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Class A.

CORRESPONDENCE

WITH THE

BRITISH COMMISSIONERS

AT

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

AND

REPORTS FROM

BRITISH VICE-ADMIRALTY COURTS,

AND FROM

BRITISH NAVAL OFFICERS,

RELATING TO

THE SLAVE TRADE

From January 1 to December 31, 1867.

Presented to both Houses of Parliament by Command of Her Majesty.
1868.

LONDON:

PRINTED BY HARRISON AND SONS.

DECLARATION

I, the undersigned, do hereby certify that the foregoing is a true and correct copy of the original as the same appears in the records of the Board of Health of the City of New York.

Witness my hand and the seal of the Board of Health of the City of New York, this _____ day of _____, 19____.

President of the Board of Health of the City of New York

Secretary of the Board of Health of the City of New York

Assistant Secretary of the Board of Health of the City of New York

Assistant Secretary of the Board of Health of the City of New York

Assistant Secretary of the Board of Health of the City of New York

Assistant Secretary of the Board of Health of the City of New York

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Class A.

CORRESPONDENCE

WITH

BRITISH COMMISSIONERS.

SIERRA LEONE.

No. 1.

Her Majesty's Judge to Lord Stanley.—(Received February 2, 1867.)

My Lord,

Sierra Leone, December 31, 1866.

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

I have, &c.
(Signed) SAM. W. BLACKALL.

No. 2.

Her Majesty's Judge to Lord Stanley.—(Received February 2, 1867.)

My Lord,

Sierra Leone, December 31, 1866.

I HAVE the honour to acquaint your Lordship that no cases have been adjudicated in the several British and Foreign 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) SAM. W. BLACKALL.

No. 3.

Her Majesty's Judge to Lord Stanley.—(Received April 5.)

My Lord,

Sierra Leone, March 12, 1867.

I HAVE the honour to report the arrival of Don Leandro Tomas y Pastor, the newly-appointed Spanish Arbitrator, and of his having been sworn into office on the 18th ultimo, before the Acting Chief Justice, in the first instance as Arbitrator, and subsequently as Acting Judge in the absence of a Judge on the part of Her Catholic Majesty; while at the same time the Oath of Office was administered to Don Miguel Suarez y

Guanes, the Spanish Vice-Consul as Arbitrator *ad interim*, in the British and Spanish Mixed Court of Justice established in this Colony.

I have, &c.
(Signed) SAM. W. BLACKALL.

No. 4.

Her Majesty's Judge to Lord Stanley.—(Received April 5.)

My Lord, *Sierra Leone, March 15, 1867.*

I HAVE the honour to report to your Lordship the arrival here of Mr. George William Palmer, who is appointed by the American Government as Judge in the Mixed Court of Justice established in this Colony for the suppression of the African Slave Trade.

Mr. Palmer having produced his commission, which was found in proper form, he was accordingly sworn into office on the 14th instant before the Acting Chief Justice.

I have, &c.
(Signed) SAM. W. BLACKALL.

No. 5.

Her Majesty's Acting Judge to Lord Stanley.—(Received August 2.)

My Lord, *Sierra Leone, July 1, 1867.*

I HAVE the honour to report to your Lordship that Colonel Blackall, Her Majesty's Judge, left this Colony on the 29th ultimo on a visit to England for the benefit of his health.

In accordance with his despatch to your Lordship of the 28th of May last, Colonel Blackall has left me in charge of the office until a case be presented for adjudication, when an Acting Judge will be sworn in.

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

No. 6.

Her Majesty's Acting Judge to Lord Stanley.—(Received August 14.)

My Lord, *Sierra Leone, July 17, 1867.*

I HAVE the honour to acquaint your Lordship that no cases have been adjudicated in the several British and Foreign Mixed Courts of Justice established in this Colony for the prevention of the illicit Traffic in Slaves during the half-year ending on the 30th ultimo.

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

No. 7.

Her Majesty's Acting Judge to Lord Stanley.—(Received August 13.)

My Lord, *Sierra Leone, July 17, 1867.*

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

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

No. 8.

Her Majesty's Acting Judge to Lord Stanley.—(Received September 2.)

My Lord, *Sierra Leone, August 14, 1867.*

I HAVE the honour to report to your Lordship the arrival here of Don Alejandro de Carpintier, who has been appointed by the Spanish Government as Consul of the First Class, and Judge of the Mixed Court of Justice established in this Colony.

Don Carpintier having produced his letter of appointment from the Spanish Minister for Foreign Affairs, the usual oath of office was administered to him by the Chief Justice on the 7th instant.

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

No. 9.

Her Majesty's Acting Judge to Lord Stantey.—(Received November 1.)

My Lord,

Sierra Leone, September 30, 1867.

I HAVE the honour to report to your Lordship that no cases have been adjudicated by the several Mixed Courts of Justice established in this Colony during the year ending this day; the numbers, therefore, of cases tried, and of slaves emancipated, remains the same as in last year's report.

Neither in the Vice-Admiralty Court of this place has any vessel been adjudicated for engagement in the Slave Trade, nor native canoes with slaves captured within the waters of the Colony during the year.

From the rivers to the north of this Settlement I have not heard of a single cargo of slaves shipped, nor even a rumour of slaving operations carried on there.

The confinement of Her Majesty's cruisers for many months past to the South Coast has prevented me from obtaining any information on the Slave Trade in that vicinity.

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

HAVANA.

No. 10.

Her Majesty's Commissary Judge to Lord Stanley.—(Received February 1, 1867.)

My Lord,

Havana, December 31, 1866.

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

I have, &c.

(Signed) W. W. FOLLETT SYNGE.

No. 11.

Her Majesty's Commissary Judge to Lord Stanley.—(Received February 1.)

My Lord,

Havana, January 1, 1867.

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

I have, &c.

(Signed) W. W. FOLLETT SYNGE.

No. 12.

Her Majesty's Acting Commissary Judge to Lord Stanley.—(Received July 3.)

My Lord,

Havana, June 12, 1867.

I HAVE the honour of transmitting herewith to your Lordship a translation of a most important edict which was issued by Captain General Manzano on the 6th instant, and I have to remark that if faithfully enforced, it will most effectually put an end to the Slave Trade between the Coast of Africa and Cuba.

It is the first document of the kind which has ever been published here with the concurrence of the Royal Audiencia and the naval and military authorities, whose joint action in putting down that shameful traffic has hitherto been wanting.

The report of the expected arrival of several vessels under Portuguese colours, and a revival of the Slave Trade by some well-known and incorrigible offenders, has given rise to these energetic measures.

I have, &c.

(Signed) JOHN V. CRAWFORD.

Inclosure in No. 12.

Decree.

*Government and Captain-General's Office of the ever Faithful
Island of Cuba.*

(Translation.)

DON JOAQUIN DEL MANZANO Y MANZANO, Governor Captain General of the Island of Cuba.—On assuming the command of this Island in the month of November last, I declared my intention to put down with a strong hand the traffic in Bozal negroes, which both high moral principles and the true interests of the State reprobate; and when it was to be believed that nobody would have now thought of adventures so condemned by law, by reason and by humanity, the country will be startled to learn that there still are men, although fortunately

but a few, who, averse to order, and wanting in all sentiments of honour, delicacy, and patriotism, are again embarking in this unlawful traffic, disturbing the tranquillity of this island, without considering the complications which may arise from the breach of international Treaties, and the insecurity which their daring attempts may produce in a branch of the property of this island. To frustrate their miserable speculations, I have determined to adopt every necessary measure, without being deterred by any obstacle which might paralyze the energetic action of my authority and the employment of the extraordinary powers which are granted to me for occasions when the tranquillity of the land is compromised; and considering that if the introduction of Bozal negroes is, if not impossible, at least very difficult without the absolute indifference or negligence of the authorities or officers who, considering that they are not obliged to take part in putting down this crime, believe themselves to be exempted from co-operating in its discovery, as it is also impossible without the complicity of the owners, tenants, or managers of the estates through which the negroes pass, the time has arrived to make them all responsible, so that one and all may suffer the consequences of their complicity, omission, or apathy.

With the concurrence, therefore, of the Admiral Commanding this station, and of the Chief Justice of the Island so far as it may concern them, I have determined as follows:—

Article 1. As soon as by the indications which generally precede, the Governors and Lieutenant-Governors are aware that preparations are being made for the landing of a cargo of Bozal negroes in their jurisdiction or in one neighbouring, they shall report to me the persons they believe to be concerned, and their reasons for such belief; stating the place of abode of those who reside out of their jurisdiction, and they shall send to Havana, subject to my orders, those persons who reside in their district, in order that one and all may be quartered in such place as may be considered fit, or that they may be sent out of the island according to their antecedents and circumstances. At the same time they shall report to me if there is reason to suspect that any authority or public officer may be aware of any of the particulars concerning the adventure and does not duly report all he may know, in order that he may be at once superseded; and if any coasting vessel or craft excites suspicion of watching the coast for the purpose of giving notice to the slave-traders, or of assisting in any way in the landing of their illegal cargoes, they shall report it to the nearest Authority of Marine or Commander of a ship of war, in order that they may proceed to her seizure, &c., giving me at the same time a detailed report.

Art. 2. In the event of a landing of Bozal negroes being realised, all the Government, Administrative, Military, Naval, and Judicial Authorities of every class and rank in the district where it may have taken place, or through which all or part of the cargo may have passed, shall be at once summarily dismissed and superseded, without prejudice to the liability which may attach to them in the proceedings to which they shall all be subject.

Art. 3. The owners or tenants, and in their absence the managers, overseers, or persons in charge of the Estates where a landing is effected or through which the negroes may pass, shall be brought to Havana, subject to my orders, in order that they may be confined to the place which I may designate forth of this island, without consideration as to class or social position, and without prejudice to what may result against them in the proceedings which are instituted.

Art. 4. The authorities and public functionaries and the private individuals who in any way contribute to the denouement or capture of a cargo of negroes, shall be exempted from the responsibility and penalties which are designated in the preceding articles.

Art. 5. Every person who may be found on the Estate where it is supposed the negroes are, or through which they have passed, and who does not belong to it, shall be detained no matter what documents he may have; and, considering him suspicious of being an accomplice or abettor of the adventure, he shall be brought to Havana, subject to my orders, for such purpose as may be thought fit.

Art. 6. Even though the landing of negroes should not succeed, as soon as by the information gathered, the conviction is acquired of who are the authors and principal accomplices of this offence, they shall be expelled from the island for having attempted to frustrate the law and the vigilance of the authorities, and caused commotion and alarm in several districts, giving room for these extraordinary measures.

Havana, June 6, 1867.

(Signed) JOAQUIM DEL MANZANO.

No. 13.

Lord Stanley to Her Majesty's Acting Commissary Judge.

Sir,

Foreign Office, July 6, 1867.

I HAVE received your despatch of the 12th ultimo, inclosing a copy of an edict issued on the 6th ultimo by the Captain-General of Cuba, for the more effectual suppression of the Cuban Slave Trade.

Her Majesty's Government have received this document with much satisfaction, as evincing a fresh proof of the determination of the Captain-General of Cuba to prevent a revival of the Slave Traffic.

I am, &c.

(Signed) STANLEY.

No. 14.

Her Majesty's Acting Commissary Judge to Lord Stanley.—(Received July 29.)

My Lord,

Havana, July 1, 1867.

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

I have, &c.

(Signed) JOHN V. CRAWFORD.

Her Majesty's Acting Commissary Judge to Lord Stanley.—(Received October 29.)

My Lord,

Havana, September 30, 1867.

THE annual Report upon the Slave Trade between the Coast of Africa and the Island of Cuba for the twelve months ending this day, has this remarkable feature, that it is unaccompanied by any statement of landings of slaves. It would, however, be very unsafe to assert that the Slave Trade has ceased, or that no negroes have been brought here from Africa during that period, for although authentic information may not have been received by us to the contrary, it is nevertheless an admitted fact, that at least one cargo made its appearance off this island in May last, and it was even reported to have been landed at La Esperanza, in the Vuelta de Abajo, but in the absence of positive and undeniable testimony, it is only just to accept the assurance of the Spanish authorities that that report was untrue. It is, however, quite inadmissible to suppose, as they would have it appear, that the slave-vessel alluded to was obliged to abandon these shores in search of another market, and there remains the moral conviction that, if not at La Esperanza, she managed to discharge her miserable cargo at some other place in this island.

The slave-traders, it is said, expected a change of Governors here in May or June last, and it was reported that fresh impetus had been given to their detestable commerce by the hope that a new Captain-General, who was favourable to their interests, would be appointed.

Rumours got afloat of slave vessels, fitted out in Europe, being on their way here, and of extensive arrangements for the running of their living freights, and this, no doubt, induced the late Captain-General Manzano to issue his famous Decree of the 6th of June, which must have at once damped the ardour of these traffickers in human flesh, for that Decree, if faithfully observed, renders the continuance of the Slave Trade here impossible.

Several cargoes of African negroes were, indeed, reported to have been landed about that time at different places in Cuba, but in every case the evidence which I endeavoured to obtain broke down, and I have reason to believe that these reports were untrue.

Too much praise cannot be given to the late Captain-General Manzano for his unflinching zeal and great determination in the suppression of the Slave Trade, and it is to be regretted that his death should have occurred just at this time.

The Penal Law which was passed by the Spanish Cortes on the 11th July last year, was promulgated here on the 17th instant. Although it would have been, perhaps, easier for the Spanish Government to have at once declared the Slave Trade piracy, the new law appears to be sufficiently explicit and severe, and what is of the first importance towards its efficacy is, that it provides for the immediate registration of the slaves.

I have the honour of transmitting herewith translation of the late Captain-General's Decrees on the subject, by which it is ordered that this registration is to be commenced on the 1st of October, and as a preliminary step, all free-coloured persons are directed to provide themselves, previous to that date, with schedules, in the manner determined by General Concha in 1858.

Some persons seem to think that it is impossible to obtain an accurate register of the slaves and coloured population, but I do not apprehend that there will be any difficulty in doing so, apart from the great amount of labour which such an undertaking must naturally entail.

Public opinion in this island has undergone a great change within the last three years, and the feeling as to the absolute necessity of putting an end to the Slave Trade is now almost general. It is needless to analyze the causes which may have brought about this change, but unfortunately it cannot be attributed to the advance of civilization, or to the nobler feelings of philanthropy.

The great and vital question which now engages general attention, and which obscures the political and social horizon of the future of Cuba, is that of an adequate supply of labour.

That slavery is doomed, and that it must be abolished at no distant day, everybody is convinced. But in what manner emancipation is to be carried out here, so as to avoid the evils by which it has been accompanied in other countries, and to guard against the ruin of the Island, is a matter regarding which there appears to be much diversity of opinion. All, however, agree that it should be done very gradually, and that ample time should be allowed to prepare for such a vital change in the domestic institution of

the country. The majority of the planters and other slave-holders would, no doubt, willingly subscribe to any equitable arrangement, such as the freedom of all negroes born after a given date, and the total emancipation of the slaves at the expiration of twenty years, or even a shorter period.

The immediate effect of the uncertainty attending this dreaded question has been a heavy depreciation in the value of all slave property. A good field negro who was worth 1,200 dollars only a few years ago, would not at present fetch over 700 dollars, and all other classes have suffered in the same proportion.

The natural indolence of the negro, his savage tendencies, and his total want of morality and order, render him unfit for absolute liberty; and it is to be sincerely hoped that no mistaken ideas of philanthropy or political exigencies will lead to a violent or premature solution of this difficult question, but that whenever emancipation does take place here, it may be attended by proper regulations, which will organize the labour of the freedmen, and exclude them from interference in the Government, or from trampling upon the white population.

The numerous examples which surround Cuba, of the results of emancipation in the various islands in the West Indies and in the United States, teach a lesson which should not be thrown away upon the Spanish Government, and it would be well for those whose extreme prejudices lead them to clamour for the abolition of slavery here, without devising the means of judiciously effecting it, to study the prospects of the African race, and the phases of negro character, in the several conditions of liberty and independence which the history of modern times presents to us, whether in Africa proper, in Liberia, in Hayti, in the British colonies, or in the United States of North America.

Negro labour here cannot be superseded by either European or American emigration, and the general idea prevails that this deficiency must be made up by the importation of coolies from China. Nearly 100,000 of these colonists have been already brought into Cuba since the first arrivals in 1846, and the trade is now being prosecuted most vigorously.

A great many of those first imported have died, and it is reckoned that there are at present not over from 50,000 to 60,000 Chinese in Cuba.

The emigration has this great defect, that no women are imported, and it is impossible to succeed in replacing the negro slave, unless that emigration is properly encouraged and organized by inducing the Chinese colonists to bring their wives and families.

I enclose herewith a translation of a small pamphlet which has been lent to me, in manuscript, by an intelligent planter, on the subject of the question of labour in this island.

I have, &c.

(Signed) JOHN V. CRAWFORD.

Inclosure in No. 15.

Extract from the "Havana Gazette" of September 15, 1857.

(Translation.)

THE general registration of the slaves in this island, ordered to be formed by the 38th Article of the Law for the Repression and Punishment of the Slave Trade being to be carried out on the 1st of October next, in order to remove every obstacle which might paralyze or embarrass an operation of such magnitude, and with the view that the functionaries and officers delegated to carry out this service may be able to fulfil with all accuracy the instructions which may be communicated to them, his Excellency, the Superior Civil Governor has been pleased to order to be reproduced entire the order of 2nd March, 1858, which enjoins the obligation under which every free coloured person resident in this island is bound to provide himself with a schedule specially corresponding to his class.

His Excellency has likewise been pleased to order that on account of the special circumstances of the case, these schedules are to be issued to coloured persons of either sex, who may voluntarily apply for them, even though they may not be registered, without their incurring on that account any responsibility; it being understood, however, that from every one who shall not have provided himself with such a document by the 1st of October, will be exacted the fine prescribed by Article 8 of the before-cited order; and for which fine will also be liable every person who, although he may have provided himself with the schedule, does not carry it on his person and does not present it in the act of being asked for it by any of the functionaries charged with the Registration,

Which, by his Excellency's order, is announced in the "Gazette" for the information of the authorities and functionaries to whom its fulfilment corresponds, and for that of those interested.

(Signed)

AUGUSTIN MARIA GUAXARDO, *Acting Secretary.*

Havana, September 13, 1867.

Order which is cited.

IN view of the results of the schedules of free coloured persons established by decree of this Superior Civil Government, dated 2nd April, 1855, and approved by Royal Order of 4th September, of the same year; and considering:

1. That this disposition may be carried out more expeditiously by making the renewals once a year instead of every six months, as has been the practice hitherto.

2. Considering also that this class of population, by reason of its mobility and for want in a great measure, of a fixed domicile, presents for a direct census, difficulties which may be overcome by means of schedules.

3. And considering lastly that the different ages should be distinctly estimated, I have determined to modify the Decree of 2nd April, 1855, as follows:—

Article 1. Every free coloured person actually living in the Island of Cuba, of whatever age and sex, must be provided with a special schedule which will serve for one year from the 1st of May, and must be renewed the month previous to its expiring.

Art. 2. The said schedule shall contain, as per form, the private description of the person for whom they are intended, and shall be paid for as per following tariff:—

Under 7 years of age, $\frac{1}{2}$ rial ($6\frac{1}{4}$ cents).

From 7 to 15 years of age, 1 rial ($12\frac{1}{2}$ cents).

From 15 to 60 years of age, 4 rials (50 cents).

From 60 years of age and upwards, $\frac{1}{2}$ rial ($6\frac{1}{4}$ cents).

Art. 3. Paupers, dumb and blind persons, and those suffering from disease, old age, wounds, or physical defects, shall obtain their schedules gratis, no certificates being demanded from them; their appearance alone, or the verbal testimony of two neighbours being sufficient to prove their condition.

Art. 4. Heads of families will personally take out the schedules for themselves and for the members of their families. The curators, godfathers, or the owners of the houses where minors who are orphans, or where invalids are staying or serving, will render the same service for such minors and invalids, even although they themselves may be white. All other persons must take out their schedule personally from the functionaries charged with issuing them.

Art. 5. Commissaries of Police, where there are any, sub-commissaries where there is no commissary, and the captains in the rural districts will issue these schedules.

Art. 6. The schedules will be kept in duplicate, in books with counterfoils, from which they will be taken with the respective annotations for each applicant; and if taken out for others by heads of families, curators, employers, or masters, the name and residence of the latter are to be noted down.

Art. 7. The schedules are to be renewed in the district where the holder may happen to be at the time fixed for renewal, no matter where he may be domiciled.

Art. 8. The want of a schedule shall be punished by a fine of five dollars for those between the ages of seven and sixty; and two dollars for all others.

Art. 9. Heads of families or masters shall be held responsible for minors.

Art. 10. The respective functionaries will be careful at every renewal to notice the annual increase of ages; and they will form a classified statement as follows:—

Of those under 7 years.

From 7 years and under 15 years.

From 15 years and under 20 years.

From 20 years and under 25 years.

From 25 years and under 30 years.

From 30 years and under 40 years.

From 40 years and under 60 years.

From 60 years and upwards.

Art. 11. The residence in the cities and towns shall be noted by streets and numbers, and, in the country, by the names of the estates and districts.

Art. 12. The number of the schedule shall be expressed in every license or pass for change of domicile.

Art. 13. A different coloured schedule will be used for each sex.

Art. 14. Heads of families or masters who may take out schedules for their households will furnish their description by memory or in writing.

Art. 15. For minors under seven years, it will suffice to indicate their age, colour, and hair; for those from seven to fifteen, may be omitted their height, condition, and destination; but not their occupation. For the aged and infirm, the height, destination, or occupation may be omitted.

Art. 16. The masters who may have applied for it, shall be held directly responsible for any schedule of any coloured person which may be granted to a minor who may be white, emigrant, or slave.

Art. 17. Individuals of either sex who may not be registered at present, and who may voluntarily present themselves to take out schedules, require no other formality in the present renewal, and their schedules shall be at once granted to them without molesting them in any way.

(Signed) JOSE DE LA CONCHA.

Havana, March 2, 1858.

“Havana Gazette” of September 15, 1867.

(Translation.)

HER Majesty the Queen, having decreed by Royal Order of 24th June last, the formation of the general registration of all the slaves in this island, referred to in the 45th Article of the Regulations approved by Her Majesty in Decree of 18th of the same month, for the application of the Law for the suppression and punishment of the Slave Trade, his Excellency, the Superior Civil Governor, has been pleased to determine that the enrolment shall commence in every part of the island on the 1st of October next, without any pretext or excuse on the part of the corresponding functionaries in each jurisdiction, to whom the proper instructions will be communicated, in order that said Act may be carried out with all the requisites and formalities which are provided for.

Which, by his Excellency's order, is announced in the “Official Gazette” for general information.

(Signed)

AGUSTIN MARIA GUAXARDO,

Havana, September 14, 1867.

Acting Government Secretary.

Inclosure 2 in No. 15.

Pamphlet entitled "Labour and Colonization in Cuba."

(Translation.)

THERE is a grave and all important question for the Island of Cuba, which if solved in a hasty or violent manner would create an immense change in the wealth and prosperity of the island, and plunge it into a series of terrible misfortunes, the magnitude, duration, and upshot of which cannot be calculated, for it affects the great element of production, labour, and with it the distinctions of class, and the moral and material interests of the whole community.

Circumstances, however (as if a providential law wished to spare us such a calamity, by pointing out the way by which we can enter slowly and progressively upon the great reform which the current of events seems to forbode), have brought to Cuba, as to other Colonies and to South America, a new element of labour, which not only agrees with the order, precision, and regularity required in all large agricultural and industrial operations, but is highly compatible with the ideas, customs, and aspirations of our days. It may be at once understood that we refer to the Chinese coolies, whose importation has been brought about owing to the want of labouring hands so much felt in this island.

Emigration from Europe cannot for the present fill up the deficiency, which, in the sphere of labour, the failure to replace the African race on our plantations, is creating, nor still less meet the constantly increasing demand for new hands, which is the natural result of extensive cultivation.

Agricultural labourers in the tropics receive a salary comparatively much smaller than that obtained by the same class in Europe. It is not likely therefore, that the latter will leave their homes, their families, their most intimate relations, their native country, in fine, to remove to distant regions, with the customs of which they are unacquainted; where the heat of the climate renders any class of field labour oppressive; where the wages cannot suffice to enable them to live with the ease, nor with the comforts to which they are accustomed; and where, after all, they are only a shade better than the slave or the black.

On the other hand, it is impossible for the planter to pay the European labourer higher than the limit allowed by the expense of production, and the market price of the produce in the manufacture of which his work has been employed. In fact, in agricultural industry, the rate of wages determines almost exclusively the cost of production, and this again constitutes the basis of price; therefore, if in India, Mauritius, Demerara, or in Barbadoes, the rate of wages does not exceed 20 cents per diem (10*d.* sterling), it is indispensably necessary that the Cuban planter, in order to keep up an advantageous competition, or at least not to lose in the sale of his produce, should provide himself with labourers, whose wages do not exceed those paid in rival countries.

To create a current of emigration from Europe to any given point in America, it is necessary to produce a combination of favourable circumstances, without which the most persevering efforts of private individuals would be barren, and the powerful action of Government inefficacious.

In the West of the North American Union, the emigrant, with the grant of a few acres of land, with the labour of his family, and with the small savings he may have brought from home, has all the elements for making a farm, in every way identical to those which exist in his native country, because in addition to the greater fertility of a virgin soil, he finds the same conditions of climate, and the same variety of seasons. Colonization there has consequently been easy, and the attraction of a current of expatriation has been logical and natural, for the first emigrants once established, have sought amongst their own friends and connections the help which they have gone on requiring.

Such has been, indeed, the origin and the impulse of great expatriations everywhere. But in tropical latitudes the soil and the climate do not of themselves form a combination of favourable circumstances without the existence of an auxiliary element of labour. It is not enough to offer an emigrant the means of maintenance; it is not enough to grant him a tract of land with plenty of timber and building materials; it is not enough to provide him with the implements for tilling and planting, and with the wherewith to cover the expenses attending the first crops; it is not enough, in fine, to guarantee him personal security and protection, if he is left unprovided with auxiliary hands who are adapted to the fatigues of field labour, and who can withstand the rigour of the climate. For this reason, if people of the working class cannot come from Europe to replace in our fertile Cuba the field labour of the negro, we must not expect any truly colonizing emigration from that continent, such an emigration as that in which every class of society is infused, from the wealthy speculator to the man of humble means, and the prolétaire, from the artisan to the day labourer and the peasant; from the lad who leaves the quiet home of his parents to seek his fortune in the new world; to the outlaw, to whom political, civil, or religious revolutions have closed the doors of his native land.

The condition of existence for the Island of Cuba at present depends, therefore, on the importation of auxiliary labouring hands (without, however, on this account neglecting to encourage in every possible manner colonization from Europe, even granting, as in some of the British colonies, premiums to the masters of vessels for every emigrant they may land, such premiums varying from 25 dollars to 100 dollars a-head according to the place they come from, be it Europe, Madeira, the Azores, or other places), but this condition of existence will depend in the future upon the result of the natural increase of the present white population, and upon the current of emigration caused by the increase of production, the greater expansion of private fortunes, the greater division of landed property, or any other causes.

Chinese colonization is, in the order of auxiliary labour, that which it is most expedient to encourage, considering the special circumstances of the island, both politically and socially. But the importation of this class of colonists, as it is now carried on, is too expensive for agricultural purposes, for which reason it is indispensably necessary to place it upon a different footing, and to organize it upon more economical principles.

In other European Colonies the importation is carried on for account of the Government, which distributes the coolies amongst the planters who have applied for them, upon payment of an annuity, which includes the cost of the passage and the expenses of contracting them in Asia. This same system can be carried out here by means of an association of planters, with greater or less advantage in the terms of payment. In this case the annual wages of the Chinese coolie would be 109 dollars, viz.:-

Dollars.

- 25 To pay in five or more annuities the cost of his passage and other expenses.
- 48 In monthly payments for wages.
- 36 For food, clothing, and medicines.

109 (15*d.* per diem.)

Comparing this outlay with the cost of African negro labour, we find that the British Colonies can produce sugar a dollar (per quintal) cheaper than the Cuban planter, supposing that he employs the cheapest labour.

CLASS A.

Taking the value of the slave at 1,000 dollars, his yearly wages are represented by 210 dollars, viz. :—

Dollars.	
120	Interest of capital.
40	4 per cent. loss by death.
50	For food, clothing, medicines, &c.

210 (2s. 6d. per diem.)

The yearly cost of the Chinese coolie, according to the price of the latest contracts, reaches 236 dollars, viz. :—

Dollars.	
50	For reimbursement of 400 dollars in eight years.
48	Interest on cost of contract @ 12 per cent.
40	For mortality and demerit, &c.
48	For wages as per contract.
50	For food, clothing, medicines, &c.

236 (2s. 8d. per diem.)

There is yet another rate more onerous than these, and which alters most materially the cost of production in Cuba, that of the wages of hired negroes. According to the statement of one of the largest sugar plantations here, the wages of 149 hired negroes cost last year 53,667 dollars, or 360 dollars each, which, adding the expense of food, clothing, and medical attendance, increases the annual salary of the hired negro to 410 dollars. But, as on the large plantations the three orders of labourers are combined, the average wages may be fixed at 235 dollars (average 3s. 2d. per diem), upon which we base our remarks.

It will be evident at a glance, that with the same amount of working capital, the planter in Mauritius, Réunion, or Demerara, can employ thrice the number of labourers than the planter in Cuba, for which reason the cost of making sugar with them is scarcely 2 dollars a-quintal, whilst with us it usually exceeds 3 dollars. For the same reason the cost of making sugar with them is scarcely 72 dollars a-quintal, whilst with us it usually exceeds 3 dollars. For the same reason the caballeria of land ($33\frac{1}{3}$ English acres), which in Mauritius produces the large quantity of 3,000 quintals of sugar, scarcely yields here in Cuba over 600 quintals, an average far under that which an equal area of land planted with beet-root produces in Europe. So that the manufacture of sugar, which is the chief source of the wealth of Cuba, cannot compete favourably with that of the British Colonies, nor yet with that of beet-root in Europe. This brings us to a very important consideration.

If the radicals in the United States were to succeed in carrying their aspirations to the extreme of closing their markets against us, in order to give an impetus to home-grown sugar, where would the Island of Cuba send her produce?

Europe tends to make her productions equal her consumption; and if she has not yet reached that point, she covers the deficiency by importations from the British and Dutch Colonies, Brazil and other sugar-growing countries. She could not, therefore, consume the enormous bulk of all the produce of Cuba, unless our sugars surpassed in cheapness the beet-root sugar made in Europe itself, which is utterly impossible at present. But, why? For the reason we have pointed out—the scarcity of labouring hands in the island, and the consequently exorbitant rate of wages.

It has been said that the concentration of fortunes in the cultivation of sugar, and the dependency in which the capital of the trade of the island stands in regard to it, constitute one of the reasons which inspire a want of confidence in the future of Cuba. We do not participate in such an opinion. No production of the tropics can acquire in general consumption an expansion equal to that of sugar. No other can give, in the same proportion, occupation to a greater amount of capital. No other is more adapted to the circumstances of the climate, and to the order of the seasons in our latitude.

It is true that over a fourth of the whole production of sugar in the world, comes from our fields, is made on our plantations; and it is no less true that in articles of such vast production, an excess of 5 per cent. over the consumption is sufficient to create a considerable and progressive reduction in price, and that on this account the wealth of the island being almost entirely committed to one class of cultivation, the position of our fortunes might be fatally jeopardized, and our merchants might find themselves exposed to serious and perhaps ruinous difficulties. This is all very true, but it is no less so that with a greater impulse to the importation of labourers, and a reduced rate of wages, a radical change would take place in our agricultural system and practice, in the organization of our estates, and in the division of labour, which would enable us to sell our sugars on as advantageous terms as those of Mauritius and Réunion. In such case the Cuban planter could outrival all others in the markets of Europe.

Besides, were the present sugar estates to be destroyed in order to convert them into coffee, cocoa, indigo or tobacco plantations, the same problem, the same inconveniences would arise on the morrow, viz., the impossibility of competing with the produce of Java, of British India, of Egypt, or of South America, where wages are lower than in Cuba.

If it was desirable to cultivate fibrous plants, apart from the question of wages, which would always remain unchanged, neither flax nor hemp are susceptible of acquiring an extensive cultivation here, nor would the course of the seasons admit of their occupying the soil all the year round, a circumstance which would add very materially to the cost of production.

