28th of October.
	Nov. 20	Lagos	Nov. 17	Fernando Po.	Cruised for the suppression of the Slave Trade.	Finding the bar impassable, Commander Raby, after making inquiries on board the vessels at anchor, proceeded to windward to communicate with "Ranger," and cruise.
	Dec. 3	Lagos	" 29	"	"	On the 10th December Commander Raby visited King Docoemo, of Lagos.
	" 7	Lagos	Dec. 10	Accra and Cape Coast Castle	To convey the Governor to the latter place	Boarded the American brigantine "John Bell," papers correct.
	" 12	Cape Coast Castle	" 14	Accra	With Governor Andrews on board	Mr. Foote, Her Majesty's Consul for Lagos, arrived by packet from England.
	" 18	Accra	" 18	Lagos	To dispatch "Ranger" to Fernando Po for Mr. Mann, Romanist.	Found the United States' gun-boat "Sumpter."
	" 21	Lagos	" 23	Whydah	To communicate with "Ranger." The "Alecto" then cruised at sea until the 28th December, 1860	To communicate with Governor Andrews.
	" 31	Lagos	Jan. 3	Badagry	To visit Her Majesty's Consul	Found "Espoir" to join the Bights.
	1861 Jan. 4	Badagry	" 7	"	Finding everything quiet cruised at sea.	
	" 6	Accra	" 11	"	Communicated with "Bloodhound"	
	" 11	Accra	" 21	Cape Coast Castle	With the Governor of the Gold Coast.	
	" 12	Cape Coast Castle	" 21	Lagos	To communicate with "Bloodhound" The "Alecto" sailed from Quittah on the 28th January, 1861, for Ascension, to refit, &c., by Commodore's orders	
	" 24	Lagos	" 25	"	"	
	Feb. 6	Ascension	Feb. 20	Quittah.	The "Alecto" cruised until the 7th March, when she fell in with "Ranger," and then proceeded to Lagos.	
	Mar. 9	Lagos	Mar. 15	Fernando Po	To communicate with the Commander-in-chief at that island.	Found "Bloodhound" at anchor at Fernando Po.
	" 11	Fernando Po	" 18	Princes	To communicate with the Commander-in-chief at that island.	The "Alecto" watered at Princes.
	" 17	Princes	" 23	Lagos	Between the 11th and 14th in company with "force"	On the 28th communicated with "Bloodhound," and on the 30th communicated with "Ranger" and "Espoir" of Whydah, and started the next day for Lagos.
	" 22	Lagos	" 23	"	For a cruise to windward	Proceeded to sea to communicate with "Bloodhound," having waited at Lagos until the 13th April, in the hope of meeting the Commodore.
	Apr. 1	Lagos	Apr. 18	"	"	
" 14	Quittah	" 15	Benin River	To effect the hire of the river steamer "Fideliter," for service with the expedition against Porto Novo.	Between the 22nd and 26th April, the "Alecto's" ship's company, in her boats, took part in the operations against the King of Porto Novo, up Lagos lagoon.	
" 16	Benin River	" 21	Lagos	With "Fideliter" in tow, having been detained four days, as her services could not be spared.	On the 17th May Mr. Foote, Her Majesty's Consul, died at Lagos.	
" 23	Lagos	May 11	"	Cruised at sea until May 17, when she proceeded to Quittah		
May 17	Quittah	" 17	Lagos	To communicate with the "Ranger"		
" 20	Lagos	" 21	Fernando Po	With the Commodore's mails.		
" 24	Fernando Po	" 28	Old Calabar River	To settle a dispute in reference to the Comey question.		
" 29	Old Calabar River	June 2	Fernando Po	To complete coal, &c.		
1860 Sept. 25	Fernando Po	Sept. 28	Cape Coast Castle	Conveying Commodore's despatches to the Governor of the Gold Coast.	Communicated with "Alecto" on the 2nd December.	
Oct. 5	Cape Coast Castle	Oct. 8	Lagos	To communicate with Senior Officer.		
Oct. 11	Lagos	" 13	Whydah	The "Ranger" cruised off Whydah between the 13th and 22nd of October.		
" 22	Whydah	" 23	Ditto	The "Ranger" cruised off Whydah until the 30th November, 1860, visiting Accra on the 13th, and Lagos on the 21st of that month.		
Dec. 2	Whydah	Dec. 6	Ditto	Between the 6th and 22nd December, with the exception of visiting Quittah on the 17th, the "Ranger" cruised off Whydah		
" 23	Whydah	" 24	Fernando Po	To convey Mr. Mann, Romanist, to Ambar Bay.		
" 31	Fernando Po	Jan. 7	Ambar Bay	With Mr. Mann on board.		
1861 Jan. 7	Ambar Bay	" 10	Casuarina River	With Her Majesty's Consul for Fernando Po on board (Mr. Laughland).		
" 8	King Bell's Town, Cameroons	" 10	Malimba	To inquire into some robberies that had been committed, &c.		
" 11	Malimba	" 13	Bisauva	Conveying Her Majesty's Consul for Fernando Po up the rivers.		
" 13	Malimba	" 18	Old Calabar River	"		
" 16	King Bell's Town, Old Calabar River	" 20	Fernando Po.	"		
" 20	Fernando Po	" 20	Bonny River	To lay down new buoys in that river.		

Return of the Movements of the West Coast of Africa Squadron—continued.

Ship.	Arrived.		Sailed.		Remarks.
	Date.	Where.	Date.	Whither.	
Her Majesty's steam-sloop "Ranger," Commander H. R. Wadsworth	1861 Jan. 31	Bonny River	1861 Jan. 25	Fernando Po.	On the 4th February, 1861, took temporary charge of the Division, during "Alecto's" absence at Ascension. On the 21st February sent a gunner and 16 men to "Brune," at the Consul's request, to punish the King of Porto Novo, for stopping the trade. On the 7th March fell in with "Alecto," off Jackin, and gave up charge of Division. Between the 30th March and 5th April the "Ranger" cruized between Whydah and Porto Novo. With "Espoir" returns to await the Commodore's arrival. Between the 22nd and 28th of April the "Ranger" was employed watching the seaboard at Badagry, to render any assistance to the expedition against Porto Novo that might be necessary. The "Ranger" was at Lagos on the 21st May, 1861. Found Commodore Boscawen at Lagos, in the "Dauntless." Anchored at Aghwey, in company with "Ranger." Between the 22nd and 28th April the "Espoir" was employed watching the seaboard of Porto Novo, to render any assistance to the expedition that might be necessary. The "Espoir" was at Fernando Po on the 26th May, 1861. Communicated with the "Alecto" at Whydah, on the 7th November, 1860. Completed with coal at Fernando Po. On 17th November the "Bloodhound" proceeded over the bar. For change of air, having fever on board. On the 16th of December communicated with "Alecto."
	Jan. 30	Fernando Po	Feb. 11	Proceeded to windward	
	Feb. 11	Lagos	" 14	Aghwey	
	" 12	Whydah	" 16	Lagos	
	" 14	Aghwey	" 17	Whydah	
	" 17	Lagos	" 27	Lagos	
	" 24	Badagry	" "	" "	
	" 8	Jackin	" "	" "	
	Apr. 8	Whydah	Apr. 8	Lagos	
	" 21	Lagos	" 17	" "	
	" "	" "	" "	" "	
	" "	" "	" "	" "	
	" "	" "	" "	" "	
	" "	" "	" "	" "	
Her Majesty's steam-sloop "Espoir," Commander Sholto Douglas	May 6	Accra	May 1	Accra	To complete with coal. To communicate with "Espoir." On the 14th communicated with Her Majesty's Consul on board the "Brune." On March 3, 1861, the "Ranger" left Lagos, and proceeded to windward to look for "Bloodhound." During the month of March the "Ranger" has been cruising 60 miles S.E. off Whydah, putting into Whydah on the 22nd and 30th, and Lagos on the 27th of that month. Cruized to windward by Commodore's order, to look after suspicious vessel. At the disposal of the Governor of the Gold Coast. With Governor on board to obtain payment of a debt long due. With Governor on board. To disembark his Excellency. To meet the onward mail. Landed the slave crew of "Chera Windsor" at Little Popos. To communicate with "Alecto," and join the Rights Division. The "Espoir" cruized off Whydah until the 4th February, when she returned to Lagos, to communicate with "Ranger." Anchored at Whydah, to receive her mails. Proceeded to Ascension with despatches for Admiral Keppel. The "Espoir" then cruized between Whydah and Fish Town until the 16th April. In company with Commodore at Lagos Towed the hired steam-vessel "Fideliter." To communicate with the Niger expedition. To inquire into the cause of the attack, by some Brass canoes, on the "Sun-bean's" boat. To meet Commodore, not having succeeded in ascertaining the cause of attack, &c. To assemble the Chiefs of the Brass River, relative to an attack made by their canoes on a boat belonging to the Niger expedition. To communicate with Commodore, and complete with coal To escort Mr. Leitch's expedition To complete with coal To communicate with Commander Raby. On the 16th December the "Bloodhound" received instructions to proceed to Accra, and place himself at the Governor's disposal, and was under his orders until the 4th of January, 1861. On the 4th January, 1861, she left Accra, and cruized until the 26th of that month, between Aghwey and Adoffia when she put into Lagos, and afterwards returned to her cruising ground until the 28th February, 1861, when she left for Fernando Po for coal. The "Bloodhound" left Fernando Po on the 14th March to cruize between Aghwey and Cape St. Paul, where she continued until the 15th of April.
	May 9	Quittah	" 9	Great Mingo	
	" 10	Great Mingo	" 10	Accra	
	" 11	Accra	" 13	Lagos	
	" 17	Lagos	" "	" "	
	Jan. 30	Little Popos	Jan. 26	Lagos	
	" 22	Lagos	" "	To cruize off Whydah	
	Feb. 4	Lagos	Feb. 5	To cruize off Whydah and the adjacent ports.	
	" 14	Aghwey	" 15	To cruize off Whydah	
	" 23	Whydah	" 24	Ascension	
	Mar. 25	Ascension	Mar. 23	Quittah	
	" 26	Quittah	" "	To cruize	
	Apr. 16	Lagos	Apr. 22	Porto Novo	
	23	Lagos	29	Benin River	
May 2	Benin River	May 2	Nun River		
" 3	Nun River	" 4	Brass River		
" 5	Brass River	" 6	Lagos		
" 8	Lagos	" 11	Brass River		
" 14	Brass River	" 23	Fernando Po.		
" 23	Fernando Po	" "	" "		
1860 Nov. 6	Whydah	Nov. 7	Fernando Po		
" 12	Fernando Po	" 14	Brass River		
" 18	Brass River	" 19	River Niger		
" 19	River Niger	" 20	Fernando Po		
Dec. 1	Fernando Po	" 5	Lagos		
" 2	Lagos	" 8	Aghwey		
" 10	Aghwey	" 14	To cruize at sea		

Return of the Movements of the West Coast of Africa Squadron—continued.

Ship.	Arrived.		Sailed.		Remarks.
	Date.	Where.	Date.	Whither.	
Her Majesty's steam-vessel "Bloodhound," Lieutenant Francis W. Bennett, commanding	1861				On what Service employed, and to what time.
	Apr. 16	Lagos	1861		
	May 14	Brass River	May 11	Brass River	
	May 28	Fernando Po	" 21	Fernando Po	
	June 4	Off Whydah	" 31	Whydah	
	" 20	Lagos	June 19	Lagos	
	" 6	Ascension	June 21	Ascension	
	Jan. 6	Badagry	" 2	Badagry	
	Jan. 20	Lagos	18	Lagos	
	Feb. 21	Pogo Novo	Feb. 20	Pogo Novo	
" 23	Badagry	" 22	Badagry		
" 28	Lagos	" 27	Lagos		
Mar. 24	Lagos	Mar. 23	Lagos Bar		
Her Majesty's steam-vessel "Brune" (tender to "Arrogant"), Lieutenant Chas. R. Forrest, commanding	Jan. 6	Badagry	Jan. 2	Badagry	In consequence of a disturbance caused by two men claiming a vacant Chief-tainship
	Jan. 20	Lagos	18	Lagos	
	Feb. 21	Pogo Novo	Feb. 20	Pogo Novo	
	" 23	Badagry	" 22	Badagry	
	" 28	Lagos	" 27	Lagos	
	Mar. 24	Lagos	Mar. 23	Lagos Bar	
	Apr. 16	Lagos	Apr. 15	Lagos	
	Apr. 20	Lagos	Apr. 19	Lagos	
	Apr. 24	Lagos	Apr. 23	Lagos	
	Apr. 28	Lagos	Apr. 27	Lagos	
Her Majesty's ship "Archer," Captain Frederick A. B. Crawford, Senior Officer, South Division	1860				SOUTH DIVISION.
	Oct. 27	St. Paul de Loanda	Nov. 19	Mayemba	
	Nov. 24	Point Padron	" 23	Point Padron	
	" 26	Gaboon	" 30	Cape Lopez	
	Dec. 1	Cape Lopez	Dec. 2	St. Anna de Cleaves, St. Thomas	
	" 3	St. Anna de Cleaves, St. Thomas	" 5	For South Coast	
	" 14	Point Padron	" 16	St. Paul de Loanda	
	" 19	St. Paul de Loanda	" 24	Kisumu	
	" 23	Kisumu	" 26	Cabenda	
	" 28	Cabenda	" 28	Loango	
	" 30	Loango	1861		
	Jan. 4	St. Paul de Loanda	Jan. 2	St. Paul de Loanda	
	Jan. 12	St. Paul de Loanda	" 12	To go to the northward	
	Feb. 7	St. Paul de Loanda	" 24	Above Shark's Point, River Congo	
	" 11	Shark's Point	Feb. 10	Congo	
	Mar. 4	Cabenda	Mar. 7	Congo	
	" 7	Shark's Point	" 12	For the southward	
	" 15	Shark's Point	" 28	Congo	
	" 27	Shark's Point	" 28	Congo	
	Apr. 9	St. Paul de Loanda	" 29	To cruise	
" 16	Elephant Bay	" 17	For the southward		
" 23	Ascension	" 17	St. Helena		
May 22	Ascension	" 20	Ascension		
June 24	St. Helena	" 24	St. Helena		
June 29	Ascension	" 29	Ascension		
" 29	Ascension	July 30	Serra Leone		
<p>Between the 20th April and the 6th May, 1861, the "Bloodhound" was in the lagoons, and while endeavouring to proceed with the expedition to Porto Novo took the ground near Beccoty, and could get no higher.</p> <p>Crossed the bar on the 15th May, 1861. Completed coal at Fernando Po.</p> <p>The "Bloodhound" has orders to leave Ascension for Lagos on the 23rd July, 1861. Up to the 2nd January, 1861, the "Brune" was at anchor off the Consulate at Lagos.</p> <p>At anchor off the British Consulate. Grounded once on coming down the lagoon.</p> <p>At anchor off the British Consulate.</p> <p>At anchor off the British Consulate.</p> <p>Between the 22nd and 26th April the "Brune" was employed up Lagos river with the expedition against Porto Novo, and on the "Arrogant" leaving Lagos on the 10th May, 1861, was at anchor off the British Consulate.</p> <p>Found His Imperial Majesty's frigate "Danase."</p> <p>Saw United States' cruisers "San Jacinto" and "Portsmouth" at anchor. On the 27th sighted Mangue Grande.</p> <p>Met "Wrangler" at Loango, on the 1st January, 1861.</p> <p>On the 29th January the "Prometheus" arrived in the Congo. Between the 24th January and the 6th February, 1861, the "Archer" was at anchor in the Congo.</p> <p>Found the United States' cruisers "Constellation," "Molcaim," "Mystic," and "Stumper."</p> <p>Found United States' gun-boat "Mystic" On the 10th March the "Wrangler" arrived. On the 21st March the "Fort" arrived at Loanda. On the 27th March "Prometheus" left for Elephant Bay.</p> <p>Communicated with the French factory at Bauama.</p> <p>On the "Archer" return to Ascension she will proceed to Spithhead.</p>					

Return of the Movements of the West Coast of Africa Squadron—continued.

Ship.	Arrived.		Sailed.		On what Service employed, and to what time.	Remarks.
	Date.	Where.	Date.	Whither.		
Her Majesty's ship "Prometheus," Commander N. B. Bedingfield	1861					
	Jan. 29	Congo	Jan. 9	St. Paul de Loanda.	Put into the Congo for water.	
	" "	"	Feb. 22	St. Helena	For provisions and public money	Between the 29th January and 22nd February the "Prometheus" was employed in the Congo.
	Feb. 27	St. Helena	Mar. 4	River Congo	With provisions, to join "Archer."	
	Mar. 10	Point Padron	" 11	Shark's Point	Protecting British interests in the river.	
	" 11	Shark's Point	" 27	Elephant Bay	To look out for "Nightingale" slaver.	The "Prometheus" was off Elephant Bay on the 17th April, 1861.
	1860					
	Nov. 12	Loango Bay	Nov. 8	"	Cruised to the northward, for the suppression of the Slave Trade.	
	" 16	Moyamba Bay	" 13	"	Resumed cruising.	
	" 27	Fernando Po	" 19	To cruise	"	
	Dec. 3	Fernando Po	Dec. 29	Cape Lopez	For the mails	On 24th November, 1860, fell in with "Archer," and was taken in tow as far as Cape Lopez.
	" 7	Fernando Po	Dec. 9	St. Thomas	To assist an English merchant-vessel in distress.	Communicated with the "Archer."
	" 11	Fernando Po	Dec. 11	Fernando Po	With the English brig "Tremont" in tow	Called at Prince's on the 14th, and Annohon on the 17th December, 1860.
1861						
Jan. 1	Loango Bay	Jan. 8	Cahenda	To watch the coast.		
" 5	Cahenda	Jan. 7	To cruise.	"		
" 13	Cape Padron	" 16	St. Paul de Loanda	To complete with coal		
" 17	St. Paul de Loanda	" 20	"	To the northward, to communicate with "Archer"		
" 27	Fernando Po	" 30	"	To the northward, to communicate with the mail		
Feb. 8	Ambrizette	Feb. 9	"	Stood to the southward with the mail	The "Ranger" was at Fernando Po; met "Sharpshooter," and received coals.	
" 10	St. Paul de Loanda	Feb. 13	"	To the northward to join "Archer."		
" 15	Shark's Point	" 26	"	Cruising at sea, off the Congo	Between the 16th and 26th February, 1861, the "Wrangler" was employed in the Congo, protecting British interests and property.	
Mar. 2	Cape Decait	Mar. 4	River Congo	For a cruise to the northward.		
" 6	Ambrizette	" 8	"	To communicate with "Archer."		
" 9	Shark's Point	" 12	"	Cruising until the 17th March.		
" 19	St. Paul de Loanda	" 24	To the northward	To complete with coal.		
" 27	In the Congo	" 29	To cruise	"	Completed provisions from "Buffalo." This is the latest intelligence of "Wrangler's" movements.	
1860						
Nov. 17	"	Nov. 17	To cruise off the Congo	"	Visited Ponta da Lenha on the 26th November, 1860, and Cabenda on the 6th December.	
Dec. 15	Point Padron	Dec. 17	"	To cruise between Ambrizette and the Congo, and then proceed to Loanda for coal.		
1861						
Jan. 15	Little Fish Bay	Jan. 12	Little Fish Bay	To recruit the health of ship's company, suffering from fever.		
" 16	"	Jan. 19	For Elephant's Bay and Benguela	"		
Feb. 4	St. Paul de Loanda	Feb. 8	Congo	"	Met "Wrangler" off Ambriz on the 6th; 10th, communicated with the "Falcon" at Kinsembo.	
Mar. 11	Off the Congo	Mar. 22	To cruise	To cruise between Point Padron and Ponta Bay.	Between the 8th and 22nd March the "Sharpshooter" was employed up the Congo, protecting British interests.	
Apr. 1	Bauana	Apr. 8	Punta da Lenha	To escort a Dutch vessel and three launches.		
" 3	Entranca of Congo	" 19	"	Cruising.	Completed with coals at Loanda. The "Sharpshooter" cruised between Loango and Ambrizette until the 19th May, 1861.	
" 14	St. Paul de Loanda	" 20	Off Point Padron	To cruise between Loango and Ambrizette		
May 20	Off Point Padron	May 20	Fernando Po	To meet Commodore.	Sailed for England, to be paid off.	
" 27	Fernando Po	June 1	"	"		

"Arrogant," St. Thomas, June 10, 1861.

(Signed)

W. EDMONSTONE, Commodore and Senior Officer.

Inclosure 3 in No. 90.

Acting Consul Hand to Commander Raby.

Lagos, November 3, 1860.

(Extract.)

I HAVE the honour to report that on my arrival here from Abbeokuta, King Docemo sent his Prime Minister to inform me of the message that His Majesty received from his Staff-bearer that attends the market of Ikorodu, which was delivered by Kosoko's messengers as follows:—

That he, Kosoko, intends coming to Lagos attended with messengers from the King of Benin, and that he did not wish to come without informing Docemo.

In my opinion this message is couched in this way to delude Docemo and myself that it is but a friendly visit; however, I know to the contrary, on good authority, that his intention is to attack the place.

And I have to request of you to supply me with the rocket-tubes already applied for, also signal-rockets.

No. 91.

Commodore Edmonstone to the Secretary to the Admiralty.

Sir, "Arrogant," off Cabenda, September 22, 1861.
IT gives me much pleasure to forward, for the information of my Lords Commissioners of the Admiralty, a copy of a correspondence that has taken place between Flag Officer Inman, Commander-in-chief of the United States' cruisers on this station, and Commander Henry James Raby, of Her Majesty's steam-sloop "Alecto," on the occasion of the Flag Officer's departure from the coast, showing the mutual good feeling that has prevailed throughout between our respective squadrons.

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

Inclosure 1 in No. 91.

Commander Raby to Flag Officer Inman, U.S.N.

Sir, "Alecto," St. Paul de Loanda, July 6, 1861.
IT is with great pleasure that I beg to tender through you my best thanks to Lieutenant-Commander Armstrong, of the United States' steam-vessel "Sumpter," for his great kindness in taking a letter to Cabenda from me to Commander Bedingfeld, of the "Prometheus," on the 16th ultimo, thus saving me the necessity of sending a boat's crew nearly 100 miles. Such acts of courtesy and kindness must always tend to cement the good feeling and cordiality which I trust will always exist between the two services.

I have, &c.
(Signed) HENRY J. RABY.

Inclosure 2 in No. 91.

Flag Officer Inman, U.S.N., to Commander Raby.

Sir, "Constellation," St. Paul de Loanda, July 6, 1861.
I HAVE to acknowledge the receipt of the very acceptable letter which you were pleased to address to me on the 6th July.

I furnished a copy of it to Lieutenant-Commanding Armstrong, commanding the United States' steamer "Sumpter," who has desired me to make known to you how highly he reciprocates the kindly sentiments which prompted your letter.

You will be pleased to excuse my tardiness in making this reply, which was occasioned by former excessive occupation, and after absence from Loanda.

I avail myself of this occasion to request of you, as senior officer commanding Her Majesty's ships on the Southern Division, to convey to Commodore Edmonstone and the Lords of the Admiralty, the pleasurable duty which I have lately performed, when reporting to the Navy Department of the United States the harmonious and efficient co-operation of Her Majesty's ships and those under my command on this coast.

I desire to name Commander Bedingfeld, commanding Her Majesty's steamer "Prometheus," as one of those, among others, who have rendered us valuable assistance; and I have received at various times from Captain Crawford, in the "Archer," as well as others of Her Majesty's Commanders, much useful information, kindly attention, and offers of service.

I am just about to relinquish the command-in-chief of the vessels of the United States on this station, and the recollection of my pleasant relations with the officers of Her Majesty will bring with it future enjoyment.

I am, &c.
(Signed) WM. INMAN.

No. 92.

Commodore Edmonstone to the Secretary to the Admiralty.

Sir,

"Arrogant," off Cabenda, September 22, 1861.

I HAVE the honour to transmit, for the information of my Lords Commissioners of the Admiralty, copy of a correspondence that has taken place between Commander Wildman, of the "Philomel," and a Mr. Elkman, agent for a Dutch firm in the River Congo, respecting the disposal of eleven negroes, which it appears were bought by an assistant of Mr. Elkman's with goods stolen from his owners.

As the "Wrangler" was going to St. Helena for the refreshment of her crew, I took the opportunity of sending these liberated Africans to be delivered over to the proper authorities at that island.

I hope their Lordships will be pleased to approve of what I have done, as also of Commander Wildman's proceedings in the matter.

I have, &c.

(Signed) W. EDMONSTONE.

Inclosure 1 in No. 92.

Commander Wildman to Commodore Edmonstone.

Sir,

"Philomel," Cabenda, September 20, 1861.

I HAVE the honour to inclose copy of a letter from Mr. Elkman, agent to Messrs. Kerdyk and Pincoffs, together with my reply thereto, and to request that you will be pleased to give me directions as to the disposal of the eleven negroes now on board Her Majesty's ship under my command.

I would beg you to draw your attention to the fact of Messrs. Kerdyk and Pincoffs having lost much money through the dishonesty of their assistant, and that Mr. Elkman might have disposed of the slaves without rendering himself open to the law, and would suggest if there is any bounty for the negroes, that it be paid to Messrs. Kerdyk and Pincoffs.

I have, &c.

(Signed) LEVESON WILDMAN.

Inclosure 2 in No. 92.

Mr. Elkman to Commander Wildman.

Sir,

Porta da Lenha, September 12, 1861.

I AM under the necessity of addressing myself to you, and of asking your advice upon a grieving occurrence which has just taken place in the factory of Messrs. Kerdyk and Pincoffs here, and feeling convinced from the many acts of kindness Her Majesty's officers rendered to my house, I am satisfied you will pardon the liberty I now take.

On my return to this factory, from which I have been absent for some time upon the business of my owners, Messrs. Kerdyk and Pincoffs of Rotterdam, whose agent I am for the present moment on the coast, I learned that one of my assistants, Mr. R. Bucks, had appropriated for his own use goods to a considerable amount without my authority, or that of any person in the factory acting for me; and with those goods I learned he had bought slaves, the books also of the factory have disappeared, and consequently I am at present unable to say to what extent goods have been taken. On my appearance in the factory Mr. Bucks was gone away with all his property he had in the house, but by the co-operation of some friends and some of the nigger Princes, I succeeded in apprehending him, and recovering his chests, &c. At present I have thought proper to put him in irons. I have also recovered eleven slaves belonging to him which he bought with the goods belonging to Messrs. Kerdyk and Pincoffs.

I feel myself in a critical position, not knowing how to dispose of the slaves, and also what I ought to do with the culprit, and under these circumstances I venture to draw your assistance, which I trust you will afford me.

I am, &c.

(Signed) PHILIP ELKMAN,
Agent for Messrs. Kerdyk and Pincoffs.

Inclosure 3 in No. 92.

Commander Wildman to Mr. Elkman.

Sir,

"Philomel," in the River Congo, September 16, 1861.

IN answer to your letter of the 12th instant, asking my advice concerning the disposal of eleven negroes bought by one of your assistants with goods appropriated by him without the permission of the firm, my opinion is decidedly that your right and proper course is to liberate the Africans at once.

If by so doing at this place they would be again liable to capture and sale as slaves, I will receive them on board the "Philomel."

