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Class A.

CORRESPONDENCE

WITH THE

BRITISH COMMISSIONERS

AT

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

AND

REPORTS FROM

BRITISH VICE-ADMIRALTY COURTS,

AND FROM

BRITISH NAVAL OFFICERS,

RELATING TO

THE SLAVE TRADE.

From January 1 to December 31, 1868.

Presented to both Houses of Parliament by Command of Her Majesty.
1869.

LONDON:

PRINTED BY HARRISON AND SONS.

STANLEY WINTER

THE WINTER OF 1943

THE WINTER OF 1943

THE WINTER OF 1943

THE WINTER OF 1943

THE WINTER OF 1943

THE WINTER OF 1943

THE WINTER OF 1943

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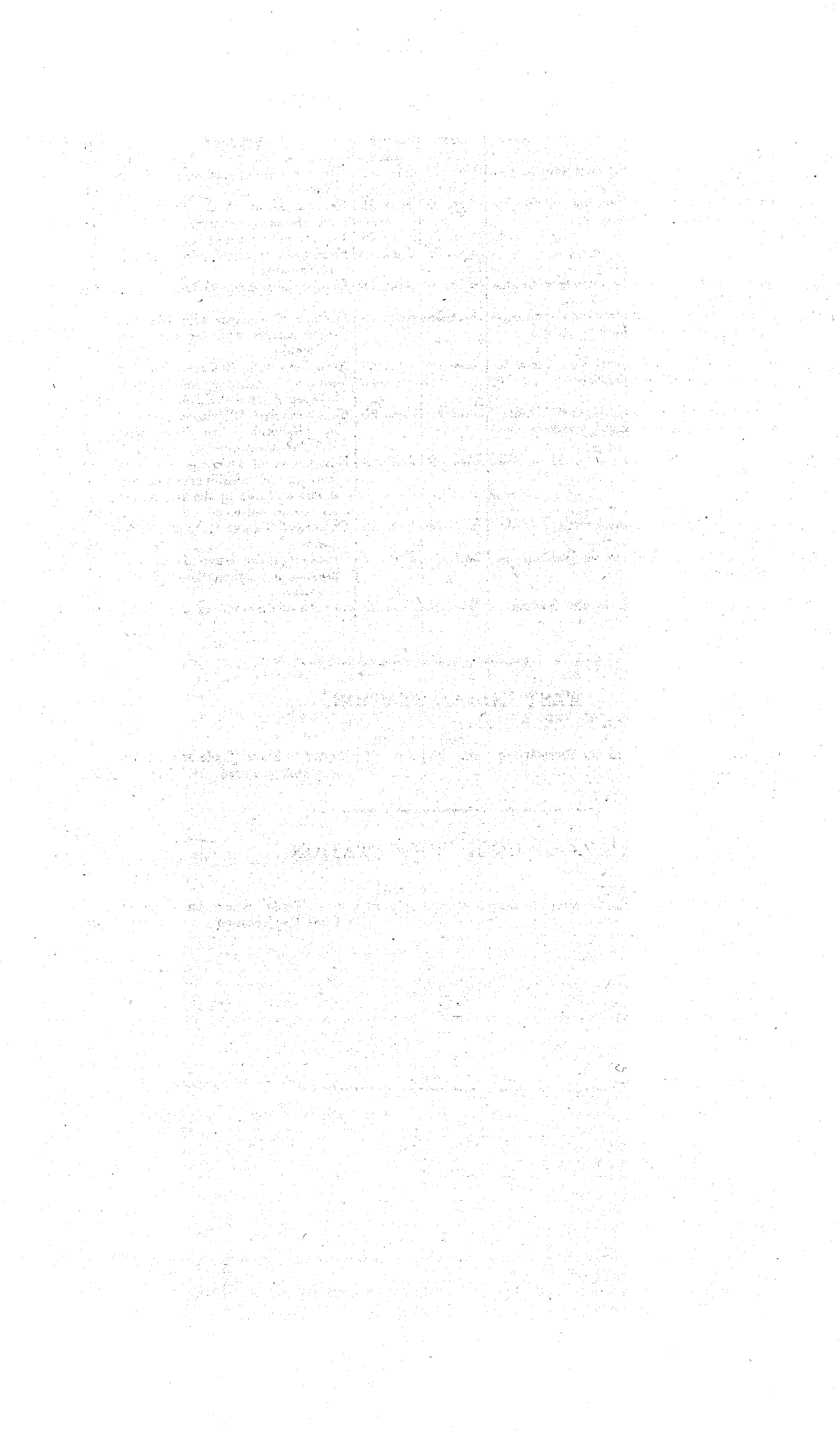
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Class A.

CORRESPONDENCE

WITH

BRITISH COMMISSIONERS.

SIERRA LEONE.

No. 1.

Mr. Smith to Lord Stanley.—(Received February 3, 1868.)

My Lord,

Sierra Leone, December 31, 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 this day.

I have, &c.

(Signed) WM. SMITH, Registrar.

No. 2.

Mr. Smith to Lord Stanley.—(Received February 3, 1868.)

My Lord,

Sierra Leone, December 31, 1867.

I HAVE the honour to acquaint your Lordship that no cases have been adjudicated by 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) WM. SMITH, Registrar.

No. 3.

Her Majesty's Acting Judge to Lord Stanley.—(Received March 18.)

My Lord,

Sierra Leone, February 15, 1868.

I HAVE the honour to report to your Lordship that, in the absence of Colonel Blackall, whom I have relieved from this government, I have this day by virtue of my office, and in accordance with the existing Slave Trade Treaties between Great Britain and foreign Powers, assumed the office of Her Majesty's Acting Judge in the several Mixed Courts of Justice established in this Colony, by taking the usual oath before the Chief Justice.

I have, &c.

(Signed) A. E. KENNEDY.

No. 4.

Her Majesty's Judge to Lord Stanley.—(Received August 3.)

My Lord,

Sierra Leone, June 30, 1868.

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

I have, &c.
(Signed) A. E. KENNEDY.

No. 5.

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

My Lord,

Sierra Leone, September 30, 1868.

I HAVE the honour to report to your Lordship that no case has come before the British and Foreign Mixed Courts of Justice established here during the year ending this day.

During the same period no cases of ships engaged in that Traffic, or native canoes captured with slaves within these waters, have been adjudicated by the Vice-Admiralty Court of this Settlement.

I have been unable to obtain any correct account of the Slave Trade to the north of this place, but an influx of doubloons into this market leads me to infer that they have been exchanged for a cargo of slaves in that locality, where there is every facility of doing so, in the absence of a man-of-war.

From reliable information which has reached me, I learn that there is no export Slave Trade between this place and Fernando Po; but that the Portuguese at Whydah and its neighbourhood employ their slaves, averaging in some places from 500 to 1,000, in agriculture and palm-oil trade, which they find to be remunerative.

The only case on the south coast of which I have heard during the year, is that of a schooner employed in collecting slaves from one factory to another; but on the appearance of two steamers, supposed to be men of war, she was run on shore by her crew to the south of Congo, and became a complete wreck; and that the boiler and other articles belonging to this vessel were subsequently seized by the officers of Her Majesty's ship "Speedwell."

I have, &c.
(Signed) A. E. KENNEDY.

HAVANA.

No. 6.

Her Majesty's Acting Commissary Judge to Lord Stanley.—(Received January 27, 1868.)

My Lord,

Havana, December 27, 1867.

I HAVE the honour of transmitting to your Lordship a translation of the circular which Captain-General Lersundi has issued relative to the Slave Trade, on his reassuming the government of the Island of Cuba.

I have, &c.
(Signed) JOHN V. CRAWFORD.

Inclosure in No. 6.

General Lersundi's Circular relating to Slave Trade.

(Translation.)

Havana, December 26, 1867.

ALTHOUGH I do not believe that there is any one acquainted with my former administration here, who would be so mad and inconsiderate, as now to attempt the experiment of landing negroes in this island, I recommend the greatest care and vigilance, and likewise your attention to the instructions in force on the subject, your fulfilment of this duty being all the easier from the fact, that public opinion, which is stronger, and has more weight than all eventualities, threats, decrees, and penalties, has already condemned and considered for ever dead that immoral traffic.

God preserve, &c.
To all Lieutenant-Governors in the Island of Cuba.

(Signed) LERSUNDI.

No. 7.

Her Majesty's Acting Commissary Judge to Lord Stanley.—(Received January 27, 1868.)

My Lord,

Havana, December 31, 1867.

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) JOHN V. CRAWFORD.

No. 8.

Her Majesty's Acting Commissary Judge to Lord Stanley.—(Received January 27.)

My Lord,

Havana, January 1, 1868.

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

I have, &c.
(Signed) JOHN V. CRAWFORD.

HAVANA.

No. 9.

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

My Lord,

Havana, July 1, 1868.

IN obedience to the Act 5, Geo. IV, chap. 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 during the last six months there has been no case for adjudication before the Mixed Commission Court at this place.

I have, &c.
(Signed) JOHN V. CRAWFORD.

No. 10.

Her Majesty's Acting Commissary Judge to Lord Stanley.—(Received October 28.)

My Lord,

Havana, September 30, 1868.

DURING the twelvemonths which have elapsed since my last Annual Report, there has not been any authenticated case reported of the introduction of African slaves into the Island of Cuba.

Rumours of two landings have indeed reached me; one said to have been effected about four months ago on the south side, and another quite recently near Morillo, in the district of Bahiahonda; but, as no reliable details have transpired, I have treated these reports as apocryphal, and give them no credit.

The Spanish Government, under the pressure of circumstances, and especially by the liberation of the slaves in the United States, has been at last compelled to see the necessity of putting an end to the Slave Trade; and I believe that we may consider the abominable traffic in human beings between Africa and this island as nearly, if not entirely, extinct.

Under an honest administration, the Cuban Slave Trade can never be revived; but it is to be feared that there are still to be found many depraved and unsatiable individuals who would not hesitate to encourage it, regardless of the weighty political and social considerations which militate against the renewal or the continuance of a traffic which would inevitably lead to a catastrophe, or to the ruin of this fine dependency of Spain.

The total cessation of the Slave Trade is the keystone of emancipation; and I do not hesitate to advance the assertion, that with a careful registry of all the coloured population, and with a law granting the freedom of the offspring of slaves born here, this much-dreaded question will gradually solve itself; and in twenty years from this date, slavery in Cuba will have died a natural death.