Finally, we see no foundation for the prediction of certain writers on agriculture that, considering that cane sugar must soon decline on account of the rapid increase of beetroot cultivation, they assert that the future of the West Indies lays in the cultivation of oleaginous plants, as if the ground or pea nut (*Arachy's hypogea*) and the sesamum could overcome the superiority of the olive; or the cocoa (*cocos mucifera*) and the castor-oil plant (*ricinus communis*) lessen the elaboration of so many seeds which produce oil in Europe and in Africa.

We repeat it. The existence of Cuba depends at present upon the importation of Chinese or Asiatic labourers, but under such conditions that the standard rate of wages does not exceed the average which we have fixed. In this manner the reform which clouds the horizon and threatens the future will be carried out by its own impulse and without disorganizing oscillations. In this way the value of our plantations will not depend upon the number or the worth of their slaves, but upon the intrinsic value of the ground, its state of cultivation, and the manufacturing advantages or conditions of each establishment. In this way agricultural industry will be within the reach of second rate fortunes and of enterprising emigrants. In this way, in fine, two great results will be obtained, viz: the division of agricultural from manufacturing operations by the partition of the large estates into farms of moderate size, thus giving an impetus to the establishment of central sugar factories;—and the progressive value of cultivated land, as well as of uncleared lands (which were at present worthless) by farming out the cultivation to different colonists (squatters), and by the immediate attention of small proprietors to their own lands. Hence the creation of a real value in immovable property;

hence also the basis for the establishment of a Territorial Credit (Landowners' Association) a powerful institution which should take root in Cuba, as it has done in other European colonies.

These remarks induce us to call the attention of our planters and landed proprietors to the urgent necessity of forming a strong and highly responsible Association for the purpose of importing the labouring hands which are so much required, upon such economical and advantageous terms as will permit of persons of the most modest fortune embarking in agricultural pursuits, and bringing under cultivation the most fertile lands in the Island, which, for want of hands, are still in their virgin state. It is only an Association of such magnitude which would attract the serious attention of the Government, and would insure for ever the importation of labouring hands. There can be no doubt that an Association of Planters and Proprietors, which, putting aside all ideas of speculation, has no other object than that of providing for the scarcity of labouring hands caused by the high price of wages, and which constantly studies the most economical means of transportation, at the same time that it employs every possible means to lessen the cost of contracting in Asia, must form the preliminary basis for removing the inconveniencies which every reform in the organization of labour must produce. We may add, that only from an Association of this sort can emanate the most fruitful combinations for the solution of the great problem of Cuban Colonization.

CAPE OF GOOD HOPE.

No. 16.

Her Majesty's Commissioners to Lord Stanley.—(Received February 20.)

My Lord,

Cape Town, January 6, 1867.

WE have the honour to report to your Lordship that no case has been adjudicated by these Mixed Courts of Justice during the year ending December 31, 1866.

We have, &c.

(Signed)

GEO. FRERE.

E. L. LAYARD.

No. 17.

Her Majesty's Commissioners to Lord Stanley.—(Received February 20.)

My Lord,

Cape Town, January 6, 1866.

IN pursuance of instructions given to us in the Earl of Aberdeen's despatch of the 20th of February, 1843, by which we are directed to transmit at the close of each year a detailed report of the judicial proceedings of this Mixed Commission, we have the honour to report to your Lordship that no case has been adjudicated by this Court during the year ending December 31, 1866.

We have, &c.

(Signed)

GEO. FRERE.

E. L. LAYARD.

No. 18.

Her Majesty's Commissioners to Lord Stanley.—(Received February 20.)

My Lord,

Cape Town, January 6, 1867.

WITH reference to instructions given to us to transmit to the Foreign Office a certified copy of the Register of Emancipated Slaves, emancipated by decree of this Mixed Commission, we have the honour to acquaint your Lordship that no vessel with slaves on board has been brought before us during the year ending December 31, 1866.

We have, &c.

(Signed)

GEO. FRERE.

E. L. LAYARD.

No. 19.

Her Majesty's Commissioners to Lord Stanley.—(Received February 20.)

My Lord,

Cape Town, January 6, 1867.

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 of Annex B to the Treaty of July 3, 1842, between Great Britain and Portugal for the Suppression of the Traffic in Slaves, relating—

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

Secondly. To the state of the liberated negroes;

Thirdly. 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 colleagues are about to transmit a duplicate original of this Report to the Government of His Most Faithful Majesty.

We have, &c.
(Signed) GEO. FRERE.
E. L. LAYARD.

Inclosure in No. 19.

Annual Report of the Mixed Commission.

IN pursuance of Article XI of Annex B to the Treaty concluded on the 3rd 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, 1866, and that no negroes have been emancipated by decree of this Mixed Commission since its establishment.

(Signed) GEO. FRERE. A. DUPRAT.
E. L. LAYARD. EDUARDO A. DE CARVALHO.

H. MALLET, Registrar.

*Mixed British and Portuguese Commission, Cape Town,
Cape of Good Hope.*

No. 20.

Her Majesty's Commissioners to Lord Stanley.—(Received February 20.)

My Lord,

Cape Town, January 6, 1866.

WE have the honour to inform your Lordship that no slaves have been emancipated by sentence of this Mixed British and United States' Court of Justice during the ending December 31, 1866.

We have, &c.
(Signed) GEO. FRERE.
E. L. LAYARD.

No. 21.

Her Majesty's Commissioners to Lord Stanley.—(Received August 19.)

My Lord,

Cape Town, June 29, 1867.

WE have the honour to report to your Lordship that no case has been adjudicated by the Mixed Courts of Justice, of which we are members, during the half-year ending June 30, 1867.

We have, &c.
(Signed) GEO. FRERE.
E. L. LAYARD.

No. 22.

Lord Stanley to Mr. Layard.

Sir,

Foreign Office, October 9, 1867.

I TRANSMIT to you herewith Her Majesty's commission appointing you to be Commissioner on the part of Her Majesty in the Mixed British and Portuguese Commission established at the Cape of Good Hope, under the Treaty concluded at Lisbon on the 3rd of July, 1842, between Great Britain and Portugal, for the suppression of the Slave Trade; and also Her Majesty's commission appointing you to be Judge, on the part of Her Majesty, in the British and United States' Mixed Commission Court established at the Cape of Good Hope, under the Treaty concluded at Washington on the 7th of April, 1862, between Great Britain and the United States, with the same object.

I am, &c.
(Signed) STANLEY.

Her Majesty's Commissioner to Lord Stanley.—(Received November 23.)

(Extract.)

Cape Town, October 1, 1867.

IN laying before your Lordship my Report upon the Slave Trade on the East Coast of Africa during the year ending the 30th of September, I have the honour to acquaint you that, from all I can gather, I have great hopes that the Slave Trade, formerly so rife, is, or some portion thereof, rapidly approaching extinction.

By the kindness of Commodore Purvis I have been supplied with the information acquired by the officers commanding Her Majesty's cruisers; and this goes to show that to the southward—that is, within the limits of this naval command—the nefarious Traffic has apparently ceased, though to the northward, particularly on the north coast of Madagascar, it is still carried on.

I believe few, if any, European vessels now find it worth their while to risk capture by visiting the East Coast, and running the gauntlet of our cruisers for so long a voyage. What Slave Trade is carried on is performed by small native vessels, chiefly to supply the Arab markets. This happy result has, no doubt, been caused by the vigilance of our naval officers, and the closing of some of the marts to which the slaves were usually taken. The dhow Traffic will, I fear, continue as long as the Arab is the dominant race on the coast, and other Oriental nations maintain their peculiar views, and their marts are kept open.

The new Governor-General of the Portuguese Settlements on the East Coast, his Excellency Senhor Correia de Lacerda, has recently been staying in Cape Town, awaiting a ship to convey him to his destination. I deem myself fortunate in having had a long and interesting conversation with him upon the subject of the suppression of the Slave Trade, and was gratified to find that his Excellency held most liberal views upon the question. He assured me of his earnest wish to keep down the Traffic, and to replace it with legitimate trade and agricultural pursuits. Finding that I had visited the whole of the East Coast from 1° south of the line, and had passed some years in Ceylon, and been a witness of tropical agriculture, he entered warmly upon the subject of products fitted for cultivation on the East Coast; and concluded by observing that if profitable sources of agriculture could be found, the Slave Trade would never revive.

I believe that in his Excellency we shall have a powerful auxiliary in the suppression of the Traffic, and I cordially agree with him in the views he expressed. I am convinced that if the ports on the East Coast were thrown open, and protection to life and property guaranteed, population and agriculture would increase in spite of the unhealthiness of some parts of the country, and the Traffic in human flesh cease for ever.

In consequence of the Slave Trade being now confined to the Indian command, no dhow cases have been brought for adjudication before the Vice-Admiralty Court in this Colony during the past year.

I regret to say that, from occasional notices in the public journals, I fear the Slave Trade, alluded to by my late colleague in his Report of the 1st of October last as existing in the Transvaal Republic, still continues.

But while rejoicing at this diminution of the Slave Trade on the East Coast, I feel that it is mainly due, not to a sense of its moral turpitude on the part of the inhabitants, but to the exertions of our naval force; and that were its vigilance abated the Traffic would again spring up, and European vessels once more take part in it.

Some few years since, I visited the whole of the South East Coast, Madagascar, and the other islands (not being at that time connected with this commission or the navy), and I found that neither Europeans nor natives cared to disguise their sentiments before me; and I learnt enough to convince me that slavery was looked upon as a natural and necessary state of life, and few saw any evil in engaging in it. Indeed, domestic servitude, in our acceptation of the term, was a thing unknown, either in the house or in the field; and I believe that if our cruisers were withdrawn, the Slave Trade would again revive.

LOANDA.

No. 24.

Mr. Egerton to Her Majesty's Commissioner.

Sir,

Foreign Office, January 10, 1867.

I AM directed by Lord Stanley to transmit to you the accompanying copy of a despatch from Her Majesty's Minister at Lisbon,* inclosing a copy of a Decree issued by the Portuguese Government appointing a Committee for the purpose of inquiring into and reporting upon the reforms that it may be advisable to carry out with the view to the improvement of the administration of the Portuguese Colonies, and to the early abolition of slavery; and I am to state that his Lordship would be glad to receive any observations you may have to offer upon the objects proposed to be attained by this Decree.

I have, &c.

(Signed) E. C. EGERTON.

No. 25.

Her Majesty's Commissioner to Lord Stanley.—(Received February 2, 1867.)

My Lord,

Loanda, December 3, 1866.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 26th September, informing me that after consulting the proper Law Officer of the Crown on the case of the Portuguese barque "*Dahomey*," a vessel brought by the Commander of Her Majesty's ship "*Espoir*" before the Mixed Commission for adjudication, your Lordship is of opinion that the "*Dahomey*" could not have been lawfully condemned upon the evidence produced before the Commissioners.

With reference to the question whether the owners of the "*Dahomey*" are entitled to compensation for her detention, your Lordship states as your opinion that they are not entitled to indemnification because the captor had been led into error by the answers given to the questions put by him to the master respecting the men found on board, and your Lordship is pleased to concur with me in my opinion that the "extraordinary number of watercasks or of other vessels for holding water," for which the master did not produce a proper specific certificate, did bring the case under the provisions of the Xth Article of the Treaty.

Finally, your Lordship informs me that having regard to the IVth and VIIth Articles of Annex B, I acted wrongly, and was not authorised either by the Treaty or the special circumstances of the case in declining to refer to arbitration the question whether the owners of the "*Dahomey*" were entitled to compensation.

With respect to the last point, I take the liberty of submitting the following observations to your Lordship. I readily confess that I always felt considerable doubt whether I would be justified in declining to submit the question at issue to arbitration, and for that reason I never did, nor intended to do more than suspend the proceedings. I saw a fixed determination to award heavy damages in violation of the express provisions of the Xth Article of the Treaty, and, therefore, to afford your Lordship an opportunity of communicating with the Portuguese Government should you think proper to do so, I availed myself of the words in Article VII of Annex B, "save as mentioned in Article X of the Treaty," to carry out my object.

The extraordinary step taken by the Portuguese Commissioner and Arbitrator in

making an award giving heavy damages without my participation and concurrence precludes me from intimating to them my readiness to resume the consideration of the owner's claim, I shall, therefore, wait for instructions from your Lordship before proceeding further in the matter.

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

No. 26.

Her Majesty's Commissioner to Lord Stanley.—(Received February 2, 1867.)

My Lord,

Loanda, December 3, 1866.

I HAVE the honour to acknowledge the receipt of Lord Clarendon's despatch of the 4th July, inclosing copies of correspondence with the Portuguese Government respecting the export of slaves to the Island of San Thomé, under the denomination of "libertos."

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

No. 27.

Her Majesty's Commissioner to Lord Stanley.—(Received February 2, 1867.)

My Lord,

Loanda, December 14, 1866.

I HAVE the honour to inform your Lordship that I have received from Her Majesty's Consul at St. Vincent's a copy of a despatch which he had addressed to the Commander-in-chief, containing intelligence respecting a certain notorious slave captain of the name of Quirino José Pinheiro, who had left the Island of Brava in the Portuguese fore-and-aft schooner "Santo Antonio," and had proceeded in the direction of Goree, in the vicinity of which place it was said that another vessel would be waiting to receive Pinheiro, and convey him to Ambriz (Ambrizette?) to embark a cargo of slaves.

As the Commander-in-chief was at St. Helena, I forwarded a copy of Mr. Miller's despatch to the senior officer of this division of the squadron, and instituted inquiries for the purpose of obtaining some definite information respecting the intended shipment.

Such inquiries are now easily made from the circumstance that Senhor M. J. d'Oliveira, Pamplona's clerk or partner, is the only person on this part of the coast who still holds a lingering faith in the Slave Trade as a profitable employment. If Senhor Oliveira's doings are ascertained, a tolerably certain knowledge may be had of a probable shipment. My investigations established the fact that Oliveira had latterly been purchasing slaves at Macula, a place in the immediate vicinity of Ambrizette, and Bento Mendes Pires, Pamplona's clerk in this city, having just returned from Lisbon, it is not unlikely that the vessel mentioned by Mr. Miller will make her appearance, and it is not less probable that Commander Trollope, of Her Majesty's ship "Snipe," who is stationed off that part of the coast, will give a good account of her.

It is the opinion of Commander Peile, the senior officer (an opinion in which I most fully concur), that, although from time to time a solitary slave-vessel may appear on the coast; the Slave Trade as an organized and established business is practically extinct. Men who were formerly slave-traders, and nothing more, are now established and engaged in legal trade; they find their present occupations profitable, and having broken up their slave-trading establishments, are not, I think, likely to resume the occupation that they have abandoned.

Senhor Leivas, of Lisbon, is, I believe, the only person in Europe who persists systematically, notwithstanding his heavy losses, in dispatching slave-vessels to this part of the coast of Africa; and Oliveira is the agent charged with the collection and shipment of the slaves.

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

No. 28.

Her Majesty's Commissioner to Lord Stanley.—(Received February 2, 1867.)

My Lord,

Loanda, December 24, 1866.

I HAVE the honour to inform your Lordship that at the beginning of this month I was in conversation with his Excellency the Governor-General on the subject of the Cuban Slave Trade, and it was the opinion of his Excellency, in which opinion I concurred, that it might be considered as extinguished. I availed myself, however, of the occasion to mention that, although the Slave Trade to Cuba might be extinct, the Slave Trade could not be considered as entirely finished as long as slaves in large numbers, under the designation of "libertos," were sent to the Island of San Thomé.

His Excellency replied that I might inquire anywhere, and that I would find that he permitted the number only to be sent that were allowed by the Treaty.

To that I answered that it was impossible for Her Majesty's Government to acknowledge as colonists the persons who were employed to act in that capacity, or to permit the transport of slaves, although called by another name.

A day or two after I was informed that the Governor-General had sent orders to the Chief of Police to grant no certificates to persons who applied for them as colonists, unless they really possessed that character, and it is with the greatest satisfaction that I am enabled to report to your Lordship that, from that day to this, no vessel with libertos on board has left this port for San Thomé.

Commander Peile, the senior officer, a few days ago obligingly furnished me with an extract from the letter of proceedings of Commander Erskine, of Her Majesty's ship "Speedwell," who had been sent specially to learn what amount of truth there was in the reports that had reached me as to Slave Trade carried on between the coast in the vicinity of the River Cama and the Islands of San Thomé and Principe.

As Commander Erskine's Report fully confirmed the intelligence I had received from Admiral Ladebat and from other sources, I sent a copy of it to the Governor-General with a despatch, of which a copy is inclosed.

The islands are not, I believe, under the Government of his Excellency, but I have little doubt that he will make such representations to the Governors as will, if possible, cause the evil complained of to be suppressed.

I must, in fairness to Senhor Brunachy, the Governor of San Thomé, inform your Lordship that the very small and inadequate force he has at his disposal, renders it difficult for him to cause the supervision of the island to be properly executed.

I have, &c.

(Signed) W. VREDENBURG.

Inclosure in No. 28.

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

Most Illustrious and Most Excellent Sir,

Loanda, December 19, 1866.

I HAVE had the honour on more than one occasion to request your Excellency's attention to the Trade in Slaves which is systematically carried on from the neighbourhood of the River Cama to the Islands of Principe and San Thomé.

I have now the honour to inclose, for your Excellency's information, an extract from the letter of proceedings of Commander Erskine, of Her Majesty's ship "Speedwell," who visited the spot in question for the purpose of establishing the truth on this subject. Your Excellency will observe that Commander Erskine fully confirms the intelligence that I had received from the French Admiral and from other sources.

I beg again to request your Excellency's most serious attention to this subject, as the proceedings reported by Commander Erskine are the Slave Trade without any attempt at concealment.

The force at the disposal of the Governors of San Thomé and Principe is, I am informed, very inadequate; but it seems scarcely credible that slaves can be constantly landed in those islands without their knowledge.

I have, &c.

(Signed) W. VREDENBURG.

No. 29.

Her Majesty's Commissioner to Lord Stanley.—(Received February 23.)

My Lord,

Loanda, January 7, 1867.

IN my despatch of the 14th of December I mentioned that Senhor Leivas, of Lisbon, was the only person in Europe who systematically persisted in despatching slave-

CLASS A.

vessels to this part of the coast of Africa. I have now the honour and satisfaction of reporting to your Lordship that Senhor Leivas, convinced at last of the futility of attempting to retrieve his heavy losses by slave-trading operations, has determined finally and irrevocably to relinquish that Traffic, and has sent out a person for the purpose of closing all his transactions connected with the Slave Trade.

It is possible that for a limited period attempts may occasionally be made by speculative and sanguinary persons to run a cargo of slaves; but Senhor Leivas was, I believe, the only person remaining who made slave-trading his ordinary and regular business.

It is very gratifying to me to be enabled to make the above communication to your Lordship, as it involves, I think, an announcement of the final and absolute extinction of the Slave Trade.

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

No. 30.

Her Majesty's Commissioner to Lord Stanley.—(Received March 29.)

My Lord,

Loanda, February 16, 1867.

WITH reference to my despatch of the 14th of December, I have the honour to report to your Lordship the arrival at this port from Bissau of the Portuguese schooner "*Santo Antonio*," after a passage of 111 days. She brought as passengers the slave-captain Quirino José Pinheiro and two seamen. The captain reported that he had lost on the passage four of his crew from fever, and the vessel was placed in quarantine on her arrival. The authorities at Bissau, before they granted a clearance, compelled the captain of the "*Santo Antonio*" to land a quantity of planks, nails, and other articles adapted for the equipment of a slave-ship.

There can, I think, be but little doubt that Quirino Pinheiro and the other passengers have arrived here on a slave-trading expedition; it is, however, possible that the extreme duration of the voyage has upset their arrangements; and the Governor-General, with whom I have held frequent conversations on the subject, has adopted every precaution to prevent their plans being carried out. He has given orders to prevent Pinheiro leaving this port in the "*Santo Antonio*," either as captain of her or as passenger, and to hinder his joining any vessel on the coast. His Excellency refuses to give him a passport to leave the city. Should Pinheiro, however, be disposed to abscond, he can easily do so, as the port is open; but I am bound to admit that the Governor-General has done all that can reasonably be expected of him.

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

No. 31.

Her Majesty's Commissioner to Lord Stanley.—(Received March 29.)

My Lord,

Loanda, February 16, 1867.

IN my despatch of the 24th of December I had the honour to inform your Lordship that, in consequence of orders from the Governor-General, the practice of sending libertos to San Thomé had been suspended. It is with the greatest satisfaction that I am enabled to report that since the beginning of December one vessel only has conveyed any libertos to the island. She was a brig bound from this port to Lisbon via San Thomé; and it is said that the person whom the libertos accompanied was a colonist removing *bond fide* to that Colony. Should the Governor-General adhere to his present arrangement, one well-grounded cause of complaint will be removed.

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

No. 32.

Lord Stanley to Her Majesty's Commissioner.

Sir,

Foreign Office, April 4, 1867.

I HAVE received your despatches of the 16th of February last, the former reporting the steps taken by the Governor-General of Angola in the case of the

Portuguese schooner "Santo Antonio," with the view to prevent that vessel from being employed in the Slave Trade; and the latter announcing that the practice of sending slaves to the Island of San Thomé under the pretence of their being libertos has for some time past been suspended in consequence of orders from the Governor-General.

I have to instruct you to take an opportunity of expressing to the Governor-General the gratification with which Her Majesty's Government have learnt the course of proceeding adopted by his Excellency as reported in your above-mentioned despatches, and you will inform him that I have instructed Her Majesty's Minister at Lisbon to make a communication in this sense to the Portuguese Government.

I am, &c.
(Signed) STANLEY.

No. 33.

Lord Stanley to Her Majesty's Commissioner.

Sir, *Foreign Office, April 18, 1867.*
WITH reference to your despatch of the 7th January last, I transmit a copy of a despatch from Her Majesty's Minister at Lisbon reporting that he had been unable to obtain any information respecting Senhor Leivas.*

I am, &c.
(Signed) STANLEY.

No. 34.

Mr. Amzalak to Lord Stanley.—(Received July 26.)

My Lord, *Loanda, June 17, 1867.*
I HAVE the honour to inform your Lordship that on the 4th instant I received a despatch from the Governor-General reporting that there had been lately a certain movement of negroes in the south of the province which had created suspicion. I immediately sent a translation of his Excellency's communication to the Commodore, who had left this port for Bahia dos Elephantes on the 2nd instant.

I have reason to believe, however, that the movements alluded to have no connection with the Slave Trade.

I have, &c.
(Signed) ISAAC AMZALAK,
Acting Clerk to Her Majesty's Commissioner.

No. 35.

Her Majesty's Acting Commissioner to Lord Stanley.—(Received August 30.)

My Lord, *Loanda, July 18, 1867.*
I HAVE the honour to report that no case was brought for adjudication before the Court of Mixed Commission during the half-year ended the 30th June last.

I have, &c.
(Signed) EDWARD HYDE HEWETT.

No. 36.

Her Majesty's Acting Commissioner to Lord Stanley.—(Received August 30.)

My Lord, *Loanda, July 20, 1867.*
I HAVE the honour to inform your Lordship that soon after my arrival, when I waited upon the Governor-General to pay my respects to him, I took an opportunity of asking him whether any further information had been received concerning that movement of slaves which his Excellency had drawn Mr. Amzalak's attention, as reported to your Lordship in that gentleman's despatch of the 17th June last.

* Class B, No. 66.

His Excellency told me that nothing further of a suspicious nature had occurred, and that he was of opinion that the movement of slaves in question had no connection with the Slave Trade

I refrained from reporting the above to your Lordships by the last opportunity I had of sending despatches, in order that I might ascertain further particulars if possible from Lieutenant-Commander Hand, of Her Majesty's ship "Oberon," which vessel had been ordered to the south to cruise about the suspected points. That officer informed me on his return that he had met with nothing which could induce him to suppose that a shipment of slaves was likely to take place, that on some of the plantations he had visited there were 300 or 400 negroes employed, and that there were even a great number still required.

From what I have gathered here since my return I am of opinion that it is not probable that any attempt will be made to ship slaves from the Portuguese territory on this coast.

The Governor-General, when the report arrived of the suspicious movement of slaves to the southward, immediately dispatched the small Portuguese man-of-war schooner to cruise to the south, and the Commander had orders to make most strict inquiries as to the truth of the rumour. This is another proof his Excellency has given of his earnestness to effect, so far as lies in his power, the suppression of the Slave Trade.

I have, &c.

(Signed) EDWARD HYDE HEWETT.

No. 37.

Mr. Vredenburg to Lord Stanley.—(Received September 4.)

*5, Rue d'Obilion, Montpellier, Hérault, France,
September 2, 1867.*

My Lord,

IT was not until my arrival at Lisbon on my way home, that I saw the Papers on Slave Trade laid before Parliament, and became aware that the Portuguese Government had requested my removal from Loanda.

The principal ground on which they appeared to base their request was that I was acrimonious, and was always on bad terms with the authorities. On my departure for Loanda, my Lord, I formed the determination to call the attention of Her Majesty's Government to all cases in which the Portuguese authorities acted in good faith, and to such of their proceedings as were deserving of approbation; and I had flattered myself that I had not only acted fully up to my determination, but that I had sought for occasions to report favourably on their conduct; I was, therefore, not a little surprised on reading the correspondence published in the Blue Book.

I had on various occasions to call the attention of Her Majesty's Secretary of State for Foreign Affairs to certain cases of negligence and connivance with the slave-traders on the part of some of the subordinate authorities, but I never corresponded with them, nor am I aware that I ever saw any of them. My public relations with Senhor Andrade, the predecessor of the present Governor-General, were always of the most amicable description. I lost no opportunity of acknowledging and bearing testimony to the praiseworthy efforts which he made to suppress the Slave Trade, and the whole of my correspondence will show the high opinion that I had of him, and the respect that I felt for him. Our private relations were of the most friendly and intimate nature, and he was godfather to one of my children.

The despatch addressed to me by the present Governor-General on my departure from Loanda (copy and translation inclosed) will show your Lordship on what terms I lived with the present Governor-General, and is, I venture to submit, a complete answer to the assertions and accusations of the Portuguese Minister for Foreign Affairs. The despatch of the Governor-General is of so complimentary and flattering a nature, that I abstained for that reason, and for that reason alone, from sending a copy of it to your Lordship before I left Africa; but my perusal of the correspondence in the Blue Book induced me to send to Loanda for a copy of it, for the purpose of communicating it to your Lordship.

I confess, my Lord, that I feel the injustice of the charges brought against me, and am hurt and annoyed that they should have been made. The despatch of the Governor-General will at any rate show that he does not participate in the wish of Senhor Casal Ribeiro for my removal.

I have, &c.

(Signed) W. VREDENBURG.

Inclosure in No. 37.

The Governor-General of the Province of Loanda to Mr. Vredenburg.

(Translation.)

Most Illustrious and Excellent Sir,

Palace of the Government in Loanda, April 26, 1867.

IN acknowledging the receipt of the despatch which you addressed to me yesterday, the 25th instant, I remain informed of your proximate departure for Europe, and that Mr. Isaac Amzalak remains in charge of the British Consulate during the absence of Mr. Hewett.

The necessary orders are given that your passport be delivered to you as you request.

It is fit that I should make known to you the pain that I feel that a functionary of Her Britannic Majesty's Government should absent himself from this province, with whom such excellent ("bella") harmony has existed during the period of my government, and who has constantly given me proofs of his gentlemanlike conduct ("cavalheirismo") and delicacy.

For my part, I congratulate myself that, officially and privately, the best relations have always existed between the Representative of the British Government in this province and the Governor-General of Angola, it remaining for me to thank you for the extreme delicacy and deference with which you always treated me, and to ask you to consider me among those gentlemen who esteem and respect you.

God preserve, &c.

(Signed)

FRANCISCO ANTONIO G. CARDOSO.

No. 38.

Her Majesty's Commissioner to Lord Stanley.—(Received January 13.)

My Lord,

Loanda, October 1, 1867.

I HAVE the honour herewith of submitting to your Lordship my annual Report on the Slave Trade, made up to the end of September, in obedience to the instructions contained in despatch of the 18th June, 1860.

I have, &c.

(Signed)

EDWARD HYDE HEWETT.

Inclosure in No. 38.

Annual Report on the Slave Trade.

IT will be gratifying to Her Majesty's Government to learn that, so far as I have been able to ascertain, not a single attempt during the last twelve months has been made to ship slaves to Cuba from that part of the coast lying between Cape Lopes and Mossamedes. Quirino, the slaver, who arrived here at the commencement of the present year, doubtless with the intention of endeavouring to run a cargo, gave up any evil design of that nature he may have entertained.

A great number of those men who were formerly engaged in the export of negroes are still on the coast, devoting themselves to the more honourable and praiseworthy avocations of regular licit trade. I cannot, however, believe that this change is attributable in any degree to their conviction of the immorality of buying and selling human beings, but to the simple force of circumstances. The slave-trader has of late years had an additional risk to run; he has discovered that he can no longer place that confidence and trust in his correspondents in Cuba which he formerly could, and therefore he has had to chance their honesty, besides eluding the vigilance of Her Majesty's ships on this and the other coasts; so that even if the landing of his victims be effected, he is far from certain of receiving the products of his cruel speculation. Those who have the means, therefore, will not now embark their capital in these enterprises, and those without means and out here have adopted the alternative of engaging in lawful commerce, which I am happy to state is rapidly increasing along the coast.

It is scarcely a matter of surprise that slave-traders should deride those who regard their business as an offence against civilization and society, while the buying and selling of slaves is permitted by the Governments of some countries called civilized and Christian. The exportation of slaves is considered a crime, and the purchase and sale of them is recognized as a lawful transaction.

The introduction of negroes from this port into the Island of St. Thomé under the name of "libertos" still continues. To this practice the attention of Her Majesty's Government has been repeatedly drawn from the time of its initiation during the administration of this Provisional Government by Senhor Calheiros, but whatever action may have been taken in the matter the fact is patent that the Trade is still carried on by some people here, though not to so great an extent as formerly.

A petty business of the same description is also kept up between St. Thomé and Principe from the main land immediately opposite those islands, of which the respective Governments of St. Thomé and Principe must be cognizant.

I cannot imagine, if there existed any real desire on the part of the Government of His Most Faithful Majesty to suppress this Traffic, that there would be much difficulty in discovering, if not already known, those implicated in this kidnapping, and prosecuting them according to law.

(Signed)

EDWARD HYDE HEWETT,

*Her Majesty's Acting Commissioner.**Loanda, September 30, 1867.*

LOANDA.—(*Board of Superintendence.*)

No. 39.

Her Majesty's Commissioner to Lord Stanley.—(Received February 23.)

My Lord,

Loanda, January 1, 1867.

I HAVE the honour to transmit the Report of the Curator of liberated negroes for the last quarter.

Your Lordship will observe that there are at present 6 libertos only under charge of the Board; it is probable that before the termination of the present quarter papers of complete liberty will be delivered to them, and the operations of the Board of Superintendence be suspended.

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

Inclosure in No. 39.

Report of the Curator of Liberated Africans for the Quarter ended December 31, 1866.

(Translation.)

I HAVE the honour to inform the Board of Superintendence of Libertos, that during the quarter ending to-day, I visited occasionally the libertos under the charge of the Board, and found—

1. That they were properly treated;
2. That Virginia, who was in private service, was sent back on the 3rd of October, and remains with the Curator.
3. That the only libertos remaining under charge of the Board are Cicero Maiala, Gervasio Massoque, Hypolito, Agostinho Joaquim, Manuel Vemba, and Virginia.

Loanda, December 31, 1866.

(Signed) M. A. DE CASTRO FRANCINA, Curator.

No. 40.

Her Majesty's Commissioner to Lord Stanley.—(Received June 13.)

My Lord,

Loanda, April 5, 1867.

I HAVE the honour to transmit a translation of the Report of the Curator of liberated Africans for the last quarter.

I have also the honour to inclose translation of a Minute made at a meeting of the Board of Superintendence on the 2nd instant. Your Lordship will perceive that it was determined to give complete liberty to the 6 libertos then under the charge of the Board and to suspend its operations.

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

Inclosure 1 in No. 40.

Report of the Curator of Liberated Africans for the Quarter ended March 31, 1867.

(Translation.)

I HAVE the honour to report to the Board of Superintendence of Liberated Negroes that during the quarter ending to-day, I visited occasionally the "libertos" under charge of the Board, and found as follows:—

1. That of the 6 remaining libertos five are in the service of the Provincial Government, and one employed by the Curator.
2. That all have had proper treatment.