I am, &c.

(Signed) LEVESON WILDMAN.

No. 93.

Commodore Edmonstone to the Secretary to the Admiralty.

Sir, "Arrogant," off Cabenda, September 22, 1861.
I HAVE the honour to forward, for the information of my Lords Commissioners of the Admiralty, a copy of my letter of to-day's date to the Commander-in-chief on this station, reporting my proceedings up the Congo, and the destruction of two native towns, &c., and hope the same will meet with their Lordships' approval.

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

Inclosure 1 in No. 93.

Commodore Edmonstone to Rear-Admiral Sir B. Walker.

Sir, "Arrogant," off Cabenda, September 22, 1861.
HAVING received a letter from Commander Beamish, of Her Majesty's ship "Wrangler," on the morning of the 28th ultimo, of which Inclosure No. 2 is a copy, informing me that the natives at Shark's Point had attacked and destroyed the English schooner "Shark," belonging to Messrs. Tobin and Son, of Liverpool, which had unfortunately got on shore, I sailed the same afternoon from St. Paul de Loanda for the Congo, leaving "Wrangler" to complete her coal and follow, for the purpose of rendering assistance in the first place to liberate the crew of that vessel who were in the hands of the natives, and afterwards of punishing them for their attack on British subjects and property.

2. I arrived the next afternoon in the river, and anchored off Shark's Point, when I saw the wreck and the natives busily engaged in removing portions of her hull and cargo; but as we approached the point they ran into the bush.

3. The next morning at daylight I sent two boats to the French factory at the Bananas, to communicate with Mr. Meecham, Messrs. Tobin's agent. That gentleman returned in the boats to see me, when I was happy to learn that he had succeeded in ransoming the men.

4. After a lengthened discussion with Mr. Meecham, who has been five years in the Congo, and has a considerable knowledge of the native character, as to the advisability of punishing them, and the most effective way of doing so, with as little risk as possible to ourselves, we came to the conclusion, with the advice of Mr. Pignaud, in charge of the French Emigration Establishment in the river, that as they had only so recently as May last signed an agreement to desist from robbing the launches, &c., on their way to Punta da Lenha, for which all the traders in the Congo at the time gave ample compensation; and that to such an extent had they carried on these depredations since that it had become scarcely safe to go up or down the river, and that some punishment ought to be inflicted on them if possible, the best way being by destroying their canoes, and burning any villages that were accessible.

5. I therefore landed with a force the same afternoon (30th August) at Shark's Point, consisting of all the "Arrogant's" boats, manned and armed with the Marines, and destroyed several huts and canoes, besides a number of fishing nets in the neighbourhood, but could see nothing of the natives, who had fled into the bush. After examining some creeks we returned on board at 5:30 P.M.

6. The next day I proceeded in the galley, accompanied by one of the cutters, to reconnoitre the creeks supposed to lead to King Antonio's Town, with the view of discovering his town, but did not succeed, and returned on board, having only destroyed a few canoes.

7. On Monday, the 2nd of September, we again set out with all the boats as before; and after examining some creeks on the south bank of the river, discovered a town, which I afterwards found to be called John Thomas Town; and after having effected a landing, succeeded in driving the inhabitants out, and burning their houses, &c.

8. The natives made some resistance, and fired into us from the bush as we advanced, with the Marines in front as skirmishers, but I am happy to say not a single casualty of any sort occurred to our men.

9. The town is named after one of the most intelligent and influential men in the river, who, however, is looked upon by the European traders as one of the greatest rascals, and was mixed up with the outrage committed on Messrs. Tobin's vessel.

10. The loss sustained in property on this occasion must have been considerable, as several large canoes were broken up and rendered useless.

11. The boats again started on the 4th, and searched several fresh creeks, but could not find King Antonio's Town, which I was very anxious should be destroyed, as he and his men were, without doubt, the greatest culprits in the attack on the "Shark," Mr. Meecham having informed me that the ransom for the prisoners was paid to Antonio. At 4:30 we returned on board.

12. The next day I sent the whaler and third cutter, armed, with Lieutenant Hereford and Mr. Scudamore, master, to once more examine certain creeks that we had seen the previous day; and I was happy to find, on their return that they had been successful in coming across a large town, the natives having fired on them, but without any effect. I determined to punish them, if possible, and accordingly proceeded at 8 A.M. the following morning (6th) with a sufficient force, consisting of all the "Arrogant's" boats and marines, and I have much pleasure to report that we completely destroyed the town, a large one, and property to a very great amount, consisting principally in ground nuts and Indian corn in large quantities, made up, evidently, for sale; also several canoes.

13. On this occasion I commenced operations by clearing the bush and town by firing some 24-pounder shell rockets at about 1,000 yards, and afterwards landed, firing as we went along; by this means we managed to keep the natives a good distance off, from which their trade muskets had not the least effect; our men were consequently enabled to set fire to the town in comparative safety to themselves, while, doubtless, the enemy felt the effects of our rifles. We returned on board that evening without a single casualty, bringing with us a native flag that was hoisted on our approach to the town.

14. The "Wrangler" having arrived the previous evening, I sent her up to Bullock Island on the morning

of the 6th, with orders to harass the natives on every opportunity, by destroying their canoes and such villages as could be got at without landing.

15. Commander Beamish performed this duty to my entire satisfaction, having destroyed fourteen or fifteen canoes, but, I regret to say, he had one man killed, and another wounded from the fire of the enemy, while in the act of breaking up a canoe close to the mangrove bushes. These are the only casualties that we have met with in the whole of our operations up the Congo.

16. The "Philomel" relieved the "Wrangler" on the 8th, and remained up the river till the 20th, where she joined me at this anchorage the same evening. Commander Wildman's proceedings were very satisfactory, and he added several more canoes to those already destroyed.

17. The Congo, I am happy to say, is at present quiet, and it is to be hoped that our proceedings in that river, so different to what their former experience led them to expect, will tend to a good result, and establish a more lasting peace between the natives and traders.

18. In a river like the Congo, where there are so many Chiefs whose influence extends simply over their own subjects, being entirely independent of one another, the system of calling for palavers I consider is not only attended with great delay, but altogether unsatisfactory, and such delay, I fear, has too often been the cause of much sickness amongst our cruisers.

19. The destruction of two towns situated up winding creeks, and not easy of access, will, I trust, teach them that they are not beyond the reach of our boats, even with guns in them; and the loss of between sixty and seventy canoes, besides several fishing-nets at Shark's Point, will, I know, be severely felt.

20. The natives are perfectly helpless without their canoes, which are made at Cabenda, a distance of about forty miles, and cost them 12 dollars each.

21. Hitherto it has been customary, when differences have occurred, for the traders to seek terms with these people, but I now hope the latter will be the first to wish a conciliation. King Plenty, of Medora Creek, has already expressed his wish to open trade with us, and has been permitted to do so on board the "Philomel;" no doubt his example will be followed by others before long.

22. I believe the outrage committed on Messrs. Tobin's schooner was on account of the natives fancying that we had broken faith with them by not establishing a factory at Shark's Point. Something about a factory was certainly entered into by Captain Crawford, of the "Archer," but it was conditional on the merchants at Ponta de Lenha being willing to shift down the river, which I find they are not, or ever were inclined to do.

24. I beg to point out that King Antonio's town is not marked in its proper place on the chart, and from all the information I can gather on the subject I understand that it is impossible to be got at by our boats.

25. In concluding this despatch, I beg leave to bring under your favourable notice Lieutenant R. B. Cay, senior of the "Arrogant," who has on every occasion assisted me with great zeal and ability; also Lieutenants Hereford and Huntley, who respectively commanded the launch and pinnace.

26. Captain McArthur Bond, in command of the detachment, rendered excellent service in clearing the bush by his skirmishes, and Dr. Hart Gimlette, M.D., Surgeon, was always present.

27. I beg to bring under your favourable notice Mr. Derisley Martin, my Secretary, who accompanied me on every occasion; as also to express my entire satisfaction at the cheerful manner in which the seamen and marines under my orders conducted themselves throughout the whole of the operations.

28. It now becomes my pleasing duty to bring to your special notice the good services rendered to Mr. Meecham by M. Pignaud, in charge of the French Emigration Depôt at the Bananas, and I respectfully hope you will bring the same under the consideration of Her Majesty's Government.

Such acts are very gratifying to record, and show the friendly feelings that exist, not only in the Congo, but between our respective squadrons on the West Coast.

I am thankful to say that the health of the ship's company has not in any way suffered from our stay up the Congo.

Trusting my proceedings will meet your approval, I have, &c.

(Signed) W. EDMONSTONE.

P.S.—I omitted to mention that on my recent visit to the Congo, I took the opportunity of personally thanking M. Pignaud for his services to Mr. Meecham.

W. E.

Inclosure 2 in No. 93.

Commander Beamish to Commodore Edmonstone,

Sir,

"*Wrangler,*" at Sea, August 27, 1861.

I HAVE the honour to inform you that on the morning of the 25th instant I fell in with the French gun-boat "La Motte Piquet," which steamed towards us, and her Commander sent an officer to acquaint me, that on the afternoon of the 20th instant, an English schooner had been wrecked on Shark's Point, at the mouth of the Congo. The officer also acquainted me that the natives had attacked the vessel by firing from the shore, and subsequently to the escape of the crew had plundered and burnt her. During the night of the 20th a boat was washed on shore, with seven men, of whom one was drowned, and six are still missing, and are said to be in the hands of the natives somewhere in the interior.

Immediately on the receipt of this intelligence I proceeded with all speed, and about 8 P.M. on the same day anchored in Turtle Cove. Directly we anchored I proceeded in my gig to Shark Point, and through the darkness observed the vessel lying on the Point, and the sea breaking over and through her; there were apparently many natives on the beach and amongst the trees, for I observed them passing and repassing the fires: they were not at the time plundering, as the sea was too high, and from her appearance she was a total wreck and fast going to pieces.

It was impossible to approach her on account of the surf.

On the following morning, 26th, at daylight, I proceeded to Banaud Point, to the French factory, to communicate with Mr. Meecham, who I had heard was the owner of the vessel.

On arriving at the French factory I saw Mr. Meecham, who corroborated all that I had heard. It would have been easy and most desirable to have inflicted immediate and severe punishment upon the natives then at Shark Point, but on consideration, and at the express desire of Mr. Meecham, as also the opinion of M. Pignaud, the officer in charge of the French Emigration Depôt, that it was most desirable to ascertain the fact of the existence, or the

contrary, of the unfortunate men still missing, as also to await the arrival of intelligence expected through the medium of a Native Chief from Punta da Lenha, named Chico, who had been employed to treat, if possible, with the natives near Shark Point, the scene of the disaster, I took no hostile steps.

It was the opinion of these gentlemen that the promises of a good ransom for the missing men would, as in the case of a Dutchman captured by the same tribe in February last, prove successful in persuading the natives to give them up, but that any overt act on my part previously to their surrender would result in the certain death of the prisoners.

Mr. Meecham expected to receive some intelligence about the men on the 27th, or soon afterwards, and was of opinion that nothing could be done until he did so hear. From rumours (not at all to be relied on), it appears that the natives only acknowledge to having seen three men. Mr. Meecham told me that the vessel was a schooner called the "Shark," belonging to Messrs. Tobin and Son, of Liverpool, and that he was on board her at the time of the occurrence; as soon as she grounded he hoisted the ensign (union down) to indicate his distress to the French authorities at Banaud Point.

About three-quarters of an hour after she had struck, and while bumping in the surf, the American barque "John Gilpin" passed close to her but did not offer to render the slightest assistance, an act which all involved in the misfortune, as well as the French at Banaud Point, rightly designated as an act of cruel inhumanity. Very contrary was the gallant conduct of M. Pignaud and his people, as well as that of Mr. Elkman and his fellow-countrymen of the Dutch schooner "Gitana" and "Lodovick," who promptly proceeded themselves in armed boats to lend assistance (there was no man-of-war at Banaud Point). On arriving at the schooner one and all worked heartily, and Mr. Meecham and the captain of the "Shark" could not find words to express to me their gratitude for the gallant exertions of these foreigners.

They did all in their power by firing at the natives to drive them off, but by the morning of the 21st they had collected to the number of 2,000 or 3,000, many of whom were armed, and fired on the vessel; and at daylight, all hope being gone (taking advantage of a lull), all, except the boats' crews washed on shore the previous night, made their escape, and ultimately got across to Banaud. Of the men missing, two were Englishmen belonging to the "Shark," two coloured men, and two Dutchmen belonging to the "Gitana" and "Lodovick." There is also missing a native interpreter belonging to the French, who was sent over to gain intelligence.

On the evening of the 22nd the French gun-boat "La Motte Piquet" arrived at Banaud, and on the following morning proceeded to Shark Point to communicate with the natives, taking Mr. Meecham, Mr. Elkman, and M. Pignaud, but they could get nothing out of them, nor would they tell anything about the prisoners, and wished to induce them to go into the interior themselves to look for them; they also had the impudence, while the French man-of-war boats were on shore, to continue stripping the schooner, and to set her masts on fire.

The Captain of the "La Motte Piquet" and the rest deemed it prudent to make no hostile movements, for fear of endangering the lives of the captured men. I believe that if there are any prisoners now alive, the offer of a ransom will be successful, and that on their delivery nothing but the severest and most prompt punishment to every native in the neighbourhood will compel these savages to respect British property and lives. To give an idea of the inconceivable treachery of these ruffians, I may state that a large number of those engaged in the plundering and probable murder, speak good English, actually hoist a British flag (which I hear they have burnt) at Shark Point when men-of-war arrive there, and constantly are in the habit of bringing off provisions to men-of-war, and in a general way acting as bum-boats. Doubtless a large amount were fishermen, who locate themselves at this season on Shark Point for the purpose of drying fish. There appears to be very little doubt (though no proof) that King Antonio, probably the most influential man in the neighbourhood, is deeply involved in the matter.

This man was at a palaver of Chiefs held by Captain Crawford at Shark Point, about five or six months ago. Believing, as I do, that the opinion of the gentlemen at Banaud is correct as to the probability of a release by ransom, and the certain death that would ensue to the prisoners on the commencement of hostilities, as also the delay that must take place before the return of the Chief who has been sent, I proceed immediately to join your pendant, and report the circumstances in person. I have brought with me Mr. Duke, the Master of the "Shark."

I have, &c.

(Signed) H. H. BEAMISH.

No. 94.

Commodore Edmonstone to the Secretary to the Admiralty.

Sir,

"*Arrogant*," at *Prince's Island*, October 28, 1861.

I HAVE the honour to report that the American barque "*J. J. Cobb*," was boarded by the boats of Her Majesty's ship under my command on the 18th ultimo, to verify her nationality. She was found to have an American register, and was, therefore, allowed to proceed.

The information I had previously received respecting this vessel proved to be very correct, and I have every reason to believe she is engaged in the Slave Trade.

I beg to inclose the Boarding Officer's Report, with the Naval Return.

I have, &c.

(Signed) W. EDMONSTONE.

Inclosure 1 in No. 94.

Lieutenant Hereford to Commodore Edmonstone.

Sir,

"*Arrogant*," Lat. 5° 15' S., Long. 18° 40' E., September 18, 1861.

I HAVE the honour to inform you that, agreeably to your orders, I this day boarded the American barque "*J. J. Cobb*," and found her register correct.

I was informed that the captain was on shore, and did not find one of her crew to be American. I made an entry of my visit in a rough log-book; the vessel's fair log, by the mate's account, having been taken on shore by the captain. The mate opened the hatches voluntarily, and made no complaints.

I have, &c.

(Signed) E. W. HEREFORD.

CLASS A.

Inclosure 2 in No. 94.

RETURN of Vessels under foreign Colours Visited.

Date of Visitation.	Where, if at Sea, state Latitude and Longitude.	Name and Rank of the two Visiting Officers.	Name of			How rigged.	No. of			Where			Date of Sailing from last Port.	Nature of Cargo.	To whom consigned.	Detained or released.	Circumstances which have induced the Captain to visit such vessel, and after wards to release or detain them.	Remarks; to contain any further particulars relative to the vessel visited, number and description of passengers, intelligence, &c.
			Vessel.	Master.	Owner, and of what place.		Men.	Guns.	Tons.	From	Bound.	Belonging.						
1861 Sept. 18	At sea; Lat. 6° 15' S. Long. 11° 40' E.	Edward W. Herford, Lieutenant Archibald S. Douglas, Midshipman	J. J. Cobb	Loupez	Baltimore.	Barque	16	307	307	Cadiz	St. Paul de Losanda	Baltimore.	1861 June 11	General cargo	— Silva	Released	To prove nationality, and to examine papers	The captain was reported to be on shore. There was not a single American on board.

"Arrogant," September 18, 1861.

No. 95.

Commodore Edmonstone to Rear-Admiral Sir B. Walker.

Sir, "Arrogant," at Prince's Island, October 29, 1861.

IN reference to Admiralty letter dated the 23rd March, 1861, ordering an escort for the Niger expedition, I have the honour to state that I dispatched the "Espoir" on this service, and beg to inclose Commander Douglas' report of proceedings while employed in the Niger.

Although the "Espoir's" ship's company have suffered considerably from fever consequent on her lengthened stay of eighty-one days in the river, I am happy to say she has not had a single fatal case, and is now at Ascension recruiting the health of her crew, who are much debilitated.

Commander Douglas deserves great credit for his ability and zeal while engaged on this important duty, and I have much pleasure in laying his very able Report before you, and have also transmitted a copy for the information of my Lords Commissioners of the Admiralty.

I regret that the hostility hitherto shown to the expedition should have manifested itself so strongly on the present occasion, and I fear that the establishment of a friendly commercial intercourse with the natives on the Niger, some of whom appear to be no better than perfect savages, will be a work of much greater difficulty than was at first anticipated, and it can only be carried out by constant communication with them, when, no doubt, in course of time they will begin to see the advantages of trading directly with us, and also feel the benefits of civilization.

I now beg to inclose Commander Douglas' Report on the Slave Trade in this river; also a letter forwarding a chart showing the track followed by the "Espoir" in her ascent up the Niger, and offering some very useful information relative to the navigation of that river.

Trusting that Commander Douglas' proceedings will meet with your approval, I have, &c.

(Signed) W. EDMONSTONE.

 Inclosure 1 in No. 95.
Commander Douglas to Commodore Edmonstone.

Sir, "Espoir," off Lagos, October 2, 1861.

I ARRIVED and anchored off the Nun bar on the evening of the 9th July. At about 9 P.M. a vessel arrived and anchored not far from me, this proved to be the "Sunbeam" from Bonny; the tide being favourable, I followed her over the bar the next morning, taking fourteen feet across. I remained a few days at the anchorage inside Palm Point, waiting for the "Sunbeam" discharging and receiving cargo; this time I employed in getting out and leaving on board the hulk all the heavy stores so as to lighten the ship as much as possible. Started for the ascent on the morning of July 13, at 9 P.M.; had not got very far before the ship took the ground in Louis Creek; came off the next day at high water, and after some detention from the shoals about Sunday Island, arrived at Angiana on the 17th, and had an interview with the Chiefs and head men; settled one or two little disputes that had arisen between the agent in charge of the factory and the native traders, and left again on the 19th leaving them apparently well satisfied. This factory is the one that was founded in November 1860 by the "Bloodhound;" since this date there has been a brisk trade in palm oil carried on, and latterly it has increased very much.

After leaving Angiana no difficulty was encountered on the bar marked in Glover's Chart at the south point of Wilberforce island, but just after passing the village Assasi again grounded at the mouth of the Brass Creek; after some trouble got off. In sounding for a channel sufficient water could not be found for the "Espoir," though the "Sunbeam" from her light draft of water was able to cross with facility; as the water was now expected to rise very rapidly warped close up to the bank in readiness to get over.

On the 27th July finding the water rising very slowly took advantage of the offer of Captain Walker of the services of the "Rainbow" (see Inclosure No. 2), and proceeded to lighten the ship by getting all stores, coals, &c., into this vessel and lashing her alongside; by this means I was able to bring the ship up from twelve feet to ten feet ten inches.

On the 30th July, as a boat was despatched down the river I took the opportunity of writing in hopes of it reaching and informing the senior officer of my being detained at this point.

August 6th, at 11 A.M., hauled and steamed the ship over the bank, and, after picking up anchors and cables, steamed up to Ekebre, where I anchored for the night.

My time at this point was not entirely wasted, as I frequently visited the villages near to me, explaining to them the objects of the ship's visit, and pointed out the advantages to be gained by trade and intercourse with foreigners. To this they appeared fully alive, and were most anxious a factory should be placed at their village. The Chiefs visited the ships, of which they saw more than they could ever have done before, as on previous occasions no vessels have ever remained more than a few hours.

After having again been on shore for a day, arrived off Kpetema on the 8th August. These villages are two on the right and two on the left bank. Without the slightest provocation they fired on the "Sunbeam" and

"Rainbow," coming down the river in November 1859. The four of them might contain about 2,000 inhabitants. Having anchored off the largest on the left bank, I sent on shore to call the Chiefs on board. After some hesitation they came, and on my questioning them about the attack they flatly denied it. When confronted with Captain Walker they began to prevaricate, then wished to go on shore and talk it over, and at length, when I insisted on an answer as to their reason for such an unprovoked attack, they all, with one consent, made a rush to the ports and jumped overboard, not waiting for their canoes, which were lying alongside.

One Chief I detained as he was in the act of jumping out of a port. The people who covered the banks not fifty yards distant immediately rushed to arms, and I expected them to open fire every minute. The interpreter hailed them repeatedly to come off and talk the matter over. This having no effect, I sent for the Chief I had detained, told him the fact of their not stopping to talk the matter over proved their guilt. I would let him go, and if his brother Chiefs did not return and make their people lay down their arms, I must open fire in a quarter of an hour. The time having fully expired, the people only increasing in numbers and filling the bush on both sides of the town, I at 1:30 P.M. opened fire. After clearing the town, I landed with the boats of the ship, and fired the town. I then weighed and dropped down to the lower villages, and destroyed them in the same manner; during which time the natives were keeping up a smart fire from the bush and high grass which surrounded the town closely on all sides, unfortunately killing John Clanny, Stoker, and severely wounding Geo. Williams, A.B., who died a few days afterwards. In this service I was ably assisted by Mr. Teppett, Gunner, and Mr. Southwick, Master's Assistant; also by Mr. Bunn, Assistant Paymaster, and Mr. Slaughter, Assistant Surgeon, who volunteered their services in the boats.

After waiting till dark, not far from the upper village, in hopes of being able to open communication, but no one being seen, I shifted up a few miles for the night. The next morning (August 9th) arrived off the village of Sabogrega; on nearing this line of villages, which are about a mile and a-half long, a white flag was displayed from various points; these villages also fired on the ships in October and November 1859, killing a mate and a seaman of the "Rainbow." On my sending on shore, the boat, at first, was not allowed to land: after sending several times, a message was sent off "that the ships might pass, they would not stop or molest them." Nothing would induce the Chiefs to come off to the ship.

As I found I was wasting valuable time in the attempt to open communications with these people, after waiting two days I proceeded up the river, deeming the punishment inflicted on the Kpetema villages would be sufficient warning to these; moreover, if I should now attack Sabogrega, I did not know if I might not drive the other doubtful villages into hostility, as well as giving them time to band together to attack the ships on their way down, which, in the event of the ship having to return with many sick, or getting aground, would not be pleasant, as the deep-water passage is close under the bank on which most of the villages are built, and from which they look down on the deck of a ship passing. I remained a day off the villages of Oloben and Imblamah. The Chiefs came off to the "Sunbeam," and exchanged presents with Captain Walker. Though these villages did not fire in 1859 their character is doubtful. Owing to this, I took care to inform them, through the Interpreter, that they had nothing to fear if they did not molest the ships. The next village called at was Agheir, which fired on the "Sunbeam" and "Rainbow" on the passage up in July 1859, wounding Captain Wild, and again on the "Sunbeam" coming down in November. These people are a different tribe to those about them, and are reported to have emigrated from the Ware branch, and settled in their present position, from which they exact tribute from all canoes passing. The Chief made a statement that it was the people of an adjacent village who fired on the ships, without his knowledge or consent, for which he had punished them. He promises none of his people should offend again, and before I left a law was proclaimed in the village to punish any one who should do so.

I arrived at Aboh on the 15th August; and in anchoring found that the factory had totally disappeared; this agreed with the report that had reached Captain Walker at Angiana in January. I sent on shore to call the King on board. Ajie is the present King. The power seems to be divided between him and his brothers Akia and Tschukuma, all sons of the late Obi. Ajie came the first day, and in answer to questions about the factory, he stated that it was washed away in October 1860 by the uncommon rise of the river; that Mr. Cole, the agent who had been left in charge, was gone to the factory at Onitsha. He declined to answer any further questions until Mr. Cole arrived. A boat was accordingly sent from the "Sunbeam" for him. The Chiefs still frequented the ships daily, and received presents from Captain Walker, and all stated their intention of coming to talk the matter over on Mr. Cole's arrival. On the 19th I sent to tell the Chiefs that I was ready to see them, and that Mr. Cole had arrived. The messenger returned with an answer that I must come to the beach to them. On their arrival on the bank I sent to remind them of their promise, as well as of the facts that all palavers before had been held on board. They refused to come, and after several messages Ajie sent to say that as I had sent for him and would not see him, if I sent again he would not come. On sending this message he immediately returned to the town, accompanied by the Chiefs and their followers, of whom there were several hundred, mostly armed.

I inclose a statement of Mr. Cole's (Inclosure No. 3) regarding the plunder of the factory, and the treatment to which he was subjected. The Chiefs did not give me an opportunity of hearing their side of the question. I cannot but think there must have been some provocation given on the part of Mr. Cole, the more so as during the residence of another agent (Mr. Lyall) at the Aboh factory, affairs went on much more smoothly. They may, perhaps, have been partly induced to go so far as they did from no notice having been taken of the attack on the ships in 1859; the natives fancied they had driven us from the river entirely. The accounts of the factory were lost by Mr. Cole, who brought forward claims against the Chiefs for various goods; they again (as stated by Mr. Cole) brought counter-claims that the ground had never been paid for, and there were also large debts owing to Tschukuma, many of them of long standing.

Having waited till 3 P.M. on the 20th of August, in hopes of the King coming off, I weighed and proceeded up the river, intending again to try and communicate with them on my way down. I did not communicate with any towns between Aboh and Onitsha, though most of them are under the influence of Aboh, except Midoni Osomari, the town to which Tschukuma's mother belongs, has been at war with Aboh, but is now at peace. The Oko villages are, I believe, the highest point to which the influence of Aboh extends.

On the 23rd August, arrived and anchored off the Onitsha factory. The agent in charge reported all well, though various reports of an intended attack had reached him. The Aboh people had been trying to induce the Onitshas to join them in plundering the factory, telling them that no notice had been taken of the doings last year, or of the previous at Sabogrega.

The town of Onitsha is situated in the middle of a thick wood. These people are not a canoe people, seldom going on the water. One of their superstitions is that the King shall never see the river; he is consequently not allowed to leave his house except on very rare occasions. Another custom or superstition, the King never provides any mat or seat for any one native or foreigner visiting him. Since our first intercourse with these people in 1857 this has caused a number of disputes; lately the King has allowed the Europeans visiting him to bring their own chairs. Further, shortly before my visit, the King sent to the factory saying there

should be no more palaver about seats. On my arrival, I sent to say I intended to visit the King the next day, and trusted he would carry out his promise in this matter. The messenger returned with an answer that the King would do so.