According to the Census of 15th March, 1861, the population of Cuba was as follows:—

Whites	..	..	..	..	..	..	757,612
Chinese	..	..	..	..	..	..	34,825
Yucatan Indians	..	..	..	..	..	..	1,047
Free coloured people	..	..	..	..	..	..	225,843
Emancipados	..	..	..	..	..	..	6,650
							<hr/>
			Free population	..	..	..	1,025,977
							<hr/>
Slaves, males	..	..	..	..	..	..	218,722
„ females	..	..	..	..	..	..	151,831
							<hr/>
			Total slave population	..	..	..	370,553

It appears, therefore, that in 1861 there were 370,553 slaves in Cuba; and by placing the inaccuracies of that Census, the fresh importations from Africa, and the births during the last six years, against the mortality, it is fair to estimate that the slave population of the island to-day does not exceed 350,000.

The ordinary rate of mortality now among the slaves in Cuba, is put down by competent judges at 2½ per cent., which shows the vast improvement which has taken place in their condition, and in their treatment, as compared with the time when the facility of replacing the negro led to a most barbarous expenditure of life on the planta-

tions. If, then, to this mortality are added the manumissions by will and otherwise, which constantly occur, and which are very numerous, and the periodical epidemics which, like the cholera and typhus fever, decimate these poor people, it requires no great stretch of imagination to see that the gradual extinction of slavery in Cuba is only a question of time, and that; if let alone, it will be unattended by any serious consequences. This I believe to be the view taken by the majority of the intelligent proprietary body in the island.

The Cuban Commissioners, who were invited by the Spanish Government to proceed to Madrid in 1866, to report upon certain matters connected with the island, presented a Report, which is remarkable for its ability and candour.

In treating of slavery and emancipation they propose the following:—

1. The entire suppression of the Slave Trade.
 2. A declaration that no one can be born a slave in Cuba, or, in other words, that all slave children who may be born in the island shall be free. These children are to remain under the patronage of their mother's owner till the age of 18 if girls, and 21 if boys, subject to the regulations which may be adopted by the municipalities of the island.

3. A declaration that no one who is not inscribed in the General Registration of Slaves at the date of the publication of the Decree, can be claimed as a slave, and consequently from that date any person who puts his foot on Cuban soil shall acquire his freedom, no matter how he gets there, even though he comes from a slave country.

4. A declaration that no plan of emancipation shall be accepted or decreed without insuring an equitable indemnity to the slave-owners.

5. A declaration that no plan of abolition shall be passed without hearing the Corporations of the island, or the vote of the people at large, giving them clearly to understand that emancipation has been resolved on, and that what is wanted only is the best plan for carrying it out upon this basis.

6 and 7. Authority from Government to allow the establishment of a landowner's bank, and to extend to Cuba the same law relating to mortgages as that in force in Spain, with such modifications as may be necessary.

What these two last suggestions of Articles 6 and 7 have to do with the question I am at a loss to understand.

The Commissioners than go on to submit a plan of emancipation, a translation of which I have the honour to inclose herewith.

This plan is simply a proposal of gradual emancipation in seven years by means of a lottery, to be drawn in December in each year.

Deducting from the total number of slaves in the island, according to the census of 1861, those under 7 years of age, and those upwards of 80, who would be declared free at once under certain restrictions, the number of slaves to be emancipated, and for whom indemnity would have to be allowed, would not exceed 274,092, as the ordinary rate of mortality of $2\frac{1}{2}$ per cent. is likewise taken off.

The indemnity is fixed at an average of 450 dollars per head, and the whole amount required is estimated at about 118,000,000 dollars, or 24,000,000*l.* sterling, payable in fifteen years, to be raised by a subvention of 50,000,000 dollars out of the revenue of the island, and the balance by a portion of the wages which will be allowed the slave from the moment fortune favours him by lottery, these wages being calculated at 7 dollars a-month, out of which the master would have to pay into the fund 1 dollar, or say 12 dollars the first year, 24 dollars the second year, and so on, increasing 12 dollars per annum up to the seventh year. The indemnity is proposed to be paid at the rate of 50 dollars per annum for seven years after the slave is drawn, at the expiry of which term the owner will be entitled to receive the remaining 100 dollars, provided only that he presents his slave in sound condition, and not incapacitated through bad treatment or excess of hard labour.

By this plan, the master would be certain of an indemnity of 350 dollars for his slave, but he would have to pay into the indemnity fund 252 dollars, so that he would in reality only receive 98 dollars clear, without counting the extra 100 dollars which he would be entitled to in the event above-mentioned of being able to produce his negro safe and sound on receiving his seventh quota of indemnity.

There is no doubt that it is a most ingenious plan, and that it would work well, if, as the Commissioners say, the slave-owners, being convinced, as they now ought to be, that slavery is doomed, would work together honestly and patriotically to carry it out.

Any hasty or violent solution of this vital question would be attended here with most fatal results, and it is to be hoped that the Islands of Cuba and Porto Rico will not be dealt with alike as regards emancipation, for whereas the former has such a large

free-coloured and slave population, the latter in 1860 had only 41,738 slaves, of which 13,446 were employed as field labourers, and the remainder as house servants. At the same time there were 40,605 free labourers, of whom 18,830 were white; and in 1865 over 70,000 schedules or licenses were issued to free workmen, so that it is not to be wondered at that the Delegates from Porto Rico should propose the immediate liberation of the small number of slaves remaining there. I attribute the flattering state of affairs in that island to the fact that the importation of slaves from Africa ceased many years ago, and it is not too bold to assert that, but for the continuation of the Slave Trade here, Cuba would now be fully as well prepared for emancipation as her sister Colony.

In whatever manner this may be brought about, there still remains the difficulty of procuring an adequate supply of labour for this island.

It may be argued that, as in Porto Rico, white labour will be found to compete successfully with that of the negro.

As far as concerns the labour in the towns and sea-ports, this has already been in a great measure effected, and perhaps it would be easy enough for white men alone to carry on the cultivation of tobacco and coffee, and even to support the much heavier toil on the sugar plantations, contrary to the general belief that it requires the strength and enduring power of the African to withstand such labour in this climate; but, unfortunately, there is not nearly sufficient rural white population fit for that purpose in Cuba.

European or American emigration must not be thought of so long as Spain indulges its absurd prejudices, and maintains its foolish restrictions against foreigners, instead of doing all in its power to encourage white emigration to Cuba, no matter whence it comes.

Foreign emigrants cannot be expected to seek a home in this island, while the law obliges them to abjure their religion, forswear their nationality, and to submit to endless annoyances, the Spanish Government maintaining that the Treaties between Spain and other countries do not include her colonies.

It is true that the tolerance and good sense of the local government of the island have allowed the precepts of the law to fall into disuse, being, as they are, so contrary to the civilization of the times we live in, but, nevertheless, these illiberal laws do exist, and may be put in force at any moment.

The importation of Chinese coolies continues, and tends in some degree to supply the demand for labourers, but restricted, as it is, to men without their wives and families, it cannot be considered as a permanent or successful immigration.

The reproduction of the races in the island, if the statistics are to be relied upon, shows the proportion to be 17·10 per cent. of whites, 13·40 per cent. of free-coloured, and 9·95 per cent. of slaves, taking the women of each class, between the ages of 16 and 50, at 162,489 whites, 60,525 free black and emancipadas, and 87,782 slaves, and the births at 27,778 whites, 8,122 free, and 8,739 slaves. It may be, therefore, calculated what would be the increase of the negro race under freedom, for whether we take as the basis of our calculation the fecundity of the whites, or that of the free-coloured women, the result is a difference of 6,171 souls in the first case, and of 3,023 in the second case, which the curse of slavery has prevented from being born in Cuba in a single year.

La Sagra says that the births among the free-coloured population in the French colonies were, according to the most carefully compiled statistics, as follows: in Martinique, 96 per cent.; in Guadeloupe, 92 per cent.; in Guane, 86; and in Bourbon, 98 per cent. of the women.

According to the notes published here in 1862, the white and free-coloured population in Cuba increased in that year 11,955 souls, while the slave population decreased 350. What a contrast this is to the data furnished by the French colonies! Were it possible to suppose that these results would be repeated, we should have in Cuba, in the short space of ten years, a diminution of 3,500 negroes, or in other words, the continuance of slavery requires the sacrifice of nearly one human life per day.

I have, &c.

(Signed) JOHN V. CRAWFORD.

Inclosure in No. 10.

Plan of Emancipation proposed by the Cuban Commissioners in 1866.

(Translation.)

1. AN annual, gratuitous, and beneficent lottery, to ameliorate the condition of the slaves and to emancipate them, is to be established in the Island of Cuba.

2. The first year's drawing is to comprise all the oldest slaves up to one-seventh of all those alive, the second year's drawing one-sixth, the third year's drawing one-fifth, the fourth year one-fourth, the fifth year one-third the sixth year one-half.

3. Slaves over sixty, and those under seven, years of age shall not be comprised in the lottery. The first have the right to claim their freedom, if they wish it, from the date the law is published, their owners not being entitled to any indemnity. The last, although they acquire their freedom (also without indemnity to their owners), shall remain under the patronage of their owners and shall be obliged to serve them up to the ages of 18 or 21, according to their sex. The aged and infirm must always be taken care of by their owners as the law directs. The corporations or competent authorities of the island will regulate the details for carrying this out.

4. Slaves between the ages of 7 and 18, or 21, according to their sex, who are drawn in the lottery, shall continue under the patronage of their masters until they complete these ages.

5. The ages to be taken from the register are those the slaves will complete before the 1st of January following the lottery which is to be drawn.

6. Each annual lottery shall contain a number of prizes equal to half the numbers entered. At the seventh drawing all slaves remaining shall be considered free. Those who are fortunate will be from that moment coerced in the seventh part of their value, and will be entitled to be, without fail, coerced another seventh part of the same value every succeeding year, so that the seventh year they will be entirely free.

7. The drawing of the lottery will take place at Havana the beginning of December, in order that the result may be carried out from the first of January immediately following, both as regards the payment of the price of coarctation and the payment of wages.

8. The corporations or competent authorities of the island will regulate the manner of proceeding at these drawings, and will carefully explain the requisites and formalities to be observed, and the manner of guarding against abuses.

9. The average value of the slaves for indemnity, and in all that concerns their coarctation and freedom, is fixed at 450 dollars, whatever the age or the condition of the slave.

10. This indemnity shall be paid as follows: 350 dollars in seven annual payments of 50 dollars each for every slave drawn, and the remaining 100 dollars as a premium for each of said slaves which the master presents at the time of receiving the last annuity, and who is not incapacitated in any way from the effects of ill-treatment or excess of labour. These hundred dollars in such case shall be paid in two yearly payments, that is to say, 50 dollars in the eighth year, and 50 dollars in the ninth.