Loanda, March 31, 1867.

(Signed) M. A. DE CASTRO FRANCINA, Curator.

Inclosure 2 in No. 40.

*Minute of Session of Board of Superintendence.**Loanda, April 2, 1867.*

(Translation.)

ON the 2nd day of April, 1867, the Board of Superintendence of Liberated Negroes met at 1 o'clock at the Palace of Government, and the Governor-General of the province stated that, according to the Report of the Curator for the first quarter of the present year, there were so few libertos under charge of the Board that it appeared to him that complete liberty should be given to them, not only because they were perfectly capable of taking care of themselves, but also to avoid continued expense to the two Governments with the salary of the Curator; and the British Commissioner having expressed his concurrence with that opinion, the Board resolved—That the necessary papers should be prepared and given to the 6 remaining libertos under charge of the Board, of the names of Cicero Maiala, Gervasio Massoque, Hypolito, Agostinho Joaquim, Manoel Vemba, and Virginia; the labours of the Board being suspended by virtue of this resolution.

The Curator having consulted the Board as to the delivery of the books and other papers belonging to the Curatorship, the Board resolved—That the books and papers should be delivered to the Secretary of the Mixed Commission established in this city, to be kept with the archives of the Commission, for which two receipts should be given, one to be deposited in the office of the Secretary of Government, and the other to be given to the Curator as his discharge. And there being no other question to discuss the Session was closed, and this minute prepared and signed by the members and by me, Manoel Alves de Castro Francina, who wrote it.

(Signed)

FRANCISCO ANTONIO GONCALVES CARDOSO, *Governor-General.*
W. VREDENBURG, *Her Britannic Majesty's Commissioner.*
MANOEL ALVES DE CASTRO FRANCINA.

NEW YORK.

No. 41.

Her Majesty's Commissioner to Lord Stanley.—(Received January 26.)

My Lord,

New York, January 2, 1867.

I HAVE the honour to report to your Lordship that no case has been brought for adjudication before the Court of Mixed Commission established at New York under the Treaty between Great Britain and the United States of America for the suppression of the African Slave Trade during the year ending the 31st ultimo.

I have, &c.

(Signed)

W. D. RYDER.

REPORTS FROM NAVAL OFFICERS.

WEST COAST OF AFRICA STATION.

No. 42.

Commodore Hornby to the Secretary to the Admiralty.

Sir, "Greyhound," at Ascension, December 17, 1866.

I HAVE the honour to inclose, for the information of the Lords Commissioners of the Admiralty, copy of a report from Commander M. S. L. Peile, of the "Espoir," Senior Officer of the Southern Division of this station, of disturbances which took place early in November in St. Antonio Creek, River Congo, in which the English factory of Messrs. Hatton and Cookson, and Portuguese, of Senhor Correira, have been entirely destroyed by the natives, and the crew of the Portuguese schooner of war "Napier" beaten off by them with a loss of five killed, seven wounded, one man taken prisoner, and a boat's gun captured.

2. The factory of Hatton and Cookson would not have been attacked by the natives if the agent, Señor Caldron, a Spaniard, who was afterwards killed, had not taken an active part in assisting Senhor Correira's factory, with which the quarrel originated.

I have, &c.

(Signed) G. PHIPPS HORNBY.

Inclosure in No. 42.

Commander Peile to Commodore Hornby.

Sir, "Espoir," River Congo, November 12, 1866.

I HAVE the honour to inform you that, on the morning of the 30th ultimo, one of the firm of Hatton and Cookson, trading in St. Antonio Creek, called on me and informed me that the night before the natives had attempted to burn their factory, and also that of Senhor Correira (a Portuguese trader), and asked my protection.

In the afternoon I proceeded in the steam launch to Hatton and Cookson's factory, where Señor Caldron (a Spaniard), the agent, told me that the disturbance the evening before was in consequence of the natives having demanded custom of Senhor Correira for the "Helen," one of Hatton and Cookson's vessels having received cargo in St. Antonio Creek. Senhor Correira endeavoured to explain to them that he had nothing to do with the "Helen," and refused their claim.

They then attempted to burn his factory and also that of Hatton and Cookson, as they said that their men had given Senhor Correira assistance. Señor Caldron appeared to think that the King and Chiefs would be more likely to meet at Senhor Correira's house, it being nearer their town. I went there in the steam launch and paid him a visit. A messenger was sent to the King and Chiefs asking them to meet me. They replied that they could not hold a palavar with me then but would do so the next morning at 7 o'clock if I would wish. I agreed with their request and a meeting was arranged; but at the appointed time a messenger came and said that as I had a large boat with steam and a gun they could not come, being afraid of either being killed or being made prisoners. I was, therefore, obliged to dismiss the messenger with a caution to the Kings and Chiefs as to their future behaviour.

Señor Caldron appeared to think that my visit with the steam launch and gun would have a most beneficial effect, and that, for some time at all events, there would be no disturbance.

Senhor Correira, however, pressed me to leave either a few men or a small boat manned and armed for their protection. I, of course, declined doing so, but offered to take a letter from him to the officer in command of the Portuguese war schooner "Napier," off Ponta de Linba, as I was going there that day. He gave me a letter, which I sent on board the "Napier" the same evening, and the schooner left the next morning for St. Antonio.

At noon on the 9th, I received a letter from Mr. Elkman, saying that it was reported that Senhor Correira's factory had been burnt the night before, and that a white man, supposed to be Señor Caldron, had been killed. I went to Banana to see what further information I could gain, but was told by Mr. Elkman that nothing more than what he had stated in his letter was known.

In the evening Mr. Elkman received a letter from the Lieutenant commanding the "Napier," informing him

CLASS A.

that he had been engaged against the natives in St. Antonio Creek, and had been beaten off with much loss, five of his crew killed, his steward taken prisoner, many of his men wounded; Señor Caldron, and a clerk of Senhor Carreira, also killed. He also stated that the English factory of Hatton and Cookson had been robbed of all its goods. He requested Mr. Elkman to arrange with the natives for the ransom of the steward, and Mr. Elkman immediately took steps to carry out his wishes.

The following morning at daylight I proceeded, under steam, to St. Antonio Creek, and went immediately myself on board the "Napier" to express to the Lieutenant commanding my regret at what had taken place, and to know if I could be of any assistance to him. He told me his small force, amounting to twenty-three men, had been opposed to more than 1,000 natives, and that although his men had fought with the greatest bravery they were obliged to retreat in great confusion. His loss was five men killed, one officer and six men wounded, his steward missing, and a brass gun captured. He also told me that the cooper of the English factory had made his escape and was then on board the schooner. In answer to my question as to whether I could save any property belonging to Hatton and Cookson's factory, he replied that everything had long since been carried off, and that even the planking of the store had been taken away. I then took the cooper on board the "Espoir" for passage to Banana, and asked him if anything could be done to save property belonging to his factory. He said, that nothing except a few bags of palm kernels remained, and that there were neither boats nor men to bring them off even did I protect them whilst embarking them.

Finding, therefore, that nothing could be done, and considering that it would be most injudicious to land, I returned to Banana.

The loss to Messrs. Hatton and Cookson appears to be very great, as the factory contained great quantities of goods, besides much produce.

The affair is looked on by the different traders to be a matter of great moment, as they say that after such a victory and carrying off so much plunder the natives will, in all probability, be most overbearing, and that in any future palavar their demands will be very exorbitant and, should they not be acceded to, they will again have recourse to force.

I have, &c.
(Signed) M. S. L. PEILE.

No. 43.

Commodore Hornby to the Secretary to the Admiralty.

Sir, *"Greyhound," at Ascension, December 23, 1866.*

I HAVE the honour to report, for the information of the Lords Commissioners of the Admiralty, the proceedings of Her Majesty's ships on this station, ascertained from the reports received since my general letter of the 27th ultimo.

The "Landrail" was at Sierra Leone on the 14th October.

Commander H. L. A. L. Maitland was about to proceed to the Pongas River to inquire into some rather indefinite reports of slave-trading in that neighbourhood, and expected to leave Sierra Leone for the South Coast about 18th October.

"Landrail" had taken the Governor-in-chief early in October to the Mellicouri River and Isles de Los. Her crew were healthy.

The "Oberon" had visited in September the Bonny, New Calabar, and Cameroons Rivers. The sword sent out for Prince Will, of New Calabar, by Her Majesty's Government, had been presented to him, on board the "Oberon," by Mr. Consul Livingstone.

Mr. Livingstone's attempts to settle the differences between the Okrika and Bonny and New Calabar men had completely failed.

Commander Verney reports that Mr. Livingstone has ascertained that a secret Treaty exists between the Okrika and Bonny Chiefs to conquer the New Calabar country. The result will probably be a diminution of trade in these rivers. The Okrikas are cannibals, and are reported to have lately killed and eaten 100 of the Calabar people.

The "Investigator" entered the Niger on the 27th September, and reached Lagos again on the 27th October. Her crew were medically surveyed on their return, and the white men, with one exception, reported as in excellent health, but I regret to say two of her officers, Mr. F. H. J. Rapson, Second Master, and Mr. F. Pittman, Assistant Paymaster, have been since invalided. I have not yet received the detailed account of the expedition; but Lieutenant J. W. Jones reports that Mr. Fell, the Government Agent at Lukoja, was quite well.

The West African Company's steamer, "Thomas Bazley," made two successful trips up the Niger during the recent season, but her master and mate died, and Mr. Robert Harwood, Second Master of the "Mullet," was sent to navigate her from the bar of the river to Lagos.

Commander C. A. P. V. Robinson, of the "Mullet," Senior Officer in the Bights, had been requested (19th November) to send the "Investigator" again up the Niger as far as Onitsha (about 160 miles), with Mr. McLeod, the Consul for the river, who arrived by the packet, at Jellah Coffee, on the 18th November.

The delay in his arrival was caused by his detention at Madeira, sick with a fever, contracted a few months before in quarantine at Lisbon.

From Onitsha, Mr. McLeod expected to be able to get to Lukoja in canoes.

The Senior Officer had not decided whether he would send the "Investigator" or not.

Commander M. S. L. Peile, of "Espoir," Senior Officer, reports having proceeded on the ^{2nd}/_{4th} November up the Congo as far as Embomma, in the steam-launch of the "Bristol." He states that he "was astonished at the extensive trade carried on at Embomma in palm oil, palm kernels, and ground nuts. He was informed, and believes it to be the case, that legal trade has altogether superseded Slave Trade at that place.

"The traders at Ponta da Lenha and Embomma were much pleased with his visit, and openly expressed their thanks, especially for the steam-launch having gone to Embomma, as they considered that it would have a very great moral effect on the natives in that part of the river, who had lately been very troublesome, and had way-laid and robbed several cargo-boats.

"On the 6th, he proceeded down the river and again anchored off Banana.

"To and from Ponta da Linha the least water obtained at dead low water was $2\frac{3}{4}$ fathoms."

The "Snipe" was at Ambrizette on the 10th November. Commander H. A. Trollope reports a slight disturbance there in October, the natives having robbed the factory of a Mr. Stewart, and then threatened him, because trade had been stopped until the thieves were discovered. It ended in the Chief promising to protect legal traders, and to find and punish future thieves.

Slaves were reported (to Commander Trollope) to have been purchased at Kinfunta and kept ready for shipment at Kinsao.

I have, &c.
(Signed) G. PHIPPS HORNBY.

No. 44.

Commodore Hornby to the Secretary to the Admiralty.

(Extract.)

"Greyhound," at Sierra Leone, February 14, 1867.

TRADE having been interfered with in the Benin River by quarrels between the native Chiefs in the neighbourhood of the English factories, the "Mullet" with "Investigator" visited the river on the ^{19th}/_{21st} ultimo, and Commander C. A. P. V. Robinson reports (10th February) that there is reason to hope matters are settled satisfactorily, and that trade will be resumed.

Commander M. S. L. Peile reports that in November the Portuguese corvette "Duque de Palmella" anchored in St. Antonio Bay, Congo River (the place where the recent disturbances between the Portuguese and natives took place), and fired broadsides of shot and shell into the bush, and afterwards burnt down a few mat huts on Shark's Point.

The "Espoir" had been to the southward as far as Mossamedes, and the information obtained by Commander Peile was confirmatory of the cessation of the Slave Trade, and the increase of legal trade.

The Portuguese had been at war in the interior of the country near Mossamedes, and three native Kings had been sent to Loanda as security for the payment of fines that had been levied.

No. 45.

RETURN of Vessels Captured on the ground of Slave Trade or Piracy, by the British squadron employed on the West Coast of Africa, for the suppression of the Slave Trade, during the Year ended December 31, 1866.

Name and Description of Captured Vessel.	Flag under which Captured Vessel was Sailing.	Names of Masters and Owners of Captured Vessel.	Number of Crew.	Date of Seizure.	Where Captured.	Name and Rank of Captor and Name of Capturing Ship.	Number of Slaves.			Tonnage of Captured Vessel.	Before what Court adjudicated, and on what Charge.	Decretal part of Sentence, whether Forfeiture or Restitution.	How Captured Vessel was Disposed of.
							Captured.	Died before adjudication.	Released.				
Dahomey, barque ..	Portuguese ..	Master, Ja. Poncea; owner, — Feretra, Aghwey	9 (5 white; 4 black)	1866 Mar. 3	Off Aghwey ..	Commander M. S. L. Pelle, H.M.S. "Espoir"	..	..	..	276	Mixed Commission Court, St. Paul's de Loanda, Slave Trade	Restitution ..	Released.
Brigantine, name unknown	None ..	Unknown ..	13	Sept. 17	40 miles N.W. from Point Padrón	Commander M. S. L. Pelle, H.M.S. "Espoir"	..	..	..	159½	Vice-Admiralty Court, St. Helena. Slave Trade	Forfeiture ..	Sold by public auction.

"Greyhound," at Sea, Lat. 1° 14' S., Long. 6° 55' W., January 28, 1867.

(Signed)

G. PHIPPS HORNEY, Commodore and Commander-in-chief.

No. 46.

Commodore Hornby to the Secretary to the Admiralty.

Sir,

"Greyhound," at Sierra Leone, February 12, 1867.

WITH reference to my letter of proceedings of the 23rd December last, I regret to have to inform the Lords Commissioners of the Admiralty that I am unable yet to forward the detailed report of the "Investigator's" proceedings in her recent visit to the Niger, ^{September} _{October} 1866, the letter forwarding the same to this port to wait my arrival having miscarried.

I have called for a duplicate from the "Investigator."

In the meantime I think it well to report at once, for their Lordships' information, that from inquiries I made at Lagos from Lieutenant John H. Jones, commanding the "Investigator," it appears that there is a much larger (and increasing) market now open in the upper part of the Niger than could be satisfied by the single steamer, the "Thomas Bazley," that was sent up last year by the West Africa Company. When the "Investigator" left Egga, that is, subsequently to the last visit of the "Thomas Bazley," there were 250 large tusks of ivory offering for sale, as well as considerable quantities of palm oil, Shea butter, cotton, antimony, &c.

From the information I obtained at Lagos I feel sure that if a handy steamer under the command of an experienced trader, were sent up the river in June or July, with a depôt ship anchored outside the bar of the Nun entrance, she could make a very profitable trade for four months in the upper part of the river.

I attach considerable importance to the depôt ship being outside the river; inside it is notoriously unhealthy, and the "Thomas Bazley" lost her master and mate, and I believe some of her crew, when she came down to discharge her cargo at the Company's factory at Akassa. If she had come out in the fresh sea breeze the experience gained by the "Investigator" leads me to suppose that her crew would have been re-invigorated, and that she would have sustained no loss. When a steamer has ascended the river about 90 miles there seems to be little or no risk from fever.

The least water obtained by the "Investigator" in October last, when the river had fallen a good deal, was two fathoms; a steamer, therefore, should draw less than this. Most people speak of 7 feet as a desirable draft, and say that the vessel should not be too long, as the river above Lukoja is very intricate. She ought to have a speed of 8 knots at least to make good way against the stream.

In consequence of the Consul for the Niger and Tchadda not having been able to reach his post last year it is desirable that the "Investigator" should ascend the river with him as soon as she can do so with perfect safety to her crew, that is about the middle or end of July. I propose to dispatch her about that time, and have the honour to request that their Lordships will move the Foreign Office to send out by the mail steamer, which will leave England on the 24th of May, such presents as they may think fit to send for distribution to the Chiefs on the river banks and to King Massaba.

I would also suggest that some economy would probably be effected if all the goods necessary for the "Investigator" to take up were sent up from England instead of being purchased at Lagos. The most popular articles are brass rods, cowries, muskets, powder, gaily striped cloths, and red beads; and for the larger Chiefs bright velvets, gaudy striped silks, inlaid arms, and such like.

I have, &c.

(Signed) G. PHIPPS HORNBY.

No. 47.

Commodore Hornby to the Secretary to the Admiralty.

Sir,

"Greyhound," at Sierra Leone, February 12, 1867.

REFERRING to my letter of proceedings of the 23rd December last reporting that Commander C. A. P. V. Robinson, of Her Majesty's gun-vessel "Mullet," Senior Officer in the Bights Division, had under consideration, on the 19th November, 1866, the request of Mr. Lyons McLeod, Her Majesty's Consul for the Niger and Tchadda Rivers, to be conveyed in the "Investigator" up the former river as far as Onitsha, from which place he proposed to proceed to Lukoja in canoes, I have now the honour to forward extracts from Commander Robinson's letter of proceedings of

19th December, 1866, reporting the unsuccessful result of the attempt that was made to take Mr. McLeod to Onitsha in the "Investigator."

2. I regret to add that the health of the crew of that vessel suffered in this attempt, four of them being invalidated, and the same number sent to Ascension Hospital when she returned to Lagos.

3. I have informed Commander Robinson that I do not consider it was advisable to have made an attempt to ascend the river so late in the year, more especially as the "Investigator" has so recently returned from her first successful expedition.

I have, &c.
(Signed) G. PHIPPS HORNBY.

Inclosure 1 in No. 47.

Commander Robinson to Commodore Hornby.

(Extract.)

"Mullet," December 19, 1866.

ON the 22nd November I anchored in Lagos Roads. On the following day I crossed the bar in the "Investigator," and waited on Commander Glover, the Administrator, and having again consulted with him as to the probability of "Investigator" reaching Onitsha at this season, which his Excellency seemed to think she ought to do, and Mr. McLeod having given me the inclosed requisition, I considered it my duty to convey that gentleman as far as Onitsha, should the river not have fallen too low to allow "Investigator" to pass up and down again in safety.

At 5 P.M., on 24th November, I took the "Investigator" in tow, and proceeded under steam, with fore and aft sails, for the Nun entrance, where we anchored at 1 P.M. on 26th ultimo.

As there appeared to me to be certain risks attending an ascent of the river at so late a season, and that it was possible some accident might occur to prevent "Investigator's" return until next season, I decided on going up in her myself, in order to make any arrangements for the removal of the crew, &c., that might be requisite.

Having lent a second master, engineer, and four seamen from this vessel to assist in navigating the "Investigator," and withdrawn two boys from her, taking our cutter in tow, we proceeded in "Investigator" across the bar on the afternoon of the 26th (November), and anchored for the night off the factory of the West African Company where we took on board twelve tons of coal.

On the following morning (27th), at daylight, we weighed and proceeded up the river, passing through Lewis Creek and by Sunday Island, we arrived, at 1 P.M., at that part of the river (about six miles below Tuesday Island) in which Commander Glover seemed to think we should have most difficulty in finding a passage; but we carried 10 feet water over it. At sunset we anchored, about three or four miles below the towns of Opotoli, Kiamah, and Aloberi.

Weighing at daylight of 28th, we carried good water up to Truro Island; passing to the westward of the island, when off its north end, the water shoaled suddenly, and the "Investigator" grounded, but came off immediately with a back turn.

The river had fallen in this part fully twelve feet; the current was running at four knots per hour. We anchored, and Lieutenant Jones proceeded to sound for a passage; after an hour's sounding he returned unsuccessful. We then weighed, and steaming back to south end of the island, tried the passage to the eastward, but on approaching the north-end of the island we found the water too shallow to let the vessel pass. Lieutenant Jones again tried sounding in a boat, close to the eastern bank of the river, but failing to find a passage for his vessel, we returned and recrossed the bar on the afternoon of the 29th November.

Inclosure 2 in No. 47.

Consul McLeod to Commander Robinson.

Lagos, November 23, 1866.

Sir, IT was fully my intention to have endeavoured to reach the confluence of the Rivers Niger and Chadda at this late period of the year, by overland route; but, by those to whom the country is well known, I am informed that at present it would be deemed almost an impossibility for any but natives to succeed in such enterprize; and that they would have to cut their way for days owing to the great length of the grasses at this season.

Enfeebled by continuous low fever, from which I have now suffered for more than three months, I am assured that I would not reach further than Shadan and would have to fall back upon Lagos.

In that case I would be exposed to its two sickly months of March and April, and, in consequence, might not be able to proceed up the Niger on the opening of the navigation in June next.

Commander Glover, R.N., Lieutenant-Governor of Lagos, who you are aware surveyed the Niger in 1857, 1858, and 1859, agrees with me in thinking that Her Majesty's ship "Investigator" would be safe in that river up to December 15th, and I therefore feel myself fully justified in making an earnest requisition to you on behalf of the Foreign Office, whose service is delayed by my absence from my post, to make an effort to land me at Lukoja or at any rate at Onitsha.

I have, &c.
(Signed) LYONS McLEOD.

No. 48.

*Commodore Hornby to the Secretary to the Admiralty.*Sir, "Greyhound," *Sierra Leone, February 12, 1867.*

I HAVE the honour to report, for the information of the Lords Commissioners of the Admiralty that, during the past year (1866) the transatlantic Slave Trade has been steadily declining, and, as an organized trade, may now be said to have ceased.

2. Throughout the Bight of Benin, and along the south coast, the parts from which slaves have been principally shipped during the last few years, the barracoons have either been sold to legal traders, or allowed to go to ruin; the signal-posts have gone to decay, and the look-out huts have fallen down. In the Bight of Benin the slave-dealers generally have taken to legal trade, or turned their attention to cultivation. On the south coast they have principally become brokers between the natives and the English, Dutch, and French firms.

3. Whilst the difficulties of landing slaves in Cuba are maintained, there seems to be little probability of the Slave Trade being re-established; but if that or any other country should be opened for the import of slaves, there is no doubt they would be supplied in as large numbers as ever, as the slave-dealers are still on the coast, and they and the Chiefs would only be too glad to see their exciting and lucrative trade restored.

4. During the past year casual attempts have been made to run a cargo here and there, and such attempts will doubtless be repeated; but they are on so small a scale, and occur at such irregular intervals, that they may easily succeed, in face of the small force that is now on the coast. As far as I can learn, they have been as follows:—

(1.) A small schooner, I believe, escaped from the neighbourhood of the Nunez River (North Coast) in February, but I have been unable to obtain any precise information with regard to her, and her escape is even denied at *Sierra Leone*.

(2.) Six hundred slaves were held in readiness for some weeks near Aghwey (Bights), to ship in the Portuguese barque "*Dahomey*," but the attempt was frustrated by Commander M. S. L. Peile, of Her Majesty's gun-vessel "*Espoir*," who seized that vessel in March, when three slaves that were on board claimed his protection. She was sent to Loanda for adjudication, but was released, although a full proportion of water-casks was found on board.

(3.) On the 11th of May a schooner got away from the Dembia River (North Coast), with 125 slaves.

(4.) On the 17th of September, Commander M. S. L. Peile, of the "*Espoir*," captured a brigantine, fully equipped, near Moanda. She had been off the coast nearly three weeks waiting, and her slaves, 550 in number, had been marched a considerable distance along the coast to escape observation.

(5.) A cargo was reported by Commander H. T. A. Trollope, of the "*Snipe*," to be in readiness to ship at Kinsao (South Coast) in October, but the blockade hitherto has been too close to enable the vessel to approach the coast.

These I believe to have been all the attempts that were made to send slaves to Cuba during the year 1866.

5. Slaves are still said to be imported to the Islands of St. Thomas and Princes, both in canoes, from points north of Cape Lopez, and also by trading vessels from Loanda. It is believed that the latter obtain passports to carry certain domestic slaves, or "*libertos*," but that these men are landed again at or near Loanda, and wild negroes are bought in the neighbourhood of the Camma and Fernan Vas Rivers, are likely to pass any of our cruisers they may fall in with, under the protection of the passports thus fraudulently used. Taking advantage of the present quiet time, I have ordered a vessel to be sent to cruise off those islands, to see if this traffic really exists, and if it can be effectively checked.

6. In the meantime, legal trade has increased immensely. Between Jellah Coffee and Lagos from twelve to fifteen vessels may now be seen nearly every day in the year shipping oil.

7. On the South Coast the traders speak of an increase of 20 per cent. in the oil trade, and new products are being constantly discovered and exported. Judging by appearances, trade there is very brisk. Since the capture of Manuel Vacca there has been no piracy in the Congo, but there was some fighting on the south bank of the river between the natives and Portuguese in November, and two factories, the one Portuguese, the other English, of which latter the factor chose to take part with the Portuguese in the fight, were destroyed.

This, it is said, will excite the natives, and may interfere with trade, but I believe the presence of a steam launch, which Commander M. S. L. Peile took as high as Embomma in the same month, will have a very sedative effect.

Commander Peile says he was surprised at the amount of trade he found at Embomma.

8. If the police of this fine river can be maintained for a few years, it seems likely to rival the Bonny in its productiveness. It would be a great gain if legal trade could be so firmly established in it as to eradicate the wish for the Slave Trade, as has been done in the delta of the Niger. The difficulty of doing so lies principally in the fact of there being numerous, but weak, tribes on the banks of the river, and that we have never been able to find a chief of sufficient power with whom it was worth while to make a Treaty for securing peace and good order in that river. These must be maintained by us, if at all, and I believe one steam-launch constantly moving about would do more than anything else to secure them.

9. Vessels carrying on legal trade having superseded slavers on the coast, the principal duties of cruisers, that is, chasing and examining the vessels they may sight, have lost all their excitement, and consequently the service on this station is more monotonous and trying than ever, their Lordships will not, therefore, be surprised that the losses by death and invaliding are large; they have been for the twelve months ended 30th September as follows:--

	Officers.	Seamen, Marines, and Boys.	Total.
Deaths	6	33	39
Invalided	27	106	133

Not including Her Majesty's gun-vessel "Landrail," from which the Returns have not been yet received.

If the vessels could be relieved at the end of eighteen months or two years, it would be a great boon to all employed in them.

I have, &c.
(Signed) G. PHIPPS HORNBY.

No. 49.

Commodore Hornby to the Secretary to the Admiralty.

Sir,

"Greyhound," at Sea, Lat. 13° 24' N., Long. 19° 8' W.

WITH reference to your letter of the 10th September last, directing me to cause inquiries to be made, to ascertain, if possible, whether any slaving expeditions had recently left the coast of Africa, for Cuba, the Consul-General at the Havana, having been informed that several landings of African negroes had taken place on the island, although he had been unable to obtain any certain intelligence of the fact, I have the honour to request you will inform the Lords Commissioners of the Admiralty, that, although I have called for, and received, special reports on this subject from the Senior Officers of the different Divisions, I cannot ascertain that any slaves have escaped, excepting those reported in my Annual Report on the Slave Trade for 1866 contained in my letter of the 12th instant.

I have, &c.
(Signed) G. PHIPPS HORNBY.

No. 50.

Commodore Hornby to the Secretary to the Admiralty.

(Extract.)

"Bristol," at Sierra Leone, March 16, 1867.

WITH reference to your letter of the 31st December last, directing me to cause such inquiry as practicable, to be made into the attack reported to have been made on the station and store of the West African Company at Akassa, at the fort of the River Niger. I beg leave to inclose a correspondence on what appears to be the case alluded to in your above-mentioned letter which has taken place between Mr. C. Livingstone, Her Majesty's

Consul for the Bight of Biafra, and Mr. Lyons McLeod, Consul for the Niger and Tchadda rivers, and between the latter and the Senior Officers of the Bights Division.

2. Their Lordships are aware that Mr. McLeod should have proceeded up the Niger last year to his Consulate in that river, but, having arrived too late, he was left at Lagos.

Inclosure 1 in No. 50.

Consul McLeod to Commander Lowther.

Sir,

Jellah Coffee, February 14, 1867.

ON your assuming command of the Bights Division, I have the honour herewith to forward to you copy of a correspondence, together with its inclosures, which has taken place between your predecessor, Commander C. A. P. V. Robinson, R.N., Her Majesty's gun-vessel "Mullet," and myself, relative to an outrage committed on Victoria factory, at the mouth of the River Nun.

Victoria factory is the property of the West Africa Company, Limited, the only British Mercantile Company as yet established in the Niger.

This Company has a trading station at Lukoja, situated at the confluence of the Rivers Niger and Chadda, and another station at Onitsha, at which place there is a large quantity of palm oil, &c., awaiting the opening of the navigation of the river in June to be forwarded to Europe.

Victoria factory is, you will perceive, the base of the operations of the Company in the Niger, and ought specially, as such, to be looked after. The outrage complained of took place on the 23rd October last; but, from want of reliable information, I was not in a position, as you will see by the correspondence, to act officially until the evening of the 4th current. On the next day I left Lagos for Jellah Coffee, and reached here on the 6th, since which date I have been awaiting the co-operation of the Senior Officer in the Bights.

I have, therefore, the honour to request that you will be pleased to furnish me with such a force as shall enable me, in conjunction with Mr. Consul Livingstone, in the River Brass, to obtain a pacific settlement of this affair.

I have, &c.
(Signed) J. LYONS McLEOD.

Inclosure 2 in No. 50.

Consul McLeod to Commander Robinson.

Sir,

Jellah Coffee, February 7, 1867.

I HAVE the honour herewith to forward to you copy of a despatch with its inclosures received by me from Mr. Consul Livingstone, dated Fernando Po, January 29, 1867.

You will doubtless remark that this despatch is addressed to Her Britannic Majesty's Consul, Bight of Benin, an error in the address arising from Mr. Consul Livingstone being unaware that there is at present no British Consul for Benin, and also from his not having learned that the Queen has been graciously pleased to appoint me Her Majesty's Consul for the districts bordering on the Rivers Niger and Chadda.

I left Lagos on the 24th ultimo in the steamer "Thomas Bazley" to visit the Nun mouth of the River Niger, my principal object being to make myself acquainted with the particulars of the attack made on Victoria factory at that place in October last, which I had heard of at Lagos.

I returned to Lagos in the "Thomas Bazley" on the 4th current, and was awaiting a communication on the subject from Mr. Thomas Lewis, agent of the West Africa Company, Limited, when on the evening of that day I received Mr. Consul Livingstone's despatch already referred to, and I availed myself of the presence of the Royal African Mail steamer "Mandingo," at Lagos to convey me here, for the purpose of consulting with you as senior naval officer in the Bights as to what steps, in conjunction with Mr. Consul Livingstone at the Brass River, should be taken to prevent a repetition of an outrage which, if unnoticed, may paralyze our trade at the River Nun, the base of our mercantile operations in the Rivers Niger and Chadda.

I learnt on my visit to the Nun in the "Thomas Bazley," from the King of Akassa, the missionary, Mr. Dewing, and the employés at Victoria factory, that five of the principal men engaged in the robbery of Victoria factory in October last are well known at the River Brass; that they have no connection with the King of the creek between the Nun and the Brass, and it appears were unauthorized by him to demand any dues from Victoria factory or the English ships trading in the Nun.

Mr. Turner, who was in charge of the factory at that time, his successor, Mr. Smith, and the interpreter at the factory are able to recognize the five men already referred to, and Mr. Thomas Lewis has informed me that his subordinates are at the service of Her Majesty's Government for the purpose of recognizing the offenders.

Mr. Consul Livingstone offers his co-operation, and in conjunction with that officer, I believe we may obtain possession of the offenders, and obtain redress.

The Right Honourable the Lord Stanley, M.P., Her Majesty's Secretary for Foreign Affairs, in his Lordship's despatch of July 23, 1866, enjoins me "to see that the traders are afforded efficient protection in their persons and properties engaged in their lawful pursuits."

The Queen's Commission, by which I am appointed Her Majesty's Consul for the districts bordering on the Rivers Niger and Chadda, gives me "authority by all lawful means to aid and protect our merchants and others our subjects, who may trade with, or visit, or reside in the said districts;" and I am of opinion that the outrage on Victoria factory in the River Nun on the 23rd October, 1866, cannot be overlooked.