The next day, on arriving at his house, I was much surprised to find the King sitting in state, with not a mat even prepared for us.

A few words ensued between the King and myself; so finding my position not very dignified, I turned my back on him, and returned on board.

The next day all the chief men of the town sent to say they would be glad to see me. I accordingly met them at the factory. They appeared sorry for what had taken place, but while they acknowledged it was a most foolish custom, regretted their inability to induce the King to give in. After this I made no attempt to visit the King, nor did I hear from him. The Chiefs were most friendly and civil to myself and officers whenever we visited the town.

From the King's confinement to his house he is perfectly ignorant of all affairs outside, and has accordingly taken advantage of it when appealed to in any dispute by the agent in charge of the factory, who has consequently received no redress.

Understanding that the state of the country was settled above this point. I did not deem it advisable to risk Her Majesty's ship by taking her to the Confluence. I accordingly informed Captain Walker, of the "Sunbeam," that I would wait his return from that point. I also took advantage of the opportunity to communicate with Dr. Baikie, and inform him of my proceedings in the Delta.

On the 14th September the "Sunbeam" returned, and after breaking up the factory I started, in company with her, on the 21st for the descent. Before leaving Onitsha I called the Chiefs, and explained to them that the factory was broken up on account of Mr. Laird's death, but the idea seemed to obtain with them that it was owing to the King's conduct. I have no doubt that if another factory is to be formed here, sooner than lose the benefits of our trade, they will concede the question of seats, if pressed.

Arriving at Aboh on the afternoon of the 21st, I sent to call on Tschukuma and his brothers. The boat returned late in the evening, stating that Ajie and Akia were at Oko, but he (Tschukuma) would come off the next day. Because he should have no excuse for not coming, I sent a boat, but now he was sick, and would come the next day. I sent again the third time on the 23rd. Mr. Southwick, Master's Assistant, was in the boat—the cutter manned by kroomen; no arms; the colours flying. After pulling some distance up the creek, he landed, and walked to Tschukuma's house, some 400 yards from the boat. According to my instructions, he informed Tschukuma I had sent a boat for him if he wished to come off, but he refused to do so.

On Mr. Southwick's leaving the house, a large number of people had collected outside, who attempted to seize him and two of the kroomen who had strayed from the boat. They all, however, reached the bank in safety, and shoved off, the natives following him down the bank, but not attempting to fire, though many had arms with them. It seemed to have been their object to detain him, if possible.

I now gave up all hopes of coming to any peaceable arrangement, or recovering any of the British property from these people. Even if my instructions had allowed me to do so, I did not feel justified in attacking a large town of this sort, of which the lowest estimated population is 8,000.

I could not approach closer than half-a-mile to the nearest point, while the more distant part is fully two miles. Shelling a town of such magnitude, &c., from one gun would have been absurd. I cannot but add that this attack on the boat was most unprovoked, and tends to show how little trust should be placed in these people.

Having well considered the subject, and determined not to act myself in the matter, I left the town as soon as possible, and proceeded down the river, and the towns I had formerly visited appeared friendly: the natives crowded the banks to see the ship, so I did not deem it necessary to again stop.

The Kpetema villages were rebuilt; the natives were not to be seen till passing the last village, when a few were visible; but, after the ship had left them a quarter of a mile astern, well out of range, they commenced firing, and kept it up for some time. This, I believe, was meant for a defiance or challenge for me to return and fight them; but as they had refrained from actually firing on the ship, I did not molest them. All the so-called hostile towns, as well as Imblamah and Oloheir, are, I believe, governed by independent Chiefs, yet at times they act together and assist one another.

I arrived at Angiana on the 24th, and, finding all well, proceeded to the anchorage at the Nun mouth, which I reached on the morning of the 25th. The "Sunbeam" arriving next day, after having broken up the Angiana factory, I remained at the mouth of the river preparing for sea till the 28th, when the bar being good I crossed at high-water. Outside I met the "Bloodhound," just arrived with provisions. These I received, and weighed the same evening to proceed to Lagos.

I am happy to state that no deaths from fever occurred during the eighty-one days the "Espoir" was in the river. The weather was very dry; no rain during July and August. The general health of the ship's company was very good for the first thirty days, after which cases of fever appeared, gradually increasing in number till the fifty-second day, when a third of the ship's company were sick. From this time the amount of fever gradually diminished, and ague appeared, from which, and the debilitating effects of the fever, many are, and will suffer for some time.

I have, &c.
(Signed) SHOLTO DOUGLAS.

Inclosure 2 in No. 95.

Commander Douglas to Captain Walker.

Sir,

"Espoir," off Asasi, July 24, 1861.

HAVING found greater difficulty in the ascent of the River Niger than I anticipated, owing to the low state of the river and the great draught of the "Espoir," I have considered your offer of the gratuitous services of the "Rainbow" hulk, and thinking the acceptance of her would greatly facilitate the ascent, I hereby request you will allow me the use of the "Rainbow" on the under-mentioned terms.

In the event of the "Rainbow" being totally lost when employed on Her Majesty's service, all claims on Her Majesty's Government for such vessel shall not exceed the sum of 200*l.* if not returned in like condition to which received, excepting all ordinary wear and tear, the claim for remuneration to be in proportion to the injury sustained.

If you should see fit to allow me the use of the "Rainbow" on the above terms, you will be pleased to inform me, and you are at liberty to proceed in execution of this service as soon as possible.

In the execution of these orders you will be back to this by at latest the 30th instant.

I am, &c.
(Signed) SHOLTO DOUGLAS.

Inclosure 3 in No. 95.

Statement by Mr. Cole respecting the Aboh Factory.

[See Inclosure 2 in No. 96.]

Inclosure 4 in No. 95.

Commander Douglas to Commodore Edmonstone.

Sir,

"Espoir," River Niger, September 26, 1861.

IN pursuance of Slave Trade Instructions, page 123, Article XXVI, I beg to offer the following information I have obtained from various sources, and also from my own information:—

1. *Aboh.*—The Treaty made with Obi, the late King of this town, in 1841, by Captain Trotter, is a perfect dead letter. On the visit of Agi (Ajeh), the present King, to the "Espoir," I questioned him as to this Treaty, and though he was a party that signed he denied all knowledge of any such Treaty; the native who interpreted being Ali Hare, the man who acted as pilot to Captain Trotter, he remembered the ships perfectly.

2. *Export of Slaves from Aboh.*—I am informed that a large number of slaves are sold down the river from Aboh, mostly to the Brass men, who pay for them with guns, rum, and salt; as many as 100 have been sold in this manner in a day. I have myself seen canoes going down the river with slaves in irons. If all these slaves go down for service in the lower part of the Delta, I cannot say; but I think some must be for export, from the fact of gold and silver coin being seen in possession of the native traders.

3. That the King of Aboh is willing to sell slaves is proved by the fact of his asking some of the officers of this ship who visited him, why it was we did not buy slaves; he was able to fill three ships if we would only buy.

4. Human sacrifices are carried on to a large extent at Aboh; see Inclosure, copy of a statement made by Mr. Cole, the Agent at the Aboh factory. Three slaves also took refuge on board this ship, stating that a priest had ordered a sacrifice of five slaves; two had been killed, and the three in question hearing they were to be the next victims, made their escape in the night.

5. All the Articles of the Treaty with Aboh respecting free trade with surrounding towns have been disregarded; they are, moreover, totally at variance with all the customs of the country, the King not allowing any but few of his traders to trade at the factory. When it was in existence the people from the opposite town of Endoni were orderd away when attempting to trade.

6. *Onitsha.*—No Treaty has been signed by this town, but I think it was as well to state that on the crowning of a new King as many as sixty human beings are sacrificed. The spot was pointed out to me by one of the natives, who volunteered the statement, which I believe was correct.

I have, &c.
(Signed) SHOLTO DOUGLAS.

Inclosure 5 in No. 95.

Statement made by Mr. Cole, Agent in charge of the late Factory at Aboh.

(Extract.)

I MAY as well add for your consideration a specimen of Ajie's brutality.

One day (the precise date I do not remember) Ajie seized upon one of his slaves, and after torturing him for some hours, put him to death in the most barbarous and disgusting manner. He then set the corpse in front of my factory as a further proof (for I have had many) of his bloodthirsty propensities. The next morning Ajie sent his son under an escort to ask me what I thought of his power. A longer description I am not capable of giving, for the murder was perpetrated with the greatest obscenity and barbarity.

(Signed) WILLIAM COLE.

Inclosure 6 in No. 95.

Commander Douglas to Commodore Edmonstone.

Sir,

"Espoir," off Lagos, October 2, 1861.

I BEG to forward a chart of the track followed by the "Espoir" in her ascent of the River Niger as far as Onitsha in July, August, and September; as well as some information as to the navigation of this river.

2. The tracing has been taken from Lieutenant Glover's chart, and some of the reaches appear to have been rather out of proportion. Many sand-banks are added which appear in the chart with from one to two fathoms of water on them, which no doubt they would have if the river was full.

3. The ascent of the river was made from July 13th to 20th, from river's mouth to Espoir Reach; from the above reach to Onitsha between the 21st September and the 26th.

4. During the stay at Onitsha the river was nearly stationary from August 22nd to September 10th, at which date it commenced to rise, and in a period of eleven days, up to 21st September, it has risen nine feet.

5. My observations incline me to think that the river rises gradually from May till the commencement of July, when it is nearly at a stand till the end of August, when it again rises, and at the middle of October it is supposed to have reached its maximum. This period of about six weeks is without rain, and is, I believe, what Mr. May in his chart calls the "minimum state of the river between the rains."

6. It is, I believe, established that the Tehadda or Binni commences to rise before May, and, according to Dr. Barth, vol. v, p. 7, the Kwora was not at its highest till January 12, from which date it commenced to fall. The great difference in the time of the rise of these two streams does not seem to agree with the greatest rise of the single stream, the Niger. The rise of it may be more dependent on the rain that falls in its vicinity than in the waters it receives from its two tributary streams. The rise of the main stream certainly coincides with periods of heavy rain about this part. Joint observations in different parts only would prove this.

7. The height of the water above does not affect the river at the Nun mouth, except that the ebb runs much longer, the flood at times being reduced to two hours. Five miles from the mouth the flood will not appear, only a rise and fall of water.

8. The water on the bar is much less than the chart would lead you to believe. Trotter Point open twice its own height of Palen Point, leads over in fifteen feet high water.

I have, &c.
(Signed) SHOLTO DOUGLAS.

No. 96.

Report from Captain Walker, of the Expeditionary Steamer "Sunbeam," giving an Account of the Expedition up the River Niger in 1861, and inclosing Journal of Proceedings.—(Communicated to Earl Russell by Mr. Hamilton, December 1861.)

Captain Walker to Mr. A. Hamilton.

(Extract.)

"Sunbeam," off Walker's Point Factory, River Nun, September 28, 1861.

I HAVE now the pleasure to inform you of the "Espoir" and "Sunbeam's" safe arrival here on the 25th instant, after a most difficult, dangerous, and tedious ascent of the river, and our hasty descent.

I am glad to inform you that during the seventy-five days we have been up the river neither the "Espoir" nor the "Sunbeam" have lost any Europeans from sickness; this alone speaks volumes for the future opening of this noble river, notwithstanding the failure in realizing my cargo into produce, and the perfect impracticability of accomplishing more than one voyage up the river this year, from a combination of circumstances, partly unforeseen and partly that might have been avoided, if a more suitable gun-boat had been sent to escort the "Sunbeam" up the river.

I will now endeavour to lay before you full particulars of our ascent and descent of the river; my private journal, which I send herewith (I particularly request your special perusal of it), recording daily all particulars which came under my notice, from the date of our ascent of the river until my arrival here on the 25th of September.

My last letter to you, dated the 29th July, would show you that in consequence of the heavy draft of the "Espoir," one voyage up the river this year would be accomplished with great difficulties. I now confirm this statement—that, in consequence of the heavy draft of the "Espoir" in delaying our ascent of the river, together with the hostility displayed by the natives of the Delta and Aboh, both on our ascent and descent, I have been prevented from making more than one voyage up the river, and realizing my cargo into produce.

I must also state that we have had more difficulties to contend with up the river than we anticipated; the water was much lower this year than last, in consequence of no rain—this has been a great drawback to the "Espoir's" heavy draft; besides the natives in the Delta were all hostile, from Kpetema to Aboh. In consequence of this hostility, and the unsettled state of nearly the whole river, it was deemed prudent for the "Espoir" to remain up the river to escort the "Sunbeam" down.

Commander Douglas fixed the 20th of September for descending. I proposed the 28th of September to leave Lairdsport. I must remark here, that during the seventy-five days' absence up the river, I had only ten days for trading operations at the Confluence, and twenty-one days at Lairdsport, showing you that in so short a time I could not possibly dispose of my cargo, more especially as our absence last year rendered it doubtful to the natives whether any ship would visit them this year; they, therefore, had no produce collected, and very little time after the ship's arrival to collect it.

The Aboh people being hostile with us, were afraid to bring oil to Lairdsport for sale, and stopped their neighbours and the Oko people from trading with the factory; consequently my trading operations have been very limited.

Kpetema villages.—I am sorry to report that the "Espoir" had two of her white crew shot by the natives of these villages, which were destroyed by the "Espoir" on our ascent of the river; and upon our descent the houses were rebuilt, and immediately the "Sunbeam" and "Espoir" passed them the villagers fired a volley of musketry, and cried out, "Come back and burn our town again," showing you how little they cared for the destruction of their towns, and how little they feared the gun-boat. Every village, from Aboh to Kpetema, were all armed and ready to fight, if the gun-boat had attempted to fire coming down; one gun-boat has proved perfectly insufficient to put the hostilities down in the Delta. I am very sorry to state that the river is now left in a more unsettled and hostile state than before our ascent.

Aboh and Factory.—I am sorry to state that I have not received any compensation for the destruction and plundering of Aboh factory. I made a requisition to Commander Douglas, of the "Espoir," to call a meeting of the King and chief men to investigate the affair, but they refused to come on board, both on our ascent and descent, and attempted to seize the "Espoir's" boat, officer in charge, and crew. The Commander, considering the Aboh people to be too powerful for one gun-boat, steamed away from Aboh as quickly as possible. This, I think, will show you the present hostile state of the river.

Lairdsport Factory (Onitsha).—I am glad to inform you I found the people all well, but destitute of provisions and the common necessaries of life. I found 16 tons of oil here; 7 tons I left in 1859, and 9 tons purchased since my absence. Mr. Thompson, the manager of the factory, informed me that the natives intended to plunder the factory if the ship had not arrived this year. From my arrival this year to the 20th September I purchased 16 tons of oil, making 32 tons in all from Lairdsport. I have broken the factory up, and brought all the people down, and produce.

Lairdstown Factory (Confluence).—I am glad to inform you that I found the people belonging to the factory well, and Dr. Baikie and his party also, but, just as I anticipated, starving from want of provisions; this I very soon remedied. I am sorry to report I only found 642 lbs. of ivory, and 238 gallons of shea butter: I

purchased, during my short stay, 598 lbs. of ivory and 222 gallons of shea butter; if there had been time for me to remain here six weeks, I would have sold all my cloth, but unfortunately my time was short. This factory I broke up, and have brought the people and produce down. Dr. Baikie I left there, with a few Sierra Leone people.

Angiama Factory.—I found 1,237 gallons of oil upon my descent: broke up this factory also; brought the people and produce down in the "Sunbeam."

Walker's Point Factory.—I keep this open until I sell the 50 tons of salt which are now at Bonny, and I am in hopes of disposing of my cloth along with the salt: I shall do my best. I purpose also to pay off my kroomen with all cloth and velvet; they want guns and powder, but I have none; I will have some difficulty in pleasing them; they have been of great service to me.

Mr. Wm. Cole, manager of the Aboh factory, who proceeds home by this mail. I inclose you his statements of the destruction and plundering of the Aboh factory. I send you, herewith, copies of his instructions from me, copy of his agreement and account of wages. In consequence of the King and Chiefs of Aboh refusing to come on board the "Espoir" to hold an investigation, I have been unable to learn more, at present, than his own statement, having, as he states to me, lost all his books and documents in connection with the factory: it is very possible that I may glean something further by the time I reach England; in that case, perhaps, you will postpone settling finally with him until my arrival there.

Fuel.—I am sorry to report that in consequence of the "Espoir" taking the ground so frequently, and towing her off with the "Sunbeam," I have consumed more fuel than I should have done. I inclose you an account, showing you my expenditure and what remains in stock from the 100 tons received from the "Lord Dufferin."

Mr. Taylor and his party have arrived from Bonny in Her Majesty's ship "Bloodhound," and as Mr. Crowther has decided upon keeping up Angiama station, and building a large station at Akassa, he has promised to draw from me a large quantity of goods after the departure of this mail.

Inclosure 1 in No. 96.

Abstract of Captain Walker's Journal of the steam-ship "Sunbeam," River Niger.

Tuesday, July 30, 1861.—THROUGHOUT this day fine weather and cloudy. Served out quinine to the ship's company; people employed variously; raised steam and proceeded alongside of the "Espoir," to tow her across the bank. At 1 P.M., about high water steamed full speed with the "Espoir" in tow lashed alongside of the "Sunbeam," but did not succeed, the "Espoir's" draft being 11 feet aft and 9 feet forward, and only $9\frac{1}{2}$ to 10 feet water on the bank; tugged away for two hours, but did not succeed; cast off and anchored abreast of her. Engineers condensing water the remainder of the day. Despatched the gig with the mails for England for the mouth of the River Nun; thermometer at 6 A.M. 74° , very cold; 8 P.M. thermometer 86° , sultry in the shade. Found the tide gauges which I left in the water last night stolen by the natives this morning; made another, and set it again; put a watch on it this time. Lieutenant Glover's chart is very much wrong in this part of the river; he gives $4\frac{1}{2}$ fathoms as the minimum depth, when it is only about $8\frac{1}{2}$ to 9 feet from my experience in 1859, in my two ascents of the river in June and July 1859, also the present year and date.

Wednesday, July 31.—Throughout this day fine weather and clear, with pleasant breeze from south-west. At 9 A.M., Commander Douglas and the officers of the "Espoir," with two armed boats, arrived alongside of the "Sunbeam" for the purpose of visiting Ekebre village, being doubtful whether friendly or hostile. At 9:15 A.M., weighed, and steamed full speed up the river. At 10:10 A.M., anchored off Ogoobri village, and visited the King and chief men. Walked through the village, and afterwards proceeded on board. At 12:45 weighed, and proceeded towards Ekebre. 1:50 P.M., anchored off Ekebre. After dinner proceeded on shore, and walked through the town. The King and chief men visited the ship; Commander Douglas had a long palaver with them, and told them he be war king and that I be trade king, and any black man who molests my people when trading, he Commander Douglas had come to settle that palaver, and if any town want to war with white man, he go war with them; and if any man want to live at peace with white man, we would be friendly also, and trade with them. He impressed them with the importance to allow white man ship to pass their village without molestation. The King and chief men gave their assent to all the talk palaver, when the conference broke up.

I instituted inquiries why the natives fired upon the "Sunbeam" and "Rainbow," but did not succeed in extracting any information about the hostile towns. I have carefully noted this particular, that all the villages we have yet visited ignore all knowledge of the hostile towns, and of having any connection with them in any respect. 5:20 P.M., weighed anchor and proceeded towards the "Espoir" below Tuesday Island; saw about 300 yams at this village, but did not succeed in purchasing any; the owners of them wanted half a barrel of salt for seven yams, and refused besides to bring them alongside. Offered half a barrel of powder and half a barrel of salt for ten yams, but this was refused. At 6:7 P.M. anchored astern of the "Espoir," when her armed boats and men left the "Sunbeam," and proceeded on board the "Espoir." I find the water in the river has not risen more than 2 inches since our first arrival here, which is very unfortunate for me, as the time for disposing of my unsaleable cloth will be curtailed considerably, and the three intended voyages up the river this year is becoming very doubtful. I am beginning to think that one voyage will be executed with difficulty, all through the heavy draft of the "Espoir."

I am glad to note there is no sickness either on board the "Espoir" or "Sunbeam," which is a most fortunate circumstance. I am doing my utmost in forming pleasure excursions to keep the Commander and his officers, and men of both ships, cheerful and their minds occupied.

8 P.M. secured the boats and set the watch as usual; all guns and fire-arms in good working order; one gang of kroomen cutting firewood in the bush the whole day. Expended one and a quarter tons of fuel in steaming to Ekebre. Gave a dinner to the Commander and officers of "Espoir," and entertained them the remainder of the day; at 6:30 P.M. they left the "Sunbeam," and proceeded on board the "Espoir."

Thursday, August 1.—Throughout this day fine weather, with moderate breeze from south-west. Served out quinine to the people. Kroomen employed cutting and splitting firewood for the furnaces. Two boats and crew employed sounding for deep water, and buoying the channel; found 10 feet 6 inches at high water. Making preparations for towing the "Espoir" across the flats ahead of our position. Find very little rise in the river, which is most unaccountable at this period of the season. The only way which I can account for it is having no rain.

Thermometer ranging from 78° to 82° in the shade. 8 P.M., set the watch and secured the boats.

Friday, August 2.—Throughout this day fine weather and sultry. Served out quinine to the people. Engineers repairing the tubes of the boiler, and putting new ferrules in the tubes which I received by this mail. At 3 P.M. raised steam and took the "Espoir" in tow. At 4 P.M., when entering the buoyed channel, the "Espoir" took the ground, and before the hawsers were let go, the "Sunbeam" grounded also; laid out stern anchor, and hove taut on the cable, and went astern full speed, but did not succeed in getting her afloat before the tide commenced to ebb. Secured everything for the night, with orders to have steam ready at high water in the morning. At 8 P.M. secured the boats and set the watch, and banked fires for the night. Thermometer from 80° to 84° in the shade. The tide rises and ebbs 15 inches here, and spring tides about 17 inches ebb and flow. The "Espoir" and "Rainbow" lying close to. I am glad to state that there is no sickness on board either ship; all hands well and cheerful, notwithstanding our difficulties and detention here.

Saturday, August 3.—A.M., fine weather but cloudy. Served out quinine to the people at 5 A.M. Commenced heaving on the stern cable and turned astern full speed, to get the ship afloat. Kept heaving and turning astern full speed until high water, but did not succeed in floating the ship into the deep. After breakfast ran out another chain cable, and secured it to a large tree on shore, and hove it taut. Noon; very cloudy, and inclined to be wet. P.M. Frequent showers of rain, with light variable winds. Secured everything for the afternoon tide. Engineers condensing water during the interval between high and low water. At 4 P.M. turned astern full speed, and hove upon the stern cable until 7 P.M., but did not succeed in getting the ship afloat; banked fires for the night. Expended 1½ tons of fuel for this service to-day; made preparations for lightening ship in the morning. At 10 A.M. the gig arrived from the Nun Mouth, with a note from Mr. Hattersley; brought the fishing-seine, two turkeys, and two fowls; found them very acceptable, being out of all fresh provisions, and the natives in this locality are terrified at the warlike appearance of the "Espoir," therefore they make no visits to the ships now; at first, when we anchored here, they thought the "Espoir" was full of salt, but since they have ascertained that she is a "war ship," not a single visit has been made to either ship, and when any canoes pass by, they sneak away to the opposite side of the river.

I find the water has ebbed 12 inches and flowed 17½ inches from my gauge-pole to day; the water has risen only 5 inches in sixteen days. The season appears to me to be very late. Where we are at anchor now, and find only 10 feet of water, Lieutenant Glover's chart shows 4½ fathoms in November, showing that charts are very poor guides in this river. This river should be surveyed at the lowest ebb, or during the dry season. 8 P.M. secured the boats and set the watch. Thermometer 80° in the shade.

Sunday, August 4.—Throughout this day fine weather and clear. At daylight commenced heaving upon the stern cable, and discharged fuel to lighten the ship. At 10 A.M., after lightening the ship she floated into deep water; picked up the anchors and raised steam, and proceeded alongside the "Espoir," and lashed the "Sunbeam" alongside. Received all the fuel on board; washed the decks, and saw all clear for making a start on Monday morning, to cross the shoal with "Espoir" in tow. I find the water has risen 7¾ inches since our first arrival here on the 19th July. 8 P.M. set the watch and banked fires for the night, with orders to have good steam at 6:30 A.M. In the morning served out quinine to the people; no one on the sick list; remarkable fine weather, very little rain, which I think accounts for the slow rise of the water in the river. Sounded the shoals and found about 10 feet of water in the shoalest part of the flats. Proposed to Commander Douglas the necessity of putting his guns on board the "Sunbeam," and putting the anchors into the long-boat, and chain cable, and putting all his people on board the "Sunbeam" when crossing the shoals, but as usual without any definite result, and coolly received. Secured the boats at 8 P.M.

Monday, August 5.—Throughout this day fine weather but cloudy. At 6:30 A.M. the "Sunbeam" weighed anchor, and steamed full speed towards the shoals, with the "Espoir" lashed alongside, the water in her boilers being blown off to lighten her. When entering the buoyed channel leading over the shoals or flats, the "Espoir" grounded aft, when she swung round on her keel, taking the "Sunbeam" with her; let go the best bower anchor, and backed astern into deep water. When backing astern, the iron long-boat's painter caught the propeller, and sunk her almost instantaneously. Stopped the engines, when the "Espoir" dropped astern and anchored. Sent two boats to grapple for the long-boat when we very fortunately picked her up again, with the loss of the rudder and sundry small articles. After breakfast weighed anchor, and steamed across the shoal, and anchored immediately the other side of it as a leading mark for the "Espoir," waiting for the "Espoir" to follow. I find the water has risen 2 inches more to-day than yesterday; making the total rise 9¾ inches since the 19th July, 1861, our first arrival here. Making preparation for the "Espoir" to make another trial with her own steam. I find it not practicable to tow her with the "Sunbeam" in shoal water, and particularly when she touches the ground, both ships become unmanageable and damage each other. Sustained slight damage to the hull of the "Sunbeam" when the "Espoir" grounded, and on Friday the "Sunbeam" remained aground, and had very great difficulties in heaving her off again, all through the "Espoir" taking the ground when the "Sunbeam" was towing the "Espoir" astern. Served out quinine to the people. Thermometer 80° in the shade. 8 P.M. set the watch for the night, and secured the boats. No visitors from the shore; several canoes passing the ship up and down the river, but they keep the opposite shore when passing the ship, and watch their chance in the dusk of the evening.