11. The master will pay into the funds of the lottery an amount of wages proportionate to the coarctation of his slave, calculating these wages at 7 dollars a month, so that the first year he will have to pay 1 dollar a month, the second year 2 dollars a month, and so on. After the payment of the last share of indemnity, the master may then treat directly with the freed man.

12. Slaves already coerced (partially free) at the time the lottery is established, shall be also included in the drawings, when their turn comes, according to their age. The indemnity for those who are drawn shall be divided between them and their masters in proportion to the amount of their coarctation, and in consonance with the regulations which may be adopted by the authorities, and which shall likewise give directions as to their wages.

13. At any stage of his coarctation every slave shall have the right to free himself by completing the payment of the 450 dollars fixed by Article 9.

14. The funds of the lottery shall insure to the owner of every slave who is drawn, the payment of the 350 dollars mentioned in Article 10, so that, even if the slave should die or become unserviceable, through no fault of his master, the owner will always recover the 50 dollars per annum up to the sum of 350 dollars. The owner, on his part, must insure the payment into the funds of the lottery of the wages in the progressive scale indicated until he receives the seventh instalment.

15. The wages shall be prepaid half-yearly in the months of January and July.

16. The funds of the lottery in favour of the slaves shall be raised:—

1stly. By a subvention of 50,000,000 dollars to be allowed in the Estimates of the Revenue of the Island, and to be spread over a period of fifteen years;

2ndly. By the proportion of wages which is to be paid in by the owners of the slaves who are drawn.

17. The funds of the lottery may be applied to make good the wages in the case of defaulters (in a compulsory manner), discounting the amount from the indemnity to be paid; but, should an owner fail in paying these wages a second time, his slave may be taken from him and hired to some one else: in which case, after deducting from his wages what may be due to the fund, the balance shall be paid to his owner.

By this plan it is to be hoped that the problem of Abolition of Slavery in the Island of Cuba would be solved with the following advantages:—

1stly. The slaves would not be freed suddenly, but gradually and successively by sevenths.

2ndly. The probability and even the possibility of any estate or undertaking being simultaneously deprived of all its operatives would be removed; for it is scarcely to be presumed that in one and the same drawing of the lottery all the members of the same gang would be favoured by fortune.

3rdly. The lottery would distribute the boon of coarctation proportionally over the whole island.

4thly. The oldest slaves being always the first drawn, it is probable that the greater portion of the slaves now living would attain the enjoyment of their freedom by this means.

5thly. By successive coarctations, those favoured by chance will remain seven years subject to discipline, and their masters would have time to prepare for the change in the system of labour, and to try and win over the labourers and make them attached to the spot.

6thly. The system of coarctation being already established, and having been found to work well, no novelty which might be dangerous is thereby introduced.

7thly. This system calms the impatience of the slaves, because all of them have the assurance of being drawn, and they can indulge the hope of being so before others, for it speaks to them of successive coarctation, and not of immediate freedom, and it does not concede to them any right, but solely invokes charity in their behalf.

8thly. The master would only pay during the first year the very moderate retribution of 1 dollar a month, in the second year 2 dollars, &c., so that even this small outlay would be on a scale proportioned to the sums he

would receive; and, moreover, it would be smallest during the first years, in which the planting of a new system might render any expense irksome, and it would always go on augmenting on a scale little felt, at the same time that he will have had ample time to complete his arrangements.

9thly. Insuring to the proprietors an equitable indemnity, even in the event of the death of the slave, it would furnish them annually with funds wherewith to pay the wages of the new class of labourers.

For all these reasons it is to be hoped that it would not create any perturbation, especially if the slave owners, being convinced, as they now ought to be, that the solution of this question is inevitable, would only co-operate with good-will and with patriotic zeal to carry it out, for in it are comprised the real interests of the present generation and the peace and happiness of those to come.

To make the plan more perfectly understood we annex the following Tables, which exhibit what would be the results. The first, marked A, shows the number of slaves which would be drawn each year, and the amount of their annual coarctation. The second, marked B, shows the series of annual operations of the Indemnity Fund of the lottery during the fifteen years it would require to fulfil its charitable mission.

Annex A.
SLAVE POPULATION in Cuba in 1862.

Ages.		Males.	Females.	Total.	Approximate Per-centage.
0 to 1	.. ..	7,397	5,988	13,385	3.60
1 10	.. ..	26,673	22,239	48,912	13.20
11 12	.. ..	13,026	10,067	23,093	6.20
13 15	.. ..	17,047	13,631	30,678	8.30
16 40	.. ..	105,611	67,745	173,356	47.00
41 60	.. ..	37,884	22,571	60,455	16.40
61 80	.. ..	11,240	4,812	16,052	4.35
81 100	.. ..	2,306	1,109	3,415	0.90
Over 100	.. ..	126	56	182	0.05
Totals		221,310	148,218	369,528	100

These numbers are taken from the Statistics published by the intendencia at Havana in 1863; but to judge by the numerous errors in those Statistics, which display the careless manner in which they have been got up, it is to be feared that but little confidence can be placed in them.

Taking, however, the total number of slaves in Cuba to be 368,550
And deducting for those under 7 and over 60 years of age 65,638

There will remain a total of 302,912

If the plan to emancipate them in seven years, by means of seven annual lotteries, is accepted, the result would prove as follows:—

Total number of slaves	.. ..	.. ..	.. ..	.. ..	302,912
Deduct 2½ per cent. mortality	.. ..	.. ..	.. ..	.. ..	7,572
					295,340
One-seventh to be drawn	.. ..	.. ..	.. ..	.. ..	42,191 the 1st year.
Remain	.. ..	.. ..	.. ..	.. ..	253,149
Deduct 2½ per cent. mortality	.. ..	.. ..	.. ..	.. ..	6,328
					246,821
One-sixth to be drawn	.. ..	.. ..	.. ..	.. ..	41,137 the 2nd year.
Remain	.. ..	.. ..	.. ..	.. ..	205,684
Deduct 2½ per cent. mortality	.. ..	.. ..	.. ..	.. ..	5,142
					200,542
One-fifth to be drawn	.. ..	.. ..	.. ..	.. ..	40,108 the 3rd year.
Remain	.. ..	.. ..	.. ..	.. ..	160,434
Deduct 2½ per cent. mortality	.. ..	.. ..	.. ..	.. ..	4,011
					156,423
One-fourth to be drawn	.. ..	.. ..	.. ..	.. ..	39,105 the 4th year.
Remain	.. ..	.. ..	.. ..	.. ..	117,318
Deduct 2½ per cent. mortality	.. ..	.. ..	.. ..	.. ..	2,932
					114,386
One-third to be drawn	.. ..	.. ..	.. ..	.. ..	38,128 the 5th year.
Remain	.. ..	.. ..	.. ..	.. ..	76,258
Deduct 2½ per cent. mortality	.. ..	.. ..	.. ..	.. ..	1,906
					74,352
One-half to be drawn	.. ..	.. ..	.. ..	.. ..	37,176 the 6th year.
Remain	.. ..	.. ..	.. ..	.. ..	37,176
Deduct 2½ per cent. mortality	.. ..	.. ..	.. ..	.. ..	929
					36,247 the 7th year.
Will be free	.. ..	.. ..	.. ..	.. ..	36,247 the 7th year.

Summary.			Number Freed.	Indemnity due.
				Dollars.
1st year	..	..	42,191	2,109,550
2nd "	..	..	41,137	4,166,400
3rd "	..	..	40,108	6,171,800
4th "	..	..	39,105	8,127,050
5th "	..	..	38,128	10,033,450
6th "	..	..	37,176	11,892,250
7th "	..	..	36,247	13,704,600
			274,092	56,205,100

				Dollars
Amount of indemnity in seven years	..	..	..	56,205,100
" payable the 8th year	..	..	..	13,261,600
" " 9th "	..	..	..	12,829,700
" " 10th "	..	..	..	10,751,950
" " 11th "	..	..	..	8,716,400
" " 12th "	..	..	..	6,720,900
" " 13th "	..	..	..	4,783,950
" " 14th "	..	..	..	2,898,300
" " 15th "	..	..	..	1,431,800
Total indemnity for 274,092 slaves	..	..	..	117,599,700

Annex B.

STATEMENT showing the Yearly Operations of the Lottery for the Emancipation of the Slaves.

				Dollars.	Dollars.
First Year :—					
Subvention	..	..	..	..	5,000,000
First seventh-part of 42,191 slaves	..	..	..	..	2,109,550
Net	..	..	..	..	2,890,450
Second Year :—					
Subvention	..	..	..	..	4,000,000
Wages of 42,191 slaves, $\frac{1}{7}$ th	..	..	..	..	506,292
Net	..	..	..	..	7,396,742
Second seventh-part of 42,191 slaves	..	..	..	2,109,550	
First seventh-part of 41,137 slaves	..	..	..	2,056,850	
Net	..	..	..	..	4,166,400
Net	..	..	..	..	3,230,342
Third Year :—					
Subvention	..	..	..	..	4,000,000
Wages of 42,191 slaves, $\frac{2}{7}$ ths	..	..	..	1,012,584	
Wages of 41,137 slaves, $\frac{1}{7}$ th	..	..	..	493,644	
Net	..	..	..	..	1,506,228
Third seventh-part of 42,191 negroes	..	..	..	2,109,550	
Second seventh-part of 41,137 negroes	..	..	..	2,056,850	
First seventh-part of 40,108 negroes	..	..	..	2,005,400	
Net	..	..	..	..	6,171,800
Net	..	..	..	..	2,564,770
Fourth Year :—					
Subvention	..	..	..	..	4,000,000
Wages of 42,191 slaves, $\frac{3}{7}$ ths	..	..	..	1,518,876	
Wages of 41,137 slaves, $\frac{2}{7}$ ths	..	..	..	987,288	
Wages of 40,108 slaves, $\frac{1}{7}$ th	..	..	..	481,296	
Net	..	..	..	..	2,987,460
Fourth seventh-part of 42,191 negroes	..	..	..	2,169,550	
Third seventh-part of 41,137 negroes	..	..	..	2,056,850	
Second seventh-part of 40,108 negroes	..	..	..	2,005,400	
First seventh-part of 39,105 negroes	..	..	..	1,955,250	
Net	..	..	..	..	8,127,050
Net	..	..	..	..	1,425,180
Fifth Year :—					
Subvention	..	..	..	..	4,000,000
Wages of 42,191 negroes, $\frac{4}{7}$ ths	..	..	..	2,025,168	
Wages of 41,137 negroes, $\frac{3}{7}$ ths	..	..	..	1,480,932	
Wages of 40,108 negroes, $\frac{2}{7}$ ths	..	..	..	962,592	
Wages of 39,105 negroes, $\frac{1}{7}$ th	..	..	..	469,260	
Net	..	..	..	..	4,937,952
					10,363,132

CLASS A.