I have, therefore, the honour to request that, in conjunction with Mr. Consul Livingstone in the River Brass and myself in the River Nun, you will co-operate in obtaining that redress to which the proprietors of Victoria factory, in the River Nun, are entitled.

I have, &c.
(Signed) J. LYONS McLEOD.

Inclosure 3 in No. 50.

Consul Livingstone to Consul McLeod.

Sir,

Fernando Po, January 29, 1866.

THE inclosed letter from Victoria factory, River Nun, was received on the 25th instant.

I have written Mr. Turner that he is in your Consular district, and that I have never heard of a Prince of Brass named Babagra, and suspect he is a Bassa Prince, living near the Nun; but should he prove to be a River Brass man, I would gladly co-operate with you in demanding such satisfaction as might be deemed necessary after hearing both sides.

I have, &c.
(Signed) CHARLES LIVINGSTONE.

Inclosure 4 in No. 50.

Mr. Turner to Consul Livingstone.

Sir,

Victoria Factory, River Nun, October 24, 1866.

I HAVE the honour to write, for the information of your Excellency, that yesterday a Prince of Brass, Babagra by name, came to this factory under the pretence of trade. After having remained in the house five days, during which time I treated him with all becoming propriety, and paid him a fair price for the palm oil which he brought to sell, he afterwards came and demanded a quantity a cotton cloth (such as is traded generally on the coast) from me; this I refused, as if I had satisfied his demand I should have shipped my oil at a loss. When he saw I refused him, he immediately made a signal to his men (about 150 of the worst class of savages that I ever saw on the coast), who immediately were in arms, and rushing up to the factory, took forcible possession of it and ejected me. I happening to have two small vessels in the river to my consignment, the captains of which seeing me seized, immediately came on shore to my assistance. Upon their landing they were immediately made prisoners, as was also Mr. Smith, my clerk; they, together with myself, were kept close prisoners for twenty-four hours, without any food whatever, and under a burning sun by day and a heavy dew by night, in the meantime being subjected to all kinds of insults; one of the captains (Russell) especially so, when attempting to return to his ship in his boat, he received two blows with a cutlass, and was otherwise ill-used.

I have further to report that they took forcible possession of the keys of the warehouse from my second (Mr. Smith); issued out rum, gin, &c., to their men. They then piled up in front ten half barrels which contained 500 lbs. of gunpowder, a man being kept in readiness with a brand to fire it in case we made any stir for our defence. This we all saw done, as well as the issuing out of the spirits which served to infuriate the men the more; and I am confident that had they received the order to fire, it would have been but too promptly obeyed, to the sacrifice of our lives and property.

On examining further this morning, I find that sundry parts of an iron house laying here are missing, likewise some anchors, cloths, and chains, which they have also taken.

I have, of course, given up all possession of the premises, as I could not, in justice to my Company continue in charge after the station had been thus plundered, well knowing that Her Majesty's Government will not allow a subject of Her Majesty's to be thus treated by savages.

I may further add that I reckon it to be a loss of 20% for time lost in discharging the two ships, all work being stopped. Captain Smith this morning has fever, owing to exposure. Both captains desire me to put in a claim in their names for damages. There is also a ship's long boat rendered useless owing to laying and bumping with a heavy cargo in her all day on the beach in the surf, we not being allowed to touch her.

I may mention, in conclusion, that during their stay here, there was no single provocation given for this cowardly and savage treatment; and I trust that your Excellency will see fit to communicate this to the right quarter for redress; as, if these practices are allowed to be continued, no trader on the coast will be safe in the meantime.

I have, &c.
(Signed) W. D. TURNER.

Inclosure 5 in No. 50.

Affidavit of Francis Smith and others.

WE, the Undersigned persons, do hereby make oath as follows:—

1. That we witnessed the treatment of Mr. Turner (who is in charge of the West Africa Company's Nun station), and that we were present during the whole time, and further declare that the statements contained in Mr. Turner's letter to his Excellency are quite true, they all having taken place in our presence. And further, that we can but express our disgust at seeing Her Majesty's subjects thus treated.

2. That from our personal knowledge of Mr. Turner, we are certain that he is not a man calculated to do the natives any wrong; but, on the contrary, think him a man of uncommon prudence and patience in his dealings with them.

3. That we are ready to confirm these our oaths before any Justice of the Peace, if required.

(Signed)

FRANCIS SMITH, *Master of brig "Arrow."*
GORDON WILKINSON, *Mate of brig "Arrow."*
A. RUSSELL, *Master of "Manchester."*
JNO. BISSON, *Mate of "Manchester."*
F. H. SMITH, *Clerk.*
MOSES JOSEPH, *Carpenter.*

To all to whom these presents shall come, I, Charles Foresythe, Notary Public, duly authorized, admitted, and sworn, residing in Lagos, in the Bight of Benin, on the West Coast of Africa, do hereby certify that the

foregoing instrument is a true copy of the original, and further certify that I am acquainted with the several persons who have signed the original, and can vouch that the signatures in the original are the handwritings of the several persons.

In testimony whereof I have hereunto subscribed my name and affixed my seal of office, at Lagos, this 5th day of February, in the year of our Lord, 1867.

(Signed) CHARLES FORESYTHE, *Notary Public.*

No. 51.

Commodore Hornby to the Secretary to the Admiralty.

Sir, "Bristol," at Sierra Leone, March 14, 1867.
 REFERRING to your letter of the 18th February, 1867, directing me to inquire into the circumstances connected with the destruction of the factory of Messrs. Hatton and Cookson, in the Congo river, in November last, and to report on the possibility of exacting reparation from the natives should it be desirable, I have the honour to inform you that, although I believe the account I at first forwarded will prove correct, and that Messrs. Hatton and Cookson's agent drew their loss on the firm, the information I have collected leads me to believe that there is a period of ten days or a fortnight towards the end of June, during which alone the natives are open to damage, viz., by the burning of their crops.

2. This opinion is derived from Captain W. F. Ruxton, and W. J. Hunt Grubbe, and Commander J. E. Erskine, who were, I believe, employed in the last operations in the Congo in 1865. They, as well as Captain T. Martin, are at home, and from them their Lordships would be able to form an opinion whether it is practicable to land 200 men with one or more field pieces so as to take King Antonio's Town (Captain Grubbe and Ruxton have both been there) for, if my information be correct, their Lordships might prefer to take action this year rather than the next.

3. Orders sent by the mail of April 24th will reach me at the Congo early in June.

I have, &c.
 (Signed) G. PHIPPS HORNBY.

No. 52.

Captain Ruxton to the Secretary to the Admiralty.

(Extract.) *Haslar Hospital, April 23, 1867.*
 IN answer to your letter received this day relative to the feasibility of hostile operations against the natives of the Rio Congo, I beg to inform you that in my opinion the difficulty of "inflicting sensible damage" on these semi-pirates is very great. Their villages are built of matting solely; their goods and chattels almost nil; their wants are few and their property in proportion; their wealth consists of women, slaves, and canoes.

The villages are situated up the narrow creeks which intersect the islands that form the delta of the Congo.

Thick jungle and mangrove trees 50 to 60 feet high, form a belt from 50 to 100 yards deep round the islands, through which here and there a narrow path leads down to landing place for canoes, seldom more than fifteen feet wide, on either side of which mangrove roots and slimy mud form an almost impenetrable barrier.

Once inside the belt of mangroves the islands are flat, with small villages, seldom more than forty huts, but, except at the end of the dry season, the grass and bush is so high that it is impossible to see the enemy five yards distance.

Through most of the islands narrow creeks, ditches dry at low water, run, in these, and generally close to the villages, are hidden the canoes, some really valuable.

Should operations be determined on, I would recommend the months of July or August as the period in which the greatest damage would be inflicted with the least loss to ourselves. At that period of the year the weather is comparatively cool and healthy. Jungle and grass so withered as to afford a minimum amount of cover to the natives and easily set on fire, when it burns with great force and rapidity. The villages are more easily destroyed, and, above all, the small crops they raise have then reached maturity.

The natives are all armed; their muskets with indifferent powder and slugs, range

some fifty to sixty yards, but nevertheless, in narrow creeks, are destructive to the crews of boats who cannot see their enemies. It will be found, I think, that little or no resistance will be offered to landing or march of column, but when they begin to draw off to the boats a dropping fire will commence, and I should not be surprised to hear that an attack on the boat-guard was attempted during the absence of the column.

The natives having once delivered their fire, if the ground is at all clear, may be safely run in on, as it takes them three minutes to load. But the tribe of Missolongis are not cowards and as, in such warfare, the loss of many white men is a disgrace to their officers, the greatest care and vigilance is required, especially in withdrawing and re-embarking the men.

During the time the men are on active duty extra rations, especially tea or cocoa, should be supplied and, if possible, two hours rest, from 12 till 2, during the greatest heat. Trusting these remarks may prove of some use,

No. 53.

Captain Grubbe to the Secretary to the Admiralty.

Sir,

Wans, near Chippenham, April 25, 1867.

WITH reference to the desire of their Lordships that I should state my opinion as to the best method of attacking the native villages in the River Congo, and at what time of the year it would be best to do so.

I have the honour to reply as follows:—

1. That the months of June and July are best suited for operations. The weather is comparatively cool at that time and the river consequently more healthy.

The crops of Indian corn and mandive, on which the natives principally subsist, are about two-thirds grown in the month of July, and the destruction of these crops would sensibly annoy them.

2. The best method of attacking the villages would be from the land side and not from the boats.

A body of about 150 seamen and marines with their rifles, accompanied by 50 kroomen with rocket apparatus, spare ammunition and tents, would be sufficient. Rockets are what the natives dread most, and they serve to burn their bamboo villages, without exposing the men to ambush. The 3-pounders are the best for this purpose.

The kroomen should be armed with old cutlasses to cut down the crops on the march. On no account ought boats to penetrate into the narrow creeks to attack the villages from the river. This is a most dangerous proceeding and might involve the loss of every man of an expedition.

The mangrove bushes are so thick that were they manned by six resolute men, any force in boats would be defeated; and the creeks are so narrow close to the main that oars cannot be used. The natives are only a respectable enemy in places of this sort, as they possess no arms but trade guns, which they generally load with slugs. The country on the south side of the Congo, is pretty open, and all operations against the native villages to be successful should, in my opinion, be confined to the land altogether.

As regards the particular case of Messrs. Hatton and Cookson's Factory. The landing should be effected at the head of a wide creek, known as John Thomas creek, and guides should be procured by Senhor Correa, a Portuguese well known to Her Majesty's cruisers for his hospitality, and whose Factory was destroyed at the same time.

I have, &c.
(Signed) H. GRUBBE.

No. 54.

Commander Erskine to the Secretary to the Admiralty.

My Lord,

22, Duke Street, St. James's, April 27, 1867.

IN reply to your letter of the 20th instant, acquainting me that a question has arisen as to the propriety and feasibility of hostile operations against the natives of the River Congo, and desiring me to state my opinion of what nature the operations should be, as well as to offer any observations which my experience of the natives of that river lead me to think might be usefully known to my Lords, I have the honour to offer the following remarks:—

The native tribes that inhabit the numerous Settlements at the mouth of the River Congo are known by the name of the "Mosorangas," or pirates of the river, and have been, ever since legal trade has been established, a constant source of dread and annoyance to the traders; indeed, such is the apprehension that is felt, that none of the traders' launches or small vessels pass up or down the river between the mouth and Punta da Lenha, a Settlement about twenty miles up, without either an escort from a man-of-war, or without being thoroughly prepared to resist an attack.

The last serious act of piracy committed by them occurred about three years ago, when the English schooner "Sverige" was plundered, and on which occasion Mr. McCulloch, the agent for Messrs. Hatton and Cookson, was taken prisoner, and not released until a considerable ransom had been paid for his freedom. In consequence of this proceeding, Commodore Wilmot (with a view of giving the natives a severe lesson, and in hopes that such acts of piracy might be prevented for the future) sent an expedition, under the command of Captain Martin, of the "Archer," up the river, on which occasion I had the honour of acting as a volunteer, not having then joined my ship. A short résumé of the proceedings, although probably well known to my Lords, might not be altogether out of place.

The force consisted of landing-parties from "Rattlesnake," "Archer," "Pandora," "Jaseur," and "Pioneer," which latter vessel, being of light draft, was admirably adapted for this service, and enabled us to penetrate, to the astonishment of the natives, the numerous creeks which form a labyrinth on either bank of the river.

The plan of the operations was as follows:—The ships remained at anchor in the river, while the boats, in tow of the "Pioneer," proceeded to search the creeks in order to discover these villages. The natives, immediately on our approach, fled into the interior, taking most of their belongings with them, as a precautionary measure. A few rockets were discharged into the bush, and a party landed; skirmishes were then thrown out round the village which was burnt. In this manner about twenty-five villages were destroyed. At some places the natives made some show of resistance, causing a loss to the force of one man killed and about ten wounded; but I have no hesitation in saying that had a mere handful of natives had sufficient courage to resist us, they might easily (from the density and nature of the mangrove swamps which line the narrow creeks we penetrated, in some of which there was not even room for the oars, and to ascend which the boats had to be hauled up by the overhanging branches) have completely annihilated the party without even being seen by us.

At the expiration of a week the expedition returned, and, with the exceptions of the towns which were destroyed, little loss was inflicted on the natives; in fact, a few months only elapsed before they were re-established in these towns, profiting, however, by the lesson they had received, and removing to a more respectful distance from the beach.

Under these circumstances Mr. McCulloch, although greatly dissuaded by the Dutch, who are the principal traders in the river, determined to settle at St. Antonio, on the left bank of the river, in an isolated position, in the very centre of the hornets' nest, and where for a few short months everything appeared to prosper.

Soon after the result of the expedition was known, the Lords Commissioners of the Admiralty, exercising a most wise discretion, while expressing their approval of the proceedings, desired the Commodore commanding to inform the Commanders of the cruisers serving under him, that it was not the intention of the Home Government to enter into warfare with native tribes out of the established British Settlements in West Africa; and that they were to make it their duty to inform the merchants and traders that when they settled in remote and dangerous localities for the purpose of trade, they must do so at their own risk.

No one is more alive than myself to the fact that one of the principal duties of a Commander of a ship of war is to protect the commerce of Great Britain; and I invariably found that the presence of a man-of-war had the most wholesome effect in settling the constantly recurring disputes between the traders and natives. But I am decidedly of opinion that the men who, well knowing the policy of the Home Government, choose to settle in such places without taking the ordinary precautions of occupying a defensible position, should do so at their own risk, and should not be allowed to fall back on the navy (who, especially on that station, are supposed at least to have more important duties to perform, viz., the prevention of the Traffic in Slaves) to settle their petty squabbles, or to fight their battles in the unequal contest of bush warfare. With regard, therefore, to the propriety and feasibility of engaging in hostile operations against these piratical tribes, my experience leads me to the conclusion that such a proceeding should be avoided for the following reasons:—

I do not believe it to be possible to inflict such injury on these people as will have the desired effect, from the utter impracticability of getting at them, owing to the density of the mangrove swamps and intricacies of the numerous creeks, by which they would escape.

The success of the former expedition was owing to the ignorance of our force, and the almost supernatural dread the natives have for everything connected with an English man-of-war. This has considerably worn off by the intercourse with the natives, who are constantly on board the ships at anchor in the Congo, and I am convinced that the disastrous circumstances in connection with the destruction of Messrs. Hatton and Cookson's factory, and the repulse of the Portuguese in November last, will do much to damage that prestige, which has been the principal cause of the power of the white over the black races.

Partial successes, without any adequate results, are likewise most damaging to our prestige, and in no way recompense us for the risk attending such operations. No better proof of this can be offered than by the fact that scarcely two years have elapsed since the last expedition before we are again called upon to repeat the operation. Any hostile operations, then, to be successful, must be of a permanent nature, and unless the Home Government are prepared to enter into a war of extermination, I see no end to be gained by these constant collisions with the natives.

In conclusion, therefore, I beg, with the greatest diffidence to record my humble protest against the propriety and feasibility of engaging in hostile operations against the natives of the River Congo, and to express my opinion that such proceedings, while involving us in most considerable risk of total failure and defeat, would in no way, even if partially successful, advance the interests of Great Britain in those regions.

I have, &c.
(Signed) JAMES E. ERSKINE.

No. 55.

Commodore Hornby to the Secretary to the Admiralty.

Sir,

"Bristol," off Appi, April 10, 1867.

I HAVE the honour to inclose copy of a letter from Commander Mountford S. L. Peile, of Her Majesty's gun-vessel "Espoir," Senior Officer of the South Division, dated 21st ultimo, forwarding a Report (with inclosures) from Lieutenant John Bruce, commanding Her Majesty's steam-vessel "Antelope," of his having been wantonly attacked and fired on by the natives of Mangue Grande on the 23rd February last, and of the steps that he considered it necessary to take in consequence.

2. Although it is contrary to the station orders for Commanders of cruisers to land their men without permission from the senior officer of their division, I think that in this case Lieutenant Bruce was justified in acting immediately, and that his proceedings will have the happiest effect.

3. The natives in that neighbourhood have been much elated by their success in November last against the Portuguese schooner "Napier;" and it is well that they should feel that each of our cruisers, however small, has power to maintain her own cause without further assistance.

4. It is fortunate that Lieutenant Bruce took the precaution to save some of the blue and white flags, as it would appear that they were hoisted so as to be mistaken for Portuguese ensigns, that it might be said our people had destroyed Portuguese property.

5. Mangue Grande is a notorious slaving station, where, of course, our boats are not welcome to either Portuguese or natives.

I have, &c.
(Signed) G. PHIPPS HORNBY.

Inclosure 1 in No. 55.

Commander Peile to Commodore Hornby.

Sir,

"Espoir," at Ambrizette, March 21, 1867.

I HAVE the honour to forward a Report from Lieutenant and Commander John Bruce of the "Antelope," relative to his having destroyed some villages at Mangue Grande in consequence of the natives of that place having robbed his boat when capsized in the surf on the 23rd of last month.

2. I received this despatch at Kabenda and immediately went to Ambrizette to communicate with Lieutenant and Commander Bruce, from whom I received the information that the Governor-General of Loanda had written to Mr. Vredenburg, Her Majesty's Consul, and had dispatched the Portuguese war schooner "Conde de Penha Firme" to gain the particulars of the affair from Lieutenant and Commander Bruce, and that M. Vredenburg had considered it necessary also to proceed to Mangue Grande to communicate with "Antelope."

3. I, therefore, deemed it advisable to go to Loanda, where, on my arrival, I called on Her Majesty's Consul and learnt the following particulars:—

4. That the traders at Mangue Grande had come to Loanda and had made to the Governor-General a Report of the "Antelope's" proceedings widely different from that contained in Lieutenant and Commander Bruce's letter and those of his officers.

5. That the Governor-General had written to Mr. Vredenburg requesting information on the subject which was the cause of the latter's visit to Mangue Grande. Mr. Vredenburg was in the act of replying to his Excellency's communication when he received a second despatch protesting against the proceedings of the "Antelope," with a view of laying claims for indemnification for the losses sustained by the various traders, pointing out to him that as the property destroyed was on Portuguese territory (which he stated extended as far as 5° 12' S.), the Portuguese Government were, by the Law of Nations, responsible. He concluded his letter by informing Mr. Vredenburg that in the name of His Most Faithful Majesty and the Government of all civilized nations, he held him, as British Consul, responsible for what had occurred.

Mr. Vredenburg replied that as the question of territory had been the matter of discussion between the Governments of Great Britain and Portugal, it would not be proper or decorous for him to resume the subject, but that he would place it in the hands of the Foreign Office. That as to holding him responsible he begged to remind his Excellency that his commission as Consul was for Loanda and the Angola possessions which, he must be well aware, ended at Ambriz.

6. Mr. Vredenburg has received a letter of protest from the French Consul and from the firm of J. J. Monteiro and Co., and I am informed that the American Consul is about to forward me a copy of the protest from J. J. Monteiro and Co., is inclosed. Mr. Vredenburg has accepted the letters for transmission to the Foreign Office but will not recognize them as protests.

7. I inclose statements of the officers of the "Antelope" who were on shore with Lieutenant and Commander Bruce, as well as a document he received from the traders at Cabeça de Cobra, together with a letter written by the Commander of the "Conde de Penha Firme" to Lieutenant and Commander Bruce, and his reply thereto.

8. I forward copy of a Memorandum I have addressed to Lieutenant and Commander Bruce, disproving of his having landed an armed force at Mangue Grande without having communicated with me.

I have, &c.
(Signed) M. S. L. PEILE.

Inclosure 2 in No. 55.

Lieutenant-Commander Bruce to Commander Peile.

*"Antelope," at Anchor, Lat. 6° 25' S., Long. 12° 22' E.,
March 3, 1867.*

Sir,

I HAVE the honour to inform you, that on the afternoon of the 23rd ultimo, I went on shore in the whaler at Mangue Grande, accompanied by Mr. Elwes, Sub-Lieutenant, and Mr. Finch, Engineer, with a boat's crew of one A.B., and six kroomen, having heard that there were a number of slaves collected with a view to shipment; and being under orders to keep a strict surveillance especially on this place, I thought perhaps some information might be obtained, and at the same time with the object of procuring some fresh provisions.

1. After landing, we visited the nearest Portuguese factory, having left the coxswain in charge of the boat, and sent the kroomen to cut broom stuff, we met at the entrance of the factory two Portuguese men, who appeared not to appreciate our visit; the doors were locked, and were not opened for some time; we were reluctantly asked to come in; our stay was very short. During which time one of them passed a remark to me that he wondered we had ventured to land in such a small boat, and with so few men. I replied, that I had no fear, as we only landed to procure provisions. His remark made me keep a sharp look-out, especially as I observed a great deal of gesticulation going on among the native Chiefs then at the house. We then proceeded through the village, with a view to buy stock; neither of them offered either to accompany us or to buy for us, remarking, that they thought there was nothing to be obtained.

2. The natives appeared to be increasing in numbers around us and the boat every minute.

3. Having managed to purchase some live stock, and as sunset was approaching, we proceeded down to the boat, when the Portuguese again met us; they appeared to have some palaver with the chief native, and then they went away. On my arrival at the boat, Robert Matthews, the coxswain (A.B.), told me a native had stolen a bottle out of the boat, and on accusing him of it, the natives had brandished their knives, but offered no violence. I asked the head Chief to help us to launch the boat, but neither he nor his men would assist us; we then, with difficulty, launched her ourselves; but not being able to give her sufficient velocity on meeting the surf, she was swamped and capsized. At every sea the boat took in, the natives shouted and clapped their hands, throwing sand in the air. The natives then ran into the water and seized everything they could lay their hands on, making away to leeward.

On my getting on shore I told the Chief, who talked a little English, that if he would haul the boat up a would pay him well, to which he seemed to acquiesce. I then pointed out to him four men running away with a quarter case and two rifles, about 400 yards distant; he told me that if any native stole the gear I might shoot him, (this I hear is the general law on some parts of the coast; but I believe he thought we had no arms, the only two rifles we had had being in their possession. The Chief ran after them with myself, whereupon I fired with my pocket [pistol?] sharp at the two men with the quarter case, who dropped it; we then chased the other two. The Chief came up with me, having a rifle, and after, what I believe, a sham fight, he took possession of it, and fired at the man running away with the other rifle; but as he was only about ten yards from him, I should think into the air, as the man still continued his course. I was close behind at the time, otherwise I do not think the Chief would have given me the rifle as he did.

4. We then returned to the boat where the kroomen and some natives were hauling her up. I believe had I not had a pocket pistol no gear would have been saved, as I only recovered three oars, a quarter case, and one rifle, which I sent by the kroomen to Mr. Elwes to take charge of; none of the purchased stock was recovered. When

the boat was, as I considered high enough up for launching, I told the Chief that would do, which he did not appear to like. I then took out a handful of silver, giving it to the Chief to distribute to the natives who had hauled the boat up. Shortly afterwards, as darkness was setting in, the Chief and natives again got hold of the boat, appearing as if they wanted to carry it still higher up; and on my telling them to desist, they made off to the right, where there must have been some 1,000 or 2,000 natives assembled, who thereupon commenced firing upon us at a distance of about 20 to 50 yards. I then heard Mr. Elwes call, who was about 200 yards from me with the stores saved. I ran towards, and found him to be wounded in the thigh with a musket shot. I ordered the kroomen to carry him to the boat, but Mr. Elwes said he could manage to reach her himself, and it would be advisable to bring the oars down and shove off, as the natives were increasing in numbers, and the fire getting hotter.

5. The coxswain, John Peter (krooman), and myself then ran for the stores, having to cross the front of the fire of the natives within a few yards to accomplish this object; we managed to launch the boat and get safely through the surf, nearly being swamped, having only three oars, the natives keeping up a fire at us, and arrived on board at 9.45 P.M.

6. On the 24th, having hoisted out the paddle-box boats, weighed and anchored in four and a-half fathoms, and manning and arming all boats, as per margin,* proceeded in for the village of Mangue Grande, taking up a position to command the whole place—first paddle-box boat to the right, second to the left, and cutter with rockets as requisite, the two whalers being kept in readiness to land the small-arm men and marines.

7. The natives who were in numbers on shore opened fire as the boats pulled up.

8. In front of the two factories the Portuguese flag was hoisted, and blue and white perpendicular flags (no nation) were displayed before two other houses.

9. Positive orders were given by me before fire was opened that these flags were to be respected, and on no account were they to be fired at or anywhere near.

10. Fire was then opened simultaneously on the left hand, centre, and right hand villages, which was returned for a short time, the natives retiring into the bush; after about an hour we ceased firing and had breakfast, during which the natives recommenced; my attention at the same time was directed to a fire being opened from a house to the right, before which a blue and white flag was hoisted, which was soon silenced by a rocket and a few rifles.

11. The small-arm men and marines were then landed, orders having been left with the seamen-gunners on the boats to cover the landing by firing right and left into the bush, to keep the natives clear; we then worked from the left to the centre, burning four villages, in the last a house with a flag (already described) displayed fired on us, so it was burnt with the remainder.

12. I left the right hand villages (three in number) which were in rear of the Portuguese factories, thereby giving the natives a motive to respect them, as I thought if burnt they might retaliate on the Portuguese.

13. On reaching the beach on the right, I burnt the house which had opened fire on us when at breakfast, and on passing the Portuguese factories the Portuguese came out. I told them I had no intention of injuring them, but I thought they might have assisted in launching the boat the previous evening, and subsequently when the British flag was fired on. We then returned to the boats and proceeded on board. On leaving, a great number of natives were seen coming over the hill.

14. On the afternoon of the 25th, thinking it advisable to see whether the Portuguese factories had suffered in any way, and to offer them protection if needed, I took the cutter and whalers with small-arm men and marines on shore. To all appearance everything remained as yesterday, the natives making away over the hill to the right; but on landing, the fronts of the factories were found merely left, the rear being thrown down and everything cleared out, the well filled up, but no sign whatever of the Portuguese. Upon this I burnt the remaining villages; the natives being in great numbers in the distance. We then returned to the boats, and as night set in a heavy fire was opened on us, which a rocket soon silenced.

15. The factories were left unmolested by us.

16. Thinking it advisable to ascertain, if possible, what had become of the Portuguese, and also whether the natives had evinced any hostile feelings towards the other European factories in the vicinity, I weighed on the 26th, and anchored off a place (name unknown), by chart in latitude 6° 36' south, longitude 12° 30' east, proceeding on shore with small-arm men, marines, rocket party, and paddle-box boats, marching about five miles inland towards several large villages thinking a factory might be found, finding none, and returned on board.

17. In this service the utmost discretion was used, nothing being touched belonging to the natives.

18. On the 27th, weighed, and anchored off Margate Head (Cabeça de Cobra, native name); proceeding on shore, as yesterday, I visited a Portuguese factory, where I learnt that the Portuguese men from Mangue Grande were safe at Ambrizette, or some name like that, and that the natives had shown no hostility towards them, but at the same time they wished me to tell the natives who were assembled that I should visit Margate Head again (a copy of a paper given to me by them is inclosed). Ascertaining from them that there was a factory belonging to the African Merchant Company about ten miles distant, in the vicinity of Cape Deceit (native name Tambie), I proceeded thither, and communicated with Mr. Adams; the natives were found to be very friendly. One of our boats being capsized in the surf (there being a double bar), the natives saved all our gear, and brought down their fetish to say that they had friendly feelings towards white men.

19. I learnt from Mr. Adams that it is rumoured that Mangue Grande is a suspicious place, and that they do not at all like white men's boats landing there. I also heard this from the Portuguese factory at Cabeça de Cobra.

20. In all the villages destroyed at Mangue Grande large slave-barracoons were found and a number of chains and irons.

21. I should beg to bring before the favourable notice of the Commodore, Commander-in-chief, the conduct of Mr. Elwes, Sub-Lieutenant, who, although severely wounded in the thigh, did not desist from assisting in launching the boat and getting through the surf, with the natives firing the whole time.

22. I would beg also to bring the conduct of the officers, named in the margin,† forward who assisted me in the operations herein detailed in a most zealous manner, leading the men forward who had never before been under fire.

I have, &c.
(Signed) JOHN BRUCE.

* 2 paddle-box boats, 1 cutter, 2 whalers.

† Mr. W. H. Stevens, Second Master; Mr. H. Johnston, Master's Assistant; Mr. Treven, Gunner.

Inclosure 3 in No. 55.

Messrs. Monteiro and Co. to Consul Vredenburg.

Dear Sir,

Loanda, March 20, 1867.

BY the recent occurrence at Mangue Grande we have been losers to a considerable amount in property as well as in injury to our trade, that after some time, expense, and trouble, we were commencing to largely develop at that place.

We do not now wish to comment on the case before knowing the result of the inquiry, which we suppose will take place, or to enter into the charges that our agent at Mangue Grande makes against the Commander of Her Majesty's ship "Antelope," but we claim compensation on the ground that it was entirely due to the precipitate and unaccountable haste of the Commander of Her Majesty's ship "Antelope" in having first drawn blood in a dispute with unarmed natives, in having attacked the native town without any previous intimation whatever to the white men, so that they might remove themselves and property to a place of safety, and in burning two of the barracoons and abandoning two others to be destroyed and pillaged by the natives, the owners barely escaping with their lives under cover of the night, without affording or offering them any assistance whatever.

We are convinced that, had the Commander of the "Antelope" first communicated with Captain Peile, the senior officer, or even had had a palaver with the natives, the affair would have been amicably settled, or at all events we should not now have to complain of loss of property, nor us traders in general be now exposed to greater danger from the exasperated natives on that part of the coast, where we are expressly told we must not expect any of Her Majesty's ships to take our part or interfere in any row that we may have with, or outrage we may suffer from, the blacks.

We have, &c.

(Signed) J. J. MONTEIRO AND Co.

Inclosure 4 in No. 55.

Mr. Finch to Lieutenant-Commander Bruce.

Sir,

"Antelope," at Cabeça de Cobra, February 28, 1867.

I HAVE the honour to lay before you a statement of what took place during my visit on shore, for the purpose of buying stock for the mess, on Saturday, February 23rd, 1867.