Tuesday, August 6.—Throughout this day fine weather. Served out quinine to the people. About 7:30 A.M. the "Espoir" weighed and steamed towards the shoals. At 8 A.M. she took the ground. Fastened a hawser to the "Sunbeam," and steamed ahead with the "Sunbeam" to tow her over the shoal patch, but did not succeed. About 9 A.M., after heaving upon the hawser, and backing astern with the "Espoir," she succeeded in crossing the shoal patch, but unfortunately she took the ground abreast of the creek leading to Brass River. Fastened a hawser to the "Espoir" and steamed with the "Sunbeam" ahead to tow her off the ground, but the hawser parted, when the Commander ran out another hawser and kedged anchor, and hove upon it, but this failed also; fastened two hawsers to the "Espoir" and commenced steaming with the "Sunbeam" when the tide twisted the "Sunbeam" across the river towards the shoal, when I let go the hawsers and steamed ahead of the "Espoir." Anchored the "Sunbeam." Fastened two hawsers again to the "Sunbeam" and steamed full speed ahead, when she at last floated into deep water. Slipped the "Espoir's" bower anchor and cable, and towed her into deep water, when she anchored close to the starboard shore until she picked up her anchor and cable, and warp and kedged anchor. Proceeded over the shoal-patch with the "Sunbeam," and towed the "Rainbow" alongside of the "Espoir," and delivered her over to the "Espoir." Steamed ahead of the "Espoir," and anchored until she was ready to proceed. Sent the long-boat and gig well manned to assist the "Espoir" in picking up her anchors and cable. By some error in judgment the "Espoir" slipped her warp and kedged, and after the "Sunbeam's" boats along with "Espoir's" were grappling for it about three hours, failed in getting it. 5:30 P.M. weighed and steamed full speed, the "Espoir" taking the lead, notwithstanding the Commander and myself making arrangements for the "Sunbeam" to lead the way, so as to keep the "Espoir" afloat, the "Sunbeam" being the lighter drafted ship. At 7 P.M. anchored off Ekebre village astern of the "Espoir." 8 P.M. secured the boats and set the watch. Gave orders for steam at 5:30 A.M. in the

morning; banked fires for the night. Received a note from Commander Douglas to have steam at 5:45 A.M. Replied to his note.

Wednesday, August 7.—Throughout this day fine weather. At 5:45 A.M. weighed anchor and steamed full speed ahead, "Espoir" in company astern, "Sunbeam" leading the way. At 1 P.M. the "Espoir" took the ground abreast of the creek said to communicate with Brass above Tuesday Island, and immediately below Ekole village. Fastened to the "Espoir" stream chains and hawsers, and tugged away the whole day with the "Sunbeam," when, after persevering, she floated into deep water at 7 P.M. 8 P.M. set a strict watch, and secured the boats. At 4 P.M. observed at Ekole village, with my long and powerful telescope, the villagers walking about with muskets. I think Ekole is a dependency of Kpetema, the hostile villages. I am not quite certain, but it being so near the latter, there must be some connection. All fire-arms ready for action, both small and large. Quinine as usual. Thermometer 82° noon; at 6 A.M. 78°.

Thursday, August 8.—Throughout fine weather. Served out quinine to the people. At 9 A.M. weighed in company with the "Espoir;" the "Espoir" taking the lead for Kpetema villages. At 10:35 A.M. anchored off Kpetema villages; these are the villages which fired upon the "Sunbeam" and "Rainbow" in 1859. Commander Douglas sent a boat on shore, with an interpreter, to inform the King that his presence was required on board; a message was sent off from the King that he would be off as soon as he procured a suitable present for the Captain. The boat was again sent to the other two villages to call the Kings and chief men off on board the "Espoir" for the purpose of making inquiries, and what were their reasons for attacking the ships in 1859. About 1 P.M. the Kings and chief men arrived on board the "Espoir;" Commander Douglas put the question to the King about firing upon the "Sunbeam" and "Rainbow;" but they denied having done so, and rose up immediately from their seats, and expressed themselves that they wanted to go on shore, and hold a palaver about what they should say. Orders were given for them to sit down; but they would not, and jumped overboard before another word was spoken. Secured one of the Kings; but afterwards he escaped by jumping into the river, and swam ashore. The natives on shore took the alarm, and were running about with their guns and kegs of powder, when the "Espoir" opened fire upon the starboard village. After firing for about half-an-hour, the "Espoir's" boats were manned, and the houses set on fire; the "Espoir" then dropped down and fired into the others, and set them on fire also. Fired from the "Sunbeam" on the first village, after the "Espoir" dropped down to the others, and kept up the fire. I am sorry to report that two Europeans were wounded on board the "Espoir" from stray shots from the natives, who secreted themselves amongst the bushes above and immediately below the villages. At 3:10 P.M. weighed anchor and proceeded in company with the "Espoir," and anchored abreast of the upper village opposite Taylor's Creek. Found the village deserted, and did not consider it necessary to set this on fire. Made signals for the natives to come off and explain our objects, but not a person was seen. At 5:20 P.M. proceeded for Sobagrega. At 6 P.M. anchored about one mile below it for the night. At 8 P.M. set a strict sea watch, with orders to look out for the natives firing upon the ship. Secured the boats. Thermometer 6 A.M., 74°; noon, 82°.

Friday, August 9.—Throughout this day fine weather. Served out quinine to the people. At 7 A.M. the "Espoir's" boats were manned, and proceeded on a sand-bank to bury the man who was shot yesterday by the natives on board the "Espoir." At 8:30 A.M. weighed, in company with the "Espoir," and steamed for Sobagrega. At 9:15 A.M. anchored abreast of the village. Proceeded on board the "Espoir" with the interpreter, John Smith, and the Rev. Samuel Crowther. Commander Douglas manned his gig, and sent on shore, with the interpreter and the gunner in charge, to communicate with the King and chief men, and to invite them on board; but I am sorry to state that the boat returned without any satisfactory reply, and the natives appeared all in arms, and beckoned to the people in the boat that they would not allow any one to land at this village. The boat was again sent to try to induce the King to come off to the ship and explain his reasons for firing upon the "Sunbeam" and "Rainbow" in 1859, killing Mr. Kirkpatrick, second officer of the "Rainbow," and the Captain's steward of the same; but to no purpose. The boat returned with a message from the King that if we sent a boat on shore that he would send a canoe off alongside with two men in her: this was done, when the natives were brought on the quarter-deck of the "Espoir" they were asked the reasons why the King did not come off to the ship; the reply to this was, they had a message sent up from Kpetema villages yesterday, stating our operations there; and the King, of course, was afraid to come on board after yesterday's affair at Kpetema, and the King did not want war, but wanted peace and trade, and that he would not fire upon any more ships, whether they did not trade with his people, or stop at the village; two white flags were also hoisted on shore as signs that they did not want to go and war with us; but we might pass by without any molestation in future; the King's messenger was told that we wanted the King to tell us this himself. The messenger was sent on shore along with the interpreter; the interpreter returned with a message to say that if we sent off a thousand times the King would not come off to the ship. The Commander decided to remain all night and give them some time to think over the matter, and it was arranged to inform the King in the morning that white man's King sent to know why he fired upon white man's ship. No further communication was made. Noticed the natives on shore carrying muskets, and evidently prepared to resist an attack; a number of canoes passed the ship both up and down the river with powder and muskets in their canoes. The messenger also told us that they had removed the children and women into the bush, expecting an attack from us. During this day all hands stationed at the guns ready for immediate action. Dined with the Commander. At 8 P.M. hoisted the boats, and set the watch; a sea-watch kept, with strict orders to call me upon the least alarm. The other man who was shot yesterday through the head very ill, and very little hopes of his recovery. Thermometer in the shade 82°. Banked fires for the night.

Saturday, August 10.—First part cloudy weather, with a dense mist creeping over the land. At daylight barricaded the poop with shooks and topgallant forecastle to protect the men at the guns. The natives appear very hostile, all seem bent on resisting an attack upon their town; the ground at the front of their huts is covered with muskets and cartridge-pouches, and the stillness which prevails on shore evidently appears that they will not suffer their town to be burnt down with impunity. Both sides of the river opposite the ship's position, and particularly amongst the long grass, noticed a number of men with muskets walking about. I am afraid that the burning of Kpetema villages has not impressed them sufficiently with the importance of our power; however, it remains to be seen. At 8 A.M. Commander Douglas sent a message to inform me that he would weigh and proceed up the river. After breakfast prepared for weighing. At 8:40 steamed full speed for the next hostile town marked on the chart (Oloberi, Kiamah, and Optolo). At 12:30 P.M. anchored off the village Oloberi. Sent a messenger on shore for the King; but he sent a reply to say he feared to come to the ship, alleging as an excuse that he had heard that we invited the Kings of Kpetema village on board, and afterwards made them jump overboard, and blow their town down; but he also said he no fear too much, as he no do bad for white man. In order to facilitate the business, I proposed to meet the King at the landing-place, which Commander Douglas approved of. Proceeded in my boat and recognized the King, when he immediately shook hands with me, and promised to come off to my ship, but he no fit to go on board the devil ship, meaning Her Majesty's ship.

"Espoir," provided I left a white man on shore; agreed to this and left Mr. Kelly, my second officer, when His Majesty came off in a canoe, with six powerful fellows as a body guard, thinking he was not quite safe even in the "Sunbeam." Invited him to eat and drink. When one of the "Espoir's" boats came alongside the King rushed into his canoe before I had time to speak to him, and off he went on shore. After dinner proceeded on shore to the landing, when I again persuaded him to come off, which he did. Received a dash from him and the second King; dashed them in return, as per general expense book. I then told the King what Commander Douglas instructed me to say to him, which is thus: Sobagrega fired upon the "Rainbow" in November 1859, and killed my nephew and a black boy, a native of Prince's Island, and that our King send this war ship to settle this palaver. And that we remained one day at Sobagrega village; but the King would not come off to the ship, nor treat with the Commander of the war ship ("Espoir"), but sent a very insolent message off to us that we must go up the river, and that if we sent on shore a thousand times he the King no fit to come off to the ship. Told the King very plainly that if the King of Sobagrega will not humble himself by paying a fine of twenty puncheons of oil, and acknowledge his fault, that them big palaver the war ship go set it by doing the same to Sobagrega as was done to Kpetema. The King immediately agreed to go on shore, and if we stopped here two days be fit to settle them palaver. The King proceeded on shore with his retinue, seemingly well pleased. I informed Commander Douglas of the results of our interview, when he agreed to remain. Drew fires to save fuel, and cleaned the tubes. At 6 P.M. cleared up the decks, and saw all clear for an attack upon the ships; both small and large guns loaded. At 8 P.M. secured the boats, and set a strict watch. One officer on the watch, divided into three watches. Divided the dash with the Commander, viz., 1 goat and 10 yams. Thermometer 80° noon. 78° at 6 A.M. in the saloon.

Sunday, August 11.—Throughout this day fine weather. Served out quinine to the people. Nothing particular occurred to-day of any importance concerning Sabogrega. The seaman who was shot on board the "Espoir" at Kpetema villages died this morning. At 5 P.M. buried him on the opposite shore. At 10 A.M. the Rev. Samuel Crowther performed divine service on board the "Espoir," attended with part of my people. Commander Douglas sent a message on shore to the King to ask his permission to inter the remains of the departed seamen, when the King sent to say that the land belonged to the Commander, and might do what he pleased. After the body was buried, the King sent a message off to say that the ground in which the corpse was buried did belong to another King, showing very little trust is to be placed in what they say. Thermometer 80°. At 8 P.M. secured the boats, and set the night watch. Had very little communication with the natives, this being the Sabbath-day.

Monday, August 12.—First part fine weather. Served out quinine to the people. At 8 A.M. sent the interpreter on shore with a message to the King to know the result of his negotiations with the King of Sabogrega. He sent a message to say that the King of Sabogrega would not come off to the ship, and when his people fired upon the "Rainbow" in 1859, he was then absent from the town, and he punished several of his people for doing so, and promised in future not to fire again. If this had been told us by the King himself, it would have shown submission on his part; but as it comes from another King, and no reliance to be placed upon his statement, it therefore remains doubtful. The King also sent us a message to say if I sent three white men on shore as hostages, he would then visit the "Espoir." This, of course, was refused, when it was considered that no further information could be obtained from this people. Purchased from the people of these villages a quantity of firewood, a few fowls and goats. At 11:50 weighed anchor, and proceeded higher up the river. At 2:40 P.M. anchored for shoal water. P.M. fine weather, but showery. At 3:45 P.M., after sounding, found a passage in the middle of the river, with 4, 3, and 2½ fathoms of water: this is abreast or a little below the upper end of Stirling Island. At 5:40 P.M. anchored off the villages of Imblamah to communicate with the King. Sent the interpreter on shore with a message to invite the King off to the ship upon a friendly visit in the morning. The King consented to visit the "Sunbeam;" but refused to visit the "Espoir," alleging as an excuse that he was too old to swim, meaning that he heard how the King of Kpetema villages had to swim on shore from that ship. Noticed the white flag flying at all these towns, showing they understand the meaning of a flag of truce. The officer in charge of the gig which took the interpreter on shore saw several of the inhabitants of the village which we left this morning on shore, showing they all band together against a common enemy. At 8 P.M. set the tide-pole; secured the boats and set the watch. Found the tide-pole this morning showed a rise of the river of four inches in eighteen hours. Thermometer 84° at noon in the shade.

Tuesday, August 13.—Throughout this day fine weather. Served out quinine to the people. At 7 A.M. sent a message on shore to invite the King off to the ship. At 8 A.M. the King came alongside, but refused to come on board, alleging that he was too old to come up the side-ladder. Had a long palaver with him about the towns which fired upon the ships in 1859. He assured me that he be proper friend for white man, and he wanted a trading factory in his town, as the Brass trader cheated him and his people, and wished sincerely to live on good terms with white men; that his towns did not fire upon the ships. Received one goat from him as dash. Dashed him in return. Purchased a quantity of firewood and stock. Asked the King to proceed on board the "Espoir;" but he positively refused; took leave of him upon friendly terms. At 10:50 A.M. weighed and proceeded up the river. At 3:55 P.M. anchored off Agberi villages. Found the town which fired upon the "Sunbeam" and "Rainbow" in 1859 stockaded and warlike in its appearance, and the natives well prepared to resist an attack. Sent a messenger on shore to invite the King on board the "Espoir;" but he refused. Sent another message to him to know his reasons for firing upon the ships in 1859; and also to inform him that the "Espoir" was sent by white man's King to settle that shooting palaver upon the "Rainbow" and "Sunbeam" in 1859 by his people, and to come on board and deliver this message himself. He sent a message off that he would send his son on board if one white man was left as an hostage. Commander Douglas agreed to this, and left Mr. Hart, one of his people, on shore, when two Ebo men were sent in place of his son: sent them on shore with a message to the King to know the reason why he would not send his son, or come himself, after leaving an hostage on shore. The boat returned with the hostage, and a message from the King that he would send his son in the morning.

Wednesday, August 14.—Throughout this day fine weather. At 7 A.M. sent John Smith, the interpreter, on board the "Espoir," at the request of Commander Douglas. At 8 A.M. the interpreter informed me that he proceeded on shore with a message to the King of the village which fired upon the "Sunbeam" and "Rainbow" in 1859. He informed the King if he fired upon another British ship again his town would be burnt down. The King replied that he would not fire upon another ship nor boat again, saying that if he did so the gun-boat might come and blow the town down, and he begged to be forgiven for his past conduct, and promised to be peaceable in future. This message was delivered to the Commander of the "Espoir." The King refused to send his son, or come himself on board, but he sent a small goat and a bunch of plantains as a present: sent the dash to the "Espoir." Received a message from the Commander to prepare for weighing at 8:30 A.M. At 8:55 A.M. proceeded up the river taking the lead with the "Sunbeam," the "Espoir" following the

"Sunbeam." At 11:30 A.M. anchored immediately below the Warri branch to sound. Proceeded in the boat myself and sounded, to expedite our getting across the flats quickly. Sounded, found a deep water channel. Moored the dingy as a buoy, and proceeded over the flats. The "Espoir's" boat sounding opposite to the deep water channel. The "Espoir" proceeded up about two miles, carrying 3 fathoms, when she proceeded about two lengths ahead found only 10 feet. Proceeded with the "Sunbeam" over the flats and anchored in deep water to wait for the "Espoir." At 2:50 P.M. passed the Warri branch; very sultry and light breeze, Served out quinine to the people. Thermometer 86° in the shade. Observed a number of natives opposite Adiano village on the sand-bank, with muskets and cutlasses, and jumping about, pointing their muskets towards the ships; but they had the good sense not to fire them. Noticed all the villages which we passed to-day more or less armed, and prepared to defend themselves against an attack from us. At 6:47 P.M. anchored below Obi's farm for the night in seven fathoms water. At 8 P.M. set the watch, and secured the boats.

Thursday, August 15.—Throughout this day fine weather with moderate sea-breeze. At 6 A.M. weighed anchor and proceeded towards Aboh; 7 A.M. hazy: 7:30 cleared up again. Served out quinine to the people at 9 A.M. Anchored to wait for the "Espoir;" 9:20, weighed again in company with the "Espoir;" 11:35 A.M., anchored off the late Aboh factory, sent a boat with a message to invite King Ajeh on board. Commander Douglas and myself proceeded on shore and did not see a vestige of the factory, found several small huts belonging to King Ajeh built near the place where the late factory had been; proceeded on board again at 3:30 P.M. King Ajeh and his retinue arrived on board the "Sunbeam," his brother Akia proceeded on board the "Espoir." Opened the interview with Ajeh about the factory; he informed me the water washed it away in the night when he was at the Confluence, and his people took charge of the people at the factory and provided for them; this is King Ajeh's tale. At 3 P.M. despatched the cutter well manned and armed with Mr. Hunter in charge, and Mr. Watts, to Lairdsport, with letters to Mr. Thompson, Mr. Cole, and Mr. Macauley; instructed Mr. Cole and Mr. Macauley to proceed forthwith to Aboh and explain themselves about the destruction of Aboh factory. Dashed King Ajeh and his brother Akia as a matter of policy until the arrival of Mr. Cole from Lairdsport. At 6 P.M. the King and his suite left the ship. At 8 P.M. set the watch and secured the boats. Thermometer 86° in the saloon.

Friday, August 16.—Throughout this day fine weather and clear. Served out quinine to the people. At 7 A.M. despatched the gig to invite Tschukuma, the friend of white men, on board the "Sunbeam;" brother to Ajeh and the legitimate King of Aboh. At 9 A.M. Tschukuma arrived alongside with his retinue; proceeded on board the "Espoir" and introduced him to Commander Douglas as the friend to white men. Received from him one letter dated Onitsha, 14th July, 1861, from Mr. Cole stating that King Ajeh with his people premeditated an attack upon the "Sunbeam," and upon my arrival at Aboh to send an escort for Mr. Cole now situated at Lairdsport. Received from Mr. Thompson one letter dated 14th July, 1861, informing me of his distress and ill-health, but no deaths had taken place since my departure in November 1859. Received two letters from Dr. Baikie addressed to Tschukuma, Prince of Aboh, notifying his kind and good offices to all my people since my absence in 1859; also requesting me to pay him all respect due to his station, and reward him for his unremitting attention to all my people. Informed Commander Douglas of the circumstances of the case, and gave him the letters addressed to me from Mr. Cole, late agent of Aboh factory, and Mr. Thompson, agent of Lairdsport factory, and the two letters from Dr. Baikie addressed to Tschukuma; treated him to a glass of gin, and his people or followers, and showed him all round the ship. I informed Tschukuma that the "Espoir" came here to escort me, and she was a war ship sent by my King to inquire into the case of plundering and the destruction of the late factory at Aboh: he immediately made signs to the effect that that time Mr. Cole go come he go tell all the particulars relative to the factory; I therefore did not press him further, and directed the conversation to another subject. King Ajeh, the usurper to the Throne of Aboh, and he are apparently at variance; consequently did not enter upon the Government of Aboh. I invited him on board the "Sunbeam," the same time informing him that Commander Douglas of the "Espoir" did not come to dash him or any one else, therefore he must not be disappointed at receiving no dash from him; he immediately consented to this. I find King Ajeh is very much reduced in bodily health, and the Surgeon informs me that he is in a rapid consumption; I am much afraid there will be but few to mourn his loss, as he is very unpopular at Aboh. At noon received Tschukuma on board the "Sunbeam" with all due honours, and treated him to a repast, dashed him and his retinue as per general expense-book; received from him one bullock weighing 192 lbs. and a few yams; received a dash from the Queen, one goat and a few yams: he remained on board until sunset, when he left the ship highly pleased. Sent Mr. Kelly, second officer of the "Rainbow," on shore to shoot the bullock; at 8 P.M. returned with the bullock, divided it with the "Espoir." The officers of the "Espoir" visited Aboh and were much pleased with the town and the people; Prince Tschukuma entertained them at his residence. Received no intelligence from Lairdsport yet. The purser employed purchasing yams, stock, &c., brought by the natives for sale; received a dash from Prince Akia, one goat and a few yams—Ajeh's brother who plundered the factory by Mr. Cole's statement, as I am ignorant of the circumstances of the case until Mr. Cole's arrival. It is necessary for me to treat all the nobles of the country with due respect until the arrival of my agents from whom I shall have full particulars. Sent the launch with a strong gang of kroomen to cut firewood to save coals. Commander Douglas dined with me to day; after dinner visited the wooding party on the starboard bank of the river, found the ground thereabouts highly cultivated with yams and Indian corn. At 8 P.M. secured the boats and set the watch; fresh and pleasant breeze from the south-west. Thermometer 86° in the shade, 96° in the sun. Received on board Tom Lyall, Tschukuma's slave, whom I sent from Angiama with letters from me for Dr. Baikie; Dr. Baikie did not receive those letters in consequence of the bearer being driven back from Iddah by the natives, who appeared to be hostile at that period (March 1861), but from what I can gather now the people appear to be peaceable, but for a certainty I cannot affirm yet. No sickness on board either ship, and the weather is very pleasant, and the water is rising rapidly, and the whole appearance of the river has entirely changed its aspect for the better. The old site of Aboh factory has entirely changed from a plain country to high cliffs; the water has undermined it last year.

Saturday, August 17.—Throughout this day fine weather. I find by the tide-gauge the water has fallen 2 inches since our arrival here. Served out quinine to the people; supplied the "Espoir" with sundry provisions, as per ledger. One gang of kroomen employed cutting firewood for the furnaces; Mr. Kelly with the gig and crew on shore at Aboh town bringing off the bullocks which Tschukuma and King Ajeh dashed to me. Received from Tschukuma two bullocks, and one from Ajeh. His Royal Highness King Ajeh visited the ship to day in state in his barge decorated with flags from stem to stern. After breakfast he brought 300 yams and 7 goats and 10 fowls for sale; purchased them from him as per general expense-book. He also brought sixteen of his wives on board to receive their dash from me; I remonstrated with him about having so many wives, but he replied that he got plenty more on shore, these he brought were his principal wives. I told him that white men only have one wife, when he assented and replied that was good, but still insisted his wives should have their dash; to get rid of them dashed them one fathom cloth each. Dinner was announced when his Highness introduced himself into the saloon to partake of it; he being extremely polite allowed him the

great privilege of sitting at my private table; after dinner proceeded on deck, when His Majesty informed me that he intended to visit the "Espoir" and receive his dash from the Commander; being tired out with him and his retinue, was very glad when he left the ship. I did not introduce the subject respecting the plundering of the factory until the arrival of Mr. Cole; Mr. Hunter, second officer in charge of the launch, despatched for Lairdsport on the 15th instant for Mr. Cole and Mr. Macauley, not arrived yet. Asia, trader of Aboh, visited the ship and dashed me one goat and seven yams; gave him a suitable dash in return. Received a dash from Obe Arissa, Tschukuma's follower and principal confidential; dashed him in return as per general expense-book. At 8 P.M. set the watch and secured the boats. Thermometer 80° in the shade.

Sunday, August 18.—Throughout this day fine weather. Served out quinine to the people at 10 A.M. The Rev. Samuel Crowther performed divine service on board the "Espoir;" attended with part of my people. Noon calm and sultry weather. At 5 P.M. Mr. Hunter, in charge of the cutter, returned from Lairdsport with Mr. Cole and Mr. Macauley, and the cooper whom I left at Aboh factory in November 1859; also Mr. Dalton, assistant to Dr. Baikie, arrived in the cutter; he has been sent down by orders from Dr. Baikie to procure provisions for his party at the Confluence, and hearing of my arrival here he took a passage down. Questioned Mr. Cole respecting the Aboh factory and the property left under his charge: he commenced a long statement of grievances about King Ajeh, Akia, and his people; finding the statement being so lengthy, I proposed to him to write me a correct statement of all his particulars. Commander Douglas sent to inquire the news; proceeded on board the "Espoir," and related all particulars. I am glad to state here that our arrival at Aboh has been the means of saving Lairdsport factory from being plundered by the natives. Tuesday, the 20th of this month, being a very large market-day, it was previously arranged and preconcerted by both the natives of Onitsha and Aboh that if no ships came up to that date, the factory was to be seized and plundered, and the people taken prisoners. I learn from Mr. Cole that Dr. Baikie and Mr. Lyall are all well and in pretty good health, but very short of supplies; in short, they are now living upon credit from the inhabitants: prepared a good and substantial repast for Mr. Dalton and Mr. Cole, and left them to themselves for the remainder of the evening. The officers of the "Espoir" after church service visited Aboh town. 8 P.M. set the night watch and secured the boats, &c.

Monday, August 19.—A.M. Fine weather and clear. Served out quinine to the people. At 7 A.M. despatched the gig with Mr. Kelly, second officer of the "Rainbow," in charge with the interpreter, Smith, to inform King Ajeh, Prince Tschukuma, and Prince Akia, that their presence was wanted on board the "Espoir" to inquire into the destruction and plundering of Aboh factory; each of them were invited on board. Mr. Kelly arrived alongside of the "Espoir" with a message from them, stating that they would consent only to meet on the beach opposite the ships. At 2-30 P.M. King Ajeh and Prince Tschukuma and Akia arrived at their place of appointment opposite the ships; upon seeing them on shore opposite the ships, Commander Douglas sent on board the "Sunbeam" for John Smith, the interpreter; sent him on board the "Espoir," when the Commander sent him in his boat with the gunner to invite His Majesty King Ajeh, Prince Tschukuma, and Prince Akia, on board, to inquire into their conduct respecting the late Aboh factory, but their reply to this message was that they would not come on board, and we must go on shore to them: to this the Commander sent to inform them that he wished them to come off to the ship and hold the investigation; their reply to this message was as the former. Another message was sent to inform them that we would not hold any palaver on shore; to this message King Ajeh replied that he should not come on board, and would proceed to his town, and off they all went in their canoes to their town, leaving us in a dilemma. Commander Douglas expressed himself to me that he felt himself in a very difficult position what steps to pursue: that if he shelled the town now upon our ascent the people above might band together upon our descent of the river and attack the ship; he thought upon his descent of the river would be the best time to call them to account for their daring and outrageous conduct towards my people and the plundering of the factory. I agreed that upon our descent of the river would be the most judicious course to pursue, but to leave these people without inflicting punishment upon them would lower the prestige of white men, and embolden them to future acts of aggression upon Europeans stationed in the river, and would have a most prejudicial effect upon the opening up of the river at a future period; in short, my firm belief is, it would not be safe for any European to be left here, or any part of the river again, if these Aboh people are allowed for this grave offence to pass with impunity. Commander Douglas left the "Sunbeam" at 6 P.M. to consider over the matter, when he should inform me in the morning what steps he would pursue. Mr. Cole writing out a statement of the facts of the proceedings of the Aboh people towards him since my absence in 1859; also a statement of the plundering of the factory by Prince Akia and his slaves, with all particulars for the information of Commander Douglas. Noon sultry. P.M. inclined to rain. 8 P.M. set the watch and hoisted the boats up. I find by the gauge-pole to-day the water has fallen one inch in the last twenty-four hours.