						Dollars.	Dollars.
Seventh seventh-part of 40,108 negroes	..	..	..	..	..	2,005,400	
Sixth seventh-part of 39,105 negroes	..	..	..	..	..	1,955,250	
Fifth seventh-part of 38,128 negroes	..	..	..	..	..	1,906,400	
Fourth seventh-part of 37,176 negroes	..	..	..	..	..	1,858,800	
Third seventh-part of 36,247 negroes	..	..	..	..	..	1,812,350	
Second half of premium, 1st lot	..	..	..	..	..	1,666,550	
First half of premium, 2nd lot	..	..	..	..	..	1,624,950	
							<u>12,829,700</u>
Net	..	..	..	..	..	..	4,405,296
Tenth Year:—							
Subvention	..	..	..	..	..	..	4,000,000
Wages of 4th lot, $\frac{5}{7}$ ths	..	..	..	..	..	2,815,560	
Wages of 5th lot, $\frac{5}{7}$ ths	..	..	..	..	..	2,287,680	
Wages of 6th lot, $\frac{4}{7}$ ths	..	..	..	..	..	1,784,448	
Wages of 7th lot, $\frac{3}{7}$ ths	..	..	..	..	..	1,304,892	
							<u>8, 92,580</u>
							16,597,876
Seventh seventh-part of 39,105 negroes	..	..	..	..	..	1,955,250	
Sixth seventh-part of 38,128 negroes	..	..	..	..	..	1,906,400	
Fifth seventh-part of 37,176 negroes	..	..	..	..	..	1,858,800	
Fourth seventh-part of 36,247 negroes	..	..	..	..	..	1,812,350	
Second half of premium, 2nd lot	..	..	..	..	..	1,624,950	
First half of premium, 3rd lot	..	..	..	..	..	1,594,200	
							<u>10,751,950</u>
Net	..	..	..	..	..	..	5,845,926
Eleventh Year:—							
Subvention	..	..	..	..	..	..	3,000,000
Wages of 5th lot, $\frac{5}{7}$ ths	..	..	..	..	..	2,745,216	
Wages of 6th lot, $\frac{4}{7}$ ths	..	..	..	..	..	2,230,560	
Wages of 7th lot, $\frac{3}{7}$ ths	..	..	..	..	..	1,739,856	
							<u>6,715,632</u>
							15,561,558
Seventh seventh-part of 38,128 negroes	..	..	..	..	..	1,906,400	
Sixth seventh-part of 37,176 negroes	..	..	..	..	..	1,858,800	
Fifth seventh-part of 36,247 negroes	..	..	..	..	..	1,812,350	
Second half of premium, 3rd lot	..	..	..	..	..	1,594,200	
First half of premium, 4th lot	..	..	..	..	..	1,544,650	
							<u>8,716,400</u>
Net	..	..	..	..	..	..	6,845,158
Twelfth Year:—							
Subvention	..	..	..	..	..	..	3,000,000
Wages of 6th lot, $\frac{5}{7}$ ths	..	..	..	..	..	2,676,672	
Wages of 7th lot, $\frac{4}{7}$ ths	..	..	..	..	..	2,174,820	
							<u>4,851,492</u>
							14,696,650
Seventh seventh-part of 37,176 negroes	..	..	..	..	..	1,858,800	
Sixth seventh-part of 36,247 negroes	..	..	..	..	..	1,812,350	
Second half of premium, 4th lot	..	..	..	..	..	1,544,650	
First half of premium, 5th lot	..	..	..	..	..	1,505,100	
							<u>6,720,900</u>
Net	..	..	..	..	..	..	7,975,750
Thirteenth Year:—							
Wages of 7th lot, $\frac{5}{7}$ ths	..	..	..	..	..	..	2,609,784
							<u>10,585,534</u>
Seventh seventh-part of 36,247 negroes	..	..	..	..	..	1,812,350	
Second half of premium, 5th lot	..	..	..	..	..	1,505,100	
First half of premium, 6th lot	..	..	..	..	..	1,466,500	
							<u>4,783,950</u>
Net	..	..	..	..	..	..	5,801,584
Fourteenth Year:—							
Second half of premium, 6th lot	..	..	..	..	..	1,466,500	
First half of premium, 7th lot	..	..	..	..	..	1,431,800	
							<u>2,898,300</u>
Net	..	..	..	..	..	..	2,903,284
Fifteenth Year:—							
Second half of premium of the seventh lot	..	..	..	..	..	..	1,431,800
Remaining over, net	..	..	..	..	..	..	<u>1,471,484</u>

CAPE OF GOOD HOPE.

No. 11.

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

(Extract.)

Cape Town, January 1, 1868.

MY late colleague, Mr. Frere, and myself have on several occasions called the attention of Her Majesty's Secretary of State for Foreign Affairs to the arrival, at this port, of vessels conveying coolies from Hong Kong and Macao to Havana, and it is now my duty to report to your Lordship that during the past year (1867) the number of vessels touching here engaged in the same Traffic has been thirteen, and the number of coolies 4,954, as will appear by the annual statement compiled from information obligingly furnished by the Port Captain of this station.

From various sources I have learnt that this emigration is voluntary in nothing but the name, and that great cruelties are practised under the cloak of a legal fiction.

I am informed that most of these coolies are either kidnapped or beguiled to the sea-port under false pretences, and that they are then kept in a cruel bondage, starved, and beaten, until they sign a document stating that they voluntarily engage themselves for the service; they are then shipped off to the vessel, the owners of which pay the Chinese authorities so much per head for each man brought.

I have on several occasions visited these ships incognito, and while in some cases every care was manifested for the welfare of the coolies, still I was informed that constant vigilance was necessary to prevent the vessel being seized by them. In one instance the cabins occupied by the officers and part of the crew were separated from the coolies by strong palisades, through which projected two ship's carronades, loaded with grape, each guarded by a sentry with a slow match burning by his side. The captain's cabin was a perfect armoury of loaded weapons, and altogether the vessel seemed rather more fitted for a prison than a peaceable passenger-ship. In one instance several of the coolies have been shot by the captain for mutiny.

The attention of both my Portuguese and American colleagues has been anxiously directed to this matter, and I consider it my duty to acquaint your Lordship with the reports that have reached me, in order that, should your Lordship deem it necessary, the attention of the British Consuls at the ports of shipment may be drawn to it.

While on this subject, I should state that information has reached me that a somewhat similar traffic is carried on between the East Coast of Africa, Mayotte, and Bourbon. Slaves are procured on the coast, at the Comoro Islands, or Madagascar, conveyed in French bottoms to Mayotte, and shipped again as "engagés" to Bourbon.

The Mohilla dhow, with thirty-seven slaves on board, whose capture I report by this same opportunity, is believed to have been engaged in the same traffic.

Inclosure in No. 11.

Statement respecting Vessels conveying Coolies.

- "GLENLEE," Prussian flag, from Macao to Havanna, with 433 coolies; port of registry, Hong Kong.
- "Eugene and Adele," French flag, from Macao to Havana; port of registry, Marseilles, with 403 coolies.
- "Sagittaire," French flag, from Macao to Havanna; port of registry, Marseilles, with 160 coolies.
- "Henri Quatre," French flag, from Macao to Havanna; port of registry, Marseilles, with 450 coolies.
- "Egmont and Hoori," Belgian flag, from Macao to Havanna; port of registry, Antwerp, with 367 coolies.
- "Nizan," French flag, from Macao to Havana; port of registry, Marseilles, with 256 coolies.
- "Bankote," French flag, from Macao to Havana; port of registry, Bordeaux, with 232 coolies.
- "Newcastle," British flag, from Calcutta to St. Vincent; port of registry, "London," with 500 coolies.

"Neimen," Austrian flag, from Macao to Havana; port of registry, "Trieste," with 402 coolies.
 "Krimpen unde Lik," Dutch flag, from Macao to Havana; port of registry, Rotterdam, with 367 coolies.
 "Corona," British flag, from Calcutta to Jamaica; port of registry, Dundee, with 496 coolies.
 "Oasis," British flag, from Calcutta to Demerara; port of registry, Liverpool, with 664 coolies.
 "Claire," French flag, from Macao to Havana; port of registry, Havre, with 254 coolies.
 Steamer "Natalian" spoke British ship "Jason," of Cape St. Frances, from Calcutta bound to Demerara, with 405 coolies.

No. 12.

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

My Lord,

Cape Town, January 6, 1868.

I HAVE the honour to report to your Lordship that no case has been adjudicated by these Mixed Courts during the year ending December 31, 1867.

I have, &c.

(Signed) E. L. LAYARD.

No. 13.

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

My Lord,

Cape Town, January 6, 1868.

IN pursuance of instructions given to Her Majesty's Commissioners in the Earl of Aberdeen's despatch of the 20th of February, 1843, by which they were directed at the close of each year to transmit a detailed Report of the Judicial Proceedings of this Mixed Commission, I have the honour to report to your Lordship that no case has been adjudicated by the Court during the year ending December 31, 1867.

I have, &c.

(Signed) E. L. LAYARD.

No. 14.

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

My Lord,

Cape Town, January 6, 1868.

WITH reference to instructions given to Her Majesty's Commissioners to transmit to the Foreign Office at the close of each year a certified copy of the register of emancipated slaves, emancipated by Decree of this Mixed Commission, I have the honour to report to your Lordship that no vessel with slaves on board has been brought before me during the year ending December 31, 1867.

I have, &c.

(Signed) E. L. LAYARD.

No. 15.

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

My Lord,

Cape Town, January 6, 1868.

I HAVE the honour to transmit to your Lordship a Report drawn up by the Mixed Commission of which I am a member, 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—

1. To the cases which have been brought before them for adjudication;
2. To the state of the liberated negroes;
3. To the treatment and progress made in the religious and mechanical education of the liberated negroes.

I have also the honour to inform your Lordship that my Portuguese colleagues are about to transmit a duplicate original of this Report to the Government of His Most Faithful Majesty.

I have, &c.
(Signed) E. L. LAYARD.

Inclosure in No. 15.

Annual Report of the Mixed Commission.

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

1. To the cases which have been brought before them for adjudication ;
2. To the state of the liberated negroes ;
3. 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, 1867, and that no negroes have been emancipated by decree of this Mixed Commission since its establishment.

(Signed) EDUARDO H. DE CARVALHO.