At about 1.45 P.M. Lieutenant Commander Bruce, Sub-Lieutenant Elwes, and myself, together with a boat's crew of seven men, left the ship, and in due time reached the shore safely; when the boat was hauled upon the beach and money and orders given to the coxswain to get the natives to bring down to the boat live stock and to buy it from them at a fair price: several of the natives who had come down promised to get some and to bring it to the boat. Lieutenant Commander Bruce, Sub-Lieutenant Elwes and myself then went to the Portuguese factory where we were met by a Portuguese who could neither speak English nor French, so Lieutenant Bruce spoke to him in Spanish; after some little delay we were asked in to sit down, but it was evident from his whole manner that we were unwelcome visitors. We very shortly took our leave, and proceeded through several villages trying to buy stock, in which we were only partly successful as, although there were plenty there, they either would not sell or were too indolent to catch them; but, what we did buy, a fair price was given for and a satisfactory understanding arrived at between both parties. We then returned to the boat and found that no stock had been taken there, but a bottle had been stolen from the boat, and when the coxswain accused the man of taking it, several of them drew their knives, but attempted nothing further. We then prepared to push off and got the boat launched, but the surf being very heavy we could not get through it, and the boat was unfortunately swamped; but, during which time, at every sea that struck us, the natives, who had congregated together in a great number, cheered, clapped their hands, and laughed at our position. When, therefore, the boat was capsized they came into the water, catching hold of whatever seemed to them most valuable and making off with them. We succeeded in getting on shore safely and collected some of the boat's stores together, when Lieutenant Bruce offered money to some of the natives to assist in getting the boat on shore and righted, she having drifted some 200 yards to leeward. Mr. Elwes was then left in charge of the boat's stores and I went to assist Lieutenant Bruce with the boat; soon after I arrived there Lieutenant Bruce saw a man making off with a rifle and his boat cloak, when he ran after him and fired his pocket pistol at him, when he dropped the things and made off to the bush; had Lieutenant Bruce not done so I believe that all the stores would have been stolen "thereby preventing our escape," and when it became dark that we should have been shot and robbed of everything we possessed. When Lieutenant Bruce returned with the rifle he gave it into my charge, and almost immediately afterwards I saw a flash and heard the report of a musket fired from the bush towards Mr. Elwes; but seeing no harm done, I was about to turn away when I saw another fired and immediately afterwards Mr. Elwes put his hand to his leg. I then turned to Lieutenant Bruce and said, "I believe, Sir, Mr. Elwes is shot." When we went towards him, he coming limping towards us at the same time, when he informed us that there were a number of men armed in the bush opposite where he had been, and that they had shot him in the leg; they continued to fire at us and it was deemed advisable, as our only chance, to attempt to get through the surf; but Lieutenant Bruce and one of the men had to run through the fire to where Mr. Elwes had been to get some oars, they succeeded in getting three, being obliged to leave everything else on account of the heavy fire: when they returned we launched the boat and succeeded in getting through the surf, the natives keeping up a heavy fire while we remained within range, a shot striking the quarter of the boat while shipping the rudder; we at last got out of range and finally reached the ship, about 9 P.M.

I have, &c.

(Signed) JOHN JACKSON FINCH, *Engineer.*

Inclosure 5 in No. 55.

Sub-Lieutenant Elwes to Lieutenant-Commander Bruce.

Sir,

Mangue Grande, February 24, 1867.

IN compliance with your order I have the honour to make the following statement:—"Having left the ship on Saturday, 23rd February, 1867, about 1.45 P.M., in company with yourself, Mr. Finch, and a boat's crew consisting of six kroomen and an A.B. for coxswain, we landed safely; and leaving the boat in charge of the coxswain, with money and orders to purchase stock, proceeded to the nearest factory; no flags were exhibited, and were asked in by the owner. Leaving it shortly, we visited another, and taking two kroomen with us, walked through three or four villages in search of stock, being only partially successful. Returning towards sunset to the boat, some few of the natives following us, we launched the whale-boat, though with some difficulty, as the natives refused to help us. After shipping two or three seas, we were finally swamped. Getting on shore as best we could, the kroomen having landed some of the gear, proceeded to bring the boat to shore, not however without the assistance of some of the natives, whom Captain Bruce paid. About this time I observed upwards of 1,000 natives assembled abreast of where I was; and I saw them fire two shots at me, and shortly afterwards heard firing in the direction of Captain Bruce, at the same time being shot in the leg. I then went, as well as I could, towards the boat, about 200 yards off. Captain Bruce, the coxswain, and a krooman, then returned to where I had been, and fetched three oars, which were all they were able to secure, as the natives were keeping up a continuous fire, and were evidently still further reinforced. We succeeded in launching the boat, and pulled out, the firing being kept up until we were out of range. We reached the ship about 9 P.M."

I am, &c.

(Signed) ARTHUR C. CARY ELWES.

Inclosure 6 in No. 55.

Mr. Moore to Lieutenant-Commander Bruce.

Sir,

"Antelope," cruising, February 28, 1867.

IN compliance with your order I have the honour to state, that on the 24th instant I went, with Mr. Stevens, Second Master, in the first paddle-box boat, and proceeded towards Mangue Grande. At daylight we found ourselves considerably to leeward of the Portuguese factories, and observed several flags flying, which appeared to be Portuguese. About three hours afterwards Lieutenant and Commander Bruce came alongside, and gave the order to anchor to the right of the villages. He then proceeded close in-shore, and several shots were fired at him from the left of the Portuguese factory. About 11 or 11.30 we anchored, and commenced firing shot and shell to the right and left of the factories, small-arm men exchanging shots with the natives assembled on the hill to the right (which lasted for about an hour). About 1 o'clock we prepared to land, and in so doing the natives again fired at us from the right of the trees near the beach. After we had landed all safe, we proceeded towards the stockade on the left, and destroyed it, as well as many of the huts around, and one village. On approaching a large house to the right (supposed to be the King's palace), with a blue and white ensign flying (nation unknown), the marines and riflemen were sent to the front to clear the natives out, who were now and then firing at us; soon afterwards it was set on fire. We then proceeded towards the beach, leaving part of a village untouched. We then set fire to a large house on the right (but it did not catch properly), and hauled down another blue and white ensign which was flying before it.

Marching down towards the boats, the two Portuguese men came out and met the captain.

I then went off in the first whaler, and afterwards saw a body of men walk back and set fire to the house on the right. Arrived on board about 8 o'clock.

I have, &c.

(Signed) R. A. MOORE, *Acting Clerk.*

Inclosure 7 in No. 55.

Mr. Stevens to Lieutenant-Commander Bruce.

Sir,

"Antelope," March 1, 1867.

IN compliance with your order I have the honour to state, that about 9 P.M., on the 23rd February, 1867, the second whaler returned from the shore, where she had been for the purpose of purchasing provisions. The boat, upon shoving off through the surf, had been capsized and fired upon by the natives, Mr. Elwes, Sub-Lieutenant, being wounded. By your orders the paddle-box boats were hoisted out and armed, floats shipped, and steam got up.

At 2 A.M. on Tuesday the 24th, we weighed under steam, and steered east-south-east for Mangue Grande, anchoring at 3 A.M. in $4\frac{1}{2}$ fathoms water. Manned and armed all boats immediately, Mr. Trewan (Acting-Gunner) in cutter with rocket; Mr. Johnston (Master's Assistant), in second paddle-box boat, and myself in first paddle-boat box, and proceeded in for Mangue Grande, anchoring in them off the place about 9.30 A.M. The first paddle-box boat anchored to the right, with orders to fire shell into the native villages, to the right and rear of three factories on the beach; the second paddle anchored in the centre, and the cutter on the left. The two whalers were kept ready for landing the small-arm men. The hill rising abruptly on the south side of the factories, and the thick bush at the foot of the mangrove trees on their north side, as well as the open country in rear, were swarming with natives; some of them kept up a sharp fire with muskets as the boats pulled up for the anchorage. The natives were also observed coming along the beach in numbers; and by the crowds assembled in front of the factories they seemed bent on resisting us. In front of the left hand and centre factories the Portuguese ensign was hoisted; a blue flag, with a white fly being hoisted opposite the right hand or southernmost one. Behind these factories, and on the rising ground on the left, we could make out four native villages.

On a signal from you, all the boats commenced firing with shell, rockets, and small-arms, all having been warned on no account to fire into or near any of the houses where the flags were flying. The natives returned the

fire for a short time, and then ran into the bush. We commenced firing about 10:30 A.M., and about 12:30 ceased, and prepared to land the small-arm men and marines. While so employed, everyone's attention was drawn to firing on the right on the boats from the house before which the blue and white perpendicular flag was flying. A few shots from the marines silenced it.

The small-arm men and marines were landed without accident at once; and opening out into skirmishing order along the beach, marched up and took possession of the village on the rising ground on the left; this was set fire to, and when completely destroyed, the men were extended into skirmishing order, and marched to the southward in rear of the factories, setting fire to and destroying the village and huts as we passed along.

I was thus employed with some men on the right, when firing commenced on the left, and the word was passed along for all to double up to the front. A blue and white perpendicular flag, exactly similar to the one flying over the house we had been fired on from, was hoisted in front of a large and apparently new house, in front of us. It was set fire to by your orders, and the flag preserved. While firing it, several muskets were discharged at us from behind it, our marines returning it immediately.

We then continued in skirmishing order further inland, and to the southward, burning as we passed three more villages. Numbers of natives were to be seen about a couple of miles off.

About 6 P.M., as the sun was fast setting, we faced round for the boats, burning all huts, &c., as we went, and made the beach close to the house which had fired on the boats. By your orders it was set fire to; and the men then marched down to the boats. The small arm-men were extended along the beach facing the high mangrove trees and bush, while the cutlass men embarked.

The fire having gone out in the right hand house, you, accompanied by Mr. Johnston and a party of men, marched back and rekindled it. Two Portuguese came out of the centre house as we passed, and spoke to you in a beseeching manner, you answering in Spanish. The flag which was hoisted over the right hand house was hauled down and preserved. All the men were safely embarked by sunset, and the boats returned to the ship about 8 P.M.

About 2 P.M. on Monday the 25th, the words was passed on the lower-deck for "Volunteers to land;" and the cutter and both whalers, together with marines, yourself in the first whaler, Mr. Trevan in the cutter, with the rocket, and I in the second whaler, shoved off for Mangue Grande about 2:30 P.M., and anchored off it about 3:30 P.M. No one could be seen, and no ensigns as on the previous day were hoisted. Landed the small-arm men and marines at once, and extending along the beach, marched up to the Portuguese factories. Everything had been cleared out, out-houses torn down, the well filled up, and not a single thing left in either house, nor any traces of the Portuguese we had seen the previous day. Marched on in skirmishing order, and burnt every hut we came across, until we had destroyed all that had escaped the day before. Having set fire to the last village, and it being near sunset, we faced round, and marched back to the boats.

The natives were seen in numbers along the crown of the hill to the southward of the factories, and they opened fire on us, but without effect. We got through the surf safely at sunset, and had barely done so when a heavy fire of muskets was opened on us from the hills to the southward. A couple of shell-rockets silenced it immediately. The boats reached the ship about 8 P.M.

Tuesday, 26th.—About 7 A.M. we weighed under steam, and steered along the land, looking out for any factories. Observing some huts and a large house on the top of a hill about eight miles from Mangue Grande, we anchored at 8 A.M. off them, in 4½ fathoms, and sent all the boats away manned and armed, with the cutlass-men and kroomen. Landed safely about 9:30 A.M. off the mouth of a dried-up stream, and marched the men up in skirmishing order to the top of the hill. There was no one there, however, the village and house being deserted; marched through it without halting or touching anything, and then on south for about five miles, in a line parallel to the beach, through a pretty open country, partly cultivated, with here and there large trees and thick bushes, until a village was sighted on the right hand bank of a dried-up river; this we crossed, and found the village deserted. Several natives were seen hurrying away into the bush as we advanced. Here we halted for about two hours, and started back again for the boats in skirmishing order about 3:30 P.M., not having touched or damaged anything in the village. We embarked safely about 5:30 P.M., and got on board about 7:30 or 8 o'clock. I have forgotten to say that the rocket and gear with Mr. Trewan followed us, being carried by the kroomen.

Wednesday 27th.—Weighed under steam at 7:30 A.M., and steered as requisite to clear the shoals, anchoring in 4½ fathoms off Margate Head (Cabeça de Cobra). About 8 A.M. sent all the boats in, manned and armed, and with the same officers as yesterday, anchoring off the Portuguese factories about 10:30. Landed the small-arm, cutlass men, and rocket party, and marched them to the top of the hill in skirmishing order, placing them so as to command the country as the natives began collecting in great force. There were two houses on top of the hill; before one a Portuguese flag was flying, and before the other a blue and white perpendicular flag, similar to the two we hauled down at Mangue Grande; two Portuguese met us and the captain spoke to them in Spanish. The English factory of Mr. Adams we learnt was three miles further down the beach, so we re-embarked about 1 P.M. and pulled down the coast for it. It proved, however, much further, and about 3 P.M. the captain ordered me to return in the second whaler to the ship, then hull down and bring her down to the boats, they proceeding on. I reached the ship about 7 P.M., and got under weigh at 7:30, under steam, steering as requisite along the coast. At 9:30 the captain hailed ship, and having come on board we anchored in 4½ fathoms. The other boats returned to the ship about 9:45 the same night.

I have, &c.
(Signed) W. H. STEVENS, *Second Master.*

Inclosure 8 in No. 55.

LIST of Men who saw firing upon the boats from the right-hand house on the beach at Mangue Grande.

Name.	Rating.	Name.	Rating.
Thos. Lyons	Gunner's Mate.	Wm. Ruffin	Stoker.
Wm. Hall	A. B.	Francis Houghton	Boy, 1st Class.
A. Dagleish	Stoker.	John Mullins	Private, R.M.
Chas. Webb	Boy, 1st Class.	John Conway	Krooman.
Ed. Dollimore	Ditto.	Tom Walker	Ditto.

Inclosure 9 in No. 55.

(Translation.)

WE, the Undersigned, thank the Commander and other officers of the English steamer "Antelope," for the protection rendered on the occasion of our being attacked by the natives.

Cobra, February 27, 1867.

(Signed)

FRANCISCO ANTONIO OSSANDO.
M. F. DA SD. BRAZZ.

Inclosure 10 in No. 55.

Commander Amaral to Lieutenant-Commander Bruce.

(Translation.)

Sir,

*On board His Faithful Majesty's schooner "Conde de Penha Firme,"
anchored near Ambrizette, March 15, 1867.*

CHARGED by his Excellency the General Governor of the Province of Angola and its dependencies with investigating the events occurred the 23rd and 24th February last in Mangué Grande, between the crew of the steamer under your worthy command "Antelope" and the natives of that place, from which resulted the burning and immediate destruction of the factories belonging to the Portuguese subjects Rangel and Monteiro, merchants there established, succeeding to this the destruction and pillage of the other factories there situated, appertaining also to Portuguese subjects, having these two last factories been demolished and sacked by the negroes, who seeing the owners of these factories without any possible protection, attempted to take on them the revenge of the destruction caused on their towns by the crew of the steamer you worthily command. I have to tell you that his Excellency the Governor has been informed that the Portuguese subjects dwelling in Mangué Grande, provided with licence from the Portuguese Government, and consequently under the Portuguese flag, were not advised by you of your intention of bombarding the native towns among which were constructed the Portuguese factories, and that on that occasion the two factories belonging to Monteiro and Rangel had hoisted on their masts, banners with the two Portuguese colours, blue and white, having each of the two other factories hoisted the Portuguese national flag.

I have also the honour of informing you that the Portuguese Government, disposed as it is natural to give all due protection to Portuguese subjects employing themselves in a licit commerce, in which disposition it hopes it will always be helped by the Government of Her Britannic Majesty, the most ancient and faithful ally of His Most Faithful Majesty, desires at same time to be well informed upon everything concerning this affair, you being considered by his Excellency the Governor as the very fit person to enable his Excellency to well appreciate the facts in question.

I hope, then, you will answer to this missive with the narrative of what, in Mangué Grande, on the 23rd and 24th February last, succeeded between the people under your worthy command and the Portuguese merchants there established.

God preserve you, &c.

(Signed)

FRANCISCO JOAQUIM FERREIRA DO AMARAL.

Inclosure 11 in No. 55.

Lieutenant-Commander Bruce to Commander Amaral.

Sir,

"Antelope," Ambrizette, March 16, 1867

I HAVE the honour to acknowledge the receipt of your letter of this day's date, relative to the proceedings of Her Britannic Majesty's ship I command at Mangué Grande, on the 23rd and 24th February, 1867, and I have the honour to inform you, for the information of his Excellency the Governor-General of Angola, that Her Britannic Majesty's Commissioner at Loanda and the Senior Officer of Her Britannic Majesty's ships in the Southern Division are in possession of a full and detailed account of my proceedings on those days.

I would inform his Excellency that the night I landed and was in want of assistance, these Portuguese gentlemen neither offered any nor did they remonstrate with the natives when the British flag was fired upon.

With reference to their not having been informed of my intention to bombard the village, they must have known that such was to have been the case, as a heavy fire was opened on the boats immediately they approached the shore, and was continued some three hours before it was responded to; it was therefore impossible to have communicated with the shore without risk of great loss of life.

Strict orders were given to respect the houses displaying flags, which was duly done; but in consequence of a heavy fire being opened from two houses having flags at their mast heads, but of no nationality, they were destroyed.

The Portuguese factories were not molested in any way, and before leaving the shore I had an interview with the Portuguese gentlemen; therefore, if they had required protection, I should immediately have offered it, but they did not ask for it.

The next day I landed, with the intention of offering any assistance to the Portuguese they might require, but found the Portuguese factories destroyed.

The flag of His Most Faithful Majesty was strictly respected.

I have, &c.

(Signed)

JOHN BRUCE.

Inclosure 12 in No. 55.

Commander Peile to Lieutenant-Commander Bruce.

Memo.

"Espoir," at Ambrizette, March 19, 1867.

I HAVE the honour to acknowledge the receipt of your letter of the 5th instant, and to acquaint you that I shall forward the same for the information of the Commander-in-chief.

2. Pending the decision of the Commodore, I disapprove of your having taken upon yourself to land an armed force at Mangue Grande without having communicated with the Senior Officer, who, as you were aware, was not far distant at the time.

(Signed) M. S. L. PEILE.

No. 56.

Commodore Hornby to the Secretary to the Admiralty.

*“Bristol,” at Sea, Lat. 0° 3' N., Long. 1° 24' E.,
April 9, 1867.*

Sir,

REFERRING to your letter of the 31st December last, and mine of the 16th ultimo, respecting the reported attack made on the station and store of the West Africa Company at Akassa, at the foot of the River Niger, I have the honour to report, that Lieutenant Henry Hand, commanding Her Majesty's steam vessel “Oberon,” sent by the senior officers in the Bights to convey Mr. C. Livingstone, Her Majesty's Consul at Fernando Po, and Mr. Lyons McLeod, Consul for the Niger and Tchadda Rivers, to inquire into this matter informs me as follows in a letter of proceedings dated at Fernando Po, 31st ultimo:—

“Before leaving Fernando Po, Mr. Livingstone had made further inquiry into the circumstances connected with the alleged outrage on the Victoria factory from Mr. Turner, agent of the West African Company, who had embarked at Lagos for the purpose of assisting in the investigation. This gentleman was the agent of the Company at the Nun, at the time the factory was plundered, and it was on his representation that Mr. McLeod applied for, and obtained, the services of the “Oberon” to convey him to the Nun to inquire into the matter.

In the investigation made by Mr. Livingstone however, it came to light that the West Africa Company were almost entirely to blame in the matter, having broken their Treaty with the natives, and refused to pay “comey.” In the so-called outrage, the natives, on the whole, behaved with great moderation. They arrested Mr. Turner and two masters of merchant vessels, and kept them prisoners for twenty-four hours, but though the entire factory was at their mercy, they took nothing but a small quantity of spirits, a boat's anchor, and a few pieces of an iron house, which latter articles they appear to have carried away as a pledge until the “comey” was paid.

The facts of the case were so plain that Messrs. McLeod and Livingstone did not think it necessary to hold any further investigation.

Mr. McLeod went into the Nun River on the 17th, in the “Investigator,” to inspect the Victoria Factory, and on his return, on the evening of the same day, he, together with Mr. Turner, proceeded to Lagos in that vessel.

2. Their Lordships will observe that the requisition made to them on the 21st December last, by Mr. Clegg, director of the West Africa Company, for assistance from me to recover the property of the Victoria Factory, &c., originated in an exaggerated misrepresentation of the facts by the Company's agent at Akassa, who has shown no disposition to carry out the objects which the directors of the West Africa Company state they had in view in establishing a Factory there.

I have, &c.

(Signed) G. PHIPPS HORNBY.

No. 57.

Commodore Hornby to the Secretary to the Admiralty.

“Bristol,” at Jellah Coffee, April 30, 1867.

SUBMITTED for the information of the Lords Commissioners of the Admiralty with reference to my letter, of 9th April, 1867, and Admiralty letter, of 31st December last.

(Signed) G. PHIPPS HORNBY.

Inclosure 1 in No. 57.

Consul Livingstone to Commodore Hornby.

Sir,

Fernando Po, April 22, 1867.

IN reply to your note of the 19th instant, I have the honour to transmit herewith a copy of Mr. Turner's statement regarding the outrage on the Nun Factory.

The agent who induced the Accassians to give "a book" abolishing the comeys was a black man.

As the Commander and the Engineer of the "Investigator" were suffering from fever, and the "Oberon" would have to remain outside, I did not deem it desirable to detain the two vessels by a visit to Brass. At Bonny I learned that the mouth of the Nun does belong to the King of Brass, and that this Prince Bebagra, or Bibbybagga, is one of King Kehoe's house, and therefore entitled to receive the comeys in accordance with the Treaty.

This is the only instance I have ever known of an English Company on this coast breaking faith with the natives.

I have, &c.
(Signed) CHARLES LIVINGSTONE.

Inclosure 2 in No. 57.

Statement by Mr. Turner.

THE Victoria Factory, two miles up the River Nun, was erected by the West African Company in 1865, and, protected by a Treaty with the natives, carried on trade quietly until the middle of last October.

At that time Prince Bebagra, said to belong to Brass, came with a large body of armed men, sold some palm oil, and then demanded the comeys to which he alleged he was entitled by Treaty. He was told that he could have none, as the previous agent had obtained from the Accassians (people living near the factory) a "book" which abolished all comeys on river dues.

The Prince replied that these Accassians had no authority; they were his slaves, and had no right to give such a "book."

He then alleged that the Company were bound to pay him from 10*l.* to 12*l.* per mast for every ship which received her cargo at the factory.

The agent, Mr. Turner, deeming himself bound by the acts of his predecessor, refused to pay. Bebagra then had the agent taken, and kept him in the sun and dew, without food, until next day.

The captain of one of the ships was then struck by the flat of a matchet and knocked into the water, as a krooboy was carrying him ashore, but no other violence was offered to their persons. The agent told Bebagra he might take what he liked, but that Her Majesty's ship "Investigator," which was up the river, would soon be down on him.

Though in absolute possession of the factory for a number of hours, neither Bebagra nor his people took a bit of cloth or tobacco, nor did they take either powder or rum, except a little rum and gin.

The only property carried off were the boat's anchor and chain, and, oddly enough, some parts of an iron house.

Mr. Turner has resided in Lagos for some time past. The factory is now in charge of a black agent, and, so far as Mr. Turner knows, things have been quiet there ever since.

I do hereby certify that the above statement is true.

(Signed) W. D. TURNER, *Agent, West Africa Company, at River Nun.*

No. 58.

Commodore Hornby to the Secretary to the Admiralty.

"Bristol," off the River Congo, May 22, 1867.

FORWARDED for the information of the Lords Commissioners of the Admiralty
(Signed) G. PHIPPS HORNBY.

Inclosure in No. 58.

Commander Peile to Commodore Hornby.

Sir,

"Espoir," Congo River, April 15, 1867.
I HAVE the honour to report that, when at Loanda, I received information from Her Majesty's Commissioner that the men belonging to the prize captured by the "Espoir" on the 17th September, and who were handed over to the Portuguese authorities at Loanda, had been liberated, as the Court decided that there was no evidence of their having been engaged in the Slave Trade.

2. I consider it my duty to make this report to you, as, in accordance with the request of the authorities, both myself and four of my officers gave evidence at Court as to this vessel being in all respects fitted for the Slave Trade; that her master had declared her to be a slaver, and also that she had been condemned by the Vice-Admiralty Court at St. Helena.

I have, &c.
(Signed) M. S. L. PEILE.

No. 59.

Commodore Hornby to the Secretary to the Admiralty.

Sir,

"Bristol," off Banana, River Congo, May 25, 1867.

WITH reference to my letter of the 10th ultimo, forwarding a Report of the destruction of native villages at Mangue Grande, on the West Coast of Africa, by the

boats of Her Majesty's steam-vessel "Antelope," I have the honour to inclose, for the information of the Lords Commissioners of the Admiralty, copy and translation of a letter dated 19th March last, referring to that attack, addressed to me by Captain José Maria da Silva Basta, of the corvette "Duque de Palmella," commanding the Portuguese naval forces on the Angola station, and of my reply thereto, dated 25 May, 1867.

I have, &c.
(Signed) G. PHIPPS HORNBY.

Inclosure 1 in No. 59.

Captain Basta to Commodore Hornby.

(Translation.)

Most Illustrious and Excellent Sir,

*On board of the corvette "Duque de Palmella," off the Port of Loanda,
March 19, 1867.*

BY communications which I received from the Governor-General of this province, duly certified, I was informed that, on the 24th February last, part of the crew of Her Majesty's steam-vessel "Antelope" landed at Mangue Grande, armed, with the intention, which they carried out, of burning the villages of the natives, having previously attacked the latter and put them to flight by fire of artillery and live shells, thrown from the boats of the said steam-vessel, conveniently placed.

From the said landing resulted likewise the burning, complete destruction, and sacking of four Portuguese factories there established, two of them on the occasion of the burning of the villages of the negroes, and the other two after the force of the "Antelope" had re-embarked on board the ship.

It is of little importance to know the reason which induced the landing, or whether it was the English or the natives who burned and destroyed the four factories properly established for legal trade, and containing considerable value, partly belonging to English, French, and part American, subjects; it is, certain, however, that the duty of chastising the delinquents devolved solely on the Portuguese authorities, after their being duly informed of what had happened, and it is likewise beyond all doubt that the losses suffered by the owners of those factories, and the danger in which they were placed, of falling victims to the fury of the natives, resulted exclusively from the hostile landing of a portion of the crew of the steam-ship "Antelope," and consequently all the responsibility falls on her commander.

As commander of the Portuguese squadron on this coast, I find myself under the unpleasant necessity of notifying to your Excellency my great regret at the proceedings of the Commander of the steam-vessel "Antelope," who, while despising the legal means of obtaining such reparation as must be found just, committed a crime (in original, "um attentado") against the rights of the people, for he could not be ignorant that the negroes of the whole of this coast regard white men, one and all, as completely responsible for all the harm which they receive from all other whites, and by disembarking with armed men in territory recognized as Portuguese dominion, not only disregarded the most simple principles of international rights, but also acted contrary to the just intentions and formal declarations of the English Government, as they were categorically expressed by the Earl of Aberdeen, in the note which, as Minister for Foreign Affairs of Her Britannic Majesty, he addressed on the 25th September, 1845, to the Minister of Portugal at the Court of London, in reply to the note which he had received on the 28th July previous, with reference to the Convention made the 29th May of that year between Great Britain and France, and subsequently by Lord Palmerston in the Protocol signed in London, the 12th August, 1847, by the Plenipotentiaries, Portuguese and English, and renewed by the same the 19th November, 1850, respecting the permission granted to the vessels of Her Britannic Majesty engaged in the suppression of the Slave Trade, to enter into certain places of the dominions of the Crown of Portugal.

While notifying to your Excellency the most noticeable points in the conduct of the Commander of the "Antelope," and also the reasons wherefore it could not be justified, I still retain the firm conviction that the said officer would not act in such a manner out of any disrespect for the Portuguese flag.

God preserve, &c.

(Signed)

JOSE MARIA DE SILVA BASTA,

Captain, Lieutenant-Commander of the Station.

Inclosure 2 in No. 59.

Commodore Hornby to Captain Basta.

Sir,

"Bristol," of Banana, River Congo, May 25, 1867.

I HAVE the honour to acknowledge the receipt of your letter of the 19th of March, 1867, received on the 21st instant, in which you inform me that the chastisement inflicted by Her Britannic Majesty's ship "Antelope" on the natives of Mangue Grande on the 24th of February last resulted in the destruction of four Portuguese factories there established.

2. You remark that it is of little importance to know the reason of the landing, as it is certain that the duty of chastising the delinquents devolved solely on the Portuguese authorities, and that the responsibility for the results of the attack must rest on the Commander of the "Antelope." You then proceed to express your regret at having to report to me what you consider to be an attack by the Commander of the "Antelope" on territory recognized as Portuguese dominion.

3. I regret, Sir, that I can only see this affair in a point of view which differs widely from yours. The reason for landing appears to me to be material. It was to chastise the natives for a wanton and treacherous attack upon a boat and boat's crew of a British ship of war that seemed hopelessly swamped. The redress for such acts cannot be confided by Her Majesty's officers to those of Portugal, and I should have been surprised if the Commander of the "Antelope" had assumed such a responsibility. Nor can I admit the claim you make that the territory where the landing was made is recognized as Portuguese dominion.

I find that the claim, though frequently renewed by the Portuguese Government since 1842, has been as constantly denied by that of Her Britannic Majesty; and I must presume that you are acquainted with the value

of the orders with which I am furnished on that subject, as they were communicated to the Portuguese Government at Lisbon by Her Majesty's Minister, in June 1856, and to his Excellency the Governor-General, José Rodriguez Coelho do Amaral, by the officer commanding Her Britannic Majesty's squadron on this coast, in August of the same year.

Regretting much that Portuguese or any other property should have been imperilled or sacrificed by the natives, in revenge for the acts of any of Her Majesty's officers in enforcing proper respect to the British flag, I cannot, in the present case, attach any blame to the Commander of the "Antelope," who appears to me to have in no way exceeded his just authority, and to have taken every means in his power to avoid damage to those factories at Mangue Grande which hoisted European flags.

I have, &c.
(Signed) G. PHIPPS HORNBY.

No. 60.

Commodore Hornby to the Secretary to the Admiralty.

Sir,

"Bristol," off Banana, River Congo, May 25, 1867:

I FIND that there have lately been two cases of the seizure of Englishmen by the natives at or near Kabenda. In the first case, in March last, the man was restored on the intervention of Commander G. A. Douglas, of the "Torch," but that officer's report of the circumstance is not altogether satisfactory, as he speaks of the natives as insolent and threatening almost to the moment of his quitting the beach. I have not been able to meet the "Torch," but when I do I shall inquire further into the matter.

2. The second case is that of the Agent in charge of Hatton and Cookson's factory at Kabenda. (The first man was a carpenter in their employ.) He has been seized away from the coast, but it is believed to be by the Agency of the chief man at Kabenda.

I have desired the senior officer to visit Kabenda as soon as the Head Agent of Messrs. Hatton and Cookson can accompany him there, and if he finds the natives were in the wrong, to inflict a sharp punishment on the chiefs. It is said that they are there inclined to presume upon our forbearance.

I fear it will prove that our countryman has been wrong. I have the best evidence of a most violent outrage attempted by this man on a native some time since, and it may be the same in this case.

3. I inclose the Report I have received from Commander C. A. P. V. Robinson, of the "Mullet," in case of any representation or demand being made on behalf of Messrs. Hatton and Cookson.

I have, &c.
(Signed) G. PHIPPS HORNBY.

Inclosure in No. 60.

Commander Robinson to Commodore Hornby.

(Extract.)

"Mullet," May 21, 1867.

WHILE at Kabenda (on 16th instant) I was informed that the agent for Hatton and Cookson's factory at Kabenda was detained for a ransom by a Chief, whose town is situated near Devil's Point, and about three miles north of Vista: the name of the agent is Boyle.

From the information I received, it appears that, a few days before, a Portuguese trader was going from Kabenda to Banana by land, and the bearers of his hammock, instead of going to their destination, turned off the proper road, and went to the Chief's village near Devil's Point. On arriving at the village, the Portuguese trader was seized, and kept a prisoner for a claim which the Chief made against Hatton and Cookson's factory at Kabenda, for an alleged breach of his laws by a native trader, who some months since was employed by Hatton and Cookson's agent at Kabenda (Mr. Boyle's predecessor) to buy palm nuts, and who had, as alleged by the Chief, built a trade house at his village as a branch of the Kabenda factory, and when the agent at Kabenda was called on to pay custom, he refused to do so, saying he had not authorised the native trader to build a house, or to trade as a trader, especially for Hatton and Cookson's house. The Portuguese trader was detained as the first white man the Chief had been able to catch since the dispute arose. From the information I received from Mr. Edwards, one of the employés at Hatton and Cookson's factory, it appears that the Portuguese, as soon as he found out the reason of his detention, sent a messenger to Mr. Boyle, the agent at Hatton and Cookson's factory, requesting him to pay the claim on the factory, so that he might be released. Mr. Boyle went himself to release the Portuguese trader, and was then seized, and the Portuguese was set free. A demand was then made for trade goods to the amount of 82*l.* 10*s.* for Mr. Boyle's release.