Tuesday, August 20.—Throughout the day fine weather. Served out quinine to the people. No visitors to-day, and I am afraid we shall get none, as King Ajeh and Prince Akia begin to feel the full force of their guilt, and their bad conduct to the people left in charge of the Aboh factory. After breakfast proceeded on board the "Espoir" to offer my advice to the Commander respecting King Ajeh, Prince Tschukuma, and Prince Akia. I told him, as Dr. Baikie and Mr. Lyall had been in communication with the Aboh factory, and they seem to know all the occurrences at Aboh factory since my departure in November 1859, from letters which I have seen from Dr. Baikie, that it was better to settle the palaver upon our descent of the river; to this proposition he at once agreed. Ordered steam for 3 P.M. Noon very sultry; still no visitors from the shore, and very few canoes plying the river. I must confess that the Aboh people's conduct respecting the plundering of the Aboh factory is monstrous, and must be punished if the river is to be opened up; if this affair goes unpunished, white men may bid adieu to the Niger river, for they will not scruple to shed blood next. It becomes my duty to remark for the future benefit of the river that one gun-boat is most undoubtedly not sufficient to keep the natives in order, nor punish them when necessity calls forth; I question if two would be sufficient: a display of force must be attached to the river until the trade is thoroughly established. If the Government will not grant this force I would strongly recommend prudent merchants not to embark their capital in the Niger river. At 3 P.M. started for Lairdsport with the "Espoir" in company, taking the lead. At 6-40 P.M. anchored for the night half-way between Nidoni and Green Island; sent the people to supper. At 8 P.M. Prince Tschukuma, the only friend to white men that Aboh town can boast of, arrived alongside of the "Sunbeam" for the purpose of saluting me, and I suppose the true object of his late visit is to see how we feel upon their non-arrival on board yesterday to settle the palaver about the Aboh factory. Invited him on board to allow him to explain himself why he did not come on board when sent for, being white man's friend; he immediately replied that King Ajeh and Prince Akia would not allow him. Sent a message to Commander Douglas to say Tschukuma was on board the "Sunbeam;" he came on board and questioned Tschukuma and told him that upon the ship's return from the Confluence he hoped that his influence with the Aboh people there would be a settlement of the Aboh factory occurrences; to this he replied that he would do so. If he did not do so Commander Douglas told him that he must tell our Queen, and they would be declared enemies to Great Britain; he replied to this that he go set this

palaver, and he said the reason King Ajeh and Prince Akia would not come on board to settle the factory palaver was, they knew they had done wrong and were afraid; a full confession this is of their guilt. Treated him and his people to a glass of grog and some bread and beef, shook hands with the old gentleman when he left the ship, apparently very much alarmed that Aboh go lose white man's friendship for ever. Thermometer in the saloon 86°. 8 P.M. set the watch and secured the boats. One of the kroomen fell overboard and was drowned, belonging to the "Espoir."

Wednesday, August 21.—Throughout this day, sultry weather, with light breezes. Served out quinine to the people at 7:30 A.M. After sounding with the boats for a deep-water passage, started for Lairdsport full speed. Turned the engines astern, when suddenly the ship struck a snag beneath the water, and stopped the engines by the concussion. Anchored to ascertain the damage. Found one of the blades of the propeller broken, six inches, as if it had been chipped off; found no other damage. The Chief Engineer reported that the stern-pipe was getting hot, which it never did before; he thinks the shaft has got a slight bend. Filled the compartment with cold water until it worked itself down to its proper bearings. Weighed, and proceeded again in company with the "Espoir," the "Sunbeam" leading the way. At 6:45 P.M. anchored about seven miles below the Oko villages for the night. Thermometer in the saloon 84°. Mr. Dalton, Mr. Cole, one cooper, and Mr. Macaulay, on ship's provisions. Supplied the Commander and wardroom mess with fresh mutton.

Thursday, August 22.—Throughout this day fine weather. Served out quinine to the people. At 7:30 A.M. weighed, and proceeded towards Lairdsport, the "Espoir" in company, the "Sunbeam" leading the way. Noon, anchored off Lairdsport and fired a salute of six guns. Mr. Thompson returned the salute. The "Espoir" also saluted the factory. Moored the ships alongside of the wharf, and commenced landing shooks and hoops. Found Mr. Thompson well, and the factory much improved in buildings and stores, and a mud-wall built round the factory inclosing the stores. Commenced taking stock of goods on hand at the factory. I find twenty-one puncheons of palm oil in the oil-store ready for shipment. Making preparations for landing cargo. Informed the natives to bring their palm oil to the factory for sale. Commander Douglas, with his officers, visited the Mission Station; myself busy at the factory, and preparing to open trade. I informed the King that we intended visiting His Highness to-morrow, for the purpose of saluting His Majesty and settling all differences between my people and his people. 8 P.M., set the watch and secured the boats. Mr. Langley, with his family, left the ship to-day for the Mission Station; provisioned them to this date since their arrival.

Friday, August 23.—A.M., fine weather and cloudy, inclined to rain. Served out quinine to the people. Employed throughout this day landing cargo and storing it in the factory. Coopers making up puncheons; carpenters repairing the boats. At 10 A.M. the Commander of the "Espoir," with an escort of marines, and his officers, arrived on the beach; accompanied them to the King's Palace. After reaching the Palace the King refused to give the Commander a chair or stool of any description to sit upon. On this refusal the Commander became indignant at the King asking him to sit upon the ground, while he (the King) was sitting upon the Throne in great state. The King was told, unless seats were given to the Europeans to sit upon, he should not treat with him, but return on board. The King still persisted in refusing, when the Commander left the place and proceeded on board; accompanied him. P.M., light showers; every appearance of rain. Thermometer, at 6 A.M., 76°; noon, 84°. At 4 P.M. the boat belonging to Lairdstown factory arrived alongside of the "Sunbeam" with letters from Dr. Baikie and Mr. Lyall. From letters received, all at the Confluence are well. Set the tide-pole. No trade commenced to-day. The chair affair with the King will not improve my trade until it blows off. The King is afraid that the war-ship has come to make war upon him, therefore it will take a day or two to remove this impression.

Saturday, August 24.—Throughout this day, fine weather. Served out quinine to the people. The officers and crew employed throughout this day breaking out cargo and landing it at the factory, and storing the same. Myself and clerk employed making out the invoice of cargo for Lairdsport, and writing out instructions to Mr. Thompson, manager of this factory. I am also very sorry to have to write the following remarks, which is thus: because the King of Onitsha will not violate a very old custom by giving the Commander and white men chairs to sit upon when in his presence, he (the Commander) will not allow me to dash the King and Chiefs, and tells me that, if the King is not very civil, he (the Commander) will stop trade. It is customary to call the King and Chief men of this town, upon my arrival, to salute each other, and to receive friendly presents and settle trade matters with them. I purposed doing this yesterday, but was deterred from this by receiving a note from Commander Douglas, requesting me to give no dash to the King until he built another throne, as high as the King's, for the Commander to sit upon; it also intimated to me that he would inform me officially when he should descend the river; and he says he thinks the 20th September he will start for the mouth of the Nun, leaving me no time to trade my goods off, besides putting the Onitsha people in a state of fear and trembling, and stopping my trade by his extravagant ideas. Proceeded on board the "Espoir" in reply to his note, but received no satisfactory answer. Thermometer 76°; noon, 84°.

Sunday, August 25.—Throughout this day, fine weather. Served out quinine to the people. At 9:30 A.M. proceeded, with my crew, to the Mission Station to attend divine service at the church by the Rev. S. Crowther. I am very glad to state that the natives of Onitsha were in full attendance, and conducted themselves with great decorum during the service. The Rev. S. Crowther preached from the seventeenth chapter of the Acts of the Apostles, and the twenty-second verse. The chapter was very well selected for the occasion, particularly the seat affair with Commander Douglas and the King, but I am afraid that it is a work of time to show the natives of this place the error of their ways and their superstitious customs. The very fact of the King of this place having to sacrifice a human being when he visits the market-place or walks about the town is monstrous. The refusing to give the Commander of the "Espoir" or any other white man, myself not excepted, a chair to sit upon when in his presence, is sufficient to show the amount of darkness which prevails in their benighted country, and the necessity of some effort being made by our fellow-countrymen. This is a fine field for zealous missionaries. It is enough to make one shudder to look around him, and upon every side utter darkness prevailing. Satan has complete dominion over this country. After service proceeded on board, when, much to my surprise, I found an official letter, dated Sunday, from the "Espoir," the purport of which was, I must be ready to proceed on my descent of the river by the 20th September, leaving me but about three weeks for trading operations. I was astounded at this; however, as the whole of the towns which we have as yet visited are hostile towards us, and I consider the escort of the "Espoir" of as much importance upon my descent as it was upon my ascent, I therefore wrote, stating that I should hold myself ready to proceed at the date fixed by the Commander of the "Espoir," at the same time informing him that I had very little time to dispose of my cargo, laid in for this market, and I have had it in stock since the 11th August, 1860. The visit to the King, the day after our arrival here, has prevented any trade from flowing in to the factory, as the people will not trade until the King receives the dash from me, and the Commander has actually written to me not to give the King a dash until he (the King) provides him with a chair as high as his (the King's) Throne; consequently, this state of affairs is preventing

the natives from trading, and making them shy in coming for trade. I hope the Commander will see his error, and ignore the King altogether, as it is as much as his Throne is worth to break his ancient customs, more especially as I am going to break up the establishment and withdraw the people. At 4 P.M. Commander Douglas and myself walked up to the Mission Station, and had a long chat about the King and this chair palaver. Thermometer 84°. At 8 P.M. secured the boats and set the watch.

Monday, August 26.—First part fine. Served out quinine to the people. The crew and krooboy employed landing cargo at the factory, and storing it. Myself and clerk employed making out the invoice of cargo for Lairdsport, and arranging accounts. At 10 A.M. the Governor of Onitsha, with the Chiefs, assembled in the factory; Commander Douglas and the Rev. Samuel Crowther were present, also myself. The Chiefs wished to come to some understanding about the chair affair with the King and Commander Douglas. They said that the custom of their country was not to allow any person to sit in the presence of their King, and when this law was made no Europeans visited their country, therefore it was not intended for white man; but since the white men have now established themselves in their country, they wish to call the people and Chiefs into the presence of their King, and abolish the custom of not giving seats to white men. They said it was not fitting for white men to sit on the ground in the presence of their King, and they themselves did not like the custom, and would do their best to influence His Majesty to break down through this law. They also said that the King had no objections to allow the white man to bring his own seat. To this the Commander objected. If the King sent to borrow seats himself for the occasion, he (the Commander) would have no objection to this; but the King declined this by saying he had no seats himself, and did not understand making seats. Of course it was very plain the King did not intend to yield to the Commander's wishes, therefore the Commander gave up the idea of accomplishing his object in being allowed to sit as high as the King in his presence. I advised the Commander to desist from any further attempts to break one of their superstitious customs, more particularly as time was of very great value to me; and no sign of trade being opened until this seat affair was settled, it was agreed by the Commander to give up the matter, and I was at liberty to talk about trade. I immediately told the Chiefs that I was ready for opening trade with their people, and desired to send for the King's son, and would give the King his dash first. They immediately said, No, we must settle the seat affair, as it had caused great excitement amongst the people, and could not speak about trade affairs until they go and tell the King what had been said at this meeting. Being very anxious to proceed to my business, to prepare the ship for starting for the Confluence, gave orders to Mr. Thompson to dash the King and Chief men, and have no more talk concerning the seat with the King. The Commander thought proper to write me on the subject not to dash the King, and said he would stop trade if the King was not very civil. When I received this note I had an interview with him about my trade, telling him trade was not opened until the King was first dashed. To this he replied, We shall send messengers; and the Rev. S. Crowther was appointed to negotiate with the King about the chair palaver. Made all necessary preparations for starting in the morning, with the "Sunbeam," for the Confluence. Thermometer 82° in the shade.

Tuesday, August 27.—Throughout this day fine weather. Served out quinine to the people. All hands wooding ship. At 11 A.M. proceeded on board the "Espoir" to take leave of Commander Douglas; he promised to assist Mr. Thompson, if required. Shook hands, and proceeded on board the "Sunbeam," raised steam, and proceeded full speed for the Confluence. Grounded twice for five minutes; reversed astern, when she floated. At 6:30 P.M. anchored for the night above Walker's Islands, about four miles. Found a new shoal at Long Island; also a new channel at Walker's, from 1859, showing the banks shift. I feel very tired to-night, and leave Lairdsport very different from any other time. If time would have permitted me I should have opened trade before I left. I have left full and complete instructions with Mr. Thompson, so I hope all will turn out for the best. All this hurry and bustle may be entirely summed up in this: that if the Commodore had sent a lighter-drafted ship to escort the "Sunbeam," it would have given me time to sell my cargo. At 8 P.M. set the watch; thermometer 84° in the saloon.

Two females came on board for protection from slavery, having been kidnapped and sold down the river, and now wishing to return. Sent them to the "Espoir."

Wednesday, August 28.—Throughout this day fine weather. At 6:30 A.M. weighed anchor, and proceeded full speed for the Confluence. Served out quinine to the people. Kroomen employed cutting up firewood, quartermasters heaving the lead, and steering the ship, burning wood and coal. At 7:20 P.M. anchored for the night immediately below Lander's Island. Anchored half-an-hour for breakfast and dinner. To-day thermometer 86° in the saloon. At 8 P.M. set the watch, and secured the boats; banked fires for the night. I must remark that there has been very little rain this season, which is preventing the river from rising so rapidly as it is wont to do. I am afraid the river will not rise this year so high as last. I am informed by Mr. Thompson that there was much rain last year, and very little as yet this season. The river has to rise considerably yet, by the appearance of the sand bank, which I have passed to-day.

Thursday, August 29.—Throughout this day fine weather. At 6 A.M. steamed full speed for the Confluence. Served out quinine to the people. Kroomen employed cutting firewood. At 2 P.M. anchored off Iddah, for the purpose of visiting the Attah, or the King. Sent messengers to inform the King of my intended visit. Aboko, the Governor, I find is from home, and as the King cannot be seen by white men without his presence, Aboko's brother visited the ship to inform me that he would send messengers to the King, and he would inform me in the morning if His Majesty would honour me with an interview. Purchased several goats and a quantity of firewood from the natives of this place. Treated Aboko's brother to a glass of rum, and his friends, when they left the ship. Promised to remain until noon to-morrow, and if the King refused to grant me an interview, to start for the Confluence; told the messenger to this effect. Sent a short note to Mr. Thompson to inform him of my arrival here, by a canoe bound to Onitsha. Ordered the chief engineer to draw fires, to clean the tubes, and have steam by noon to-morrow. Painted the "Sunbeam's" name, with date, on the cliffs of Iddah; also a gauge of eight feet from the water's edge, to mark the rise of the river. At 8 P.M. set the watch, and secured the boats; Mr. Gray, chief engineer, much better. Thermometer ranging from 76° to 86° between the hours.

Friday, August 30.—A.M., fine weather, but very cold. The thermometer stood 66° at 6 A.M. Served out quinine to the people. Found the water has fallen 4 inches by the gauge-pole. 10 A.M., no messenger either from the Aboko or the Attah arrived on board, and being most anxious to reach the Confluence, started for the Confluence. At 11 A.M. William Thorpe, deck passenger, from Sierra Leone to the Confluence, departed this life, from jaundice. At 5 P.M. anchored about one mile below Bird Rock, and interred his remains on the port bank of the river. At 5:30 weighed, and proceeded. Anchored for the night at 7 P.M., abreast of the lower part of Maconochie Island. Found the channel above Smart Island completely altered to what it was in 1859; where 4 fathoms is marked on Lieutenant Glover's chart, to-day found only 5 feet, and a sand bank hove-up. Proceeded towards the starboard shore, and found deep water. Thermometer 84°. At 8 P.M. set the night watch, and banked fires with wood; burned wood and coal throughout the

day. The sailing has been very grand to-day, and the weather extremely fine; ranges of mountains on both sides of the river; reminds me of sweet home, sailing up the Clyde.

Saturday, August 31.—Throughout this day fine weather. At 6 A.M. weighed anchor, and proceeded for the Confluence. Found the rocks which were covered with water in August 1859, not covered to-day, showing the river is still low. At 4.45 anchored opposite Lairdstown Factory. Proceeded on shore, and found Mr. Lyall and Dr. Baikie quite well. I am glad to report that the situation of the factory could not be surpassed, and I am much pleased; and the proceedings since my departure in November 1859, there is a very great amount of credit due to Dr. Baikie for his exertions. It is entirely owing to his influence and interest that this factory is now in existence; and, moreover, through the influence of him with King Massaba, that the people are still in existence. They have been entirely living upon his hospitality, the goods which I left being all expended in 1861. Walked round the premises, and found everything to my greatest satisfaction. To my surprise and delight, Dr. Baikie has built a market-place for the natives to bring their produce for sale. It is much to be regretted that the enterprise is now going to be withdrawn, after so much has been done. At 8 P.M. set the watch, and secured the boats. Thermometer 106° in the sun, 86° in the shade; at 6 A.M. 65°.

Sunday, September 1.—Throughout this day fine weather. Served out quinine to the people. Hauled the ship alongside of the wharf, and rigged a stage. The Rev. Samuel Crowther left the ship, and proceeded in my gig for the Mission station at Igbegbe, the opposite side of the river. His people also left the ship. Thermometer 86° in the saloon; the weather very dry, the ground much in want of rain; everything seems parched. Visited Dr. Baikie, and spent the greater part of the day in his company. At 8 P.M. set the watch, and secured the boats.

Monday, September 2.—Throughout this day fine weather. Served out quinine to the people. Kroomen, under the chief officer, discharging cargo, and storing it at Lairdstown factory, in charge of Mr. George T. Lyall. Delivered to Dr. Baikie fifty-three packages of goods; also to the Rev. Samuel Crowther eight packages of goods; landed them at Igbegbe Town in the launch. Proceeded over in the gig with Mr. Crowther, and sent the launch, with bales of goods, before us. Arrived about 4 P.M., three-quarters of an hour going, and two hours returning. Visited the Mission station, and I am glad to say that it was much improved since my departure in 1859. Additional buildings have been made, and the premises much extended. Visited the King, and presented him with a suitable dash, and had a long talk about trade affairs. Explained to him that time was of very great moment to me, and he must tell his people that I leave on the 12th instant, allowing ten days only for trade. He brought out a large tusk of ivory, and said he had plenty more. He made inquiries about King Cloth, and promised to send his trading man at the factory in the morning, and open trade. Shook hands with him, and proceeded to the wharf. Left at 5.30 P.M., and arrived at 7.30 P.M. alongside of the ship—a very long pull. Thermometer 86° in the saloon. At 8 P.M. set the watch, and secured the boats.

Tuesday, September 3.—Throughout this day fine weather. Served out quinine to the people. Employed variously, discharging cargo, and storing it in the factory. Opened trade to-day, but the traders were so high in their demands, found it necessary to hold out. A quantity of Shea butter and ivory came to the market for sale. The natives think, because the ship is limited to time, that they can get what price they ask. Myself and purser making out invoices of cargo. Landed at the factory; delivered all Dr. Baikie's packages. Thermometer at 6 A.M. 80°. I find the weather extremely sultry here, and no rain to cool the atmosphere. The King of Igbegbe sent his confidentials to look at the market, with one tusk of ivory to sell; after being two hours engaged showing my goods, and making an offer for it, failed in purchasing it. This tusk was only sent to try the market. I am only sorry that time is so short for trade, and the hurry of the "Espoir" makes things worse. Engineers repairing the steam funnel; carpenter fitting a new guard-board on the starboard side of the hull main rigging. At 8 P.M. set the watch, and secured the boats.

Wednesday, September 4.—Throughout this day fine weather. Served out quinine to the people. At daylight hauled the ship into the stream. People employed variously under the chief officer. Mr. Kelly and four kroomen employed at the factory, starting Shea butter. I found it necessary to open the Shea butter market by giving a measure of salt for a measure of Shea butter, my time here being so limited, and the natives having no idea of the value of time. Supplied Dr. Baikie with sundry goods from the factory. Thermometer 80° to 84° in the saloon. The weather has been rather cloudy to-day, and has the appearance of rain, which is very much wanted for the soil. The farmers are complaining very much for want of rain here, the season being much behind in consequence. Dr. Baikie has sent messengers to all parts of the country, to inform the people of the ship's arrival here for trade. Myself and clerk at work on the invoice of cargo landed; engineers condensing water; painters painting the outside of the ship. At 8 P.M. set the watch, and secured the boats.

Thursday, September 5.—Throughout this day pleasant weather, but still no rain. The tide-gauge showed a rise of three inches in the river. The crew variously employed, under the chief officer; engineers condensing water. Several tusks of ivory were brought for sale to-day, but the price which the traders wanted was more than I could realize in Liverpool. Purchased one tooth at a high price, for the object of opening the ivory market. A small quantity of Shea butter was also brought to the factory, purchased with salt. Received a visit from King Massaba's son; showed him all round the ship, and entertained him in the cabin for a short time, when he, with his followers, left the ship much pleased: dashed him, as per General Expense Book. Visited the King at the war camp, situated near the factory by King Massaba to protect the trade with the factory. Found the old gentleman a very fine person; dashed him a suitable dash, and received a dash in return of kolou nuts, and two large fowls; he promised to visit the ship to-morrow: assented. I find another of King Massaba's sons has arrived to-day from another war camp, situated higher up the river, for the purpose of seeing the ship, never having seen a ship before. Apparently I shall have plenty of visitors during my short stay here. It is very much to be regretted that the ship leaves so soon. About 300 people started up the river for produce, and I fear I shall be off before their arrival. Thermometer ranging from 80° to 84° in the saloon. At 9 P.M. set the watch, and secured the boats. Gave orders to the chief officer to allow no one out of the ship after 9 o'clock.

Friday, September 6.—Throughout this day fine weather. Employed variously. I am sorry to remark very little produce is brought for sale; the natives have gone into the country to collect it. Our non-arrival last year has prevented the natives from collecting produce this year, and the short stay which I am making, on account of the "Espoir," leaves very little time to purchase it. Thermometer 80° to 84° in the saloon.

Saturday, September 7.—Throughout this day fine weather. Served out quinine to the people. The people variously employed, under the chief officer. Purchased several tusks of ivory. Very little Shea butter brought for sale. Thermometer ranging from 80° to 86° in the saloon. At 9 P.M. set the watch, and secured the boats. Kroomen employed splitting firewood for the furnaces.

Sunday, September 8.—The captain sick, confined to his cabin.

Monday, September 9.—The captain a little better, but still confined to his cabin. Gave orders to Mr. Lyall to supply Dr. Baikie with goods from the factory, and take bills for the amount.

Tuesday, September 10.—The captain still sick, and confined to his cabin.

Wednesday, September 11.—The captain sick with ague. At about 4 P.M. weighed anchor, and started for Igbege, to ship the Rev. S. Crowther and his people. At 6 P.M. anchored by the stern off Igbege Town.

Thursday, September 12.—At 10 A.M. started down the river. At 4 P.M. anchored off Iddah. Still unwell, and very weak and irritable.

Friday, September 13.—At 7:30 A.M. weighed and proceeded towards Onitsha. At 5 P.M. heavy rain and squalls. Anchored for the night two miles above Walker's Island.

Saturday, September 14.—At 7:30 A.M. weighed, and proceeded for Lairdsport. At noon arrived off the factory. Steamed into the cove, when the eddy took the starboard bow, and the strong current running down caught the stern, and before the engines were reversed she grounded on the back. Trimmed ship by the stern, laid the stern anchor out, and turned astern full speed, when she floated. Berthed the ship, and made preparations for shipping oil on board from the factory. Commander Douglas arrived on board, looking rather pale having been sick with fever. He informed me that he visited Oko village, with the "Espoir," to purchase fresh provisions. I find that King Ajeh has prohibited the Oko people from trading with the factory, as well as the Asaba people since my departure. P.M., heavy rain, the river rising rapidly.

Sunday, September 15.—Fine weather at 10 A.M. The Rev. S. Crowther performed divine service to the ship's company. I am glad to say that I am much better to-day, but still very weak.

Monday, September 16.—Fine weather, and very sultry. Thermometer 90° in the saloon. At 6 P.M. heavy lightning, and every appearance of heavy rain. Employed throughout this day shipping palm-oil, and purchasing it from the natives. A small market was held to-day at the landing-place. A number of Aboh canoes arrived with oil for sale; bought four and a-half puncheons. Several traders from Aboh promised to return in three days with palm-oil for sale. Dined with Commander Douglas; afterwards visited the Mission station in the cool of the evening. Paid for the oil at the rate of one piece of Madras per one half barrel of oil (powder half barrel). Received twenty-one puncheons of oil on board. I am glad to note I feel much better this evening.

Tuesday, September 17.—A.M. cloudy, with rain. At 8 A.M. clear fine weather. At 10 A.M. Commander Douglas, the Rev. S. Crowther, and myself, visited Ibousi village, a distance of six miles from the ship. Spent the day walking round the town; was much pleased with the people and the country. Visited the Governor of the town, who was glad to see us; presented him with a suitable dash, and received a goat in return. The country here and the scenery is beautiful, and the people very industrious, and a portion of the land is cultivated. Passed large fields of yams on our way to the town. I am sorry to remark that the greater portion of the population of both sexes make use of no clothes to cover their nakedness, and seem to think they have no right to wear clothes. There is a fine field for Manchester cloth here, when the people are taught to dress their bodies with clothes. Chief officer and kroomen employed receiving palm-oil on board from the factory. Very little oil was brought to the factory for sale to-day by the natives.

Wednesday, September 18.—First part, fine weather; latter part, cloudy, with rain. Employed shipping palm oil and iron hoops, &c., from the factory. Very little oil brought to the factory for sale. Received from the "Espoir" five tons of fuel. Visited Oko village this afternoon to invite the people to open trade with the factory, but they declined to come to the factory, being afraid to come; these people are leagued with the Aboh people, and King Ajeh has influenced them to stop trade with us. Saw a number of Aboh people in the town, also King Ajeh's son, who informed us that Ajeh and his brother Akia were both secreted in the town of Oko, being afraid, no doubt, of the people delivering him to us on our descent; they are evidently afraid of the "Espoir's" warlike appearance, never having seen a war-ship before in the river so long. Commander Douglas informed me he would start for Aboh on the morning of the 21st instant, making preparations to that end. I am very sorry that trade here is so dull. It is just what I expected; the people have got to hear the factory is to be abandoned, and each party thinks it is because they have not treated us properly that we are leaving the river; they are all panic-struck, and do not understand our movements, which all tends to stop trade. Time is no object to these people, and it is a great matter to us; and to tell these people to collect their oil quickly, and bring it to the factory for sale, as the ships must go away, carries a degree of suspicion with it at this critical time, that I find it is much better to let things take their course. I must remark here that a few days before our arrival, in August, it was premeditated by the Aboh and Onitsha people to attack this factory and plunder it, similar to the Aboh factory; fortunately our timely arrival prevented this outrage from being carried into execution. The Chiefs of Onitsha, I am informed, have called a meeting to-day for the purpose of inquiring into the cause of our abandoning Onitsha; they themselves think it is because they have done us wrong, and fear has come over them that we are leaving this place on their account; they cannot understand that the death of Mr. Laird is the cause. Thermometer 84°.