A. DUPRAT.
E. L. LAYARD.

H. MALLET, Registrar.

*Mixed British and Portuguese Commission, Cape Town,
Cape of Good Hope, December 31, 1867.*

No. 16.

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

My Lord,

Cape Town, January 6, 1868.

I 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 year ending December 31, 1867.

I have, &c.
(Signed) E. L. LAYARD.

No. 17.

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

My Lord,

Cape Town, January 20, 1868.

I HAVE the honour to lay before your Lordship the following particulars respecting a dhow condemned on the 18th instant in Court of Vice-Admiralty of this Colony as a good prize to Her Majesty's ship "Wasp," commanded by Captain Bedingfeld.

This dhow was detained by the pinnace and cutter of Her Majesty's ship "Wasp" on the 5th of January, 1867, off the Island of Qualy ; and on being searched was found to be fully equipped for the Slave Trade, having also 37 slaves on board. She had no colours or papers, except five Arab Customs clearances of an old date, and was navigated by a crew of eighteen men—Arabs. The master admitted that he was engaged in the Slave Trade, but assigned as an excuse that he had been persuaded into the adventure by one Mohammed Veer Said, a subject of the Sultan of Zanzibar.

The slaves were transhipped to Her Majesty's ship "Highflyer" for conveyance to Seychelles to be placed in charge of Her Majesty's Commissioners at that port.

The dhow being unfit for a voyage to a port of adjudication was destroyed, having first been measured and found to be of the burthen of 47 tons.

I have, &c.
(Signed) E. L. LAYARD.

No. 18.

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

My Lord,

Cape Town, February 1, 1868.

I HAVE the honour to transmit to your Lordship copies of four affidavits respecting the capture of four dhows by Her Majesty's ship "Lyra," commanded by Captain R. A. Parr, on a charge of being engaged in the Slave Trade, and condemned in the Court of Vice-Admiralty in this Colony, on the 31st ultimo.

I have, &c.
(Signed) E. L. LAYARD.

Inclosure in No. 18.

Affidavits respecting Four Dhows captured by Her Majesty's ship "Lyra."

1. APPEARED personally, James Evans, Esq., Acting-Lieutenant of Her Majesty's ship "Lyra," whereof Robert Augustus Parr, Esq., is commander, who, being duly sworn to depose the truth, made oath:—That on the 9th day of February, 1867, the appearer, in the command of the ship's pinnace and cutter, was cruising, by order of Commander Parr, off Pemba Island, when at about 7 p.m. he observed a dhow at anchor in Port Chak-Chak, whereupon he proceeded to board and examine her. That on boarding said dhow, the appearer discovered she was a northern Arab dhow, with a crew of twenty men, all Arabs. That the vessel had no colours, but her master produced the two papers, A and B, hereunto annexed, which being examined by the interpreter, proved to be two different passes granted in favour of two different persons, one by the Sultan of Zanzibar, the other by the Sultan of Muscat; that the master being called on to explain this circumstance, stated at first that the Muscat pass did not belong to him, and that his own pass had been blown overboard; but afterwards asserted that both passes did belong to him, without, however, being able to explain the reason of the difference in names; that the appearer caused a search for further papers to be made, when the papers hereunto annexed, marked Nos. 1 and 2, were discovered; and being examined by the interpreter, were found to be a second pass from the Sultan of Zanzibar, in the name of some third person, and a list of slaves allowed to be conveyed by the crew of the dhow in question, of satisfaction of wages, but not as yet shipped on board; whereupon the said master said that none of the papers on board belonged to him. That on further searching the said dhow, the appearer discovered she was being fitted-up for the Slave Trade. She had one large tank on deck, and another still larger, and two water-casks concealed in the bottom of the vessel under matting, and provisions, which said tanks and casks would contain, when filled, a quantity of water greatly in excess of the requirements of the vessel as a merchant-vessel. That the appearer further found a large supply of cocoa-nuts and dried shark, and an ample supply of cassada root and farinha, the usual slave food, far larger than was necessary for the crew of the vessel; and a like excessive supply of coarse slave-mats. And that the vessel had two slave-privies, rigged as usual over the side. That on making the above discoveries, and having been informed by the interpreter, which information the appearer verily believes to be true, that the said master had offered him a bribe on the discovery of the said list of slaves, not to say anything about it, or not to translate it, the appearer seized the said vessel on the charge of being engaged in the Slave Trade, and set the master and crew on shore at their own request. That the said vessel not being fitted for a voyage to a port of adjudication, was burnt by the appearer, after having been first measured. That she measured 78 feet in length on upper deck outside of plank at stem to outside of plank of stern post, 16 feet in main breadth to outside of plank, 40 feet in girth under keel at main breadth from upper deck to upper deck, and had a poop measuring 15 feet in length, 15 feet in breadth, and 6 in height, and was of the burden of 123 $\frac{1}{7}$ tons.

2. Appeared personally, Robert Augustus Parr, Esq., Commander of Her Majesty's ship "Lyra," who being duly sworn to depose the truth, made oath:—That on the 1st day of March, 1867, the "Lyra" being then at anchor off Lamo Bay, they saw a dhow standing to the northward, whereupon the appearer dispatched a boat to intercept and detain her, which was accordingly done at 11:30 A.M. That the appearer proceeded to board and examine her, and found she had no papers or colours, had an Arab crew, ten in number, and was fitted for, and actually engaged in, the prosecution of the Slave Trade, having a slave-deck laid, being watered and victualled for a slaving voyage, and having 18 slaves on board, 10 males and 8 females, adults; that the master of the dhow admitted he was engaged in the Slave Trade, and further that he was on his way for some more slaves, to complete the lading, the vessel being fitted to carry quite 50 slaves. That the appearer thereupon seized the said dhow on the charge of being engaged in the Slave Trade; and having landed the crew, at their request, on the north point of Lamo, burnt the vessel, as unfitted for a voyage to a port of adjudication, after having first measured her. That the slaves being taken on board the "Lyra," and kept there, awaiting an opportunity of delivering them over to Her Majesty's civil authorities, 7 managed to escape to the mainland by dropping overboard and swimming to the shore, to wit, 4 males on the 5th March, 1867; 1 female on the 6th April, 1867; and 2 males on the 12th May, 1867. And that 3 more, a woman and 2 men, who were recognised by Dr. Seward, Her Majesty's Acting Political Agent and Consul at Zanzibar, as having been carried off from that place, were thereupon handed over to him on his application to that effect. That the remaining slaves were conveyed to Seychelles, and delivered over to Swinburne Ward, Esq., Civil Commissioner, whose certificate, dated the 23rd May, 1867, is hereunto annexed. The said dhow measured 55 feet in length on upper deck from outside of plank at stern post, 13 feet in main breadth from upper deck to upper deck, and was of the burden of 35 $\frac{1}{3}$ tons.

3. Appeared personally, James Evans, Esq., Acting-Lieutenant of Her Majesty's ship "Lyra," whereof Robert Augustus Parr, Esq., is Commander; and being duly sworn to depose the truth, made oath:—That on the 5th day of March, 1867, the appearer was cruising, by order of Commander Parr, with the ship's pinnace and cutter, between Kwyhoo and Lamo, when at midday they saw a dhow moored close to the beach of Lamo Bay, whereupon the appearer proceeded to board and examine her; that as the boats approached the dhow, her crew were observed to desert her, carrying with them sails and other articles, the last man remaining being the master, who jumped overboard on one side of the vessel as the appearer ascended the other. That the appearer proceeded to search said dhow, and found that she had no colours, nor any papers, except the Arabic paper hereunto annexed, which, by being examined by the interpreter, proved to be a list of slaves apparently conveyed by said dhow on some previous

voyage. That the dhow had four large water-casks, capable of holding a quantity of water greater than was requisite for the consumption of the crew of the vessel as a merchant-vessel, a like excessive quantity of slave-mats. Cooking utensils sufficient for the wants of 150 slaves, a slave-privy, rigged over the ship's side as usual, a large supply of paddy and farinha slave food, and a slave-deck partly laid, and capable, when finished, of carrying upwards of 200 slaves. That the said dhow was thereupon seized on the charge of being engaged in the active prosecution of the Slave Trade, but proving on inspection to be in a decayed state, and unfit for a voyage to a port of adjudication, she was burnt, after having been first measured. That said dhow measured 70 feet in length on upper deck, from outside of plank at stem to outside of plank at stern-post, 18½ feet main breadth to outside of plank, 37½ feet in girth under keel at main breadth from upper deck to upper deck, and had a poop measuring 18 feet in length, 18 feet in breadth, and 5 feet in height, and that she was of the burden of 115 tons.

4. Appeared personally, James Evans, Esq., Acting-Lieutenant of Her Majesty's ship "Lyra," whereof Robert Augustus Parr, Esq., is commander, who being duly sworn to depose the truth, made oath:— That on the 21st day of April, 1867, the "Lyra" being then at anchor off Zanzibar, the appearer was dispatched by Commander Parr, in the cutter, to search for a slave dhow, of which information had been received. That at midnight, near French Island, the appearer saw a dhow standing towards Booboo, whereupon deponent pulled parallel with her, keeping in the shade of French Island to escape observation. That the said dhow, on getting off Booboo, hove-to and commenced taking in a cargo of slaves; that before she had completed her shipment, a pistol was accidentally discharged in the cutter, which gave the alarm. The crew of the dhow immediately began to drive overboard the adult slaves, while those still on shore were carried off. That the appearer then made a dash at the dhow, and secured her, with part of the slaves still on board, but deserted by her crew; that on examination the vessel had neither papers nor colours; that she had a slave-deck ready laid, and was completely equipped, provisioned, and watered, for the active prosecution of the Slave Trade, and was fitted to carry 200 slaves; that the slaves secured on board were 26 in number, 16 males, and 10 females, all (some three or four adults excepted), children of tender years, who stated they had been stolen, and all in a state of nudity; that the said dhow was thereupon seized on the charge of being engaged in the active prosecution of the Slave Trade, and, being unfitted for a voyage to a port of adjudication, was destroyed, after having been measured; that one of said female slaves having the small-pox (of which she died), was landed at Zanzibar, and another, who was identified and claimed by its parents, was also landed at that place, and put under the custody of Dr. Seward, Her Majesty's Acting-Political Agent and Consul, and the remainder, 24 in number, were conveyed to Seychelles, and there delivered over to Swinburne Ward, Esq., Her Majesty's Civil Commissioner, whose certificate thereof, dated 23rd day of May, 1867, is hereunto annexed. That said dhow measured 28 feet in length on upper deck from outside of plank at stem to outside of plank at stern-post, 18 feet in main width to outside of plank, 35 feet in girth under the keel at main breadth from the upper deck from side to side, and had a poop measuring 17 feet in length, 15 feet in breadth, and 7 in height, and was of the burden of 116½ tons.