In consequence of a statement made to me by Dr. Hilliard, Agent for the Company of African Merchants at Kabenda, that it was Francesco Franco, the negro Governor of Kabenda, who ordered the bearers of the Portuguese trader's hammock to take him to the Chief at Devil's Point, and that he was at the bottom of the business, I went, in company with Commander Maitland, on the afternoon of the 17th, to see Francesco Franco, but he informed us that he had no knowledge of the business, was very sorry to hear it, but could not interfere. I cautioned him that trade would be injured if the traders were treated in such a way, that if the Chiefs had any claims, they should make them in a regular manner, and not proceed to tying travellers up, as was done in this case. He again said he knew nothing about the business; but I heard afterwards he sent messengers the following

day to the Chief who had Bayle a prisoner, and I was in hopes he had interfered to some purpose, as on the 18th Boyle sent messengers for some trade goods to procure his release, but he only asked for about one-tenth of the amount originally demanded. On the 19th I heard from Mr. Edwards of Hatton and Cookson's factory, that the goods sent the day before were not sufficient, and the Chief would not let Boyle go. I advised his paying the demand, as Boyle had written to say he was ill, and that I could not do anything under the circumstances.

Mr. Edward informed me that, as Boyle had not ordered him to send any more goods, he could not do so, as the amount would be stopped from his wages, and that he intended waiting orders from Mr. Peter McCulloch, the principal agent for his employers, on the coast.

No. 61.

Commodore Hornby to the Secretary to the Admiralty.

Sir,

"Bristol," off Banana, River Congo, May 25, 1867.

REFERRING to your letter of 18th February last, desiring me to inquire into the circumstances which led to the sacking of a factory belonging to Messrs. Hatton and Cookson, established in San Antonio Creek in this river, on the 8th November, 1866, I have the honour to acquaint you that all the information I have been able to acquire leads me to believe that the factory in question was only sacked in consequence of the conduct pursued by the Agent in charge of it towards the natives.

2. That Agent's name was Calderon, a Spaniard. In the same creek was a Portuguese factory belonging to one Caldeira.

Both Caldeira and Calderon were in the habit of sending launches laden with goods to Embomma. The chiefs on the banks of the river demanded "custom" on the passing launches. This was refused. The chiefs then plundered some of the boats. Caldeira and Calderon, believing that a native dealer, who was in charge of a small Portuguese store on Bull Island (some 30 miles up the river), had been at the bottom of this robbery, burnt his store. For this the natives vowed vengeance on Caldeira.

Subsequently Caldeira behaved with great violence to them, and they came down and threatened his factory on the 29th of October. Calderon then went up to defend him and the natives withdrew. When Caldeira's factory was again attacked on the 8th November, Calderon again went to his assistance, and was actually killed whilst fighting in its defence.

3. It was not for some hours after taking and burning the Portuguese factory that that of Hatton and Cookson was attacked; then finding that the Agent in charge of it was dead, the leading native belong to the factory led his countrymen on, knowing there was no resistance, and sacked everything.

4. I have seen the Head Agent of Messrs. Hatton and Cookson, a Mr. Peter McCulloch. He admits the truth of all that I have above related, except that Calderon had anything to do with the burning the store at Bull Island. He says Caldeira was a harsh, vindictive man, much disliked by the natives; that Calderon was an old friend, who had previously pulled him (Caldeira) out of two or three scrapes, and that he went to his assistance when his factory was attacked, as is customary among white men on this coast, and as Mr. McCulloch says, he should probably have done himself.

Mr. McCulloch believes that had not Calderon been killed at the Portuguese factory, his own factory would never have been touched; and that he wrote to his employers at the time to say it was a bad business, and that nothing more could be said about it.

5. I am sorry to be obliged to agree with Mr. McCulloch on that point. I fear Messrs. Hatton and Cookson are not generally fortunate in their sub-Agents on this coast, and that it is the improper conduct of these persons that leads to the frequent disturbances we hear of, and to the loss of their masters' property.

6. As to the propriety of making any attack on the natives in the neighbourhood of San Antonio Creek, it would be futile. Since the factories were sacked, that neighbourhood has been deserted; nor is it probable that an expedition would even sight a negro if they had returned to their old villages. Since the landing of Lieutenant John Bruce, of Her Majesty's steam-vessel "Antelope," at Mangue Grande, on 24th February last, I am told that the presence of three English boats approaching the shore together is sufficient to send chiefs and people scampering for miles into the country.

7. The only way in which any injury could be done these people would be by systematically destroying all their nets, canoes, &c., and not allowing them to put a canoe on the river. To do this would occupy all the boats of the squadron and the "Pioneer" for a space of three or four months, and would, doubtless, result in much fever, but would, I believe, be the only way to hurt them.

8. It is true that probably a landing might be effected near Snake's Head, whence we could march to San Antonio Town; but long before we could get out of our boats,

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every soul would have left that place; the huts that would be left are of no value; all goods are habitually concealed in the bush where we should never find them; and as the chiefs are always in the forefront of the flight, we should have small chance of catching any one of the least value.

9. The constant nagging at them with small boats is, therefore, the only course I could recommend to their Lordships, if they should think it necessary to do anything, but in the present case I think we should submit to the annoyance of having been wrong, and let it alone.

I have, &c.
(Signed) G. PHIPPS HORNBY.

No. 62.

Commodore Hornby to the Secretary to the Admiralty.

Sir, "Bristol," off *Banana, River Congo, May 23, 1867.*
REFERRING to the fifth paragraph of my letter of 12th February last, containing my Report on the Slave Trade on this station for 1866, I beg leave to forward extracts from a letter dated 19th March, 1867, from Commander G. A. Douglas of Her Majesty's gun vessel "Torch," whom I sent to visit the Islands of St. Thomas and Prince's to make inquiries concerning the Slave Trade reported as being carried on between those Islands and the main.

I have, &c.
(Signed) G. PHIPPS HORNBY.

Inclosure in No. 62.

Commander Douglas to Commodore Hornby.

(Extract.)

"Torch," March 19, 1867.
THE information that I was able to collect during my stay at the above-named island (St. Thomas) is as follows:—

1stly. I was given to understand that no slaves had been landed on the island for three or four years, the Government having military outposts all round the island, and a reward is also offered of about twenty dollars to any one giving information of, or preventing the landing of slaves.

2ndly. The slaves now on the island are employed cultivating the coffee, cocoa, and the other plantations.

3rdly. There is no doubt that when slavery was carried on, great numbers were brought to the island from the mainland in large canoes, and I am of opinion that canoes even now transport one or two at a time.

4thly. The principal place that slaves were exported from appears to have been St. Paul's de Loanda.

5thly. All slaves on their arrival on the island had to serve ten years; at the expiration of which time they were liberated, and then became paid servants.

6thly. Slaves are very scarce on the island, and the owners of plantations complain that they have not sufficient to cultivate their estates, which leads me to believe that no slaves are exported from the island. In fact, I was told by very good authority that the planters are too poor to run such a risk.

7thly. From good authority (an Honorary Lieutenant of the Portuguese Navy Commanding the Mail Steamer "Norfolk"), I was told that all slaves in Portuguese possessions are to be emancipated by the end of next July.

The information I procured at this island (Prince's) agrees in every respect with that obtained at St. Thomas', with the exception that several of the plantations are cultivated by Krooboys; to make more certain of this, I visited two or three of the estates, the largest of which was owned by M. Burnay, French Consular Agent for the islands of St. Thomas' and Prince's, who informed me that he himself had upwards of forty Krooboys on his plantation, and also, that it was his opinion that no slavery had been carried on to or from the island for several years.

I left Prince's on the morning of the 9th March, under sail, arriving at Corisco island on the morning of the 11th. Here I was informed by German and other missionaries that it was their opinion that the Slave Trade was entirely abolished about that part of the coast.

The information I gathered here (Elobey) agrees with that received at Corisco, with the exception that I was informed by a Mr. Scott (a coloured gentleman and lately arrived from Cape Lopez), that slaves had recently been shipped from there, in launches, for St. Thomas'.

I left Elobey on the morning of the 14th for the purpose of visiting Cape Lopez Bay, arriving off Cape Lopez Town on the morning of the 15th. The same morning I landed, but I could procure no information, no Europeans being there. The town has some large bamboo houses, but they appear to be quite deserted. I did not see anything that would lead me to believe that Slave Trade was carried on there. The only inhabitants I saw consisted of about six men, and about the same number of women, all of which appeared to be in a very squalid, miserable, half-starved state.

No. 63.

The Secretary of the African Steam-Ship Company to the Lords Commissioners of the Admiralty.

My Lords,

14, Leadenhall Street, London, July 10, 1867.

I HAVE the honour, by desire of the Directors of this Company, to inclose copy of a protest made by the master of the Company's late schooner "Inkerman," which vessel while on her voyage to the west-coast of Africa, was by the error of the pilot, taken into the river Nun instead of the Brass, and was seized by the natives and totally destroyed, the crew barely escaping with their lives. Full particulars will be obtained from the protest.

The Directors respectfully request that immediate steps will be taken by your Lordships to instruct the Senior Officer of the Bights Division to send a Gun-boat into the river, to exact satisfaction from the natives for this gross outrage.

In addition to the value of the ship say 1,550*l.* (which was covered by Insurance), a loss of freight will be sustained by the Company which the Directors judging from past receipts estimate at from 2,000*l.* to 3,000*l.* The trade in the Cameroons will, so far as this Company is concerned, be entirely stopped for the next six months.

The Directors understand the owners of the cargo which was on board the "Inkerman," intend memorializing the Foreign Office on the subject. The Directors trust such a demand will be enforced on the Chiefs of the River as will enable your Lordships to recover for them a sum equivalent to the loss sustained by the destruction of the "Inkerman," and the consequent interruption of the Company's operations in the Cameroon.

I have, &c.

(Signed) DUNCAN CAMPBELL.

Inclosure in No. 63.

Protest.

BY this public instrument of protest, Be it known unto all whom it may concern, that on the day of the date hereof, before me, Francis Samuel Reynolds, Notary Public, by Royal authority, duly admitted, and envoked, and sworn, residing at Liverpool, in the county of Lancaster, and actually practising there, personally came and appeared William Chester Tydeman, master, and George Stephen Brooke, mate, of the late schooner or vessel called the "Inkerman," belonging to London, of the admeasurement of 88 tons per register, or thereabouts, who did severally make and subscribe in my presence the declaration following, that is to say:—

We, W. T. Tydeman and G. S. Brooke, do severally, solemnly, and sincerely declare that on the 20th day of February last past, we, the declarants, departed with and on board the said schooner from Liverpool, bound on an intended voyage to Brass River and Cameroons, laden with a cargo of salt and general merchandize, the said vessel being then light, staunch, strong, well-found, and declared in every respect properly fitted, manned, and provided for the said voyage; her said cargo being well stowed and dunnaged, and the hatches securely battened down and covered over. At 11 A.M., in charge of a pilot, and towed by a steam-tug, the vessel was got under weigh, and proceeded to sea; at 1 P.M. the pilot, and at 4 P.M. the following day (the 21st), the steamer left us; all sail was made; and, meeting with variable winds and weather, and occasionally strong breezes, and heavy seas running, but with no material occurrence happening, the vessel continued on her voyage, the pumps being regularly attended until April the 29th, when, at 5.30 P.M., the vessel was brought to anchor off the West Coast of Africa, about two miles to the eastward of a river, which we supposed to be the Brass River. On the following day, the 30th, at 10 A.M., a canoe came alongside, with a pilot on board, who boarded the vessel, and stated he was a pilot for the Brass River, and had come for the purpose of piloting the vessel there. Before weighing the anchor we both of us questioned the pilot as to whether the said river to the westward of our vessel was the Brass River. The man showed a bracelet on his arm, on which was inscribed in English, "Good pilot for the Brass;" and fully understanding from him that that was the Brass River, at 11 A.M. the vessel was got under weigh, and, in charge of the said pilot, proceeded up the said river, and at 1 P.M. the vessel was brought to anchor in the river in seven fathoms of water abreast of a factory. About 1.30 P.M. the declarant W. C. Tydeman left the vessel, together with the pilot, and went on shore to the factory, where he was informed that the river which the vessel had been brought into was not the Brass River, but the River Niger, and the said master returned to the vessel. On the 2nd of May, having engaged another pilot, at 8 A.M., under his charge, the vessel was got under weigh, and dropped down the river at 11 A.M. She was brought to anchor in seven fathoms of water off Palm Point, there being no winds, and the tide being low.

On the following day, May 3rd, at 8 A.M., in charge of the pilot, the vessel was again got under weigh, and proceeded down the channel towards the bar. At 10 A.M., there not being sufficient depth of water to cross the bar, the vessel was brought to anchor. Shortly afterwards, the flood-tide setting in, caused a heavy swell to run over the bar into the channel where the vessel was anchored, and caused her to labour and pitch exceedingly, and strain heavily at her anchor. At 3 P.M., the anchor dragged, and the tide driving the vessel towards a sand bank, a slight breeze springing up, the anchor was hove up, some sail was set, and every endeavour made to take the vessel into a safe anchorage; but the wind almost immediately falling to a dead calm, the vessel became unmanageable, both anchors were let go in order to bring the vessel to, as she was drifting near the breakers on the sand-bank, a very heavy sea running both anchors dragged, and the vessel continued to drift towards the breakers, which were very high, causing a fearful strain on the anchors. At about 4 P.M., the best bower cable parted, and fearing that if the other cable parted, the vessel would inevitably be driven on the sand-bank among the breakers; for the

safety of the lives of ourselves and the remainder of the crew, the jolly-boat was launched, and we and the remainder of the crew and the pilot got into the jolly boat, and lay to a short distance from the vessel, intending to return to her if possible.

Shortly afterwards, the small bower cable parted, and the vessel drifted rapidly into the midst of the breakers, struck on the sand-bank, and remained fast, with the sea making a clear breach over her. Finding it was useless remaining by the vessel, and the night coming on, we proceeded towards the river. At 7 P.M., landed the mate and one portion of the crew at the Mission station, and the master with the remainder higher up the river at the factory.

On the following day, 4th, at daybreak, we perceived the vessel had come off the sand-bank, and was being carried by the flood-tide up the river. The master, with the portion of the crew that had been landed with him, immediately got into the boat, and proceeded towards the vessel, when it was found that there were several canoes alongside, and others coming away from the vessel, with portions of her cargo. And on boarding the vessel, it was found that there was a large number of the natives on board, who had broken open the hatches, plundered a portion of the cargo, with all the cabin stores and furniture. An endeavour was made to drive the natives out of the vessel, but a number of others came on board, there being in all between 400 and 500 of them, all armed with knives and cutlasses.

The natives commenced to threaten to take our lives if we remained on board; and for the safety of the lives of ourselves and the remainder of the crew, we were compelled to leave the vessel in the hands of the natives, who then cut away all the sails, towed the vessel on to the beach, stripped her bottom of the copper, made a complete wreck of her, and carried away the whole of the cargo.

On the 6th, finding there was no chance of saving anything whatever of the vessel or her cargo, we, and the remainder of the crew, proceeded to Brass River.

On June 3rd, we left Brass River on board the steam-ship "Calabar;" and on June 14th, having arrived at Sierra Leone, the master went on shore, and duly noted a protest in his behalf before a Notary Public at that place.

On the 2nd day of July instant we arrived at Liverpool on board the said steamer; the remainder of the crew were shipped on board a vessel called the "Sparkling Wave," bound for Liverpool.

And we make this solemn declaration, conscientiously believing the same to be true, and by virtue of the provisions of an Act made and passed in the sixth year of the reign of His late Majesty King William IV, intituled "An Act to repeal one of the present Session of Parliament, entitled 'An Act for the more effectual abolition of oaths and affirmations taken and made in various Departments of the State, and to substitute declarations in lieu thereof, and for the more entire suppression of voluntary and extra judicial oaths and affidavits, and to make other provisions for the abolition of unnecessary oaths.'"

Declared and subscribed at Liverpool aforesaid this 6th day of July, 1867.

(Signed)

W. J. TYDEMAN.
G. S. BROOKE.

Before me,
(Signed) F. S. REYNOLDS, *Notary Public, Liverpool.*

Whereof the said Appearers did declare and protest, and the said notary at their request have protested, and by these presents do protest, that all and whatsoever loss, damage, delay, or injury, which has happened to, and been sustained by, the said vessel, her tackle or apparel, or the cargo on board her, during the said voyage, is wholly owing to the accidents and circumstances hereinbefore mentioned, and to the dangers and perils of navigation, and not to the negligence, misconduct, want of skill or attention of these Appearers or any of the crew of the said vessel, or to any defect or insufficiency in the said vessel, her tackle, apparel, or furniture.

In faith and testimony whereof, I, the said Notary, have hereunto set my hand, and affixed my notarial seal of office, this 6th day of July, 1867.

(Signed) FRANCIS S. REYNOLDS, *Notary Public, Liverpool.*

No. 64.

Commodore Hornby to the Secretary to the Admiralty.

(Extract.)

"Bristol," June 28, 1867.

HAVING received through Her Majesty's Acting Consul at St. Paul's de Loanda, intelligence of movements of the negroes in the southern part of the province of Angola which might possibly be connected with attempt to ship slaves; on leaving Elephant Bay, I proceeded to Benguella and Nodo Redondo, and communicated with the Governors of both places, who did not appear apprehensive of any such attempts being made, but I left the "Pioneer" at the latter place, to watch the coast in the neighbourhood for a month.

No. 65.

Commodore Hornby to the Secretary to the Admiralty.

(Extract.)

"Bristol," in Elephant Bay, June 7, 1867.

THE demand from Cuba for slaves has apparently ceased.

On the northern division of this station the French have established themselves firmly in the Pongas River, and have small posts in most of the other rivers of importance as far south as the Mellacourie.

These posts, in addition to our own Treaties with the Chiefs of that part of the coast, afford a strong check against the Slave Trade.

In the Bights, legal trade increases daily. The last of the rich slave dealers, Medeiros and Pereira are reducing their establishment at Aghwey, and are seeking for more convenient trading places either at Porto Novo or Lagos. This was first told me by the Administrator of Lagos in January, was confirmed by him in April, and I now hear it from the commander of a cruiser who saw Medeiros lately at Aghwey. Medeiros said, in so many words. "The Slave Trade is finished for the present, so I am going into legal trade; your cruisers have not stopped it, but there is no demand from Cuba." Out of the number of vessels that have been on that coast in the last nine months, about three have been deemed suspicious. They were closely watched and all went away with legal cargoes; it is therefore uncertain whether our suspicions were justifiable.

Since the dispersion of the Slaves that were collected for shipment in the "Dahomey" in March 1866, none, as far as we can hear, have been held in readiness for embarkation on that part of the coast.

On the southern division the slaves that were collected for shipment in the vessel captured by Commander M. S. L. Peile, of the "Espoir," in September 1866, have been kept in depôt at two or three points near the coast, and will probably be held in the hope of making a last run, but the difficulties that have hitherto prevented this are likely to be still effective.

The first check was the capture in September. The second a disappointment with the "San Antonio" schooner. This vessel was reported from Cape Verde to have shipped a well-known slave captain there. On her arrival at Loanda the Governor-General took most effective measures to prevent her leaving with any thing but a legal cargo, and ensured her going to Lisbon.

Two vessels have since been a short time on the coast, which were believed to be at the disposal of the slave owner, Signor Leivas; but both were closely watched, and have gone away with cargoes of oil. Trade in the Congo is increasing in a marvellous manner, but when slaves are being moved for shipment, it is all checked for a few days, and this is generally the safest warning that our cruisers have to use extra vigilance. I think therefore, that, on this coast, as in the Bights, an active and intelligent Senior Officer would probably baffle any attempt of the dealers, with even a smaller force than is now usually kept here.

At Loanda, also, I find everyone thinks the Slave Trade is over in consequence of the failure of the demand from Cuba; though possibly an attempt may still be made to ship the few slaves of which I have spoken above. Her Majesty's Commissioner had left Loanda before I arrived, but I am told that his opinion coincides with that I have just stated.

No. 66.

Commodore Hornby to the Secretary to the Admiralty.

Sir,

"Bristol," at St. Helena, July 11, 1867.

A LETTER, of the 24th March, 1867, from Her Majesty's Consul at the Cape de Verde Islands acquaints me that, from information which he considers reliable, he believes that Quirino, the slave dealer, had shipped a cargo of slaves successfully.

If so, it must have been done some time in January or February, as Quirino had a long passage from the Cape de Verdes to Loanda in the "San Antonio." As we believe that no shipment has been made from any part of the coast north of Ambriz lately; and as at the Consulate at Loanda they seemed, last month, to be equally confident that no shipment had been made from the Portuguese territories. I have to request that their Lordships will move the Foreign Office to inquire if any slaves have been landed in Cuba from the west coast between November 1866 and March 1867, as, if they have, it will show that our information as regards the movements of slaves is not so accurate as we have always supposed it to be.

I have, &c.

(Signed) G. PHIPPS HORNBY.

No. 67.

Commodore Purvis to the Secretary to the Admiralty.

Sir,

"Raccoon," in Simon's Bay, July 18, 1867.

WITH reference to the instructions contained in your letter of the 7th May last, have the honour to report, for the information of the Lords Commissioners of the

Admiralty, that Mr. Young and his party arrived in Table Bay, per mail steamer "Celt," on the 12th instant, and I at once dispatched Her Majesty's ship "Peterel" to that anchorage, where she received on board the party and the iron boat intended for the expedition, and returned with them to Simon's Bay, and having embarked a whale-boat from the naval yard, fitted for Mr. Young's use, and completed with coal, she left on the 16th instant for the mouth of the Zambesi, with orders to repair thither with all dispatch.

2. The ward-room officers of the "Peterel" voluntarily received Mr. Young and Mr. Falkner into their mess, and everything will be done to make them comfortable on board.

3. I requested Commissioner Gordon to obtain from Mr. Young, before he finally leaves the ship, a written document stating his wishes as to the time a ship should be off the Zambezi to embark the expeditionary party on their return, and I shall be guided accordingly.

4. Mr. Young entered two Africans at Cape Town to join his party, and at his request I have authorized payment from the public money in the naval yard of 2*l.* per month each for the support of their families.

I have, &c.
(Signed) R. PURVIS.

No. 68.

Commodore Hornby to the Secretary to the Admiralty.

Sir,

"Bristol," at St. Helena, July 28, 1867.

WITH reference to my letter of the 12th February last, and to my letter of 23rd May, 1867, Rear-Admiral Vicomte Fleuriot de Langle, commanding the French squadron on the West Coast of Africa, who is now here in the frigate "Zénobie," has informed me, that a few weeks ago one of the cruizers under his orders captured, a little to the northward of Cape Lopez, a large canoe, with thirty-four slaves on board, which were being conveyed from that part of the coast to the Portuguese Island of St. Thomas. The crew of the canoe, about seven in number, were coloured men all speaking Portuguese.

The Rear-Admiral had sent the canoe for adjudication.

I have, &c.
(Signed) G. PHIPPS HORNBY.

No. 69.

Commodore Hornby to the Secretary to the Admiralty.

Sir,

"Bristol," at Jellah Coffee, September 1, 1867.

I HAVE the honour to request that you will inform the Lords Commissioners of the Admiralty that, on the 28th of July last, Her Majesty's steam-vessel "Investigator," under the command of Lieutenant Albert Elms Kay, proceeded on this year's expedition up the River Niger. I inclose copy of the orders given Lieutenant Kay by Commander M. S. L. Peile, senior officer of the Bight's Division, who accompanied the "Investigator" in the "Espoir" to the Nun entrance.

2. No presents for the chiefs in the river having arrived from England, Commander Peile purchased at Lagos such articles as were recommended by his Excellency Commander J. H. Glover, the Administrator there, as being best suited for the purpose, and which, by the kind assistance and advice of his Excellency, were made into separate parcels, and directed to the various Chiefs mentioned in the inclosed list.

3. It being found necessary in former expeditions to hire a boat for conveyance of wood to the "Investigator," Commander Peile judiciously sent the "Vindictive" pinnace in tow of her for use in that service, and also to lay out anchors, if necessary, her own boats not being large enough.

4. The instructions given for the preservation of the health of the crew are similar to those embodied in the Station Order Book, 1867.

5. Mr. Lyons M'Leod, Her Majesty's Consul for the districts bordering on the Niger and Tchadda Rivers, took passage in the "Investigator" to his post at Lukoja.

I have, &c.
(Signed) G. PHIPPS HORNBY.

Inclosure 1 in No. 69.

Orders addressed to Lieutenant-Commander Kay.

Memorandum.

"Espoir," at Lagos, July 25, 1867.

AS soon as you have completed provisions to seventy days, and received such medical comforts as the Assistant Surgeon may consider necessary, you will proceed, under convoy of the "Espoir," to the mouth of the Nun, where, after having taken on board as much coal as you can stow, and landed at the factory of Akassa a sufficient quantity (ten tons) to insure your being able to steam back to Lagos, you will proceed up the river to Lukoja, and to such places as may seem advisable to carry out the motives of the expedition.

2. The object of the investigation is to cultivate friendly relations with the tribes living on the banks of the river, and to open communication for the purposes of trade. You will therefore visit such places, and take such steps as appear most likely to further these objects, paying due attention to the wishes of the Consul as long as they do not conflict with these orders.

3. You will avoid all collision with the natives, and not resort to force, except in the last extremity to protect Her Majesty's property or the lives of Europeans; and you will bear in mind that you alone are responsible for the safety of your ship and her crew, and that no requirements the Consul may make will relieve you of this responsibility.

4. The passage through the Delta is to be made as quickly as possible, and, should your provisions last, you may remain in the river sixty days, provided your crew are healthy, but should any serious cases of sickness attack the crew, you will immediately return to Lagos, informing me by the first opportunity of your having done so.

5. During the expedition you will receive on board the "Investigator" such officials as the Consul may require to accompany him, and you will bring from Lukoja Mr. Fell, late in charge of the Niger Mission.

6. I inclose a copy of the instructions of 1864 from the Medical Director-General for the preservation of health, and of the precautions recommended by Mr. J. R. Sweetman, late Assistant Surgeon of the "Investigator," to which you will pay the strictest attention.

7. As his Excellency the Administrator, Commander Glover, has kindly given you all information and advice necessary for the expedition, there only remains for me to impress on you the necessity of having a good supply of fuel on board whilst in the hostile parts of the river, and the advisability of keeping your vessel as near mid-stream as possible, and sending your men below when passing unfriendly villages.

8. Prior to leaving Lagos you will receive on board Government presents (of which the greatest care must be taken, as they contain valuable silks, glass, &c.) for the different chiefs, and deliver them as directed. You will also take up and deliver anything his Excellency Commander Glover may wish to send, and receive such presents as the chiefs may desire to give to him.

9. On your return to Lagos you are on no account to cross the bar without a pilot.

10. I shall be at Lagos about the 3rd October, where I shall expect to meet you.

11. You will pay the strictest attention to the pinnace towing astern of you, always keeping two Kroomen in her, and a look-out man on your taffrail.

(Signed) M. S. L. PEILE, *Commander,*
Senior, Officer, Bights Division.

To Lieutenant and Commander Albert E. Kay,
Her Majesty ship "Investigator."

Inclosure 2 in No. 69.

List of Parcels sent to Rabba, &c., by Her Majesty's ship "Investigator."

ONE parcel addressed to Angama; one parcel addressed to Chief of Ebo; one parcel addressed to Assamare; one parcel addressed to King of Quitela; one parcel addressed to King of Idda; one parcel addressed to Minga; one parcel addressed to Egga; one parcel addressed to Seriki Rdd, or Admiral of River Kaduna, mouth of and five parcels addressed to King Massabah.

Received at Lagos, this 25th day of July, 1867.

(Signed) A. E. KAY, *Lieutenant.*

No. 70.

Commodore Hornby to the Secretary to the Admiralty.

(Extract.)

"Bristol," September 28, 1867.

CAPTAIN STIRLING, of Her Majesty's ship "Greyhound," has not heard of any slave-trading, excepting a report of the renewal of the petty trade between Cape Lopez and St. Thomas and Prince's Islands, and legal trade is steadily increasing. The merchants inform me that the increase in trade this year has been remarkable, and exceeded all expectation.

5. The Portuguese corvette "Duque de Palmella" arrived off Shark's Point on the 23rd instant from St. Pauls de Loanda, and obtained from the natives the gun captured by them from the schooner-of-war "Napier," in November last, in the San Antonio Creek affair, reported in my letter of the 18th December, 1866.

6. The day before I left the Bights (6th September), a report reached me from Lagos that the "Investigator" had been on shore off Mebhanna, in the Niger, for five days; that the natives had fired on her, and killed one man (a Krooman) and wounded

four others; provisions and stores had to be thrown overboard; that she had arrived at Onitsha, and obtained provisions from the merchant steamer "Thomas Bayley;" and that Her Majesty's Consul (Mr. Lyons M'Leod) was sick; but I have not yet received any information from the Lieutenant commanding, Albert E. Kay.

7. Commander M. S. L. Peile reports from the Bights (18th September, 1867) that there had been disturbances amongst the inhabitants at Accra, necessitating the employment of the troops.

No. 71.

Commodore Hornby to the Secretary to the Admiralty.

Sir,

"Bristol," off Shark's Point, River Congo.

REFERRING to my letter of 25th May last, and the 6th paragraph of that of 12th July last, relating to the detention by natives near Kabenda of Mr. Boyle, Agent for the Factory of Messrs. Hatton and Cookson at that place; I have the honour to forward extracts from a letter of Commander C. A. P. V. Robinson of the "Mullet," dated 30th June last, then Senior Officer of the South Division reporting the successful measures taken to obtain the release of Mr. Boyle.

Their Lordships will observe that this gentleman is reported to have been drunk at the time he placed himself in the power of the natives.

I have, &c.

(Signed) G. PHIPPS HORNBY.

Inclosure in No. 71.

Commander Robinson to Commodore Hornby.

(Extract.)

"Mullet," Kabenda Bay, June 30, 1867.

ON the evening of the 29th I anchored in Kabenda Bay in company with "Torch," and at once communicated with the representatives of Mr. Peter M'Culloch. I was informed that Boyle was still detained by Mambosko, the Chief of Yahe, and that Mr. M'Culloch was expected daily in the barque "Helen."

On the 2nd June Mr. M'Culloch arrived in the "Helen." Having seen Mr. M'Culloch in presence of Commander Douglas, and inquired particularly into the circumstances connected with Boyle's detention, it appeared to me that his going to Mambosko was a very foolish act, and I was informed that at the time Boyle went he was drunk; but as he had consulted Francisco Franque, the Chief of Kabenda, under whose protection the factories and English traders are placed, and as he had advised Boyle to go, and no doubt would have had a share of any ransom that might be paid, and as Mambosko is quite out of our reach, I decided on making Francisco Franque responsible. Mr. M'Culloch having agreed to settle any just claims that might be made against his factory, I landed with him and Commander Douglas, and called on Francisco Franque on the afternoon of the 2nd. I informed Franque that my business was to obtain Boyle's release. He wished to appoint a day to talk the affair over and to procure an interpreter; but as he understands and speaks English, I told him I could not allow of any further delay in settling the affair; that as Boyle was residing at Kabenda under his protection, and had asked and acted on his advice as to going to Mambosko, I expected him to obtain Boyle's release and bring him in the following day. I told him no ransom should be paid for Boyle's release, but if any just claims were made against Mr. M'Culloch's factory they should be considered, but if he did not bring Boyle in I should inflict punishment on him and his people. After some hesitation and discussion with his people, Francisco Franque promised to start early on the following morning and obtain Boyle's release.

On the afternoon of the 3rd, having manned and armed the boats of the "Torch" and this vessel, I landed, accompanied by Commander Douglas. Leaving the boats near the beach, we went to the factory of the African merchants, where Francisco Franque was to bring Boyle. We were informed that Franque had not yet returned from Yahe; but it was known that he was on his way in, having had a long palaver with Mambosko. At 7 P.M. Boyle was brought in, apparently none the worse for the treatment he had received at the hands of Mambosko. Franque did not come to the factory that evening, excusing himself on the plea of fatigue, but he asked for a meeting the next day.

On the afternoon of the 4th, Franque came to Mr. M'Culloch's factory, and then acknowledged that there was not any claim against Mr. M'Culloch, either on his part or Mambosko's.

Although there is, I think, little doubt that Francisco Franque knew quite well that Mambosko would detain Boyle when he advised the latter to go to Yahe, yet as Franque had so immediately complied with my demand to obtain Boyle's release, and as Mambosko, the actual aggressor in this case, was quite out of my reach, I did not consider it would be advisable to inflict any punishment, more especially as I consider Boyle was in a great measure to blame for going to Yahe at all, he having been strongly advised by all the English residents at Kabenda not to go, as Mambosko would certainly detain him, besides which the interests of the company of African merchants had to be taken into consideration, and their agent, Dr. Hilliard, was absent from Kabenda, and I had no means of communicating with him.