Thursday, September 19.—Fine weather; cloudy in the evening, and inclined to be wet. Purchase four puncheons of palm oil. Employed shipping shooks, and making preparations for winding up the affairs of the factory. Sent a message to the Chiefs of Onitsha to meet the Commander of the "Espoir" in the morning at the factory, for the purpose of informing them of the reasons for breaking up the factory. Thermometer 84°.

Friday, September 20.—Fine weather the first part; latter part cloudy, with heavy gusts of wind. Throughout this day employed taking stock of the goods on shore, and shipping them on board. Sold the house furniture to the Rev. S. Crowther, for the Onitsha Mission Station. At 10 A.M. Commander Douglas, myself, and the Rev. S. Crowther, and the Chiefs of Onitsha, assembled in the factory for the purpose of informing them of our reasons for breaking up the factory; arranged with the Chiefs to take care of the factory; and no doubt some other white man would come and again open trade. They expressed their sorrow at our leaving them, and expressed a wish to allow some person to remain at the factory, as they were afraid that the Aboh people would come, after our departure, and destroy the factory, and that they were stronger than the Onitsha people; however, they faithfully promised to protect it to the best of their power. At 6:30 P.M. finished all that was of any value about the factory. Thermometer ranging from 84° to 90° in the saloon. Received all the people from the factory on board the "Sunbeam;" with the factory people, and passengers and crew together, number about ninety-three persons on board the "Sunbeam;" sent a few on board the "Rainbow" to sleep, being crowded on board the "Sunbeam." Made all preparations for starting in the morning for Aboh.

Saturday, September 21.—First part, cloudy weather. At 7 A.M. unmoored ship, and steamed into the stream. At 8 A.M. weighed, in company with the "Espoir," for Aboh; at 2 P.M. anchored off Aboh Creek; P.M. heavy squall with rain. Commander Douglas sent a boat with my interpreter to the town to call Prince Tschukuma. At 6 P.M. the boat returned with Tom Lyall, who informed us Tschukuma would visit the ship in the morning. Made arrangements to purchase a few bullocks. Thermometer 80° in the saloon. At 8 P.M. set the watch; 4 P.M. loaded small and large guns.

Sunday, September 22.—A.M. cloudy weather; P.M. cloudy, with rain. At 10 A.M. the Rev. S. Crowther performed divine service on board the "Sunbeam" to the people. P.M. Commander Douglas sent his gig to the town to bring off Prince Tschukuma, but he refused to come on board, alleging he was too unwell to visit the ship;

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he also informed us that King Ajeh and Akia were at Oko village, confirming my statement to Commander Douglas when at Onitsha. At 4 P.M. sent the launch on shore to get a few bullocks for the "Espoir;" 7 P.M. the boat returned unsuccessful. Thermometer 80°.

Monday, September 23.—First part, fine weather. Commander Douglas sent his cutter on shore at 8 A.M. with Mr. Southwick, the Master's Assistant, in charge, to call Tschukuma on board to inquire into the plundering of Aboh factory. At 9 A.M. the boat returned, when Mr. Southwick stated that he was seized by the natives, when the boat's crew released him, receiving several cuts on the arm with cutlasses before they made their escape; the boat was chased by them down the creek. At 9:30 A.M. proceeded on board the "Espoir" to know Commander Douglas' intention of starting; he informed me he could not effectually destroy Aboh, and decided upon leaving immediately for the mouth of the Nun. When starting from Aboh to-day, in turning the ship's head down the river, she ran into the bush, and carried away the jibboom before her way was stopped; the engines were reversed before she ran into the bush, but the eddy caught her bow, and prevented her from swinging, and stopped her way. At 5 P.M. passed Kpetema villages; ran over a snag, which shook the ship very much; sounded the pumps, but found she made no water. I am sorry to report that the burning of Kpetema villages, on our ascent, has not had much effect upon them, for we had no sooner passed the village when they opened a brisk fire of seven guns. At 7 P.M. anchored off Ekole village, nearly opposite the Brass Creek, above Tuesday Island.

Tuesday, September 24.—Throughout this day, cloudy weather with rain. At 7 A.M. proceeded for Angiana in company with the "Espoir." At 9:30 A.M. anchored off Angiana; commenced immediately to break up the factory, and shipping the property; then received the July mails from Mr. Morris, forwarded by Mr. Hattersley. Proceeded on board the "Espoir" for the purpose of asking the Commander when he purposed leaving Angiana, and asked him to stay sufficiently long to enable me to settle affairs with the Chiefs and traders; but he replied he must proceed at 1:30 P.M. I could not possibly wind up my business in so short a time. He fixed upon leaving at 1:30 P.M., and seemed immovable. Asked him to wait until 3 P.M., but he refused. Proceeded on board to hurry the work. I am sorry to remark here that the King of Angiana has died since my absence up the river. The Chiefs visited the factory, and asked me to inform the Commander of the "Espoir" to appoint one of the Chiefs King. I immediately hastened on board to write to the Commander, but before I reached the ship the "Espoir" was steaming down the river, much to my surprise. No sooner the Chiefs saw her depart, fresh claims for debts and work were made by the Chiefs, and they actually seized the empty puncheons on the beach until their demands were satisfied. At 7 P.M. finished receiving all the property on board. Weighed, and proceeded down the river a few miles; anchored for the night. At 7:30 P.M. set a strict watch and banked fires.

Wednesday, September 25.—Throughout this day, cloudy weather. At daylight started, and proceeded for the mouth of the Nun; slowed at the villages from Angiana to Liambra; the King and Chiefs of the latter visited the ship; dashed them, as per General Expense Book; told them to bring their oil to Walker's Point Factory. Arrived off the factory at 11:50 A.M.; the "Espoir" only arrived at 9:30 A.M., after leaving me as she did, which is most discreditable to the Commander. Commenced landing casks, and fitting up the shop for trading purposes; making arrangements for paying off a number of my men, and sending them home by the "Ethiopo." At 10 P.M. received the Nun mail-bag, but no letters from Mr. Hamilton, or Messrs. Laird, Fletcher, and Co; only one solitary letter from Mrs. Walker, and one from Captain French; about fifteen bags of rice and some vegetables for the "Sunbeam." The "Espoir's" mails arrived; found everything satisfactory at Walker's Point Factory and "Bessy," and all well, but very short of provisions. Settled all bills with the "Espoir" for provisions and coals supplied from the "Sunbeam."

Thursday, September 26.—Throughout, cloudy with passing showers. Employed landing cargo, and preparing the ship to cross the bar, and paying my people off. Fitting out the shop on shore for paying the kroomen, and opening trade with the natives. Factory people employed posting up their trade-books and balancing their trade accounts at each factory. Settled with the "Espoir" all public and private accounts. The King and Chiefs of Akassa visited the ship; they expressed their gladness at my safe arrival here; dashed them, as per General Expense Book. Impressed upon them to send their men for oil, and that I had fifty tons of salt at Bonny to be sold here; they seemed pleased. The Rev. S. Crowther visited Akassa and his new Mission Station; he informed me the King had been very kind to his people during our absence up the river.

Friday, September 27.—Throughout this day, landing cargo, and preparing the ship to cross the bar. Myself and clerks employed making out the people's accounts, whom I send home by this mail-steamer "Ethiopo." "Espoir" preparing to leave for Lagos, and delivered the "Rainbow" up; moored her in-shore of the "Sunbeam," and sent one gang of kroomen to clear and look after her. Engineers condensing water.

Saturday, September 28.—Throughout this day, fine weather. Employed as yesterday. The "Espoir" left for Lagos. At 9 A.M. crossed the bar, and anchored outside, when the "Bloodhound" bore in sight, and anchored also outside the Nun Bar.

Sunday, September 29.—Throughout this day, fine weather. At 10:30 A.M. the Rev. S. Crowther performed divine service to the people. At 11 A.M. Her Majesty's steamer "Bloodhound" crossed the bar, and anchored off the factory. The "Espoir" left for Lagos. The "Bloodhound" has brought the Rev. S. C. Taylor and his party from Bonny, and provisions for the "Espoir;" the Commander had orders to proceed up the river until he met the "Espoir," but he has unfortunately been too late in his movements. Mr. Taylor and his party sent on board the "Bessy" until further arrangements are made.

Monday, September 30.—Throughout this day, cloudy, damp, disagreeable weather, with rain. Employed variously. The "Bloodhound" did not sail to-day, in consequence of the bar being too rough, and thick weather. Myself and clerk making out men's accounts, and preparing despatches for England. Thermometer 80° in the saloon. P.M. constant rain.

Tuesday, October 1.—First part, cloudy with rain. At 11 A.M. Her Majesty's ship "Bloodhound" left for Lagos. Mr. Dalton and his servants left the "Sunbeam," and joined the "Bloodhound." P.M. fine weather. Myself and clerk employed making out men's accounts, to send home by this mail. The chief officer and crew employed fitting a new jibboom and maintopsail-yard, and preparing the ship to proceed to Bonny. Mr. Kelly and one gang of kroomen employed discharging missionaries' goods on board the "Rainbow," and preparing the "Bessy" to tow to New Calabar. The factory agents making up their books and balance-sheets. Thermometer 82° in the saloon.

Wednesday, October 2.—First part, fine; latter part, cloudy with rain. Employed variously. Moored the "Rainbow," and delivered her up to the missionaries to sleep and live on board until their station is built at Akassa. Paying off kroomen, and preparing the ship to cross the bar. Thermometer 80° in the saloon.

Thursday, October 3.—Throughout, damp, rainy weather. Employed ballasting the "Bessy," and preparing the ship to cross the bar. Paid off the Sierra Leone and Accra men to-day by bill of exchange drawn upon Messrs. Laird, Fletcher, and Co., and paying the wages of the deceased kroomen also. P.M. very wet, disagreeable weather. Thermometer 80° in the saloon.

Inclosure 2 in No 96.

Statement by Mr. Cole respecting the Destruction of the Aboh Factory.

THE following is a correct statement of occurrences at the Aboh factory since my appointment as Manager and Agent by Captain J. B. Walker on the 10th of November, 1859, up to the destruction of the said factory on the 23rd of October, 1860, and my subsequent captivity and ransom :—

On February the 3rd, 1860, my factory was broken into and some 20*l.* worth of cloth, tobacco, powder, &c., was stolen. I, in company with Macauley, succeeded in taking one man, who certified to the effect that he, in company with several of Ajie's slaves, had committed the robbery; he was then put in irons, and I sent to town to call together the Chiefs thereof: they, in reply, requested my presence in the town, with that of my prisoner, for the purpose of having an investigation. Their request I replied to, and then I was advised to place my complaints before Ajie. I did so, but received no consideration from him. I then appealed to Tschukuma and Akia for protection, and by them I was told that they had never been treated kindly by the white people, and, moreover, the factory and myself having been left in Ajie's hands, they did not see why they should assist me; but after some consideration, Tschukuma asked me what I required: my reply was protection. Akia and he then expressed a desire to remove me and my property to the other side of the river, where they would erect a dwelling-house for me, for they consider that my life would ever be in danger as long as I remained so totally unprovided for; their kindness I refused, but stated my willingness to place myself in their hands, provided they would furnish me with two men, such as watchmen. My request was granted, and I returned to the factory after a palaver of some seven and a-half hours' duration, in the interval of which my factory was entered by ten of Ajie's slaves, who thrashed my cooper, and expressed a determination to burn the factory down. This was also related to Ajie, Akia, and Tschukuma, but it received no check on the part of the former, for after I had lodged my charge in the presence of his slaves, he merely told them to steal no more from me; thus passed my first palaver with Ajie.

On the 18th day of this same month, Ajie came to purchase slaves upon my premises, and to pay for them in salt, the said salt being then in some puncheons belonging to me, I having allowed him the use of them, thinking that, by so doing, I might secure his friendship. Not wishing to meet Ajie after his rascally treatment towards myself, I walked into my house and closed my door, leaving Macauley outside to keep a good look-out, for his visits always end in robbery, after a deal of fuss and bother between himself and his slave-sellers. Ajie sent Macauley to ask me whether I would allow him to breakfast in my house; I replied, No, stating that as he had treated me on every occasion with the greatest disrespect, I could not think of having my house filled and pilfered by him or any of his slaves. In answer to this, he immediately burst open the door and rushed in upon me, and seized me by the throat, and it is owing to Macauley's timely interference that I was unharmed. Being foiled, he called his people around him, and made them kiss his largest toe, and likewise swear to kill me; they did so, and the upshot of the oath, was Ajie setting some of his people to surround my factory, the purpose of which was to keep me from taking food that day. Upon seeing me at my bedroom window he, that is Ajie, made a second attempt to seize me, but he was again deterred, and in the course of some two or three hours he had paid away his salt, for which he received several slaves; upon this I requested Ajie to remove a puncheon of salt which had been left in my possession by Mr. Lyall, in security for some goods that had been advanced to Ajie by him. Ajie consented to do so; I then took him into the store, and handed over the salt to him, but upon seeing it, he rose up and uttered a most barbaric scream, he swore he would not receive the salt, asserting that some of it had been stolen, which was, indeed, a fact, and I told him so (for his slaves, on the 3rd of February, had also stolen the salt), and, of course, he would have to suffer the loss. Upon hearing this, he gave a peremptory order to his slaves to remove a puncheon of oil belonging to me; I dared him to do so, and after a most vexatious palaver, he removed the salt, which done, he again called upon his people to put me in irons, but this they did not venture to do, but a second oath was taken, to the effect that should I be found in the town of Aboh, they would seize upon and iron me; he then took his departure, after a stay of twelve hours, during which time I was not permitted to eat, for his people had taken up a position so as to intercept any of my people. Thus passed my second palaver with this individual.

March 23.—This morning several of Ajie's slaves entered my yard for the purpose (so they stated) of killing me; but displaying a little stratagem in my movements, they retired.

April 18.—My store was entered, and some few articles were stolen, but the thief escaped, although we have since been informed that Ajie was the instigator.

April 21.—Captured one of Ajie's slaves, whom I found, under suspicious circumstances, about the factory, and who has since been proved to be a most notorious thief, and also to be the same fellow who stole a carronade from the factory.

June 1.—My canoe was stolen; a robbery was attempted at the store.

June 23.—Received from Dr. Baikie two letters concerning the behaviour of Ajie, and what the consequences must be.

July 5.—This evening my factory was broken into by one of the watchmen given to me by Akia. Early on the morning of the 6th I called my people before me, besides those in the employ of Mr. Lyall, who has lately arrived here from Lairdstown, and Akia's slave was missing; a search was made for him, and it was surmised that he had gone to the town, or that he is now with his master, Akia, who is now opposite the factory preparing his canoes for a trip to Iddah; however, a watch was instituted, and the slave was caught and, by Mr. Lyall's orders, put in irons. Akia hearing of the same, came up to the factory and demanded the release of the prisoner, but a refusal was given to him, and he went away declaring that I should keep the slave as the payment of 9*l.* or so of goods advanced by me, in order to secure his friendship to the factory; no reply was given to him, but presently some 150 to 200 men armed with muskets, spears, and matchets, appeared before the factory, and carried the prisoner away by force; the handcuffs that were upon him being Dr. Baikie's property, Macauley was told by Mr. Lyall, that if they were lost, he (Macauley) would have to pay for them; in order to recover them, Macauley laid hold of the prisoner, and, for so doing, he received an unsightly matchet-cut upon his wrist. Akia then withdrew his men, and sent them to take a carronade then lying in my yard, and in doing so my fencewood was most wilfully broken; such done, Akia expressed a desire to take me as a prisoner up to Iddah, but one or two of his head men being friendly towards me, resisted the demand, and they left for Iddah, where Akia has since bought about 1,000 bows, with a complement of poisoned arrows, for the purpose of arming his slaves.

July 9.—Ajie, attended by a small retinue of serfs, called upon Mr. Lyall and myself to try to conciliate matters, but we adopted the wiser plan, of referring our palaver for Captain Walker to settle. The cause of this visit was mainly owing to the tenour of Dr. Baikie's letter to him.

August 13.—This day Mr. Lyall took his departure for the Confluence, whither he is accompanied by my cooper, and a letter from me to Dr. Baikie, thanking him for his kindness in sending a letter to Ajie, and, moreover, to give him some slight idea of my past career at Aboh, and to request as to my future conduct.

September 1.—Tschukuma has been living at the factory for some days past, and he continues to assert that a further residence at Aboh will be fraught with danger, especially to myself; and, moreover, as the ship has not arrived, Ajie will, if possible, seize upon the property.

September 9.—My cooper, Blenkinson, came back from the Confluence, bringing down advices from Messrs. Baikie and Lyall, to the effect that the Aboh factory had better be abandoned, the goods secured and given into the care of Tschukuma, who for his proverbial kindness towards the whites in general, has been titled, by Dr. Baikie, “the white man’s friend;” furthermore, I was advised to remove myself and people to Onitsha, where, by the concentration of our people, we might succeed in keeping up the Lairdsport factory, until such time that we should be relieved. In consideration of my instructions, I took stock, made up my books, and secured the property; a rumour having got abroad to the effect that we were quitting the river for the purpose of retreating overland. Tschukuma compelled me to leave my cooper with himself in charge of my factory, and as a security for my cooper’s safety he gave me his only child. I took the child, and on the 16th day of September we left for Onitsha, where I staid for a short period, very sickly indeed. On the 21st of October, Tom came up from Aboh with a message from Tschukuma, to the effect that the river was inundating the factory. The next morning by break of day, I left for Aboh, attended by two kroomen, the same who had refused to return to the Confluence with Mr. Lyall. By nightfall I was before the factory, and, very much to my surprise, I found my oil-store in ruins, and the store-part of the factory fallen, caused also, I believed, by the water. My next effort was to examine the state of affairs, and finding that the goods, &c., had not suffered very much, I sought Tschukuma’s house, and there slept for the night. The next morning Tschukuma, myself, and our people combined, set about removing the property; as we were doing so, Akia came down from Oko, attended by a numerous train, a good-sized canoe was loaded and sent to the town. We next set to removing a hogshhead of tobacco; but in doing so, the house flooring gave way, and the puncheon rolled into the stream, which was running, at that time, some nine knots an hour: Tschukuma, myself, and slaves in our wake, succeeded in checking its career some distance below the factory. In the excitement of the moment, I, with my people and several of Tschukuma’s, proceeded to the town for the purpose of warehousing and sun-drying the property arrived at Tschukuma’s house. I met Akia there, and by him I was very cordially received, nor did his countenance display anything unusual; after our salutations were concluded, Akia rose to depart, saying that he would send us some palm wine for our people. Little did I know that he was then bent upon destroying the factory, but shortly it was evidenced that he had his canoes and people nicely secreted in the bush, and from their hiding-place no doubt but our movements were watched. About half-an-hour after our greeting, I received a message to the effect that Akia had fallen upon the factory and seized upon the remaining property. My books were also taken, and all, or the greater portion, of the fixtures were smashed to atoms: I believe the loss will be some 1,208*l.* 9*s.* 10½*d.*, or thereabouts. The following is a memorandum of the articles:—

	£	s.	d.
Goods, stores, and fixtures	308	9	10½
Value of palm oil (11 puncheons)	400	0	0
Fixtures, &c.,	500	0	0
	<hr/>		
	1,208	9	10½

Upon receiving the before-stated message, I sent my cooper in advance of me, to see whether the report was correct or not; upon arriving in sight of the factory, he was observed by Akia’s slaves, who were posted as sentinels, and who all rose up and pointed their arrows at him; but he sung out lustily, and Akia asked him for me, but finding I was not there, he, Akia, said it was well that I was not, for he had sworn to kill me; my cooper then returned, and met me on the way, and told me that I must surely fall if I attempted to face Akia; the natives, themselves, deterred me, and I was forced to remain quiet, for to attempt to recover the property would have been sheer recklessness, and not valour. The same night he sent to demand my head from Tschukuma, but he received such a reply that he remained quiet.

The next day I sent to ask Akia for his reason for destroying my factory and property: his reply was that Ajie was his brother, and he alone built the factory, and for so doing he had never been paid, and as the ship had been taken by the Orne people, he would let the white people know that he was as powerful, if not more so, than they are. Towards sunset Akia sent to Tschukuma for my body, either animate or dead; for he, Akia, was determined to send me as a messenger to his father, and, moreover, my cranium would be serviceable to him as a drinking cup. Tschukuma, in reply, said that should Akia require me, he must bring me over his dead body. Akia upon hearing this, posted his people, and told them to shoot me, and for that reason, I was obliged to live under cover for some four days; at the expiration of which, I sent to Akia for permission to leave Aboh, but he replied that I should never do so, and furthermore he would limit my walks to some fifty yards, and if I exceeded them, my life should be taken. Some ten to fifteen days afterwards, Macauley came down from the Confluence in company with the Atta’s messengers, who came down at the instance of Dr. Baikie to ameliorate my condition, if practicable. Upon their arrival, several of Akia’s slaves boarded the canoe, and stole several articles therefrom, amongst which was a box of apparel belonging to Macauley. The messengers had seen Ajie at Oko, and he most emphatically disowned the conduct of Akia, and, moreover, he cursed that excellent old man, Tschukuma, stating that he was the cause of the factory’s destruction.

The Atta’s messengers then went over to Akia and demanded my release, but they were asked how they intended to take me, for over the water or through the air I should not go as long as he, Akia, was in being. Upon this the Atta’s messengers grew very timid, and refused to stay at Aboh any longer. The next day they left, and I, Macauley, my cooper, and the two krooboy, were thrown into captivity. My people had the option of leaving me, but they would not submit to my detention (which, most assuredly, would have resulted in my death if they had left me). Day after day we were kept so, and day after day Ajie was expected to arrive at Aboh. A few days hence he arrived, and he sent for me and demanded the property that was in Tschukuma’s hands, to be given up to him. After a deal of senseless palaverings, each and every one tending to my death if I refused to do so, presently I agreed, and the goods were brought forth, and publicly exhibited to the populace. Upon seeing them, Ajie and Akia said that some of the goods had been kept back, and unless I produced them, they would put me in irons. Their reason for saying some of the goods had been kept back was this: when the late Thomas Fairweather came to Aboh, he agreed to pay Ajie some twenty puncheons in cloth, guns, and cowries, for erecting a factory; such was done, and the remuneration remains unpaid, and, moreover, when the said Fairweather came, he brought with him an extensive assortment of trade goods, the greater portion of which they thought I possessed. From hence sprang the notion that I had plenty on hand worthy of their attacking me to obtain, and now finding that they had been sold long ago by my predecessor, Mr. Lyall, it would be to their interest to slay me. Thus was I forced to submit to the caprices of such barbarians; in fact, Ajie even went so far as to seize my-krooboy’s drum, because he occasionally played to console himself.

Ajie seeing into what a scrape Akia had fallen into, does not seem to uphold him, fearful of the consequences that would follow; therefore it was that by dint of hard persuasion, and the granting of his demand for twenty pieces of cloth, he allowed me to depart peaceably in one of his trading canoes. Upon leaving, he dashed me a goat and six yams as provisions. At the end of five days I reached Lairdsport, from where I despatched Macauley to the Confluence, and my boy Tom to meet the ship, for I had received some intelligence that five vessels were then in the Delta. After so doing, I was prostrated by sickness, and for four successive months I was unable to remove from my couch. I have but little more to say, and that is, unless these people (by which I mean the natives of Aboh) are taught to know their position, it would be folly to attempt the establishment of trade, or anything else of moment, in this vicinity.

I am, &c.
(Signed) WILLIAM COLE,
Agent of the late Factory at Aboh.

P.S.—I may as well tell you that Ajie killed a man, and set the body in front of my factory as a specimen of his brutality, and immediately afterwards he sent to ask me what I thought of his power.

W. C.

No. 97,

Commodore Edmonstone to the Secretary to the Admiralty.

Sir, "Arrogant," *Prince's Island*, November 2, 1861.
I HAVE the honour to transmit, for the information of my Lords Commissioners of the Admiralty, a copy of my letter of proceedings to Rear-Admiral Sir Baldwin Walker, K.C.B, dated this day.

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

Inclosure 1 in No. 97.

Commodore Edmonstone to Rear-Admiral Sir B. Walker.

(Extract.)

"Arrogant," *Prince's Island*, November 2, 1861.

REPORTS having reached me at Mayumba, on the South Coast, of disturbances being anticipated at the Bonny, consequent on the return of King Pepple; also of an outrage committed in the Benin, with urgent applications for assistance from both places, I started immediately for the Bights in Her Majesty's ship under my command, taking the "Philomel" in company, to visit the rivers.

At Fernando Po I had the satisfaction of meeting Captain Burton, Her Majesty's Consul, who informed me that, in the Old Calabar, a rising of the slaves against their masters was expected; and that the outstanding debts—the result of the trust system which prevailed for so many years in that river—especially to the house of Stuart and Douglas, were not yet paid, but that the native traders had promised payment, and it is expected that the palm-oil trade will likely be affected by the falling of the price in England; but, generally, matters were as quiet as usual. The "Bloodhound" visited the Calabar on the 23rd of September last.

Having coaled, I proceeded on at once to Lagos, and the "Philomel" to visit the first-named rivers. The arrival and presence off Lagos, so lately become a British Dependency, I found very opportune, although there can be no doubt that the place, as before reported, was ceded to us peacefully and without any actual compulsion; still some designing people had been inducing the King to believe that he was threatened, and forced to sign the Treaty, which was not the case.

I had a long interview with Docemo, who came on board the "Prometheus" with his Chiefs to call upon me, when I took occasion to point out as clearly and concisely as possible how much his own condition and that of the people of Lagos will be benefited by living under the protection of British laws, &c.; that if he could not assist us he must not interfere with us carrying out our routine of government, and that I should of course support the Queen's authority by every means in my power, peaceably if possible, but firmly. Although a dull and stupid man he appeared to understand his position after my explanation, and I do not doubt that matters will go on quietly.

The question of Slave Trade especially must be handled most delicately and judiciously, and ought to be the substance of much deliberation.

In the meantime I am happy to say the King of Porto Novo, Kosoko, and other influential tribes in the neighbourhood, are now our firm friends (*vide* Inclosure No. 2); but between the Alake of Abbeokuta and Acting Governor McCoskry a short but disagreeable correspondence has lately taken place, in consequence of the latter having endeavoured to mediate between the two tribes in the interior, and to stop the ruinous and endless war that was going on between them, there being a great commercial stake at issue, and it being very desirable that matters between us and the Abbeokutans should be put on a more satisfactory footing (of which Inclosure 3 is a copy).

I have requested Captain Burton, who was on the spot at the time in company with Commander Bedingfield (both volunteers), to proceed to Abbeokuta for the purpose above-mentioned.

It may not be out of place here to state that the latter officer informs me that a very intelligent and influential Chief named Tappa, and living near Tappa, not very far from Lagos, and holding a large farm, is desirous of introducing and growing cotton, provided he could get any person from the Association to instruct him as to the mode of doing so.

The "Prometheus" remains inside the bar; her bottom is in a very defective state. The particulars I have communicated in a separate letter; but she must remain there until the "Handy" and a substantial force is sent out from England, and the place can be considered in a state of security.