No. 19.

Her Majesty's Commissioner to Lord Stanley.—(Received May 9.)

My Lord,

Cape Town, April 3, 1868.

I HAVE the honour to inclose, for your Lordship's information, an extract from one of the local newspapers, respecting the arrival at this port of the "Esperance," a French vessel, conveying coolies from Macao to Havana.

Though sailing under French colours, the owner and captain would appear from their names to be Englishmen.

I have, &c.

(Signed) E. L. LAYARD.

Inclosure in No. 19.

Newspaper Extract.

ARRIVAL OF A FRENCH COOLIE SHIP.—The ship "Esperance" put into Table Bay on Wednesday afternoon for water and supplies. She is from Macao, bound to Havana, with 300 Chinese coolies. Ten deaths from dysentery occurred during the voyage, and one man was killed on account of mutinous conduct. Captain Noel of the vessel reports that fifteen days after leaving Macao, the passage having gone on all right up to that time, the vessel was going along under a full press of canvas, when suddenly towards afternoon a fresh breeze sprang up, which increased so rapidly as to necessitate nearly all sail being taken in as fast as possible to prevent being dismasted or capsized. Captain Boyce (owner of the vessel) who then commanded the ship, seeing that he could not get the sails in with his own crew, ordered his chief officer (now captain) to let up fifty of the coolies from below to help in shortening sail. Upon getting the men up, they were all distributed about the ship in gangs, each being placed at the yards, halyards, and other ropes connected with the lofty sails, and without delay all were clewed up; the ship's crew, with one or two exceptions, were then sent aloft to furl the sails, and to reef the topsails. The men had no sooner got on the yards than the gang of coolies, about fifteen in number, who had been stationed at the mizenmast on the poop, left the place and rushed down the companion in a body, others making an entrance through the main-deck doors into the cabin. The captain, who was at the wheel at the time, seeing the men going into the cabin, immediately guessed their intention, left the ship to govern herself; called to the men aloft to come down with all speed, and then rushed down after them, sword in hand, if possible to prevent them getting the arms, which they were trying to do. Upon going into the saloon he found the fellows just getting out the guns, swords, and pistols, and seeing that it would be a case of life or death with him, he made a rush at them, cutting right and left. Those who had not succeeded in getting arms went out; but others who had swords made a stout resistance, and stood up to fight with Captain Boyce, who placed himself up against the cabin bulkhead with a determination to fight to the last, in the hope of some of the crew coming down. He

succeeded in cutting down one or two, but still there were seven or eight left who fought madly, being led by one who appeared to be a most desperate villain, and who used his sword with some knowledge, making it as much as the captain could do to defend himself; and he was about giving up, when some of the crew came down to his assistance. They still however fought, and would not leave the cabin. By this time the captain had two severe wounds, and was bleeding badly, but he still fought. The other men drove all the coolies out except the ringleader, who stuck to the captain. While so doing, he gave him a bad wound in his breast; but before he could finish his victim, one of the crew came up, and with a heavy blow knocked the villain down, and afterwards run him through with a sabre. They then all returned to the deck, with the exception of the captain, who was badly wounded, and the doctor, who remained to dress the wounds. Upon deck everything was in confusion, the coolies all knocking about looking for sticks and bits of iron to fight with. The crew, however, made an attack upon them; and those who were not cut down were forced to surrender, and were immediately all put down under the grating. They endeavoured to force it up again, but were soon frightened from it, the grating being surrounded by men with loaded guns. The vessel having been put square and under easy sail, the crew who could be spared went aft, and after holding a consultation with the officers, it was decided to shape the course for Anjer. The body of the dead Chinese was then brought up, and, after being shown to the others as a warning, committed to the deep. Upon arrival at Anjer the captain was taken on shore, and after lying in a precarious position for fifteen days, had somewhat improved, when he sent for his chief officer, and, after placing him in charge of the vessel, ordered him to leave at once for Havana, via Table Bay. She left the next day, after a stay in port of sixteen days. The captain was still very unwell, and would as soon as his health would permit, leave for Batavia, to proceed from thence by steamer to England. While at Anjer the coolies were examined, when it was found that many were wounded, but none seriously. The vessel leaves to-morrow.—M. E. J. D'ASTRE, Agent.

No. 20.

Her Majesty's Commissioner to Lord Stanley.—(Received August 10.)

My Lord,

Cape Town, June 30, 1868.

I HAVE the honour to report to your Lordship that no case has been adjudicated by these Mixed Courts during the half-year ending this day.

I have, &c.

(Signed) E. L. LAYARD.

No. 21.

Her Majesty's Commissioner to Lord Stanley.—(Received November 21.)

My Lord,

Cape Town, October 1, 1868.

ON the 1st of October last I had the honour to forward to your Lordship the usual Annual Report on the Slave Trade existing on the East Coast of Africa. Since that date no captures have been brought for adjudication to this Court, nor has any report reached me from the naval authorities on this station of any cases of slavery.

I briefly alluded to reports which were in circulation regarding the system of slavery carried on in the Transvaal Republic, under name of "imboeking." I regret to say that during the past year these rumours have received confirmation from many sources, and it is pretty generally felt in this and the sister Colony of Natal that they are to a very great extent true.

Horrible barbarities have, it is said, been committed by commandoes sent out under the sanction of the Transvaal authorities. Parents have been ruthlessly shot down in order to render children destitute, to give a colour to the pretence that they are thrown upon the Government, by whom they are "imboeked," or apprenticed, to the very persons who bring them in.

The subject has been brought to the notice of the Legislature in both Colonies. In Natal some strong condemnatory Resolutions were passed. In the Legislative Council here, it seems to have been left in the hands of the High Commissioner. Full particulars I have given your Lordship in my despatches of the 2nd of July, and the 3rd and 18th of August last.

I have, &c.

(Signed) E. L. LAYARD.

LOANDA.

No. 22.

Her Majesty's Acting Commissioner to Lord Stanley.—(Received January 13, 1868.)

(Extract.)

Loanda, November 26, 1867.

I HAVE the honour to report to your Lordship that an attempt was made towards the end of last month, to ship slaves from this coast. It appears that the Portuguese vessel "*Pepito*," whose former name was "*Paqueto do Havre*," fitted out for this speculation at the expense, I was informed, of Leivas, was in the act of taking her cargo of slaves on board at a place between Mangue Grande and Mangue Pequeno, the native name of which, I now hear, is Maza Mandombé, and not Maza Engombé, as I wrote it in my letter to the Governor-General, when what was supposed to be the smoke of a man-of-war steamer was reported by the man on the look-out at one of the mastheads. The captain thereupon scuttled his vessel and ran her ashore, he and his crew leaving in the boats. They found their way to Ambriz, whence, with some of his men, the Captain arrived here in the mail steamer "*Don Pedro*," on the 5th instant. Directly the captain and crew left the "*Pepito*" the natives set to work to obtain as much plunder as they could out of her, and then set fire to her, destroying, thereby, such evidence as would have best served for identifying her as the "*Pepito*."

The first I heard of this affair was on the 7th, and in the afternoon of the same day, I received confirmation of the report from another quarter, when I at once repaired on board Her Majesty's ship "*Bristol*" to acquaint Commodore Hornby with the particulars of this attempted embarkation as I had just heard them, and in the evening, I communicated them verbally to the Governor-General, who came on board to dinner. On the following day I communicated to his Excellency what further information I had been able to obtain since our conversation on the previous evening, and I requested that the movements of the captain might be watched, or, if possible, if any excuse could be found for it, that he might be at once arrested, lest he should effect his escape before sufficient evidence could be collected to justify his being put on his trial.

On the same day, the 8th, the Portuguese schooner of war "*Conde de Penha Firme*," under the command of Lieutenant F. J. F. do Amaral, an exceedingly intelligent and active officer, was sent by the Governor-General to the place indicated, to find out the facts of the case, and gain as much information as possible on the subject.

On the morning of the 9th, the "*Bristol*" took her departure for Cabinda. The Commander-in-chief intending *en route* to visit the spot where the "*Pepito*" was said to have been burnt.

On the 10th, the Portuguese corvette "*Duque de Palmella*" left the port with the Juiz de Direito, Senhor Bettencourt on board, to see if any evidence could be established to identify the "*Pepito*" and to collect all the particulars he was able, he being the bearer, at the same time, of secret news from the Chefe of Ambriz. The corvette returned on the 14th, having left Senhor Bettencourt at Ambriz to prosecute his inquiries. After her arrival I called on the Governor-General, when he told me what information he had received by her.

It is with much satisfaction that I have to report to your Lordship that three seamen of the "*Pepito*" were arrested. They were sent prisoners on board the corvette "*Duque de Palmella*;" but, as that vessel left immediately after on the 16th, I have not heard whether any information has been obtained from them, or whether they are to be put on their trial. I cannot but regret that the captain has not yet been apprehended. I do not know who is to be blamed for allowing him to escape, but I feel bound, in justice to the Governor-General, to exonerate him from all culpability on that account, for he, on the contrary, was most anxious to secure him; and your Lordship, I

feel sure, will not withhold your approbation and praise so justly due to his Excellency for the prompt and vigorous measures he adopted.

No. 23.

Lord Stanley to Her Majesty's Acting Commissioner.

Sir, *Foreign Office, January 23, 1868.*
I HAVE received your despatch of the 26th of November last, reporting the circumstances attending the destruction of the Portuguese vessel "*Pepito*" whose former name was the "*Paquete do Havre*," whilst engaged in shipping a cargo of slaves between Mangue Grande and Mangue Pequena, and I have to acquaint you that I approve your proceedings as reported in your above-mentioned despatch.

I have at the same time to instruct you to express to the Governor-General the acknowledgments of Her Majesty's Government for the energy with which he has acted in his endeavours to bring to justice the master and crew of the vessel engaged in this slave-trading transaction.

I am, &c.
(Signed) STANLEY.

No. 24.

Her Majesty's Acting Commissioner to Lord Stanley.—(Received February 4.)

My Lord, *Loanda, December 23, 1867.*
I HAVE the honour to inform your Lordship that I this morning called on the Governor-General, when his Excellency informed me that the name of the captain of the "*Pepito*" or "*Paquete do Havre*" was Joaquim Ferreira, that of the mate, Manuel da Matta.

I take this opportunity of correcting a slight error in my despatch of the 26th ultimo. The crew of the "*Pepito*" came to Loanda in a launch, and did not accompany the captain in the steamer.