I arrived same evening (13th June) at Kabenda. Commander Douglas reported that Mambosko had been at Mr. M'Culloch's factory that day, with a large number of armed followers, and had demanded rum, which was refused him. He then made a disturbance with Francisco Franque, who happened to be at the factory; after which he left without doing any damage. Both agents for the factories at Kabenda speak of closing them, as they consider the risks to property are too great.

No. 72.

*Commodore Hornby to the Secretary to the Admiralty.**"Bristol," at Sea, Lat. 7° 26' S., Long. 9° 24' W.,
November 25, 1867.*

SUBMITTED for the consideration of the Lords Commissioners of the Admiralty :

2. Although this is the first case of murder by an European servant of an English factory that has been brought to my notice, several gross outrages, such even as shooting at a native with intent to kill him, have been reported.

3. Looking at the rapidly increasing trade on this coast, it appears desirable either that the jurisdiction of the Consuls at Fernando Po and Loanda should be extended so as to cover the whole extent of coast, or that special instructions should be sent out for the guidance of the Naval Officers.

4. As a rule it is not possible to produce evidence except on the spot where the crimes are committed, as the negroes cannot be induced to leave their homes.

5. Naval Officers are constantly called upon to interfere in disputes between their own countrymen and natives, and generally find it necessary to favour the former; on the other hand it is desirable that they should have some control over them, when they are guilty of such acts as herein reported.

6. I first heard of this murder having been committed from Acting-Commander A. T. Powlett, who, on visiting the Fernan Vas in the "Assurance" in September last, at the request (see inclosure) of Mr. R. R. N. Walker, Agent of Messrs. Hutton and Cookson's Factory, witnessed the depositions made by the natives in the matter against Xavier, who in the meantime had taken refuge in the Gaboon territory.

(Signed) G. PHIPPS HORNBY

Inclosure 1 in No. 72.

Acting Commander Lawson to Commodore Hornby.

Sir,

"Mullet," River Fernan Vas, November 13, 1867.

WITH reference to a verbal order from you for me to proceed to the Fernan Vas River to investigate a case of the murder of a native said to have been committed in that river by a Portuguese named Inan Xavier, serving in the English factory belonging to Messrs. Hatton and Cookson, I have the honour to report that, on my arrival off the river, I communicated with Mr. Barton, the agent at the English factory, six miles from the mouth of the river.

The next day I went up the river with him, staying the night at his factory; and on the following morning proceeded to Lisbon factory, a distance of twenty-one miles, where the murder was committed.

I found, from the evidence of Jasseno, Chief of the adjoining village (who was an eye-witness of the act), that the murder had undoubtedly been committed, the man having been first barbarously flogged, and his death then caused by a red-hot copper rod being inserted up his fundament. Xavier's wife was present at the time of the murder. The Chief also told me that Xavier's wife had kicked a woman to death. The man Xavier is now before the French authorities at Gaboon.

On my arrival at Brooklyn factory the next day, the agent, Mr. Creston, informed me that Mr. Walker, who has taken the case in hand at Gaboon, wrote him that Xavier had been acquitted, but that the Admiral had ordered another trial, on his (Mr. Walker) saying that he should lay the case before our Government.

Mr. Walker further says that the French Admiral intends to send a vessel to the Fernan Vas River to hoist the French flag and take possession: all the traders in the river are very much against this proceeding.

I was detained in the river five days on account of the surf, which was too high until Wednesday to allow the boats to communicate with the shores.

I wish to call your attention to the extreme kindness of Mr. Barton, the agent at the first English factory up the river.

I have, &c.

(Signed) R. H. C. LAWSON.

Inclosure 2 in No. 72.

Mr. Walker to the Commanding Officer of Her Majesty's ship off the Fernand Vas.

Sir,

Fernand Vas, September 22, 1867.

I HAVE the honour to beg for your assistance in a matter of some importance, particulars of which I will state as briefly as possible.

The factory in this river belonging to my employers, Messrs. Hatton and Cookson, of Liverpool, was for some years under the charge of Josh. Xavier, a Portuguese, who lately became suspected of various malpractices which I came here three months since to investigate, and found indubitable proofs of his having been guilty of peculation, embezzlement, slave-dealing, and murder—the last under circumstances of the most revolting and atrocious nature. I forwarded depositions of several native witnesses to the agent of the firm in Gaboon, to enable him to take proceedings against Xavier; but it appears that the case is likely to fail in consequence of the statement of the

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natives not being taken and certified by some duly-authorized officer. Under these circumstances—having heard of your arrival off the mouth of this river—I venture to apply to you, trusting that you will act in this matter, and enable me to take to Gaboon fresh copies of the depositions, duly authenticated by your signature, or that of some officer of the ship under your command, in which case I have no doubt of being able to obtain a conviction.

I am unable to leave the factory, or would come off to see you instead of addressing you in writing. Trusting that this appeal may not be made in vain, and awaiting your reply, I have, &c.

(Signed)

R. R. N. WALKER, F.R.G.S.

EAST COAST OF AFRICA STATION.

No. 73.

Commodore Hillyar to the Secretary to the Admiralty.

Sir,

"Highflyer," Aden, November 5, 1866.

I HAVE the honour to inform you that after sending you my last report on the 12th October I completed coaling, victualling, and provisioning, and in consequence of a letter I received from the officiating Political Resident I proceeded on the 29th ultimo to Makulla where I arrived on the 31st.

After an interview with the Nakub, I concluded there was no necessity for my remaining at Makulla, and I accordingly returned to Aden. I leave here to-morrow for Seychelles and Zanzibar, calling at Magadoxa and Brava, to make inquiries concerning the British captives who are supposed to be imprisoned among the Somalies.

I have been requested by the officiating Political Agent here to give a passage to three German gentlemen who are under the impression that Baron von der Decken is still alive; I have tried to disabuse them of the idea, but I cannot succeed; and as I have instructions to aid the Baron in every way I feel obliged to take them, though I have informed them they were going to almost certain death.

I have, &c.

(Signed) T. M. SABINE PASLEY.

Inclosure in No. 73.

The Officiating Political Resident at Aden to Captain Pasley.

Sir,

INTELLIGENCE has just reached me that the Sultan of Hadramant, in Arabia, has made a descent on the town of Shihir, on the coast, and taken possession of it from the Nakub Ali Ben Najir, who, with his family and retainers, has sought refuge at Makulla; the latter is, I hear, certain to be attacked also, and as there are numerous Indian merchants under British protection resident there, it would be desirable, on their account, and also to the interest of trade, and to the advantage of the Nakubs Ali Najir, of Shihir, and Sillah Mahommed, of Makulla, both friends of the British Government, if you could make it convenient to visit Makulla, to protect British interests and render such assistance on arrival as the exigencies of the case may, in your opinion, demand.

I have, &c.

(Signed) G. R. GOODFELLOW.

No. 74.

*Commander Parr to the Secretary to the Admiralty.**"Lyra," off Cape St. Andrew, Madagascar Island,**September 5, 1866.*

Sir,

I HAVE the honour to report that the boats of Her Majesty's sloop under my command, captured a dhow on the 3rd of September, 1866, off Cape St. Andrew, Madagascar Island, having neither papers or colours, and having on board at the time of seizure 176 slaves, as specified in the annexed return. I received the slaves on board for passage to a British settlement, and the crew were landed at Boyanna Bay at their own request. I destroyed the dhow by scuttling her, she being unfit to proceed to a port of adjudication.

I have, &c.

(Signed) ROBERT A. PARR.

No. 75.

Commodore Hillyar to the Secretary to the Admiralty.

Sir,

"Octavia," at Bombay, February 9, 1867.

WITH reference to your letter of the 27th of April, 1866, directing steps to be taken to endeavour to discover any of the survivors of the ship "St. Abbs," wrecked on the East Coast of Africa in 1855, and also of a ship's crew supposed to have been wrecked on the Somali Coast in January, 1866, I have now the honour to inclose, for the information of the Lords Commissioners of the Admiralty, a copy of a letter just received from Captain Pasley, Her Majesty's ship "Highflyer," dated 29th November, 1866, by which their Lordships will observe that, after his making all inquiries, he entertains no hope of any of the crew of these ships being alive on the East Coast of Africa.

2. I also have the honour to inclose a copy of a Treaty Captain Pasley has entered into with the Chiefs of Brava, to the effect that "in case of any European ship or vessel should be wrecked on the Somali Coast, in future, the crews shall be well-treated, and taken care of, and sent to Zanzibar by the earliest opportunity, the Governor to pay any expenses that may be incurred in assisting any shipwrecked Europeans, and also recompense the salvors with handsome presents," which I have approved of (a copy of my letter to Captain Pasley inclosed), and which I trust will likewise meet with the approval of their Lordships, together with a copy of a letter I have addressed to his Excellency the Governor of Bombay, requesting him to give directions to Political Agent at Zanzibar that in the event of any shipwrecked Europeans being sent to that port this Treaty may be complied with.

I have, &c.

(Signed) CHAS. T. HILLYAR.

Inclosure 1 in No. 75.

Captain Pasley to Commodore Hillyar.

Sir,

"Highflyer," Seychelles, November 29, 1866.

WITH reference to your letter of the 24th May and 9th June respecting the probability of there being some survivors of the crew of the "St. Abbs," wrecked in 1855, and also of a ship's crew supposed to have been wrecked on the Somali coast about January 1866, I have the honour to inform you that:—

1st. After leaving Zanzibar on the 24th August, I called at Brava and Magadoxa on my way north. I heard at Brava a report of one white man being a prisoner about four days' journey from Maisheek, on the caravan route between Berbeck and Brava. The Sheik promised to make inquiries, and I told him I should call on my way south and give him 100*l.* for every white shipwrecked prisoner he could produce. At Magadoxa I could gain no intelligence, the natives being very savage, and not allowing the interpreter to go to the town. At Ras-el-Khyle the south-west monsoon was blowing too hard to allow me to land.

2ndly. On my return south, I called at Ras-el-Khyle on the 14th November, and gained the following information from a Chief called Mahomodo. About the beginning of this year a vessel was wrecked at Howeea, which he describes as fifteen days' journey south of Ras-el-Khyle, and the crew, with one exception, were supposed to have been murdered by the Somalies.

Mahomado says that after that he saw a man land from the wreck in a boat with a book, supposed to be a bible, and the Chief of Howeea, Iciaad by name, had given him to a man called Araal Housin to be taken to Zanzibar, and no more had been heard of him. I have no reason to doubt this story, as in case of a wreck, even of a dhow, the Somalies will flock to it for miles round; and the people at Ras-el-Khyle seemed well-disposed to us, swimming our interpreters through the surf, when without their help they would certainly have been drowned, and they had nothing to gain by telling us a falsehood.

I called at Brava on the 19th, and on the 21st I had an interview with the Chiefs of Brava on board the "Highflyer." There were two Arabs and three Somalies, Sheiks, the head man being a very respectable looking Arab. He told me he had not been able to gain any intelligence of any white men being detained in the interior, and said they would not keep them alive. He seemed very positive that no white man was alive as a prisoner in the hands of the Somalies. I gave him a letter to Sultan Achmet Yousuf, Chief of the Somalies in the interior, a copy of which I inclose, and entered into an agreement with him to succour any shipwrecked Europeans on his coast, and send them to Zanzibar, stipulating that the English Government should pay him all expenses, and make him presents if he acted up to his word.

4. The Sheik of Brava told me that Sultan Achmet Yousuf, the Chief of the inland Somalies, had lately lost a great deal of his power and that the three towns of Brava, Magadoxa (?), and Market had put themselves under the protection of the Sultan of Zanzibar, and that the coast from Waisheek to Ras-el-Khyle was inhabited by different tribes of Somalies who acknowledge no authority except their own petty Chief. Along the whole coast, nearly 400 miles, there is no spot where a boat could land, and should there be any prisoners among these people (which I cannot believe), the best way to get to them would be from Aden by Somali agents on the caravan route from Beibeisk South. The Sheiks also told me that the whole of the coast north of Ras-el-Khyle was subject to Mahomet Yousuf of the Matscheideen (Miggexoteyn) Somalies, with whom I believe the English Government are now on friendly terms.

5. I trust that the inquiries I have made, and the answers I have received will be sufficient to satisfy the friends of the crews of these two ships that there is no hope for any of them being alive on the African coast.

The man mentioned as having been sent to Zanzibar should have arrived there in the end of February or March last, and as nothing has been heard of him I have no doubt he shared the fate of his unfortunate shipmates.

I have, &c.
(Signed) S. M. SABINE PASLEY.

Inclosure 2 in No. 75.

Commodore Hillyar to Captain Pasley.

Sir, "Octavia," at Bombay, January 9, 1867.
WITH reference to your letter of the 29th November last, I have to inform you that I entirely approve of the steps adopted by you to endeavour to discover whether any of the supposed survivors from the ship "St. Abbs" and of another ship wrecked on the East Coast of Africa were yet alive; and I consider you have acted with great judgment in concluding a Treaty with the Chiefs of Brava so favourable to the cause of humanity and for the safety of the lives of Europeans who may be unfortunately wrecked on the Somali coast.

When an opportunity offers I beg you will acquaint these Chiefs of the sentiments entertained by me on this subject.

I am, &c.
(Signed) CHAS. F. HILLYAR.

Inclosure 3 in No. 75.

Captain Pasley to the Sultan of Guida.

(Translation.)

"Highflyer," Brava, November 21, 1866.
IN the name of God, the all-merciful, to his Highness Achmed Yousuf Mahomed, peace and health be with you, and the mercy of God, and His blessing be always upon you. The cause of this letter and its meaning is this:—

I, Captain Pasley, commanding the English man-of-war "Highflyer," Ambassador on the part of the Queen of England for the Somali Coast to look after all that has happened and happens. I have heard that you, Achmed Yousuf, are the Lord of the coast from Makdishe to Zambo, and that you are the Lord of all the people in the Interior; and the High English Government wishes you to be a friend of all European people, and to receive them well if their ships, by the commission of God, be wrecked on your coast, and to order your subjects to save their lives, and to give them to eat and drink, and to send them to Zanzibar. If you do so, the English Government would thank you very much, and would pay to the men a present besides their expenses, for the English Government like to be good and just to every man; and I desire you to make a Treaty with the English Government for friendship and good objects, and you will have great honour from the English Government for ever.

I desire from you an answer as soon as possible, addressed to the English Consulate at Zanzibar, wherein you will let me know at what place you intend to have the parley.

I have, &c.
(Signed) T. M. S. PASLEY.

Inclosure 4 in No. 75.

Treaty with the Chiefs of Brava.

I, THOMAS MALCOLM SABINE PASLEY, Captain in Her Britannic Majesty's Service, and now commanding Her Majesty's ship "Highflyer" on the part of Her Majesty the Queen of England; and the Chiefs of Brava, and of the neighbourhood, on the part of themselves and of their country have agreed upon the following Articles:—

ARTICLE I.

In case any European ship or vessel should be wrecked on the Somalie Coast in future, the crews shall be well treated and taken care of, and sent to Zanzibar by the earliest opportunity.

ARTICLE II.

The Queen of England, on the other hand, agrees to pay any expenses that may be incurred in assisting any shipwrecked Europeans, and will also recompense the salvors with handsome presents.

Dated on board Her Majesty's ship "Highflyer," at Brava, this 31st day of November, 1866.

(Signed)

SHEIK MAHOMED BIN HADJI HOWIS (for himself and the Chiefs).
T. M. S. PASLEY, Captain and Senior Officer, East Coast of Africa.
S. LONG, Lieutenant.
T. RAMSBOTHAM.

Inclosure 5 in No. 75.

Commodore Hillyar to the Governor of Bombay.

Sir,

"Octavia," Bombay, February 9, 1867.

I HAVE the honour to transmit, for your Excellency's information, a copy of a letter I have just received from Captain Pasley, Her Majesty's ship "Highflyer," dated Seychelles, 6th November last, relative to his endeavouring to discover any of the supposed survivors from the wreck of the ship "St. Abbs," wrecked on the East Coast of Africa in 1855; as also of a ship's crew supposed to have been wrecked on the Somali Coast about January 1866; and it is with regret that I find from all the inquiries made by Captain Pasley that he entertains no hope of the crew of these vessels being alive on the East Coast of Africa.

2. I also inclose a copy of a Treaty Captain Pasley has entered into with the Chiefs of Brava, to the effect that "in case of any European ship or vessel should be wrecked on the Somali Coast in future, the crews shall be well-treated and taken care of, and sent to Zanzibar by the earliest opportunity, the Government to pay any expenses that may be incurred in assisting any shipwrecked Europeans, and also recompense the salvors with handsome presents:" and I have the honour to request that your Excellency will give directions to Her Majesty's Political Resident at Zanzibar that, in the event of any shipwrecked Europeans being so sent to that port, this Treaty may be complied with.

I have, &c.
(Signed) CHAS. F. HILLYAR

No. 76.

Commodore Hillyar to the Secretary to the Admiralty.

Sir,

"Octavia," at Bombay, February 9, 1867.

I HAVE the honour to transmit, for the information of the Lords Commissioners of the Admiralty, copies of letters I have received from the Bombay Government relative to anticipated disturbances at Zanzibar during the advent of the Northern Arabs at that place, together with an interesting letter from Captain Bedingfeld, Her Majesty's ship "Wasp," dated Zanzibar, 1st December last, on the same subject, as well as the Slave Trade as carried on there; also a copy of my letter to his Excellency Sir Bartle Frere, K.C.B., Governor of Bombay, by which their Lordships will observe that orders had previously been sent to the Senior Officer on the East Coast of Africa to keep a vessel at Zanzibar or immediate vicinity.

2. I have called the attention of his Excellency to paragraph 4 of Captain Bedingfeld's letter, wherein he states that "I am told that all the crews of the Bombay dhows are slaves belonging to people here; they are paid nominally 2 or 3 dollars for the voyage to Bombay and back. Many of them, however, never find their way back, and are taken on to the Persian Gulf;" and have suggested that the Arab dhows arriving at Bombay and the parts along the coast from the Mozambique and that part of the coast of Africa, as also those bound to the Persian Gulf, should undergo a most strict search by the Custom-house authorities at the respective ports of arrival and departure, for the purpose of ascertaining whether this nefarious practice actually exists.

I have, &c.
(Signed) CHAS. F. HILLYAR.

Inclosure 1 in No. 76.

The Secretary to Government, Bombay, to Commodore Hillyar.

Sir,

Bombay Castle, October 22, 1866.

I AM instructed to forward to you the accompanying copy of a letter from the Acting Political Agent at Zanzibar, dated 27th August last, relative to a feeling of apprehension on the part of the European population of Zanzibar in connection with the approaching advent of the Northern Arabs at that port.

I have, &c.
(Signed) C. GONNE.

Inclosure 2 in No. 76.

Acting Consul Seward to the Secretary to Government, Bombay.

Sir,

Zanzibar, August 27, 1866.

I BELIEVE that I am right in stating that a feeling of apprehension affects the European population of Zanzibar in relation to the annual advent of the Northern Arabs at this port. It is one in which I may be pardoned for showing, when I state that we shall be defenceless in the midst of some thousands of armed men, incensed and vengeful on account of our recent hostile proceedings in the Persian Gulf and on the Arabian littoral.

The Sultan would be powerless to protect us, and would bitterly deplore the occasion which at any time would prove his inability.

I would therefore beg the Government to consider the propriety of stationing permanently at this port some efficient vessel of the East African squadron during the approaching season.

The "Lyra" is at present south, the "Highflyer" north, of Zanzibar; the remaining vessels are either in the Indian waters, or under orders to proceed to Trincomalee.

I have, &c.
(Signed) G. EDWIN SEWARD.

Inclosure 3 in No. 76.

Commodore Hillyar to the Secretary to Government, Bombay.

"Octavia," Trincomalee, November 5, 1866.

Sir, I HAVE the honour to inform your Excellency, with reference to the letter of the Secretary to Government, Bombay, of the 22nd ultimo, and its inclosures, relative to a feeling of apprehension on the part of the European population at Zanzibar, in connection with the approaching advent of the Northern Arabs at that port, that I have given orders to the Senior Officer on the South-East Coast of Africa to direct a vessel to call at Zanzibar, and place himself in communication with the Political Agent there.

I have, &c.
(Signed) CHAS. F. HILLYAR.

Inclosure 4 in No. 76.

The Secretary to Government, Bombay, to Commodore Hillyar.

Bombay Castle, November 30, 1866.

Sir, I AM directed to acknowledge the receipt of your letter of the 5th instant, intimating the intended dispatch of a vessel-of-war to Zanzibar for the protection of British interests during the approaching advent of the Northern Arabs, and to convey to you an expression of the thanks of his Excellency the Governor in Council for the prompt attention you have given to the representation of this Government in the matter.

I have, &c.
(Signed) C. GONNE.

Inclosure 5 in No. 76.

Captain Bedingfeld to Commodore Hillyar.

"Wasp," Zanzibar, December 1, 1866.

Sir, IN the absence of the Senior Officer of the Division, I have the honour to inform you that grave apprehensions are entertained of serious disturbances here when the Northern Arabs arrive, in about a month from this time, and I have received an appeal from Her Majesty's Political Agent (a copy of whose letter I annex) to keep a man-of-war in the vicinity.

2. I fully concur with him that there is grave cause for apprehension, when these northern fanatics hear of the escape of the Sultan's sister in an English man of war; the muster most probably will be unusually large this year, as upwards of 20,000 negroes have already been imported, and they are daily arriving in large numbers.

3. The attempt to put down the Slave Trade under the present system, or even to check it, is simply a farce; and it is painful to hear and see all that is going on here with our flag flying in the harbour. These slave-dhows, crammed with wretched negroes from Kilwa, are paraded so as we may see them. Men on shore openly boast of the number that are sent north every year, and of even selling slaves in Bombay.

4. The Proclamation of the Sultan of the 1st January, 1864, prohibiting slaves being carried between the 1st January and the 1st May, is a neat bit of Eastern diplomacy, the "important concession," as it is called, being during the five months when it is next to impossible to bring the slaves over; the other seven they have fair wind and weather; and the average importation is, I hear, over 20,000 a season. I am told that all the crews of the Bombay dhows are slaves belonging to people here. They are paid nominally two or three dollars for the voyage to Bombay and back; many of them, however, never find their way back, and are taken on to the Persian Gulf.

5. The Collector of the Custom on slaves, of 2 dollars a-head, is a British subject, and still enjoying British protection, and has done so for many years; the Consul has, I believe, written for instructions about him.

6. By British protection alone the Sultan is kept on the Throne at this great depôt for slaves, and grand rendezvous of all the Arab pirates from the North. As soon as these scoundrels arrive, the people confine themselves to their houses after sunset, and you may see Suròs swaggering about the streets in parties of eight or ten, fully armed; and neither the Sultan or his officers dare molest them. They have complete command of the place; and were it not for the fear of men-of-war making reprisals upon their dhows, I believe the lives of British subjects here would never be safe.

7. The Sultan, with most of his soldiers, will most probably be away at least six weeks. The Governor of the town is not particularly friendly to the English, and we shall therefore have to keep a sharp look-out.

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

REPORTS FROM NAVAL OFFICERS.

Inclosure 6 in No. 76.

Acting Consul Seward to Captain Bedingfeld.

Sir,

Zanzibar, November 27, 1866.

THE yearly rendezvous at Zanzibar of some thousands of armed pirates and slave-stealers from the Arabian littoral is always a menace to order, and a danger to the large population under British jurisdiction in this Sultanat.

2. An accident may at any moment provoke these lawless hordes to a combination to the commission of outrages, which the local Government would be powerless to avert.

3. The coming season promises to be one of more than ordinary hazard in this respect, for the Northern Arabs have something to avenge. Recent acts of the "Highflyer" can have by no means added to their forbearance, or lessened their enmity towards us, and retaliation upon the virtually defenceless English and British-Indian population would be both easy and inviting.

4. Having reasonable and more than ordinary cause of appeal to the naval authorities for protection, I would solicit the safeguard of one of Her Majesty's ships-of-war during the coming pirate gathering. Its presence here, or in the close vicinage of Zanzibar, would allay apprehension and avert disaster.

I am, &c.
(Signed) G. EDWIN SEWARD.

No. 77.

Captain Bedingfeld to the Secretary to the Admiralty.

Sir,

"Wasp," off Kissewa Islands, January 19, 1867.

I HAVE the honour to inform you that on the 5th instant the boats of this ship, under the command of Acting Lieutenant Patisson, when near the Island of Qually, south of Cape Bouillon, detained a Mohilla dhow, with 37 slaves on board, and brought her to me at Quiloa.

Having ascertained that she was illegally carrying slaves, it being contrary to the Mohilla Treaty to carry slaves under any circumstances, I caused the slaves to be taken on board this ship (until an opportunity offers for sending them for adjudication), and the dhow, a small one of 48 tons, to be burnt, as she was quite unfit to send to our nearest Prize Court.

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

No. 78.

Commodore Caldwell to the Secretary to the Admiralty.

Sir,

"Serengapatam," Simon's Bay, March 18, 1867.

WITH reference to your letter of the 13th September, 1866, signifying their Lordships' directions for me to cause inquiries to be made with the view of ascertaining whether any slaving expeditions have recently left that portion of the coast of Africa under my command, I have the honour to request you will be pleased to inform their Lordships that with this object I dispatched the "Peterel" to the extreme limits of the stations on the East and West Coasts; and I am assured by Commander Gordon that the Slave Trade is extinct on the Cape of Good Hope station at the present time, and that it has not been carried on for a considerable period.

The intelligence I have received from various sources fully bears out this statement.

I have, &c.
(Signed) H. CALDWELL.

No. 79.

Captain Pasley to the Secretary to the Admiralty.

Sir,

"Highflyer," Zanzibar January 19, 1867.

I HAVE the honour to report the capture and destruction of two slave dhows by the launch and cutter of Her Majesty's ship "Highflyer," under my command, on the 8th and 9th of January last on the Island of Pemba, and to inclose Lieutenant Fellowes' Reports of the circumstances.

I have, &c.
(Signed) S. M. S. PASLEY.

“*Octavia*,” at Bombay, March 24, 1867.

Transmitted for the information of the Lords Commissioners of the Admiralty.

(Signed)

CHAS. F. HILLYAR, *Commodore*.

The Secretary to the Admiralty.

Inclosure 1 in No. 79.

Lieutenant Fellowes to Captain Pasley.

Sir, *Launch of H.M.S. “Highflyer,” Port Cockburn, January 8, 1867.*

I HAVE the honour to inform you that I this day destroyed a dhow, for the following reasons:—

1. No papers or colours.
2. Two slaves on board, one of whom had just been flogged for attempting to escape.
3. No one would own to being in command of her.
4. Her hold was arranged for the reception of a considerable number of slaves.
5. More cooking utensils than requisite for her crew, and a large quantity of manure.

I have, &c.

(Signed)

J. FELLOWES.

Inclosure 2 in No. 79.

Lieutenant Fellowes to Captain Pasley.

Sir, *Launch of H.M.S. “Highflyer,” at Port George, January 9, 1867.*

YESTERDAY, after a five hours' chase, I boarded a dhow in a small creek in Port George, completely deserted.

Seeing unmistakable signs of her having just landed slaves, I dispatched the Interpreter to the Sheikh of the nearest town to ask him to deliver up the slaves. He returned an answer to the effect that the slaves were carried some way into the country, and consequently he could not assist me.

I remained by the dhow all night, in the hopes of some of them making their escape, but at 8 o'clock in the morning I heard that they were six miles up the country. I therefore destroyed her by fire.

This dhow was perfectly equipped for the Slave Trade, and bore unmistakable signs of having just landed slaves.

The pass which I herewith transmit to you is a last year's one, and the only paper of any kind found on board.

I have, &c.

(Signed)

J. FELLOWES.

No. 80.

Commodore Hillyar to the Secretary to the Admiralty.

Sir, “*Octavia*,” at Bombay, March 25, 1867.

WITH reference to my letter of the 9th February last, I have the honour to transmit for the information of the Lords Commissioners of the Admiralty, copy of a letter from the Under-Secretary to Government, Bombay, of the 16th instant, and of its inclosure, by which it appears that Captain Bedingfield was misinformed when he stated that “I am told that all the crews of the Bombay dhows are slaves belonging to people at Zanzibar.”

2. A copy of the inclosed letter and of its inclosure has been forwarded to Captain Bedingfield Her Majesty's ship “*Wasp*” for any further remarks he may have to offer on this subject.”

I have, &c.

(Signed)

CHAS. F. HILLYAR.

Inclosure 1 in No. 80.

The Acting Secretary to Government, Bombay, to Commodore Hillyar.

Sir, *Bombay Castle, March 16, 1867.*

I HAVE the honour, under the instructions of the Right Honourable the Governor in Council, to forward to you, with reference to the 2nd paragraph of your letter dated the 6th ultimo, the inclosed copy of a letter from the Commissioner of Police, Bombay, dated the 6th instant, from which it will be seen that the crews of the Arab dhows arriving in Bombay are said not to be slaves.

I have, &c.

(Signed)

W. WEDDERBURN.

Inclosure 2 in No. 80.

The Commissioner of Police, Bombay, to the Secretary to Government, Bombay.

Sir,

Bombay, March 6, 1867.

WITH reference to the resolution of Government dated 25th ultimo, calling upon me to consult with the Commissioners of Customs, and to submit any observations or suggestions I might have to afford with regard to the Report made by Captain Bedingfeld, R.N., to the effect "that all the crews of the Bombay dhows are slaves," I have the honour to submit my reply.

I beg to state that every precaution is taken by the water-police to guard against the importation or exportation of slaves. On the arrival of all Arab dhows in Bombay harbour, they are immediately boarded by the water-police, and well searched; their crews and passengers are mustered, and previous to their being allowed to leave the port again, the same precautions are adopted; and, if all is found to be satisfactory, a certificate to this effect is signed by the Deputy-Commissioner of the Water Police and the Senior Magistrate, without which the Nacoda is unable to obtain his port-clearance from the Customs authorities.

After consulting with the Commissioner of Customs and Deputy-Commissioner of Customs, and Deputy-Commissioner of the Water Police, an officer of long experience in the harbour, I am of opinion that the crews of the Arab dhows arriving at Bombay are not slaves; they are constantly on shore, and never complain of undue restraint, though they have every opportunity of doing so; and in this opinion the Commissioner of Customs has authorized me to say that he fully agrees.

I have, &c.
(Signed) F. H. SOUTER.

No. 81.

Commodore Hillyar to the Secretary to the Admiralty.

Sir,

"Octavia," at Bombay, April 8, 1867.

I HAVE the honour to make my report on the Slave Trade on the East Indian Station under my command for the year ended 1866.

2. Their Lordships are already in possession of the Reports of Captain Bedingfeld, Her Majesty's ship "Wasp," and Lieutenant and Commander Garforth, of Her Majesty's steam-vessel "Penguin," dated respectively the 25th and 30th June, 1866, and forwarded to you in my letter of the 11th July last, which, with the additional Reports from Captain Pasley, the present Senior Officer on the East Coast of Africa, and Commander Parr, of Her Majesty's ship "Lyra" to 31st December, 1866, I now have the honour to transmit, will furnish their Lordships with a good knowledge of all the facts connected with this nefarious traffic in slaves that I am aware of up to the present time.

3. I have much pleasure in bringing to their Lordships' notice the zeal and activity shown by the Captains and Commanders under my orders, and their exertions to carry into full effect the object of Her Majesty's Government for the suppression of the Slave Trade, which has been attended with the following results of captures up to this time.

	Dhows.	Slaves.
Highflyer	11	563
Wasp	9	78
Lyra	2	303
Pantaloon	6	212
Penguin	3	28
	31	1,184

Making a total of 31 dhows and 1,184 slaves.

4. Notwithstanding this apparently severe check, I regret to inform their Lordships that it is as brisk as ever, and I am convinced that so long as His Highness the Sultan of Zanzibar is allowed to collect any number of slaves in his dominions for exportation at the convenience of the Slave-dealer, and to elude the vigilance of the cruizers, there is but little prospect, with the small numbers of vessels under my command, and the large extent of coast to guard, of being able to put an effectual check to it; and in this opinion I am borne out by Captains Pasley and Bedingfield. I will merely quote extracts from these officers' letters to corroborate this opinion:—

1. In Captain Bedingfeld's Report on the Slave Trade dated 25th June, 1866, paragraph 3, he states—"Slaves are shipped in the harbour of Zanzibar at all times, even when men-of-war are laying there, and of course with the knowledge of the authorities; it is simply a matter of dollars if you get information or not.* The

* If the slave-dealers are liberal you will hear nothing of it, but if, on the other hand, the prize-money and the dollars you offer prove the greater temptation, you will get all the information you want.