I have now to inform you that the "Philomel" joined me at Lagos on the 19th ultimo, from the rivers, bringing the pleasing intelligence that the affairs in the Bonny have been most satisfactorily and properly arranged. King Pepple had been reinstated without difficulty, and a civil war had, in all probability, been avoided by the presence of the "Philomel" in that river.

I inclose a letter from the Chairman of the Court of Equity in that river, explaining the state of affairs at the present moment in the Bonny (Inclosure No. 6).

The outrage in the Benin river alluded to in the former part of this letter occurred some months ago, and had been very much exaggerated. The natives of that river are amongst the most lawless in this country. Similar outrages on former occasions have been committed, but the entrance of the river being very shallow it is difficult to get at them; under these circumstances I think it would be better not to adopt any violent measures at present, especially as it is supposed that our taking possession of Lagos may have a good effect in the Benin; but I hope as the squadron in the Bights has been increased, to have these rivers visited more frequently than hitherto.

Before leaving the Bonny the "Philomel," by my orders, replaced the buoys at the mouth of that river.

I purpose leaving this island for St. Paul's de Loanda to-day, and should nothing detain me, will be at St. Helena about the end of the month, proceeding from thence to Ascension and the North Coast.

I am happy in being able to report that the squadron is generally very healthy, and the "Arrogant" particularly so.

Inclosure 2 in No. 97.

Commander Bedingfeld to Acting Governor Mc Coskry.

Sir,

"Prometheus," Lagos, October 2, 1861.

IN consequence of your note of the 17th ultimo, and the conversation we had upon the subject of Eginie market, I started in the "Brune" on Wednesday last, but found she could not get through the narrow channel near Palaver Island, in consequence of the shoalness of the water this year. I accordingly proceeded on from that place in my boat to Epé in the first instance, remaining two days afterwards visiting the market on my return.

I am happy to be able to inform you that I was received with the greatest consideration by Kosoko and his Cabooceers, who begged me to have no apprehension whatever about their people at the market, as they wished to be on most friendly terms with the English, and would do nothing likely to offend them. They were all much delighted to hear the news confirmed that we had permanently occupied Lagos, and begged me to forward to the Government their desire to be allowed to trade at Lagos when things were more settled, and assured me they would strictly abide by English law, and give no cause of offence to the Lagos people. I found Epé much improved and extensively cultivated, the Cabooceer Tappa having one farm of nearly three miles in extent. This intelligent, influential Cabooceer has made an attempt at cotton, but failed, in consequence of a want of knowledge of its cultivation; he now promises that if we would send him a man who understands a plantation, that any amount of labour requested should be forthcoming, as he would see after the people himself. Knowing the character of Tappa, his fondness for farming, and his immense influence over his people, together with an amount of energy seldom found in black men, I beg to call your especial attention to this, as I believe such an opportunity for a really good start for the cultivation of cotton on this coast has never been offered. The soil I should imagine to be admirably adapted, for the small quantity of cotton in some of the gardens was growing most luxuriantly. Tappa also tried an English potato somebody gave him a short time since, and got five good large potatoes from it. I was detained two days at Epé, as the first was entirely given up to rejoicing at my arrival, and we would not get over our palaver until Saturday; everybody seemed determined to show us as much honour as possible.

I was requested by the Sherrief Allie to intercede with Kosoko to allow a woman (said to be Sierra Leone) to leave for Lagos with her two children who had been detained. It seemed that the Sherrief has been in the habit of taking people up to Lagos and never bringing them back, so Kosoko determined to put a stop to it; but at my request he at once gave her up, declaring, however, she was handed over to me and not to the Sherrief. I promised to have her and her children registered as soon as I got to Lagos. Tappa at once gave orders to his people to take them up to the "Brune," together with a handsome present in the way of one bullock, sheep, and pigs.

I left Epé on the morning of the 29th, calling at Eginie Market. The King of Jaboo had ordered two houses to be built for Mr. Turner. The last market passed off quietly, the only disturbance being caused by a Lagos man—a dispute about some salt, which was soon settled.

I have, &c.

(Signed) N. B. BEDINGFELD.

Inclosure 3 in No. 97.

The Alake and Chiefs of Abbeokuta to Acting Governor Mc Coskry.

Aké, September 30, 1861.

THE Alake and Chiefs send their respects to you and wish you health. The Alake and Chiefs thankfully acknowledge the receipt of yours, dated Lagos the 24th instant, in which you expressed your wish to come up, with the intention of effecting peace between the contending parties.

In returning a reply to your letter, the Alake and Chiefs beg you most earnestly not to exert yourself at all in this case, in which you have but limited views, so much as to take any steps towards it. You will do well to postpone your intention.

The Alake and Chiefs would request you to learn from any unprejudicial, impartial, and true people, which of the two different tribes, viz., the Egbas and Ibadans, that mostly delight in kidnapping, plundering, and making aggressive war, instead of pursuing lawful occupations. The Egbas have good reason to engage in this present war. You may, perhaps, have heard that the Jebus, the latter of whom have just arrived, have been out already against the Ibadans, and in some few months more the Ijesas and Ifis will make their appearance.

Why should these different tribes co-operate in fight with the Ibadans had there not been reason? Who destroyed all the Ijesas and other neighbouring towns? Were it not the Ibadans who made yearly aggressive war? The Yorubas of Lagos made it their chief business now to bring before you false representations, and you readily believed them, without endeavouring to dive into the bottom of them in order to comprehend the truth.

The Alake and Chiefs desire you not to interfere at all in their war with Ibadan, inasmuch as you are totally ignorant of all their proceedings. When the time arrives that they should make peace one with another,

it will be done. You should know that the present war had been preceded by others which were afterwards settled between each other.

In conclusion, the Alake and Chiefs desire you to keep aloof from having any more words to say respecting the war. The Ibadans have taken possession of the town of the Egbas.

Inclosure 4 in No. 97.

Commander Bedingfeld to the Alake and Chiefs of Abbeokuta.

“Prometheus,” Lagos, October 3, 1861.

ON the 24th ultimo a most polite letter was written by the Acting Governor, William McCoskry, Esq., to the Alake, offering, in most unoffensive terms and in conjunction with the Undersigned, to mediate between the contending parties in the present war, with a view to try if possible to effect peace, so desirable to all right-thinking people and to the prosperity of all concerned. The reply to this letter is one purporting to come from the Alake and Chiefs most grossly insulting Her Majesty’s Representative and myself; although in the answer my name is not mentioned, in the letter it was.

After the first astonishment at this unprovoked measure it seems to me that surely the Alake and Chiefs cannot be aware of the purport of their letter.

If they are so I would ask them a question or two, and request they will answer me:—

Has England done anything for Abbeokuta to entitle her Representative to offer his advice without being insulted?

Is Abbeokuta so strong that she will never more require the assistance of England, and that she can safely defy her powers?

Does she consider it safe to pull the whiskers of a sleeping lion?

I feel bound to call upon the Alake and Chiefs for an early explanation of their conduct before I take more active measures to bring them to reason, and have &c.

(Signed) N. B. BEDINGFELD.

P.S.—I inclose copy of the letter that has been forwarded to me, and trust it will be properly interpreted by the Alake and Chiefs, and that a polite answer should be sent to the proposal of the Acting Governor and myself.

N. B. B.

Inclosure 5 in No. 97.

The Alake and Chiefs of Abbeokuta to Commander Bedingfeld.

Aké, October 11, 1861.

THE Alake and Chiefs received yours dated the 3rd instant, with the inclosed copy.

The Alake and Chiefs have in the first place to affirm that their letter to W. McCoskry, Esq., the Acting Governor, which is considered to be one most grossly insulting Her Majesty’s Representative, was written by their order to W. McCoskry, Esq., solely confined to him, exclusive to any one besides, and not in conjunction with Commissioner Bedingfeld; and it was written with the mere view of declining the offer made to mediate between the contending parties, and not with a view of insulting any of Her Majesty’s Representatives.

The Alake and Chiefs are very sorry that this letter has caused any offence whatever, but they must not fail to remark that the Acting Governor has written to them also in stranger terms, and especially on one occasion by the late Captain Jones, 2nd West India Regiment, Mr. McCoskry, then Acting Consul, being conscious of the same; a very insulting letter, stating in the same that which neither he nor Mr. McCoskry would prove, and acting in direct opposition to the solemn promise he, Captain Jones, made to the Alake and Chiefs: but as they have no place to seek for redress, their own friend, the late Consul Foote, whom they knew and acknowledged to be Her Majesty’s Representative, and who acted as such, being dead, they are obliged to take everything as they come, fully hoping that Her Majesty will soon send out another fit person to represent her in Lagos, who will not as a merchant seek the interest of a merchantman, but who will be, like his predecessor, Consul Foote, not easily biassed, and will sincerely and heartily seek the interest of the whole country at large.

The Alake and Chiefs, not intending to insult Her Majesty’s Representative by their last letter, were not aware of the same, but would answer the questions proposed, viz., the Alake and Chiefs do sincerely acknowledge with much thankfulness that England has done much good for Abbeokuta, more than even mouths could express, and they are always grateful for the same, and had never occasion to complain, excepting since the death of Consul Foote.

The Alake and Chiefs will also state that all of Her Majesty’s Representatives who have been in Lagos and elsewhere could not truly say anything of them but what will be to their credit and favour, and that they cannot produce a letter of theirs to them that will prove insulting or offensive, but that they have always endeavoured to show to them how grateful they are for what their Queen has done for them.

The Alake and Chiefs beg to state that Mr. McCoskry as a merchant has been prejudicial with the Egbas, and never once spoken in favour of them before he obtained the office of acting as Her Majesty’s Representative at Lagos, either as Consul or Governor. As the Acting Governor he now stands the chance of not only speaking, but acting against the Alake and his subjects; therefore the Alake and his Chiefs and Elders beg to have no further communication with the Acting Governor respecting the present war.

The Alake and Chiefs are of opinion that Commander Bedingfeld cannot be fully alive to the true state of things as they really are, and therefore would strongly recommend and invite him to come up to Abbeokuta in order that he might see with his own ears and then give his sound opinion and judgment afterwards.

The Alake and Chiefs are of opinion that if Commander Bedingfeld would only make it convenient, and come up to Abbeokuta, he would be more enlightened about this confusive state of affairs, and will entertain a better opinion of them and their subjects, and consequently come to a better understanding.

2nd. The Alake and Chiefs, in the second question, are aware that they will sooner or later request the assistance of the English, and they cannot defy her powers, but are of opinion that England does not exercise her powers unjustly and rashly upon innocent native people, excepting there are some malicious persons to

represent things in a contrary light, which they are afraid is now the case (making what is right to appear wrong), to the higher authorities or Home Government in England, and state what they cannot prove to be facts, only for want of careful investigation, as was almost the case in the late proceedings, when Lagos was about to be colonized, which statement appeared in the "Free Press," and was contradicted by the "Iwe Irohin."

The Alake and chiefs boast of their strength, not to the English, but to the Ibadans, who have taken possession of their lands; such being the case, the Alake and Chiefs think it is nothing but right that they should demand the same.

The Alake and Chiefs do not consider it safe to pull the whiskers of the sleeping lion, therefore they now beg to decline further communication with a prejudiced man like Mr. McCoskry (who is Her Majesty's Representative) in Lagos, a merchant, and one who seeks only his own trading interests, and nothing more, because if they do he is sure to bring them into some unpleasantness with the English (the lion), which they never intend doing.

And lastly, the Alake and Chiefs are sorry that there should be any unpleasantness or misunderstanding between them and the English Government at Lagos. As long as the present Acting Governor is there this unpleasantness will not cease to occur; therefore, to prevent further unpleasantness, the Alake and Chiefs will again state that they will no more correspond with the present Acting Governor on the subject, but will patiently wait for the proper Governor to come, or if Commander Bedingfeld can make it convenient to come up for a short time to Abbeokuta, they will feel happy to see him, as by his coming he might see things under better and clearer light, and some other arrangements might be made.

Inclosure 6 in No. 97.

Mr. Hemingway to Commodore Edmonstone.

Sir,

"Sisters," Bonny River, October 14, 1861.

IN answer to your favour of the 7th instant, by Her Majesty's ship "Philomel" on the 10th instant, I have the pleasure to convey to you the sincere thanks of this Court for your considerate and prompt attention to this Court's application, made to you through Commander Bedingfeld, for a man-of-war's immediate presence in this river. At the time that application was made to Commander Bedingfeld the affairs in this river we considered in a very alarming state, and this Court has every reason to believe, from all that has occurred since the date of that request, that nothing could have prevented a civil war in the Bonny betwixt the two parties but an extensive fire that broke out in the town of Bonny on the Sunday night, September 1st, which destroyed one part of the town, and, it is our opinion, prevented any fighting.

Since then the King Pepple has been on shore in Bonny three times, and given this Court formal notice twice of his having taken possession of the town, and demanded twice from the merchants here payment of the comeys due from five ships that have arrived in this river since Pepple's arrival. This second demand Commander Wildman will convey to you a copy of, and this Court's answer to it.

This Court feels exceedingly grateful that you have made such arrangements as will for the future enable Captain Burton, Her Britannic Majesty's Consul, to visit this river more frequently, a circumstance most desirable, that the Consul and also the men-of-war should more frequently visit this important river, that has frequently seventeen and sometimes twenty sail of merchant-vessels trading here, varying from 400 to 1,250 tons. This Court wishes to impress upon you the great benefit the very appearance one of Her Majesty's vessels of war visiting this river has upon the natives, and this Court trusts that nothing will occur to interfere with your being able to carry out this request.

The arrival of the "Philomel" in this river was most fortunate, for her appearance here, and the dignified and gentlemanly manner of Commander Wildman's proceedings, have tended to settle the affairs in this river that would have remained unsettled, and most likely terminated in a civil war and a complete stoppage of commerce had not one of Her Majesty's vessels been here.

In conclusion, we beg to refer you to the Commander of the "Philomel" for full particulars of all proceedings here during his stay.

I have, &c.
(Signed) REUBEN HEMINGWAY, *Chairman.*

EAST COAST OF AFRICA STATION.

No. 98.

Commander Oldfield to the Secretary to the Admiralty.

(Extract.)

"Lyra," Simon's Bay, December 31, 1860.

DURING the six months four vessels for certain have been on the coast between Quiloa and Lamoo, and latitude $9^{\circ} 0'$ south, longitude $2^{\circ} 0'$ east, and three, no doubt, got cargoes, as upwards of 3,000 slaves were collected during the months of June, July, and August, by Messrs. B. V. Mas and Bernado, the former a merchant of some years' residence in Zanzibar, and the latter a slave-dealer, who came there for the purpose of supervising the shipping of the cargoes of the said four vessels, one of which was captured by the "Lyra."

Slaves to a large amount may be bought, and, without the coast be very strictly watched, shipped, from the dominions of His Majesty the Sultan of Zanzibar: 19,000 slaves were exported from Quiloa and the ports between it and Cape Delgado in the years 1859 and 1860.

Slaves are exported, as heretofore reported by me, from Ibo and Quillimane to an extent of some 2,000 to 3,000 annually from the former, and 1,000 to 1,500 from the latter place.

The import of slaves into the Comoro Islands and Madagascar is, I think, not in excess of the call of domestic and agricultural labour.

No. 99.

Commander Buckley to Rear-Admiral Sir H. Keppel.

Sir,

"Persian," Zanzibar, December 31, 1860.

I HAVE the honour to report to you that, from the information I have been able to collect as yet, the Slave Trade seems dull at present about this part of the coast; Lieutenant-Colonel Rigby, Her Britannic Majesty's Consul here having caused the noted slave-dealer, Mass, to be banished from the territories of His Highness the Sultan of Zanzibar, and that person has been obliged to retire to Aden.

In consequence of his departure, a Spanish barque, called the "*Formosa Estrella*," intending to ship at Lamoo, has been unable to do so, and is at present lying in this port, having fallen into the hands of His Highness the Sultan, and been by him detained.

During the north-east monsoon a number of dhows and buggalows from the Red Sea and Persian Gulf, and other parts to the northward, come down to Zanzibar and adjacent ports; and when the south-west monsoon sets in, generally during the month of March, they steal slaves in the most barefaced manner, and depart to the northward with them.

These are neither more nor less than pirates, and Lieutenant-Colonel Rigby has written to the Government, and suggested that a screw gun-vessel should be stationed about Zanzibar during the months of March and April, which by cruising actively could intercept numbers of them, a suggestion in which I fully coincide. Instances have been known of these dhows throwing the slaves overboard when they imagined they were pursued by a man-of-war.

The above is all the information I have been able to collect at present.

I have, &c.

(Signed) CECIL W. BUCKLEY.

No. 100.

Captain De Horsey to the Secretary to the Admiralty.

Sir,

"Brisk," December 31, 1860.

DURING the past half-year the "Brisk" has captured and condemned one slaver, the "*Manuela*," of 702 tons, with 846 slaves on board, the finest slaver, I believe, that was ever captured on the East Coast.

I should strongly recommend that an attempt be made to induce the Sultan of Zanzibar to enter into a Treaty with Great Britain, putting a stop to all Slave Traffic between the different ports of his dominions. Such a Treaty would be a great assistance to the English cruisers in stopping the Slave Trade, as slaves must now frequently be shipped on board foreign vessels under cover of being taken by license of the Sultan of Zanzibar from one port to another.

There appears to be no specific instructions as to the disposal of the crews of captured slavers, such captures having been made with respect to vessels not entitled to the protection of any flag. I consequently discharged the "*Manuela's*" crew, forty-five in number, to the shore.

It is to be regretted that these men should have escaped unpunished. If the severest penalty of the law was inflicted on all crews of slavers, it would prove a considerable check to men engaged in that nefarious Traffic.

I have, &c.

(Signed) A. M. DE HORSEY.

No. 101.

Captain Crawford to the Secretary to the Admiralty.

(Extract.)

"Sidon," Johanna, March 4, 1861.

February 20, 3 P.M.—WHEN off the north-west coast of Madagascar, gave chase to a suspicious vessel without colours; and as she easily outsailed the "Sidon," got up steam, and captured stranger at 8 P.M., with 272 slaves on board, and 59 crew and passengers. This vessel proved to be the Arab dhow "*Buswahi*," and had a Portuguese clearance from Mozambique, dated the 12th of February, 1861.

February 21.—Finding the slaves dying from being overcrowded landed the Arabs in Boyanna Bay, and removed the slaves to the "Sidon."

February 23.—At daylight left Boyanna Bay, with prize in tow. Surveyed prize, and finding her leaky, and unfit for a voyage to the Mauritius, destroyed her by fire at 3 P.M.

No. 102.

Rear-Admiral Sir H. Keppel to the Secretary to the Admiralty.

Sir,

"Forte," in Simon's Bay, April 22, 1861.

I HAVE the honour to inclose, for the information of the Lords Commissioners of the Admiralty, a letter I have received from Captain Crawford of the "Sidon," reporting the capture of the Arab dhow "*Buswahi*," with 272 slaves on board; and the vessel being in a leaky state, she was surveyed and afterwards destroyed by fire, the slaves being received on board the "Sidon," and conveyed to the Mauritius.

I have, &c.

(Signed) HENRY KEPPEL.

Inclosure 1 in No. 102.

Captain Crawford to Rear-Admiral Sir H. Keppel.

Sir,

"Sidon," off Pomony, March 3, 1861.

I HAVE the honour to report that on the 20th February, 1861, Her Majesty's ship "Sidon," under my command, whilst cruising in latitude 16° 4' 2" south, and longitude 44° 45' east of Greenwich, gave chase to a sail observed on the starboard bow. After two hours' chase fired a gun, and sent a boat on board, under

Lieutenant W. C. Shuckburgh. The chase proved to be the Arab dhow "*Buswahi*," cleared from Mozambique on the 12th February, 1861, having a crew of 59 persons and 272 slaves on board.

Finding that she was in a leaky condition, I ordered a survey to be held on her hull, a copy of the report of which is inclosed. She was then measured for length between perpendiculars, breadth under midship beam, depth from under midship beam to keelson, and afterwards destroyed by fire.

The crew were landed in Boyanna Bay. The slaves were taken on board the "*Sidon*," and will most probably proceed to Mauritius in her.

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

Inclosure 2 in No. 102.

Boarding Officers' Report.

WE, whose names are hereunto subscribed have been on board the Arab dhow "*Buswahi*," detained by Her Majesty's steam-frigate the "*Sidon*," for being engaged in the Slave Trade, and held a strict and careful survey on the hull of the said vessel, and report as follows:—

That she is very leaky and rotten, and we are of opinion that it would not be safe to send her to any port for adjudication; we therefore recommend that she be destroyed, and have measured her accordingly to ascertain her tonnage, and find as follows:—

Length between perpendiculars, 76 feet 6 inches; extreme breadth under midship beam, 18 feet 2 inches depth of hold, 9 feet: and we declare that we have performed this service with the strictest care and equity.

Given, &c., on board the "*Sidon*," in Boyanna Bay, February 21, 1861.

(Signed) W. C. SHUCKBURGH, *Lieutenant*,
W. B. EDEN, *Master's Assistant*,
G. ABBOTT, *Carpenter*, } *Of H.M.S. "Sidon."*

No. 103.

Rear-Admiral Sir H. Keppel to the Secretary to the Admiralty.

Sir, "*Forte*," in *Simon's Bay*, April 27, 1861.

I HAVE the honour to inclose, for their Lordships' information, a letter from Commander Buckley, of Her Majesty's sloop "*Persian*," reporting having captured, on the 1st January last, in the port of Zanzibar, the Spanish slaver "*Formosa Estrella*." She has since been condemned before the Mixed Commission Court at the Cape.

The prize had, for many months previous, been employed cruising on the East Coast, endeavouring to procure a cargo of slaves; and, as far back as August last, the "*Brisk*" proceeded in search of her round the Island of Zanzibar.

I have, &c.
(Signed) HENRY KEPPEL.

Inclosure in No. 103.

Commander Buckley to Rear-Admiral Sir H. Keppel.

(Extract.) "*Persian*," Zanzibar, January 4, 1861.

I HAVE the honour to inform you that, on my arrival here, I was informed by Lieutenant-Colonel Rigby, Her Majesty's Consul at this port, that a slaver was lying here.

Accordingly, on the morning of the 1st instant I caused her to be boarded and examined; and as she was fully equipped and fitted for the Slave Trade, seized her, by permission of His Highness the Sultan (the vessel being in his waters), as a prize to Her Majesty's ship under my command, and, as soon as ready for sea, she will proceed to Cape Town for adjudication.

The vessel appears to have sailed from Barcelona on the 3rd August, 1859, for Havana, and her intention was to ship slaves at or off Lamoo, in latitude 2° 19' south, and longitude 41° 3' east.

As far as can be ascertained from the charts discovered on board, she appears to have shipped slaves on the East Coast of Africa, and landed them at the Isle of Pines, off Cuba, in 1857 or 1858, returning afterwards to Barcelona.

No. 104.

Commander Stirling to Commander Crawford.

Sir, "*Wasp*," Mauritius, June 26, 1861.

I HAVE the honour to inform you that on the 12th February, whilst at anchor off Cungo Island, I sent the pinnace, in charge of Lieutenant Gambier, to examine a felucca which I observed standing in towarks Mayemba.

On the following morning Lieutenant Gambier returned to the ship, bringing

with him the felucca, which he informed me had slaves on board, and sailed under Portuguese colours.

On personal inspection, I discovered that the vessel contained 14 domestic slaves, besides a large quantity of matting. Thus, in two particulars, the existing Treaty between Great Britain and Portugal had been infringed, and I had no hesitation in detaining her as a lawful capture.

On the 12th March, however, the "Wasp," being about to proceed to Johanna, and a survey which was held on her hull having reported her as unfit to undertake a voyage without an escort, I judged it to be but consistent with the principles of humanity to release the prize (as she was unseaworthy), rather than expose her crew and slaves to any risk in Her Majesty's ship "Wasp" at sea.

I have, therefore, to report to you that on the last-mentioned date I gave the master of the "Theresa" and all his crew and slaves the option of departing in their vessel, an offer which they all, without exception, availed themselves of.

I have, &c.

(Signed) CHARLES STIRLING.

No. 105.

Lieutenant-Colonel Rigby to Rear-Admiral Sir B. Walker.—(Communicated by the Admiralty, October 20.)

(Extract.)

Zanzibar, April 9, 1861.

I HAVE the honour to report, for the information of your Excellency, that Her Majesty's steam-ship "Lyra," Commander Oldfield, R.N., commanding, arrived at this port on the 20th ultimo, and in consequence of the gross outrages committed here by Arabs of the piratical tribes of the Persian Gulf, and the lives and property of the foreign residents here being completely at their mercy, at my request Commander Oldfield consented to remain here for the protection of the British and foreign subjects until the piratical Arabs have taken their departure.

During the north-east monsoon which prevails here in the months of January, February, and March, several thousands of the Arabs from the pirate coast of the Persian Gulf come to Zanzibar and the ports of the East Coast of Africa, solely for the purpose of kidnapping and otherwise procuring slaves and children, which they carry to the coasts of Arabia and Persia for sale.

These pirates are the terror of these coasts, they plunder, kidnap, and commit piracies and murders with impunity; the soldiers of the Sultan of Zanzibar are afraid to interfere with them.

This year their number has been much larger and their outrages much bolder than any previous season. The Sultan of Zanzibar purchases their forbearance by the payment of large sums of ready money, which they invest in the purchase of slaves. At the commencement of this season they attacked the guard at the Zanzibar Custom-house, and wounded four servants of the American Consulate; they then locked the Consul in his house and blockaded it the whole day: others went about the town brandishing drawn swords, and calling out that they would have the blood of a white man. Each night they embarked many slaves with impunity, frequently one dhow taking from 100 to 150. Until the arrival of Her Majesty's sloop "Lyra," the town was completely at the mercy of these savages, and even the Sultan discontinued holding his daily durbar, and confined himself to the upper story of his palace to avoid their insolent and importunate demands upon him.

The energetic measures of Commander Oldfield to check their Traffic in Slaves, and the capture by him of many of their dhows found engaged in it, have completely broken the spirit of these pirates, and they have been allowed three days to embark and return to their own country, on the condition that they take no slaves, and that after quitting the harbour they submit to the search of the man-of-war's boats.

This Traffic in Slaves between the Zanzibar dominions and the coasts of Persia and Arabia, although carried on to such an extent in open violation of Treaties, has never before been interfered with by any British ship of war, and it has in consequence gone on increasing each year with absolute impunity; all the chief Arabs here, and even the nearest relatives of the Sultan, are engaged in it. If the severe check given to it by Commander Oldfield be followed up in future years by the presence of a British cruizer during the months of January, February, and March, I

trust this scandalous traffic may soon be entirely stopped, and the Arabs of the Zanzibar State be made to respect the Treaties which exist for its abolition.

The Treaty agreed to by Her Majesty and his Highness the late Imaum, dated 2nd October, 1845, for the abolition of this northern Slave Trade, has been absolutely null and void from the day it was signed, so far as regards the Government of Zanzibar, owing to the want of a British ship of war here to enforce respect for its provisions.