With reference to the three seamen who were apprehended, as reported to your Lordship in my despatch above alluded to, his Excellency informed me that they had made some statements which he should transmit to Lisbon by this mail; and he hopes that his Government will be able to find out more than we know here about the matter. In the meanwhile the three men remain prisoners on board the corvette "*Duque de Palmella*."

The captain of the "*Pepito*," I am sorry to say, has not been apprehended, nor can it be expected now that he will be: at all events, not in Loanda.

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

No. 25.

Mr. Egerton to Her Majesty's Acting Commissioner.

Sir, *Foreign Office, February 27, 1868.*
HER Majesty's Chargé d'Affaires at Lisbon having, by Lord Stanley's instructions, communicated to the Portuguese Government an extract from that part of your annual Report dated the 1st of October last, in which you state that the conveyance of negroes under the name of "*libertos*" still continues, on a smaller scale, from the Province of Angola to the Portuguese Islands of Principe and San Thomé, I am now directed by his Lordship to transmit to you the accompanying translation of a note from the Portuguese Minister for Foreign Affairs,* by which you will perceive that the Portuguese Minister takes exception to your statement on this subject, and affirms that the instructions of the Government of His Most Faithful Majesty for putting a stop to the illegal importation of "*libertos*" into the islands in question, are faithfully carried out; and I am to state that Lord Stanley would be glad to receive any observations which you may have to offer upon the Portuguese Minister's note.

I am, &c.
(Signed) E. C. EGERTON.

* Class B, Inclosure in No. 47.

No. 26.

Her Majesty's Acting Commissioner to Lord Stanley.—(Received March 5.)

My Lord,

Loanda, January 1, 1868.

I HAVE the honour to report that no case was brought for adjudication before the Court of Mixed Commission established in this city during the half-year ended the 31st December, 1867.

I have, &c.

(Signed) EDWARD HYDE HEWETT.

No. 27.

Her Majesty's Acting Commissioner to Lord Stanley.—(Received May 12.)

My Lord,

Loanda, March 21, 1868.

I HAVE the honour to inclose copy of a letter which I addressed to the Governor-General expressing the acknowledgment of Her Majesty's Government for his Excellency's endeavours to bring to justice the master and crew of the slave-vessel "Pepito," in compliance with the directions conveyed to me in your Lordship's letter of 23rd January.

I have, &c.

(Signed) EDWARD HYDE HEWETT.

Inclosure in No. 27.

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

Sir,

Loanda, March 16, 1868.

YOUR Excellency's sentiments regarding the Slave Trade and those persons who have for so many years past been attempting to frustrate the humane endeavours of our respective Governments to suppress that Traffic, which is now held in such abhorrence by civilized nations, have long been known to the Government of Her Britannic Majesty, and they have been duly kept informed of the manner in which, on many occasions, your Excellency has used, towards the extinction of the Slave Trade, the power with which by your high and important position you are invested.

In the case of the "Pepito," which attempted in the month of October last to effect a shipment of slaves near Mangue Grande, and whose master and part of the crew subsequently found their way to this city, your Excellency had another opportunity, which you did not allow to escape you, of proving by the prompt and energetic measures you then adopted to endeavour to secure them and bring them to trial, the sincerity of the professions of antipathy to the Slave Trade, which you have made both in public and in private since your arrival in this province. Her Majesty's Government are not insensible of the effect that such determined measures must have on those who have persisted in continuing the Slave Trade, as well as on others who, though engaged for the present in licit commerce, may still be haunted with a lingering desire to return to that degrading avocation, and it is, Sir, with the greatest satisfaction that I have now the honour, in obedience to instructions received from Her Majesty's Secretary of State for Foreign Affairs, to express to your Excellency the acknowledgments of Her Majesty's Government for the energy with which you acted in your endeavours to bring to justice the master and crew of the slave-vessel above alluded to.

Receive, &c.

(Signed) EDWARD HYDE HEWETT.

No. 28.

The British (Acting) and Portuguese Commissioners to Lord Stanley.—(Received May 12.)

(Translation.)

Sir,

Loanda, March 24, 1868.

THE Portuguese and British Mixed Commission established in Loanda, in compliance with the instructions in Article II of Annex B of the Treaty of 3rd July, 1842, has the honour to acquaint you with the following:—

During the year 1867, no case relating to the Slave Trade was brought before the Mixed Commission.

There are now no liberated negroes under the charge of the Board of Superintendence in the manner agreed on by Article III of Annex C of the above-mentioned Treaty, as on the 2nd April, 1867, the only six who were then so were emancipated.

Mr. Watson Vredenburg, Her Britannic Majesty's Commissioner, having on the 26th April gone away on leave of absence, the Undersigned, Edward Hyde Hewett,

Her Britannic Majesty's Vice-Consul, took charge and entered on the exercise of the duties of his office on the 3rd July, 1867, according to the stipulations of Article X section 2 of Annex B of the Treaty of the 3rd July, 1842.

This is all which presents itself to us to report to you.

God preserve, &c.

(Signed

JOAQUIM GUEDES DE CARVALHO E MENEZES,
Commissioner on behalf of Portugal.
EDWARD HYDE HEWETT, *Her Britannic Majesty's Vice-Consul, Acting Commissioner.*

No. 29.

Her Majesty's Acting Commissioner to Lord Stanley.—(Received September 1.)

My Lord,

Loanda, July 1, 1868.

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.

I have, &c.

(Signed) EDWARD HYDE HEWETT.

No. 30.

Her Majesty's Acting Commissioner to Lord Stanley.—(Received September 1.)

My Lord,

Loanda, July 8, 1868.

HAVING read in the Blue Books on the Slave Trade, presented to Parliament last year and this, the correspondence which took place with the Portuguese Government when they requested Mr. Vredenburg's removal from Loanda, on the plea that the relations between him and several authorities in this province had on many occasions assumed an acrimonious character, I trust I may be excused for laying before your Lordship, as evidence in his favour, the accompanying translation of a letter I received from the Governor-General in acknowledgment of the one I addressed to him on the 16th March last, copy of which I had the honour to transmit to your Lordship in my despatch of 21st March.

Although the Governor-General does not in this letter directly name Mr. Vredenburg, your Lordship will readily perceive the reference made to him. The high eulogium passed by his Excellency contrasts strangely with the charge made by Senhor Casal Ribeiro.

I have, &c.

(Signed) EDWARD HYDE HEWETT.

Inclosure in No. 30.

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

(Translation.)

Sir,

Palace of the General Government, Loanda, April 22, 1868.

I RECEIVED with much satisfaction the despatch which your Excellency addressed to me under date of the 16th March last, communicating to me the instructions which you received from your Government to address yourself to me to acquaint me with the manner that the British Government recognised the measures which were employed to prevent any attempt at the Slave Trade, and particularly with regard to the precautions which were adopted with reference to the subject of the vessel "*Pepito*" wrecked on this coast to the north of Ambriz.

It is highly flattering to me the appreciation in which the English Government hold my services, and it is the more pleasing to me when I remember that I have only wished to employ all the means possible in the part which I have to fulfil for the maintenance of the Treaty respecting the abolition of the Traffic in Slaves celebrated between the two countries so allied and friendly.

The excellent harmony which has existed between me and the different British functionaries whom I have met during my government in this province, and the repeated proofs of consideration which I have constantly received from them, have been to me sufficient evidence of how much my good intentions are recognised, and of how much advantage accrues to both nations when their employes co-operate with the best accord possible for the attainment of an end so useful to society, and still more it has caused me to acknowledge the good selection which the British nation makes of its employes, who have so worthily represented and do represent it in this province.

This harmony, so useful to the two nations, and so gratifying to me, believe firmly will continue to exist between me and the different British functionaries with whom I may have relations during the time that the Portuguese Government retain me in this province as their Delegate.

Thanking you for the pleasing expressions which your Excellency addressed to me, reciprocated on my part with the highest consideration which I render to you, your Excellency may remain certain that I shall make known to a higher authority the subject of which your letter treats.

God preserve, &c.

(Signed)

FRANCISCO ANTONIO G. CARDOSO.

No. 31.

Her Majesty's Acting Commissioner to Lord Stanley.—(Received September 1.)

My Lord,

Loanda, July 15, 1868.

I HAVE the honour to report to your Lordship that I have been informed that the French have extended their territory considerably to the south of the Gabon lately, having taken possession as far as Cape St. Catherine, which is situated about two degrees south of the equator. This country includes Cape Lopez and that part of the coast whence for so long a period negroes have been exported, by means of large native-made canoes principally, and carried to the Portuguese Islands of Prince's and St. Thomas. I have every hope now that the slave or liberto trade (whichever it was) that used to be carried on there, will effectually and for ever be stopped.

Looking at the acquirement of this territory by the French as affecting the Slave Trade, it is certainly a matter of congratulation to those opposed to that Traffic; but with regard to the interests of those commercial houses, which have trading establishments there, perhaps it will not be so much approved by foreign agents as it may be by the French ones.

I have, &c.

(Signed)

EDWARD HYDE HEWETT.

No. 32.

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

My Lord,

Loanda, July 29, 1868.

WITH reference to your Lordship's despatch of the 27th February, which was not received until May, I do myself the honour of placing before your Lordship the following observations on the note of the Portuguese Minister, Senhor Cazal Ribeiro, translation of which was inclosed in the above-mentioned despatch.

Referring to me, Senhor Cazal Ribeiro, according to his note says: "This officer asserts that the conveyance of libertos to the Islands of San Thomé and Principe, not only from the coast opposite those islands, but also from the ports of Angola, still continues, &c." There are two errors in this short excerpt. In the first place I mentioned only San Thomé as the place to which the libertos were conveyed from Loanda, and in the second place I did not say a word about any other port or ports of this province than this one.

Senhor Cazal Ribeiro draws Mr. Lytton's attention to the vagueness of the character of my statement, and particularly notes that I have pointed out no fact or furnished any clue, and further on in his note he seems not to know exactly, judging from the questions he asks, to what I alluded. With great deference to the Portuguese Minister I did point out a fact, and an important fact, "that the introduction of negroes from this port to the Island of San Thomé under the name of libertos still continues;" but I did not deem it necessary in an annual Report to enter into minutiae or furnish clues. The want, however, of explicitness, or the absence of evidence to support it, will not make the fact less real, nor will the simple denial of it counterbalance the testimony of Her Majesty's Commissioners, Mr. Vredenburg, and the late Mr. Gabriel.