Consul's own interpreter declared to me a dhow had not taken in her slaves and would not sail for some days, when he must have known perfectly well that she had not only shipped her slaves but had made off, and I captured her the following morning. She succeeded, however, in landing half her slaves on the island of Zanzibar before I could board her.

"As a standing rule, not an Arab in Zanzibar is to be trusted."

2. Again in his letter of the 1st December, 1866, paragraphs 2 and 3, forwarded to their Lordships in my letter of the 9th February, he states that "Upwards of 20,000 negroes had already been imported and they are daily arriving in large numbers." That the attempt "to put down the Slave Trade under the present system, or even to check it, is simply a farce, and it is painful to hear and see all that is going on here with our flag flying in the harbour.

"These slave dhows, crammed with wretched negroes from Kilwa, are paraded so as we may see them, men on shore openly boast of the numbers that are sent North every year, and of even selling slaves in Bombay."

3. Also in Captain Pasley's report of the 21st December last paragraph 22 is stated, "I do not believe that any impression can be made on the Slave Trade as long as the Sultan of Zanzibar is allowed six months in the year to collect his slaves at the most convenient spot for eluding the British cruisers (which is generally changed every year) which are so few that the Sultan can generally know where they are, and when they get a chance they all run at once, and the season is over till the monsoon slackens again;" and I am also of opinion, from the information derived from this officer, that as long as slaves can be purchased in the Zanzibar market for five dollars each and sold for seventy to eighty at Maculla, and at a much higher price up the Persian Gulf, the temptations offered of such a lucrative trade to these northern pirates will be too powerful for them to resist.

5. The only information I have received of any vessel being engaged in the conveyance of slaves from the Mozambique across the Atlantic is contained in the third paragraph of Commander Parr's report sent herewith, wherein he states:—"Whilst at Port Mozambique, in August, I heard that a Spanish barque, supposed to be the 'Duke of Tetuan,' had tried to get away with a full cargo but had got on shore, and had been obliged to land her slaves somewhere in the neighbourhood of Inhambane or Quillimane. I therefore conclude that the trade is still active in the Mozambique Channel."

6. My letter of the 26th February last, will have informed their Lordships that I do not agree with the proposal of Mr. Seward, Acting Political Agent at Zanzibar as to the advisability of purchasing and forming a Naval Depot on the barren island of Abel Koori, &c.

7. I may here observe that the "Vigilant" and "Penguin" have been undergoing repairs of boilers, &c., for the last six months, but they are now complete and efficient vessels.

8. In conclusion, I beg to state that my most strenuous endeavours during the coming season will be used to carry out the views of their Lordships for the suppression of the Slave Trade; and I propose cruising in the "Octavia" along the coast of Arabia for this purpose.

I have, &c.
(Signed) CHAS. F. HILLYAR.

Inclosure 1 in No. 81.

Captain Pasley to Commodore Hillyar.

Sir, "Highflyer," Zanzibar, December 31, 1866.
AFTER my arrival at Zanzibar on the 17th of June, I had no opportunity of employing Her Majesty's ship under my command in the suppression of the Slave Trade until the 28th July. During this period dhows were constantly employed bringing slaves over from Africa to Zanzibar, as many as three dhows frequently discharging their cargoes on the beach at the same time; the average number of slaves in each dhow being I should fancy about 120. It is impossible to believe that all these slaves are required for this island and Pemba, but I have not been able to ascertain the number of slaves that pass through Zanzibar in one week.

2. On the 28th July, at Zanzibar, I learnt through the interpreter that an Arab dhow was about to embark a cargo of slaves at Kokotoni, a village on the north-west coast of Zanzibar. I accordingly sent the launch down to intercept her, and followed the next day in the "Highflyer." We were rather too soon, for only a few slaves were on board, and the captain was on shore with the boat, and would not return when he saw our flag. This vessel had no papers or flag of any kind. I learnt from one of the slaves that she was to have taken in her slaves at Kokotoni, and the food for them at Pemba.

3. On the 21st August I learned from the interpreter that several large dhows lying in the harbour had been furnished with Custom-house passes to carry slaves to Lamoo, but that in reality they intended to run for Arabia, Muscat, Soor, and Maculla being the chief ports of disembarkation; and the following day I learned the same

officially from the Acting Political Agent, and saying that these vessels were only waiting for me to leave Zanzibar to commence running with the end of the south-west monsoon. I accordingly left Zanzibar on the 24th, and ran up to Port Durnford, off which place I remained till the 27th, when I found a dhow to leeward of me, which I captured. She was an Arab dhow, bound for Maculla, with 151 slaves on board, and had left Zanzibar the same day as we did, and came through the Pemba Channel.

4. On the 30th August I anchored off Brava, where I found very fair anchorage in $11\frac{1}{2}$ fathoms high water and 10 fathoms low water springs, with the Manara Tower south 75° west, and west x Baretti rocks north south-east. The dhow harbour was empty, and the landing very bad, although the water was comparatively smooth, as the south-west monsoon was then very light. I made inquiries of the Sheikh concerning the European prisoners who are supposed to be detained among the Somalies, and he said there was a rumour of one about four days' journey from the Waasbeck, and that he would make every inquiry, and let me know with what success on my return from Aden.

5. On the 1st September, coasting along the land, I looked in at Murkah, but saw no dhows, and in the evening anchored at Magadoxa in $13\frac{1}{2}$ fathoms, Humaroni Tower north 23° west, Tower on extreme right of the town north 23° east. The holding-ground is very good, of hard dark sand, but the anchorage is entirely exposed to the west monsoon. On sending the interpreter into the harbour to communicate with the Shiekh, he was nearly killed by the Somalies bushmen on account of his light colour, but some of the towns people who were a little more civilized than the bushmen (in consequence of their mercantile dealings with Zanzibar), rescued him, and sent him off to the boats without having succeeded in delivering his message. This took place within a few yards of our cutters which were lying armed just outside the surf. There were several dhows in the harbour, but all honest.

6. On the 5th of September I anchored under Ras Maber to look out for dhows passing north. You may anchor anywhere to the northward of the cape within three-quarters of a mile from the shore in from 5 to 7 fathoms, hard sand and good holding-ground. We found the breeze freshen every day at noon, and increase in strength till 2 P.M., when it blew a fresh treble-reefed topsail breeze, with sharp gusts off the cliffs till midnight. The native Somalies were pretty friendly; too wretched to be troublesome, and almost starving; no dhows having called lately to give them grain for their water. They had been living for some time wholly on shark's flesh. On the 7th, finding a case of small-pox among the slaves, I sailed for Aden, where I condemned both the above-mentioned dhows.

7. I left Aden on the 12th September, and passed Guardafui (Ras Asir) on the 15th, when I found the south-west monsoon blowing as strong as ever, and a very heavy sea running. Thinking it very unlikely for any dhow to run in such weather, I anchored under Cape Guardafui on the 18th, in $12\frac{1}{2}$ fathoms, about quarter of a mile from the shore. The gusts of the high land were very sharp, but the holding ground was good, and the current always setting to the eastward caused the ship to ride easily.

8. On the 22nd September I heard from the Somalies that a dhow was landing her slaves at Warditohum, a few miles south of Guardafui, having heard that we were in the vicinity. I went round and found her badly bilged and deserted, having evidently just landed a large cargo of slaves. The natives told me they were going to march to Alulan, and from there take an opportunity of running over to Maculla. She was fitted to carry about 200 slaves; I had her measured and destroyed.

9. On the 24th September, steaming to Ras Haffoon, chased a dhow under Ras Ali Nesh Anail, and as she proved honest, anchored under the cape for the night in a small bay well sheltered from the southward in $5\frac{1}{2}$ fathoms, sand, good holding ground.

10. On the 28th September, lying under Ras Haffoon, chased and captured a Zanzibar dhow bound for Maculla, having shipped a cargo of grain for Brava. I have every reason to believe she had carried a cargo of slaves to Brava, and she had still 6 slaves on board; as she was leaking badly I destroyed her.

11. On the 29th September, at anchor under Cape Guardafui, we saw several dhows becalmed which had passed the cove at night, and observing one run on shore and land her slaves, I steamed up to her, and by throwing a few shots over their heads, succeeded in bringing the slaves back, but the Arab crew concealed themselves among the cliffs and escaped. We rescued 117 slaves; this dhow was from Zanzibar to Maculla.

12. On the 30th September, at Cape Guardafui, saw a small dhow becalmed off the Cape; brought her in and found her to be an Arab vessel from Zanzibar to the Arabian coast with 150 slaves on board; this dhow was in a wretched condition and was destroyed.

13. On the 3rd October off Cape Guardafui, we captured a small Soori dhow from Zanzibar to Maculla in very bad condition, and leaky, with 118 slaves on board. In the evening we saw some large dhows at anchor off Booh; stood in to examine them; they were honest; bound for India, and watering. The anchorage shoals gradually from 10 fathoms line, about two miles off shore to the beach bottom, fine sand.

14. On the 5th October, while examining a small fleet of dhows running past the Cape I detained a small dhow with 3 slaves on board from Mombaza to Maculla; not being at all satisfied either with the captain or the crew, I took them to Aden, where all the crew, except the captain, were condemned as slaves.

15. The same day seeing a dhow to windward of us running for the land, chased, but could not prevent her running on the beach and landing about 50 slaves; she had a half cargo of rice, and broke up very quickly; there was no necessity for burning her.

16. On the 9th October, finding symptoms of small-pox among the slaves, and the south-west monsoon apparently failing, left for Aden and condemned all the dhows in the Vice-Admiralty Court.

17. The number of the dhows captured by the "Highflyer" during the last six months has been nine, amounting to 647 tons; of these two ran on shore and landed their slaves, one ran on shore and we recovered the slaves, and the other six had slaves on board. Total number captured 561; of these 6 were landed at Seychelles, and 551 at Aden, 4 having died in the "Highflyer" by dysentery contracted on board the dhows.

18. On my arrival at Seychelles on the 29th November I heard that Commander Parr in the "Lyra" had landed 165 slaves, the cargo of a dhow captured by him off Cape St. Andrew in Madagascar. No other captures have been made.

19. In order to give some idea how lucrative the trade of slaves to any captain who runs a cargo, I may mention that in the dhow captured by me on the 30th September, papers were found in her showing that she had been hired at Zanzibar for the voyage to Maculla for 30 dollars; she had 150 slaves on board who had been bought for from 5 dollars to 7 dollars a-piece, which is about the average market price at Zanzibar; none of these were to be sold at Maculla for less than 70 dollars, and some for not less than 80 dollars, so that the dhow and cargo would have cost at Zanzibar in round numbers 930 dollars, while the lowest price for the slaves at Maculla would be 10,500 dollars, leaving a profit to the owner of 9,570 dollars to pay for the slave food and the crew, besides having the vessel to bring a cargo back from Maculla.

20. On arriving at Zanzibar on the 28th December I heard that forty dhows left Zanzibar almost immediately after I did on the 24th August, to run to Arabia with slaves; of these I only captured seven; so that if the other

thirty-three reached Arabia, allowing them an average of 120 slaves each, nearly 4,000 slaves must have been landed there.

21. Every day since my return to Zanzibar I have seen slave-dhows coming up from Rielwa, &c., and landing their slaves on the beach, four to six frequently coming in, in one day, with from 1 to 200 slaves.

22. I do not believe that any impression can be made on the slave-traffic as long as the Sultan of Zanzibar is allowed six months in the year to collect his slaves at the most convenient spot for eluding the British cruisers (which is generally changed every year), which are so few that the Sultan can generally know where they are, and when they get a chance they all run at once and the season is over until the monsoon slackens again.

I have, &c.
(Signed) THOS. PASLEY.

Inclosure 2 in No. 81.

Commander Parr to Commodore Hillyar.

"Lyra," Seychelles, December 31, 1866.

Sir, I HAVE the honour to report, agreeably to page 16, Article 6 of the Leave Instructions, my experiences during the last half-year of the state of the Slave Trade on this coast.

2. During the months of August, September, October, and part of November, I cruized in the Mozambique Channel, and succeeded in capturing one slave dhow with 176 slaves on board, she being, according to her crew's statement, one of four which had laden with slaves between Antonio and Mogineale Rivers, bound for Madagascar.

3. Whilst at Port Mozambique in August I heard that a Spanish barque, supposed to be the "Duke of Tetuan," had tried to get away with a full cargo but had got on shore, and been obliged to land her slaves somewhere in the neighbourhood of Inhambune or Quilimane. I therefore conclude that the trade is still active in the Mozambique Channel.

4. From the great number of slaves which have come from the neighbourhood of Quiloa during the end of November and December, and sold in Zanzibar market, it is only reasonable to presume that in the early part of the south-west monsoon a great number will be shipped for Muscat and Red Sea, &c., by the Northern Arabs.

I have, &c.
(Signed) ROBERT A. PARR.

No. 82.

Commodore Hillyar to the Secretary to the Admiralty.

"Octavia," at Trincomalee, August 11, 1866.

Sir, WITH reference to your letter of the 28th June last and its inclosures, expressing the satisfaction of the Earl of Clarendon at the capture and destruction of dhows in April and May last by Her Majesty's ship "Pantaloan," for being engaged in the Slave Trade; and desiring me to report whether it would be possible to establish such a watch over the Straits of Socotra as would effectually prevent slave-vessels from passing through these straits. I have the honour to request you will inform their Lordships that with the small squadron of six vessels, adapted to cruize for the suppression of the Slave Trade now at my disposal on this station, the Straits of Socotra and the adjacent coasts cannot be guarded as they ought to be, but with the addition of two fast cruisers to the squadron, and the "Vigilant" and "Penguin" efficient, which I hope they will be before next season, I am of opinion that a very severe blow, if not a complete stoppage in the Slave Traffic between the south-east coast of Africa, and the Red Sea and the Persian Gulf might be effected.

2. I am happy to be able to inform their Lordships that, in consequence of the measures I have taken for the suppression of the Slave Trade since assuming the command of this station, in addition to the six dhows captured and destroyed and 212 slaves taken by Her Majesty's ship "Pantaloan," twelve dhows have been destroyed and 296 slaves taken by other cruisers of the squadron, making a total of eighteen dhows and 508 slaves.

I have, &c.
(Signed) CHAS. F. HILLYAR.

No. 83.

Lieutenant-Commander Garforth to the Secretary to the Admiralty.

*"Penguin," at Sea, Lat. 14° 20' S., Long. 51° 0' E.,
May 20, 1867.*

Sir, I HAVE the honour, in compliance with the new Book of Instructions for the suppression of the Slave Trade, to report, for the information of the Lords Commissioners

of the Admiralty, that on the 20th May, 1867, while cruising to the northward of the Island of Abdul Husi, I sighted a large northern dhow, which I chased and boarded at 2 P.M.; she proved to be a slaver with 216 slaves on board. With few exceptions nearly all were young children.

This dhow was bound from Lamoo to Muscat, and had a large well-armed crew; considering her to be engaged in the unlawful traffic of slaves, I took the slaves and crew on board this ship, then caused her to be destroyed by fire, she being unfit to proceed to a port for adjudication.

I have, &c.
(Signed) EDMD. GARFORTH.

No. 84.

Consul Pakenham to Commodore Hillyar.

Sir,

Tamatave, April 10, 1867.

CAPTAIN Bradshaw will have reported to you the arrival of Her Majesty's ship "Star," and his having acceded to my request to remain here until the 15th instant, an arrangement which has given very great satisfaction to the Hova authorities, and will I am sure, prove beneficial to British interests in Madagascar. Captain Bradshaw has succeeded not only in conciliating the good-will of the local authorities, but has also impressed them most favourably with the friendly sentiments of British Naval Officers towards Madagascar, and is about, in conjunction with myself, to urge on the Governor of Tamatave the necessity of the Queen of Madagascar adopting measures for effectually preventing the Slave Trade receiving countenance on any points of the coast where Hova Stations exist.

Indeed, I have received from Captain Bradshaw during his stay at Tamatave, that cordial co-operation which must tend to strengthen the position of Her Majesty's Representation in Madagascar, and for which I beg to tender my very sincere acknowledgments.

I have, &c.
(Signed) J. O. PAKENHAM.

No. 85.

Commodore Hillyar to the Secretary to the Admiralty.

Sir,

"Octavia," Trincomalee, June 21, 1867.

I HAVE the honour to transmit herewith for the information of the Lords Commissioners of the Admiralty, duplicates of letters received from Her Majesty's ships "Highflyer" and "Lyra," reporting the capture of five slave dhows on the East Coast of Africa.

I have, &c.
(Signed) CHAS. F. HILLYAR

Inclosure 1 in No. 85.

Commander Parr to Captain Pasley.

Sir,

"Lyra," Waseen, February 22, 1867.

I HAVE the honour to report that the boats of Her Majesty's sloop under my command captured a dhow, on the 9th February, 1867, in Port Chak Chak, Pemba Island, with Arab colours, and having on board at time of capture false papers, a quantity of cocoa nuts, farina, cassada root, two large water tanks, matting, and other articles adapted for the Slave Trade, and as she was, after a careful survey, considered unfit to proceed to a port of adjudication, she was destroyed by fire. The crew were landed at Chak Chak, at their own request.

I have, &c.
(Signed) R. F. PARR.

Inclosure 2 in No. 85.

Commander Parr to Captain Pasley.

Sir,

"Lyra," off Lamo, March 6, 1867.

I HAVE the honour to report that on the 5th March, 1867, whilst in Lamo Bay, I captured a dhow without colours; she had also at time of capture a list of slaves purchased for shipment, four large water casks, cooking

utensils, matting, an accommodation for slaves like unto a mason's ladder, a slave deck, and other articles adapted for the Slave Trade. On being boarded by the boats, the crew left the dhow, with their arms, and landed on the beach, and if they had not been prevented by the Governor, would have fired on the boats. On the dhow being examined by the surveying officers, she was considered unfit to proceed to a port of adjudication, and accordingly destroyed her by fire.

I have, &c.
(Signed) R. PARR.

Inclosure 3 in No. 85.

Commander Parr to Captain Pasley.

Sir, "Lyra," off Lamoo, March 2, 1867.
I HAVE the honour to report that on the 1st of March, 1867, I captured a dhow off Lamoo without papers or colours; she had on board 18 slaves, a large quantity of grain, rice, cassada root, water casks, matting, cooking utensils, and other articles adapted for the Slave Trade; and as she was, as reported by the surveying officers, unfit to proceed to a port of adjudication, I scuttled her. Her crew were landed at Lamoo at their own request, and the slaves I received on board for passage to a British settlement.

I have, &c.
(Signed) R. PARR.

Inclosure 4 in No. 85.

Captain Pasley to Commodore Hillyar.

Sir, "Highflyer," Seychelles, May 1, 1867.
I HAVE the honour to inform you that on the 31st of March, when cruising for the suppression of the Slave Trade off Port Durnford, I sent the first cutter and gig in charge of Acting Lieutenant J. W. Wilkins, to examine the River Durnford and the creeks in its vicinity.

2. On the 1st of April Acting Lieutenant Wilkins observed a dhow pulling in for the shore, it being calm at the time. The crew deserted and scuttled her before the cutter could get alongside, when she proved to be equipped for the Slave Trade, having a large quantity of water in chatties, about fifty bags of grain and dates, some cocoa nuts, and a large cooking chattie. After measuring her Mr. Wilkins towed her into deep water, and after again scuttling her she sank. This vessel had no papers or colours.

I have, &c.
(Signed) T. F. PASLEY.

Inclosure 5 in No. 85.

Captain Pasley to Commodore Hillyar.

Sir, "Highflyer," Seychelles, May 1, 1861.
I HAVE the honour to inform you that on the 18th instant, in latitude 6° 41' west, and longitude 49° 46', I boarded and detained an Arab Baghalah dhow from Zanzibar, bound to Maculla with grain; she had seven large water tanks on board, and had 7 slaves whom the captain said he had bought at Brava, to assist in navigating his vessel, but as she had thirty men in the crew, this could not have been the case: she belonged to Massera Island, on the South-East Coast of Arabia, and carried an Arab flag, but had no papers, except an old pass from the Sultan of Zanzibar for the year 1864, addressed to another man. On cleaning out the dhow I found her unfit to proceed to a port of adjudication, so I measured and destroyed her. I sent the crew on to Maculla by her consort, who had nothing illegal about her.

I have, &c.
(Signed) T. F. PASLEY.

No. 86.

Lieutenant Garforth to Commodore Hillyar.

Sir, "Penguin," Zanzibar, June 30, 1867.
HAVING been employed for a short time this last season for the suppression of the Slave Trade on the northern part of the coast of Arabia, I have the honour of forwarding you the following Report.

On my arrival at Muscat the beginning of May, His Highness the Sultan informed me that five or six vessels had already attempted to land slaves near that town, and several others had passed on their way to town to the northward and the Persian Gulf.

The town of Murrayre which is about one hundred and sixty miles north of Muscat, being one of the principal places for landing slaves; slaves are likewise exported in numbers from that place into Persia, via Bunder Abbess, a greater part of the slaves exported from the coast of Africa find their way into Persia.

I was unable to arrive off Rassel-had until the middle of May; from the very few vessels that we sighted, I came to the conclusion that we were too late.

I consider that the beginning of April to be the best time of year for a vessel to be

stationed off that part of the coast, a fortnight or even a week after that time might make the greatest difference.

Dhows are able to get north before the setting in of the south-west monsoon, by taking advantage of land-winds and keeping close in shore. Moreover, the monsoon sets in sooner to the northward than it does to the southward; slave dhows from the Gulf of Aden bound for Muscat leave the Gulf the middle of March.

I should recommend vessels not to remain off *Rassel-had* after the beginning of May; if they should have slaves on board and bound for Aden they will stand a great chance of having to contend against the south-west monsoon and a strong northerly current, in which case, they would have to make the sailing passage to Aden which would take them at least six weeks. I was off *Ras-el-Had* in this ship on the 10th May, and had serious doubts as to whether I should have been able to get to Aden without making a long passage; as it was, we had to steam a greater portion of the way.

I believe a vessel stationed off the Island of *Socotra* the end of September and during the month of October would intercept the slave dhows from the Coast of Africa that proceed north about that time of the year. None of Her Majesty's vessels have, I believe as yet, been stationed on that part of the coast during that season.

Although so many slave dhows were captured last year by Her Majesty's cruisers, yet I believe the trade to have been this last season as brisk as ever. My information being from the most intelligent of the slaves that I took in a dhow bound from the Coast of Africa to Muscat, last May.

I have, &c.
(Signed) EDMUND GARFORTH.

Commodore Heath to the Secretary to the Admiralty.

"Octavia," Bombay, August 7, 1867.

Forwarded for the information of the Lords Commissioners of the Admiralty.

(Signed) L. G. HEATH.

No. 87.

Acting Commodore Purvis to the Secretary to the Admiralty.

"Racoon," in Simon's Bay, August 17, 1867.

SUBMITTED for the information of the Lords Commissioners of the Admiralty, observing that, at the request of Mr. Young, I shall direct a ship of war to be at the mouth of the *Zambesi* on the 1st December next, ready to receive the expeditionary party on their return.

(Signed) RD. PURVIS.

Inclosure in No. 87.

Commander Gordon to Commodore Caldwell.

(Extract.)

"Peterel," Simon's Bay, August 15, 1867.

I HAVE the honour to report that, in pursuance of your orders, I left *Simon's Bay* on the night of the 16th July, with Mr. Young and party. I carried a strong fair wind till midnight on the 18th July when I had to raise steam for an hour or two to communicate with *Algoa Bay*.

Receiving no news of importance I immediately proceeded keeping the same fair wind, which increased to a strong gale, till past *Natal*, on July 21st. From this time I experienced light winds and calms, and I had to steam the remaining 600 or 700 miles. I anchored off the *Kongoni* mouth of the *Zambesi* at midnight on the 25th July, having made the passage, including the stoppage at *Algoa Bay*, in nine days and three hours.

Next morning Mr. Young, having been unable to recognise the place, I steamed for some twenty miles to the eastward, seeking either the *Luabo* or *Kongoni* entrance. I finally returned to my first position which was indeed just off the *Kongoni* mouth, though Mr. Young had failed to recognise it from the alterations that had taken place, *Pearl Island* having been completely washed away. Great changes had also taken place in the other entrance, the *East Luabo* appearing quite impracticable. On the passage up, on Mr. Young's requisition, I furnished him with our whale-boat, in addition to the one from the Dockyard, and a few other miscellaneous stores. I also allowed my two *Kroomen* (who, it appears, are natives of this part of the coast), and on his written requisition a stoker named *Arthur Stacey*, to accompany him as volunteers, checking them on the ship's books as lent to the Expedition. On anchoring the second time off the *Kongoni* mouth, the steel boat, which we had been employed in putting together during the previous three days, was hoisted out, but was found to leak so considerably that we had her lifted in again immediately, to remedy the defect. The tide did not serve for crossing the *Bar* till the next forenoon, by which time we had reconnoitred the entrance, and had all the boats, including the two cutters, loaded and ready to go in over the *Bar* in charge of Mr. *Brewers*, the Senior Lieutenant.

They all passed safely in, being directed by myself at the masthead with pre-arranged signal. In the afternoon Mr. Brewers returned with the two cutters and the extra crews who had taken the boats in, and reported that Mr. Young, having with unexpected good fortune met some natives at the point, who agreed to man his boats, required no further assistance from us. On the same evening, 27th July, I started on my return, using a very little steam to gain an offing: wind, swell, and current all setting on shore.

No. 88.

Commodore Heath to the Secretary to the Admiralty.

(Extract.)

"Octavia," at Bombay, October 29, 1867.

THE "Vigilant" arrived at Tamatave on the 10th August, and, at the request of Mr. Pakenham, the Consul, Commander Brown proceeded to visit Her Majesty the Queen of Madagascar, at Andeveranto, her country quarters. It appears that Her Majesty being on a visit of pleasure, refused to discuss any business matters, and the interview was merely one of ceremony. The "Vigilant" proceeded to Vohemar, where Commander Brown received the assurance of the Governor that no Slave Trade was carried on, an assurance which Commander Brown, whose Slave Trade report I inclose, most clearly disbelieves.

Inclosure in No. 88.

Commander Brown to Commodore Heath.

Sir,

"Vigilant," Seychelles, September 7, 1867.

WITH reference to my inquiries respecting the Slave Trade carried on to the northward of Tamatave, I have the honour to state that I can safely say that Augmey, Vohemar, and Diego Saurez are the places at which slaves are landed in small quantities and thence transferred to the interior of Madagascar. The Arabs generally adopt the following mode of carrying on their abominable traffic. They carry hardware and cotton fabrics in small quantities in their dhows, ostensibly for the purpose of legitimate trade. At the same time they have many more hands on board than are required for the navigation of such craft, which extra hands they dispose of wherever an opportunity offers.

Of course they can only come round in the month of October, after the change of the monsoon, and it would be perfectly useless for our cruisers going to that part of Madagascar in the south-west monsoons, as no dhow could come round Cape Amber during that season on account of the very strong current and head wind.

I have, &c.

(Signed) J. H. BROWN.

No. 89.

Lieutenant Garforth to the Secretary to the Admiralty.

"Penguin," off Cape St. Andrews, Mydagascar, September 22, 1867.

Sir,

I HAVE the honour, in compliance with the new Book of Instructions for the suppression of the Slave Trade, to report, for the information of the Lords Commissioners of the Admiralty, that on the morning of the 22nd September while cruising off Cape St. Andrews, Madagascar, I captured an Arab dhow with 118 slaves on board. This vessel was from Magineale, coast of Africa, bound to Botler River, Madagascar: considering her to be engaged in the unlawful traffic of slaves, and not fit to be towed to any port for adjudication, I destroyed her, taking the slaves and crew on board this ship.

I transferred the crew next morning to a trading dhow, with the consent of the captain.

I have, &c.

(Signed) EDMUND GARFORTH.

No. 90.

Captain Pasley to Commodore Hillyar.

Sir,

"Highflyer," at Zanzibar, August 9, 1867.

I HAVE the honour to inform you that on the 4th instant, when between Mikindany and Mungullu, Lieutenant Fellowes, in the first cutter of Her Majesty's ship under my command, saw a small vessel run on shore and land her crew and slaves before the boat could reach her. The number of slaves was afterwards discovered to be 38.

The boat measured 29 tons, and was destroyed by scuttling.

I have, &c.

(Signed) T. S. PASLEY.

No. 91.

Lieutenant Fellowes to Captain Pasley.

Sir,

"Highflyer," off Choomby Islands, March 26, 1867.

I HAVE the honour to inform you that on the 21st March I boarded a dhow, $4\frac{1}{2}$ miles west-south-west of Kivinga, and found her fitted for the Slave Trade, and having 2 slaves (boys) on board, just bought at that place. I left a prize crew and proceeded to Kivinga to gain further particulars, and learnt she was bound to Quiloa to embark slaves for Maculla, which were already purchased, and only waiting the dhow's arrival. I then landed the crew and took her to Songa Island. The cutter being already detached and not being able to spare a prize crew I destroyed her.

I have, &c.

(Signed) JOHN FELLOWES.

No. 92.

Lieutenant Fellowes to Captain Pasley.

Sir,

"Highflyer," at Sea, May 11, 1867.

I HAVE the honour to inform you that on the 5th April I observed a dhow at anchor, 20 miles to the northward of Mombas, and that on nearing her she weighed and ran for Quilife River, nor would she heave to, though we fired repeatedly at her. She succeeded in getting in and landing her crew and slaves, the latter amounting to about 40, before we could get alongside. She proved to be a Lodie Beden, completely equipped for the Slave Trade, and having taken her measurement I destroyed her by fire.

I have, &c.

(Signed) JOHN FELLOWES.

*Commodore Heath to the Secretary to the Admiralty.**"Octavia," Bombay, November 11, 1867.*

Forwarded for the information of the Lords Commissioners of the Admiralty.

(Signed) L. G. HEATH.

No. 93.

Lieutenant Fellowes to Captain Pasley.

Sir,

"Highflyer," at Sea, May 11, 1867.

I HAVE the honour to inform you that on April 7th. while running past Ras Tomany, I detached the cutter to board a dhow, at anchor inside the point. Mr. Drake returned in a few minutes and reported that on his trying to speak to the slaves the Arab crew drew their swords and rushed out from under the poop. Having too small a force to oppose to the very numerous crew of this vessel he left, and communicated with me. I then anchored close under her stern, and gave them warning to leave in their boats. Finding they made no attempt to do so I commenced to shell them. They returned with musketry, but soon abandoned her. On boarding I found her to have in a cargo of wood, but with an immense place for slaves, and carrying not less than ten tons of water, she had also a great number of cooking utensils and a quantity of slave food.

I regret to say all the slaves, in number 26, escaped by leaping overboard at the first shot and swimming to the shore, only a few yards off. This vessel had no colours, and, as she was much too large for us to handle, I destroyed her.

I have, &c.

(Signed) JOHN FELLOWES.

*Commodore Heath to the Secretary to the Admiralty.**"Octavia," Bombay, November 11, 1867.*

Forwarded for the information of the Lords Commissioners of the Admiralty.

(Signed) L. G. HEATH.

ST. HELENA.

No. 94.

RETURN of Vessels Captured on suspicion of being engaged in the Slave Trade, and adjudicated in the Vice-Admiralty Court of St. Helena, from July 1 to December 31, 1866, inclusive.

Name of Vessel.	Class.	Flag.	Name of Master.	Date of Seizure.	Where Captured.	Property Seized.	Seizor.	Date of Sentence.	Number of Slaves Captured.	Died before adjudication.	Emancipated.	Tonnage.		Decreeal 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.
												Foreign according to Tonnage.	New measurement.			
Unknown	Brigantine	None	Unknown	1866 Sept. 17	Off Point Padron, on the West Coast of Africa.	Vessel and cargo	Commander Peile, Her Majesty's ship "Sagout"	1866 Oct. 11	..	..	..	..	..	Forfeiture	§ 3 Viet, cap. 73	The vessel broken up and demolished; materials and stores sold by public auction; net proceeds paid into the Treasury chest.

(Signed)

JNO. N. FIRMIN, Registrar.