The exertions of Commander Oldfield to check a traffic of such magnitude, and one which is aided and abetted by every Arab here, have been most arduous. This is the most unhealthy season of the year here, with the rain falling in torrents every night, and a stifling close atmosphere during the day; nevertheless the boats of Her Majesty's ship "Lyra" have been away night and day, and have been engaged with almost overwhelming numbers of these piratical Arabs, and have inspired them with such fear that it has almost entirely checked the export of slaves for the remainder of this season. During the time Her Majesty's ship "Lyra" has been employed in the suppression of the Slave Trade on the East Coast of Africa, the exertions of Commander Oldfield have been so energetic, and so successful, that his vessel has been the terror of all the traffickers in slaves on the East Coast; so much so is this the case, that the "Lyra" is spoken of everywhere along the coast as "El Sheetan" ("the Devil"). The exertions of Commander Oldfield, when at this port during last year, entirely put a stop to the scandalous Traffic in Slaves which had for years been carried on in the Zanzibar dominions by agents under French protection. The French and Spanish slave-agents absconded, and no attempt has yet been made to renew their nefarious Traffic.

The Slave Trade has been carried on at the Portuguese port of Ibo in a most disgraceful manner; but so great a check was given to the foreign Slave Traffic on this coast by the increasing exertions of Commander Oldfield and his officers, that the Spanish slaver "*Formosa Estrella*," after being four and a half months on the coast, finding it impossible to procure a cargo, permitted herself to be quietly captured by a vessel belonging to the Sultan of Zanzibar.

No. 106.

Rear-Admiral Sir B. Walker to the Secretary to the Admiralty.

Sir, "Narcissus," in *Simon's Bay*, September 19, 1861.

I HAVE the honour to acknowledge the receipt of your letter of the 19th July, 1861, with inclosure from the Under-Secretary of State for Foreign Affairs, signifying to me the directions of the Lords Commissioners of the Admiralty to ascertain all the facts regarding a report that French vessels were again engaged in exporting negroes as free labourers from the East Coast of Africa to the French Colonies.

2. In reply, I beg you will lay before their Lordships the inclosed four Reports, from different sources, named in the margin, which reached me prior to the receipt of your letter above mentioned.

3. From these documents it is too painfully evident that a brisk and increasing Slave Trade, with all its attendant horrors, has been for some time past carried on under the protection of the French Imperial flag, and to which, I regret to say, the small legitimate commerce of the East Coast of Africa is again rapidly yielding.

4. The manner in which the traffic is conducted by French subjects is so clearly shown in the inclosures that further comment is unnecessary.

5. I feel confident that if foreign Governments did not allow their flags to be tarnished by this disgraceful traffic in human flesh, a stop would soon be put to the Slave Trade by Her Majesty's cruisers employed upon that service.

I have, &c.
(Signed) B. W. WALKER.

Inclosure 1 in No. 106.

Captain De Horsey to Rear-Admiral Sir B. Walker.

Sir, "Brisk," *Pomony Harbour*, July 26, 1861.

I HAVE the honour to report for your information that on the 22nd instant I gave chase to a dhow, which presently hoisted French colours.

Having come up with her I dropped a boat alongside, and the officer, having obtained permission, went on board the dhow to make inquiries about a French dhow said to have been wrecked on the coast of Mohilla.

The report of the boarding officer (Lieutenant Adeane) was as follows:—Name of vessel, "*Dzonmoque*," owner, A. N. Bowicier of Mayotte; colours, French; tonnage, about 30 tons; from Mohilla, bound to Mayotte; cargo, 93 negroes; with three white men on board, one of whom was M. Colow, lately Chief of the Police at Mayotte, and correct papers duly signed by the Commandant-Supérieur (Governor of Mayotte).

Of the identity of the French Chief of Police, and that the cargo consisted of pure African negroes, not Comoro Islanders, there can be no doubt whatever, as Her Majesty's Consul, who happened to be on board the "*Brisk*," went on board in addition to the boarding officer, and recognized and spoke to the person referred to, M. Colow.

One of the principal men of Johanna, by name Lidi Drayman, also went on board as interpreter, and certifies, as well as Her Majesty's Consul, to the fact of their being simply African negroes.

The boarding officer, by my orders, clearly explained the reason which induced me to visit the dhow, and that it was in nowise to be interpreted as an exercise of authority.

It was at first my intention to accompany this slave-dhow to Mayotte, and there to lay the facts before the Commandant-Supérieur, so that he could not pretend ignorance of the Slave Trade being carried on under his authority; but on mature consideration I desisted from doing so, in order to prevent him from construing my proceeding into an act of interference with a vessel sailing under the French flag.

I have the honour to lay the facts thus fully before your notice because I can hardly think that the Imperial Government of France would, if officially informed, suffer this unnatural traffic to be persisted in, and not only connived at, but under the very authority of the Governor of Mayotte and its dependencies.

These negroes, that are constantly being imported to Mayotte, are, every one is well aware, not called slaves, but engagés; but I need not point out that this Slave Trade in dhows is of the worst kind, for the sufferings that the poor creatures undergo from scarcity of water and provisions in dhows during calm weather are very great.

Of the way in which this traffic is carried on there is little or no doubt. The French have agents at Comoro and Mohilla who induce Arabs and Johanna men to bring slaves across from the coast at their own risk; they are then transhipped into vessels or dhows under French authority, and openly carried to Mayotte as engagés from the Comoro Islands.

One would think that these facts require only to be made known to the French Imperial Government for the Traffic to be stopped, and yet it has continued with impunity for two years and more.

I have, &c.
(Signed) A. J. R. DE HORSEY.

Inclosure 2 in No. 106.

Lieutenant Mc Hardy to Captain De Horsey.

Sir,

"Penguin," *Johanna Roads, June 13, 1861.*
I HAVE the honour to inform you that in consequence of information received from Mr. Sunley, Her Majesty's Consul, having obtained permission from the King of the Island, I sent Lieutenant Buckle to inspect the papers of a dhow at anchor in the roads, with French colours, but suspected of having no French papers. I inclose a copy of Lieutenant Buckle's report.

I have, &c.
(Signed) J. G. G. Mc HARDY.

Inclosure 3 in No. 106.

Lieutenant Buckle to Lieutenant Mc Hardy.

Sir,

"Penguin," *Johanna Roads, June 12, 1861.*
ACCORDING to your instructions I communicated to the King of Johanna your suspicions respecting the dhow at anchor in these roads. The King immediately sent for her Master (an Arab), and on his arrival requested me to visit the dhow in his company and satisfy myself that he was entitled to the protection of the French flag, which I did. The master willingly produced his papers, an inspection of which satisfied me that he was entitled to the protection of the French flag, therefore I offered to make a note on his papers of my visit, but he did not wish it, and I again landed him, he not being in the least offended at my requiring his papers.

I have, &c.
(Signed) CLAUDE E. BUCKLE.

Inclosure 4 in No. 106.

Dr. Livingstone to Sir G. Grey.

(Extract.)

YOU remember when every Cape paper contained the great word "*Mazeppa*." From flaring in print she has come down to carrying slaves. We found her here with 60 on board, bought at Kilwa (Quiloa) on the East Coast at 22 dollars per head, then the owner gave 250 dollars to a Chief on Comoro Island to furnish him with certificate that the slaves were his own people lent as free emigrants. It is here scarcely thought necessary to conceal the nature of these transactions; there is constant intercourse between the islands, and the Chief is rather admired for the amount he extracted. But the French Government official is on board, and it is illegal to touch her.

April 4, 1861.

Inclosure 5 in No. 106.

Commander Stirling to Rear-Admiral Sir B. Walker.

Sir,

"Wasp," Simon's Bay, September 18, 1861.

IN compliance with your memorandum of yesterday's date, requiring me to state any facts that I am acquainted with relative to the engagement of negroes on the East Coast of Africa as free labourers for the French Colonies, I have the honour to report to you the following circumstances:—

On the 6th April, 1861, while at anchor in Her Majesty's ship under my command at Johanna, a boat arrived from a French brigantine, said to be in the offing and in distress. The supercargo, who was in the boat, told the following story. His vessel had been lying off Comoro about ten days previously during a fresh breeze, when a French brig drifted across her bows, her cable parted, and she was carried out to sea. Since then she had been drifted about by light, baffling winds and contrary currents, until her water and provisions were well nigh exhausted. She would appear at Johanna as soon as a breeze sprung up; in the meantime he had come to beg for a supply of necessaries. He described his vessel to be without boats or anchors, short of provisions, little or no water, no casks, and the crew suffering from dysentery, which was the more deplorable as she had on board fifty negro labourers, which had been embarked at Comoro for the supply of Nos Beh. Considerations of humanity, especially for the helpless Africans, induced me to grant him a supply of bread, rum, and a couple of water-casks, all of which he paid for.

Three days afterwards, when the brigantine herself arrived, her pilot (by name Kalifun?) a native of Johanna, declared that the so-called free labourers which she had on board were really slaves; that they were Africans of the Macua tribe, and that they been obtained on the mainland (I think at Quiloa) at 25 dollars the head; that then the vessel had called at Comoro, where a bribe of 200 or 300 dollars had induced the Chief to give a passport, certifying that the negroes on board were natives of Comoro, and had been engaged there as free labourers.

During the vessel's stay at Johanna several of the negroes attempted to escape; one or two succeeded in doing so. This tends to confirm the pilot's statement that the engagement had not been voluntary.

On the 14th of April the brigantine sailed for Nos Beh, having obtained the requisite supplies. She carried a letter-bag for England, which was forwarded from Nos Beh, via Bourbon.

The name of the vessel was "Antankara." Her owner, M. Daton, was on board; he is a resident at the Island of Nos Beh, where I am informed he possesses a sugar-estate. There was also on board a Government officer, as is usual in vessels employed in this traffic, an officer styled "Délégué," whose special duty it is to see that the engagement entered into between the master and the labourer is quite voluntary—that no coercion or other foul means are used. His name was M. Lenormande: he wore the Legion of Honour, and said he had served as non-commissioned officer in the French army during the Crimean war.

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

NORTH AMERICA AND WEST INDIA STATION.

No. 107.

Commodore Dunlop to the Secretary to the Admiralty.

Sir, *"Imaum," at Jamaica, May 6, 1861.*
 I HAVE the honour to transmit herewith, to be laid before the Lords Commissioners of the Admiralty, a copy of a letter I have this day addressed to the Commander-in-chief, informing him that the Judge of the Vice-Admiralty Court in this Island has decided that he has no jurisdiction over the two vessels captured by the "Barracouta" in October 1860, on suspicion of being engaged in the Slave Trade, and that they must be sent to Havana for trial before a Mixed Commission.

I have, &c.
 (Signed) HUGH DUNLOP.

Inclosure in No. 107.

Commodore Dunlop to Rear-Admiral Sir A. Milne.

Sir, *"Imaum," at Jamaica, May 6, 1861.*
 REFERRING to my letter of 24th January last relative to two vessels captured by Her Majesty's ship "Barracouta" in October last, on suspicion of being engaged in the Slave Trade, I have the honour to inform you that, on the case coming on for trial on the 3rd instant, the Judge of the Vice-Admiralty Court in this island decided that he had no jurisdiction over the vessels, and that they must be sent to Havana for trial before the Mixed Commission.

It is, therefore, my intention to send Her Majesty's ship "Barracouta" to that place with them in the course of a few days.

I have, &c.
 (Signed) HUGH DUNLOP.

No. 108.

Rear-Admiral Sir A. Milne to the Secretary to the Admiralty.

Sir, *"Nile," at Barbadoes, February 21, 1861.*
 IN transmitting the accompanying correspondence relating to an alleged case of piracy, for the information of the Lords Commissioners of the Admiralty, I beg you will acquaint their Lordships that, as the transaction in question has no reference to the property of British subjects, although Señor Cano holds the appointment of British Vice-Consul, but is entirely a mercantile question between the citizens of the New Granadian Government and the master of a vessel belonging to the United States, I do not consider I should be justified in taking any active steps in the matter, and thereby probably involve Her Majesty's Government in a question which, it appears to me, can alone be decided by reference to the respective Governments and their Civil Courts.

I have, &c.
 (Signed) ALEX. MILNE.

Inclosure 1 in No. 108.

Captain Hillyar to Commodore Dunlop.

Sir, *"Cadmus," at sea, Lat. 13° 48' S., Long. 74° 10' W., February 3, 1861.*
 I HAVE the honour to transmit a letter from Captain Doyle, Her Majesty's Vice-Consul at Santa Martha, inclosing a declaration made before him of an act of piracy committed by Antonio Pelletier, master of the barque "William."

In forwarding this letter I have the honour to observe, that this is the same vessel that was boarded by Her Majesty's ship "Gladiator," at Carthagena, under suspicion of being a slaver.

Her commander will probably be able to supply the information wanting in the protest as to the description of the vessel.

I have, &c.
(Signed) HENRY S. HILLYAR.

Inclosure 2 in No. 108.

Vice-Consul Doyle to Captain Hillyar.

Sir, *Santa Martha, January 31, 1861.*
I HAVE the honour to transmit to you, herewith, a certified copy of a Declaration and Protest, made before me, setting forth the piratical acts committed on the high seas by Antonio Pelletier, master of the barque called the "William," said to be of the port of New Orleans, and carrying the American flag.

You will be best judge of what steps should be taken in this matter, so that, if possible, the said pirate and his vessel may be captured.

In such case the parties named in the Declaration, some of whose signatures are thereunto attached, can be produced as witnesses, at Jamaica or elsewhere, against the said pirate, and through your investigation the man Antonio Baena, of Carthagena, whose family reside there, may, on his return to that city, be made a party to prove the charges against Pelletier, should Baena be able to exculpate himself from all complicity in those proceedings.

I have, &c.
(Signed) BENTINCK W. DOYLE.

Inclosure 3 in No. 108.

Declaration.

BY this public instrument of Declaration and Protest be it known, that on Wednesday, the twenty-third day of January, one thousand eight hundred and sixty-one, before me, Bentinck W. Doyle, Her Britannic Majesty's Vice-Consul at this port of Santa Martha, New Granada, personally appeared Señor Juan Cotes, native of the Province of Rio Hacha, in the said Republic, who declared that he had been, during the last six years, acting as a travelling agent in the employ of Mr. Antonio Cano, merchant and British Vice-Consul at Rio Hacha, in the Republic. That deponent being in Carthagena, in the State of Bolivar, in the month of December last past, on Mr. Cano's business, looking for an opportunity to return to Rio Hacha, with some cargo purchased for and on account of the said Mr. Cano; and Antonio Pelletier, master of the American barque "William," said to be of the port of New Orleans, offered to take deponent, his wife, and child, and servant, together with his said cargo, and land them at Rio Hacha, deponent paying the said Antonio Pelletier the sum of 185 dollars as freight. That on the first day of December last past deponent shipped on board of the said barque "William" 185 bags of maize (Indian corn), value 555 dollars; 112 boxes of Castile and yellow soap, value about 400 dollars; 36 bales of mats ("esteras"), value about 150 dollars; and 44 bales of tobacco, value about 1,760 dollars; for all of which the said master, Antonio Pelletier, signed bills of lading.

That on the sixth day of the said month deponent, together with his wife, child, and a man-servant called Felix Pascual Ouates, went on board of the said barque "William," and same day made sail and left the port. That the first few days all went well, but about the eighth day deponent began to understand from the said Antonio Pelletier that the supply of water on board was getting short; and about three days afterwards the deponent was told by the said Antonio Pelletier that neither he, deponent, nor his wife, child, nor servant, should be given any more water unless he (deponent) would sign a document and indorse the bills of lading. That said deponent stated, amongst many other falsehoods, that deponent requested the said Antonio Pelletier to land deponent and family in the nearest port the ship could make, because his (deponent's) wife was unwell, and far advanced in pregnancy, and that for so doing the deponent would pay the said Antonio Pelletier the sum of 500 dollars. That the indorsement on the said bills of lading to which the said Antonio Pelletier required deponent's signature, stated that the said bills of lading remained cancelled. That deponent refused to sign said document, or to indorse the said bills of lading, observing to the said Antonio Pelletier that the goods were the property of the aforesaid Antonio Cano, and that he, deponent, could not commit such an act of infamy. That the said Antonio Pelletier replied, that in that case he (deponent) and his family might die; and that if he preferred death to signing the said document and indorsement he might do so. That after this conversation nearly twenty-four hours passed without deponent or his family getting any water, when, finding that further resistance was out of the question, he (deponent) was compelled to sign the document and to indorse the said bills of lading. That on the 19th of December last deponent signed the said document, and also indorsed said bills of lading; and on the following day the said deponent, together with his wife, child, and servant, were landed on the island called Grand Cayman. That shortly after landing on that island the said Antonio Pelletier told deponent that he, Pelletier, having been compelled to alter his course could not be expected to bear the expense of landing deponent and his family without deponent paying the 500 dollars specified in the document before named; and that as deponent had no money he, Antonio Pelletier, would keep eight bales of tobacco, and hand over to deponent there the remainder of the cargo. That the day after this conversation the said Antonio Pelletier told deponent that he had spoken with the master of a small schooner then laying in the offing, with the view of getting him to take the remainder of the cargo on board, for account of deponent; and the following, namely, the 22nd day of December, the said Antonio Pelletier told deponent that he would not give him the cargo; that the cargo was damaged, and same time presented to deponent another document for him to sign, in which it was stated that deponent had sold him (Antonio Pelletier) all the cargo for 1,000 dollars, 500 of which deponent had engaged to pay as stated in the document hereinbefore referred to, and 500 more for losses and damages which he, the said Antonio Pelletier, said he considered he had been caused. That deponent refused to sign this last-mentioned document, and told the said Antonio Pelletier that he was a thief, when the said Antonio Pelletier replied, "If you do not sign it I will have you, your wife, child, and servant murdered."

That deponent seeing himself surrounded by a set of wild-looking people, and without any hope of assistance,

CLASS A.

and being unable to speak and thereby explain himself to those of the island around him, he felt compelled to submit, and sign the document in question, which document the said Antonio Pelletier retained in his possession.

That deponent saw in the hold of the said barque "William," during the voyage, two large boilers, about 5 feet in diameter by 3 feet deep, capable of cooking food for a large number of people, as also a large quantity of rifles and pistols; and deponent has no doubt, from what he saw and heard whilst on board, that the said barque "William" is a piratical vessel.

That the person who wrote out the documents hereinbefore mentioned for deponent to sign, is Señor Antonio Baena, a native of Carthagena, who continued with the said Antonio Pelletier after deponent was put on shore. Wherefore deponent, the said Juan Cotes, did declare and protest, as by these presents he does solemnly protest for himself, as also for and on behalf of his said employer, the said Don Antonio Cano, against the act of piracy committed by the said Antonio Pelletier as hereinbefore set forth and described, and does declare that all losses, damages, and detriments arising therefrom to the said deponent or to the said Señor Antonio Cano are and ought to be borne by the said Antonio Pelletier, and not by either the deponent or the said Señor Cano.

All of which matters and things were declared, alleged, and affirmed, as before set forth, in the presence of me, the said Vice-Consul, and therefore I have hereunto subscribed my name, and affixed my seal of office, being requested to testify and certify the same.

Thus done and protested at Santa Martha, the day and year first written.

(Signed)

BENTINCK W. DOYLE.
JUAN COTES.

his

FELIX ✕ PASCUAL OUATES.
mark.

Juan Cotes, travelling agent for Mr. Antonio Cano, merchant and British Vice-Consul at Rio Hacha, being duly sworn according to his religious faith and the custom of this country, doth make oath and say, that the instrument or protest hereunto annexed hath been clearly and distinctly translated and read over to him, the deponent, and that the several matters and things therein contained are right and true in all respects as the same are therein particularly alleged, declared, and set forth.

(Signed)

JUAN COTES.

I, Bentinck W. Doyle, Her Britannic Majesty's Vice-Consul at the port of Santa Martha, New Granada, do hereby certify that Felix Pascual Ouates, mentioned in the hereunto-annexed instrument of Declaration or Protest, did appear before me, this thirty-first day of January, one thousand eight hundred and sixty-one; and that the said Declaration was carefully translated and read over to him, the said Felix Pascual Ouates, and that he having been duly sworn according to his religious faith and the custom of this country, did solemnly swear to the truth thereof, so far as it relates to the acts of piracy committed by Antonio Pelletier, as set forth and described in the said Declaration.

(Signed)

BENTINCK W. DOYLE.

his

FELIX ✕ PASCUAL OUATES.
mark

I, Bentinck W. Doyle, Her Britannic Majesty's Vice-Consul at this port of Santa Martha, New Granada, do hereby certify and attest that the foregoing is a true and faithful copy of the original Declaration or Protest entered in the acts of this Vice-Consulate, copied therefrom and carefully compared therewith. In testimony whereof I have hereunto set my name and affixed the seal of this office at Santa Martha, this thirty-first day of January, one thousand eight hundred and sixty-one.

(Signed)

BENTINCK W. DOYLE.

No. 109.

Commander Wood to Rear-Admiral Sir A. Milne.

Sir,

"Barracouta," Barbadoes, February 22, 1861.

REFERRING to your Memorandum of yesterday's date, I beg now to report, for the information of the Lords Commissioners of the Admiralty, the full particulars relative to the capture of the vessels taken by me into Port Royal, in October last, on suspicion of their having been fitted for the Slave Trade (Standing Order No. 144 of the 21st January, 1860, not being on board Her Majesty's steam-sloop under my command at the time of capture).

On the morning of Sunday, the 14th October, I boarded the Spanish brig "Jola" off the Anguillas. She had neither log-book, manifest, nor papers, and was fitted with a very large hatchway. Had on board an immense quantity of plank, staves, hoops and heads for water-casks, mats, jerked beef, and rice. I took her in tow at once, and proceeded on my way till the afternoon of Monday, the 15th, when I fell in with and boarded another Spanish vessel without name, papers, or log-book, and fitted for the immediate reception of a slave-deck, her hatchway being also enormous.

I was unable thoroughly to overhaul these vessels on account of having been ordered to sea with the utmost dispatch immediately after my arrival at Jamaica.

I have, &c.

(Signed)

W. WOOD.

No. 110.

Rear-Admiral Sir A. Milne to the Secretary to the Admiralty.

Sir, "Nile," at Halifax, June 9, 1861.
 COMMODORE DUNLOP having transmitted to their Lordships a copy of his despatch to me of the 6th ultimo, relative to the two Spanish vessels detained by Her Majesty's ship "Barracouta" in October last being now sent to the Havana for adjudication, it is unnecessary for me to enter into the subject beyond expressing a very decided opinion that I consider it would have been much more satisfactory to all parties, had the Admiralty Court at Jamaica come to this decision as soon as the vessels were brought within their jurisdiction, instead of allowing more than six months to elapse, causing thereby a heavy expense, at the same time great inconvenience to the captors. The impression I received on the spot, when at Port Royal in April last was, that one, if not both, were cases of that character that might at once have been dealt with by the High Court of Admiralty.

I have, &c.

(Signed) ALEX. MILNE.

No. 111.

Rear-Admiral Sir A. Milne to the Secretary to the Admiralty.

Sir, "Nile," at Halifax, August 7, 1861.
 I HAVE the honour to transmit, for their Lordships' information, a copy of a letter dated the 10th ultimo from Commander Wood, of Her Majesty's ship "Barracouta," reporting his proceedings in connection with a recent visit he paid to the Bahama Islands in June last.

I have, &c.

(Signed) ALEX. MILNE.

Inclosure I in No. 111.

Commander Wood to Commodore Dunlop.

Sir, "Barracouta," Havana, July 10, 1861.
 I HAVE the honour to report the arrival of Her Majesty's ship "Barracouta" at this port on the 8th instant, having visited all the different places shown on the other side hereof, according to your instructions of June 13th.

I found the whole of the Cays of the Bahamas to be in a perfectly quiet state, and those inhabitants with whom I had any intercourse were all well conducted, and had no complaint of any sort to make, either as to the encroachment of foreign vessels for guano, or for the forcible abduction of the people; and although it was true that a very suspicious vessel (since found out to have been the "William," and now a prize to the Haytian Government) had anchored at the Great Tuagua for water, she certainly never attempted to take away any of the people by force, but having been obliged to slip suddenly on account of bad weather, three white men were unavoidably taken to sea for a day or two, but she returned with them again so soon as the wind changed. Hence the false report concerning the abduction of the negroes there.

The only other instance is the fact of a certain American vessel having actually kidnapped three or four negroes from off the Great Bahama Island some time since, but this case is at present under the serious consideration of the American Government.

After conferring with the Governor of Nassau, and remaining there three days, for the purpose of giving leave to the ship's company, I proceeded to the Great Bahama Island, and from thence to Anguilla, in order to ascertain, if possible, from ocular demonstration whether these slaves (*vide* inclosed Reports) had actually been landed there.

The date of this proceeding, as given by the master of the "Azorian," was exactly fourteen days after I had visited and stood within the barracoon myself, at which time I feel firmly convinced (as previously reported) that it had not been used for many months. Upon my arrival at Anguilla I found that the "Azorian" had returned there, and was employed in catching turtle. I sent at once for the master, and with him visited the shore: everything was there according to his written deposition—the wreck burnt to the water's edge, immense quantities of plank, spars, tubs, casks, &c., strewed all over the beach, and the barracoon itself showing evident symptoms of having been lately repaired and inhabited, as plenty of large fresh-water casks, cooking-tins half full of food, spoons, mess-kids, empty barrels, and cases of all sorts, were lying about.

There cannot be a doubt that this man's statement is correct; the 600 slaves, he says, were mostly composed of young boys and girls, with very few grown-up people, and all remarkably healthy. The corpse of one negress was found by him on the weather side of the island, the side from whence they embarked; hence he concludes she must have been drowned. I have since discovered that the slaver was an American brig called the "Storm King."

I arrived at Havana on the 8th instant, and was there informed by Her Majesty's Consul-General of your expected arrival, but judging that it might be some time before you could be here, and taking into consideration the present sickly state of the place, I have thought it best to proceed in the execution of my orders, especially as

the telegraph can reach the south side of Cuba. It is, therefore, my intention to leave to-morrow morning for the Isle of Pines, where I shall despatch a couple of boats to examine the land and cays around. I shall then go to Cienfuegos, St. Jago de Cuba, and Guantanamo, keeping close in-shore, and expect to reach Port Royal about the 2nd or 3rd of next month.

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

Inclosure 2 in No. 111.

List of Places Visited by Her Majesty's ship "Barracouta," between the 14th June and 10th July, 1861.

Port-au-Prince.

Inagua.—Orderly and contented; anchored and communicated; no complaints.

Hogsty Reef.—Uninhabited; sighted.

Mariguana.—Quiet and contented; anchored and communicated; no complaints; very few people.

Plana Cays.—Uninhabited; anchored.

Crooked Island.—Quiet and contented; anchored and communicated; no complaints.

Long Island.—Quiet and contented; hove-to and communicated; no complaints.

Rum Cay.—Quiet and contented; anchored and communicated; no complaints.

Conception.—Uninhabited; skirted the west side.

San Salvador.—Quiet and contented; anchored and communicated; no complaints.

Watling Island.—Quiet and contented; hove-to and communicated; no complaints.

Abaco.—Quiet and contented; anchored and communicated; no complaints.

Nassau.

Great Bahama Island.—Too much surf to land; hove-to and communicated with a small schooner.

Anguilla.

Havana.

(Signed) W. WOOD, *Commander.*