To prove the fact, however, I have compiled from the "Boletim Official" a Table, which I do myself the honour of inclosing herewith, showing the vessels (with their rig, tonnage, and crew) which left Loanda between the 1st October, 1866, and the 33th September, 1867, conveying "passageiros de prôa" (under which denomination the libertos are embarked), and the number of them each vessel took. Others than libertos, principally convicts having served their time, are also conveyed as "passageiros de prôa," but the number of them is not very great, and they seldom or never go except in

the mail steamers. The Governor-General informed me that these steamers now no longer carry "libertos," but I believe that rule did not apply during the period to which the Table refers except as regards the two under the British flag, "Norfolk" and "Yorkshire." His Excellency also told me that whenever I saw in the "Boletim Official" that a vessel had ten "passageiros de prôa," I might always take it for granted that they were all libertos.

With regard to the interrogatories Senhor Cazal Ribeiro puts, enquiring to what my statement referred, it would seem that he did not remember that the Report was made to your Lordship, who, I presumed, after the long correspondence which has been kept up during the last six or seven years on the subject of this liberto trade, could have no possible doubt to what I alluded by the expression, "the introduction of negroes from this port to San Thomé under the name of libertos;" but had the Portuguese Minister done me the honour of noticing more precisely what I wrote, he would have discovered, beyond doubt, the particular kind of trade that part of my Report to which he takes exception alluded to, for I mentioned that its initiation took place "during the administration of this Provincial Government by Senhor Calheiros."

Another mistake which I remark in the note is, that Senhor Cazal Ribeiro says that I "express a doubt as to the sincerity of the earnestness of His Most Faithful Majesty's Government in suppressing all unlawful traffic." This is so widely different from the meaning the words I really did use in my Report convey, that I beg respectfully to draw your Lordship's attention to it. I find that I express myself as follows: "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." I had previously been writing on the importation of blacks to San Thomé from here, and to the same island and Principe from the coast about Cape Lopez. It will be seen that I did not use the words "all unlawful Traffic." According to the view entertained by His Most Faithful Majesty's Government, the exportation of libertos to San Thomé is not opposed to the spirit of their Treaty with Great Britain for the suppression of the Slave Trade, nor unlawful, for by the restrictions placed upon it that Traffic has been actually legalized by them.

Senhor Cazal Ribeiro mentions that on the 20th May he made known to Sir A. Paget the instructions which had been issued to the Governor-General of Angola upon the subject. Not having been myself made acquainted with those instructions, I cannot tell what they were, or whether they have been rigorously carried out, but that the conditions enumerated in Article V of the Treaty of the 3rd of July, 1842, are at Loanda disregarded in this trade in libertos, I will proceed to point out.

By the first provision of this Article, no Portuguese subject, except he be a settler, removing definitively from his residence in a Portuguese Possession on the coast of Africa, can be accompanied by more than two slaves, being *bonâ fide* household servants; it is only when removing definitively with his family that the settler is allowed to be accompanied by ten, also to be *bonâ fide* household servants. In the system as now established, the settler, though not proceeding with his family, takes libertos to the number of ten. The fifth provision of the same Article is as follows:—"That the passports abovementioned shall enumerate each of the persons on board the vessel, and shall state their names, sex, ages, and occupation, their last place of residence, and the place to which they are going." In the cases of libertos a separate passport is obtained for each one, in which the particulars exacted by this Article in the exportation of household slaves should of course appear; but in many instances the names are those just received by these so-called libertos—their ages are unknown, and their occupation certainly not that of household servants, whatever it may be described as.

That this expatriation is unpopular among the greater portion if not all of the slave-population of Loanda has been already reported; and that the system has a decided appearance of Slave Trade is but too evident. Although of late I have not heard of these wretched creatures being forced on board in chains, yet until quite recently libertos were sent a short time before embarking, on some frivolous charge, to be imprisoned, in order that they should not run away when their time came.

As regards the negroes imported into San Thomé and Principe, from the country about the Rivers Nazareth and Canea and Cape Lopez, in their cases, of course, they can have no passports. There is no evidence that they are not free, except the fact of their going to these islands, for none would go of their own free-will; and yet on their arrival they are deprived of their liberty and reduced to a state of bondage.

It would be curious to ascertain the Portuguese definition of "colono," and in how

many instances those proceeding hence in that character would come under the head of "settler," in the English acceptation of the term. Also if the "colono," before his departure, had been permanently residing at Loanda, and, if so, what period of residence has been hitherto sufficient to be considered "permanent" (I am supposing that as the "colono" is accompanied by ten libertos, he is proceeding with his family), or if ever it had been found more convenient for vessels carrying libertos to go to the Gaboon first to discharge cattle, instead of making a direct voyage, as by the fourth provision of the Article of the Treaty, in the case of household slaves, is obligatory.

With respect to the libertos, it is only for a certain period that their services belong to the "colono;" then, upon the termination of that time, he should, in justice to them, be bound to return them whence he took them, otherwise they become, against their will, exiles for life, without having been convicted of any offence.

To ascertain some of the many abuses of this description of Slave Trade, it would be well to discover, if possible, how long, previous to their embarkation, these blacks are registered as libertos. Whether their former masters have sold them on the condition of their being sent away? how long they have been passed over to the "colono" before their departure? and for what period they remain in his service after landing? if at any time any of them were, or are employed by him in household occupations, &c.

These and many other particulars it would be proper for His Most Faithful Majesty's Government to know. They should make a thorough and searching inquiry to ascertain the real working of the system they have adopted for supplying the Islands of San Thomé and Principe with labour. I must suppose that they have not a correct knowledge of all the abuses to which the present system gives rise, or it would have been abolished long ago. Their policy is founded on wrong principles, and so long as it partakes so much of the Slave Trade, will certainly never succeed.

In the concluding part of his note Senhor Casal Ribeiro says, "It is not by fostering suspicion and mistrust among themselves that the authorities of both countries can effectually combine for the destruction of the last vestiges of the Traffic; it is by rivalling each other in zeal, and inspiring mutual confidence, that their functions will be advantageously discharged." This cannot be denied; but for how many years were the British authorities here loaded with contumely and abuse for zealously and faithfully discharging the duties imposed upon them for the extinction of the Slave Trade; and on which side has there been a want of zeal, I would ask?

When the death gasps of the Slave Trade were evidently drawing to a close, this new foe, the liberto trade, started into life. Nurtured and protected by those whose every assistance we had a right to count on, it still exists to the present day, and we have not succeeded in stamping it out. Whether the immense proportions it assumed in its infancy alarmed its fosterers, or whether they feared worse consequences than its annihilation if allowed the same latitude as at first it enjoyed, certain it is that the Portuguese Government did place some restrictions on its operations, but how the restrictions may be disregarded has been too often witnessed by those who have been long here.

Although the victims of this liberto trade are now comparatively few, their wrongs must be acknowledged; their grievances redressed; and Portugal should no longer hesitate or delay to do her duty, and, proving the sincerity of her earnestness to suppress not only the Slave Trade but also this miserable offshoot of it, by abolishing the present system of exportation of libertos, adopt a plan savouring less of the original Slave Trade; one which would remove all suspicion which may attach to her of sacrificing her honour to the interests of two small islands, and of encouraging or countenancing in any way a trade so similar to the one which by the Treaty of the 3rd July, 1842, she bound herself to assist in suppressing.

It is not a question to me of any philanthropic feeling for the black race, but of the Government of a country complying with the letter and spirit of its Treaty engagements.

I have, &c.

(Signed) EDWARD HYDE HEWETT.

Inclosure in No. 32.

TABLE showing the Number of "Passageiros da Prôa" taken from Loanda to San Thomé, and the Names of the Vessels conveying them, between the 1st October, 1866, and the 30th September, 1867; compiled from the "Boletim Official."

	Name of Vessel.	Description.	Tonnage.	Number of	
				Crew.	"Passageiros da Prôa."
1866					
Oct. 4	Zaire*	Merchant steamer ..	..	51	20
5	Dondo	Palhabote	18	6	10
8	Martinho de Mello† ..	Government transport ..	..	73	10
23	Lili	Caïque	33	12	10
24	Maria‡	Brig	182	14	10
26	Norfolk*	Merchant steamer ..	..	40	14
27	Flor de Maio‡	Caïque	30	10	10
Nov. 9	Adelina Patti	Lugger	230	11	10
10	Esperança	Three-masted schooner ..	25	8	10
29	D. Pedro*	Merchant steamer ..	..	72	14
1867					
Jan. 7	Quatro Irmãos	Brigantine	173	10	11
10	Yorkshire*	Merchant steamer ..	..	46	5
20	Zaire*	Ditto .. ..	..	47	15
Feb. 21	D. Antonia*	Caïque .. ..	..	41	25
Mar. 2	Bom Jesus	Caïque	66	8	8
22	Maria e Eduardo‡	Palhabote	35	7	10
22	Norfolk*	Merchant steamer ..	..	41	22
Apr. 21	Nossa Senhora do Cabo ..	Three-masted schooner ..	22	9	10
29	Bom Jesus	Caïque	66	8	10
29	Zaire*	Merchant steamer ..	..	48	13
May 18	Maria‡	Schooner	108	9	10
22	Tejo*	Merchant steamer ..	..	47	11
June 17	D. Antonia*	Ditto .. ..	..	42	10
26	Avisador	Palhabote	47	7	10
28	Flor de Loanda‡	Barque	238	14	10
July 11	Esperança	Three-masted schooner ..	25	9	10
21	Bom Jesus	Caïque	66	8	10
24	D. Pedro*	Merchant steamer ..	..	48	10
28	Flor de Maio	Caïque	30	12	12§
Aug. 22	Yorkshire Star*	Merchant steamer ..	..	47	8
Sept. 9	Dondo	Palhabote	12	8	10
12	Lili	Caïque	33	10	10
19	Zaire*	Merchant steamer ..	..	43	9
		Total .. ..	..	..	377

* Belonging to the subsidized line of steamers. With the exception of "Norfolk" and "Yorkshire," two British steamers, the others most probably carried 10 libertos each, as "passageiros da prôa," with the exception of the last.

† The number of "passageiros da prôa" is ominous; but in the Boletim it was not stated that she would touch at St. Thomé.

‡ Conveying cattle to the Gaboon, touching at San Thomé.

§ Not called "da prôa" in the Boletim.

No. 33.

Her Majesty's Commissioner to Lord Stanley.—(Received November 4.)

My Lord,

Loanda, September 18, 1868.

BEFORE my departure for England, I had the honour to report that a certain Leivas was the only person who then systematically made the Slave Trade his usual calling. I may now add that I know of no other person who, during the last three years, has attempted to ship a cargo of slaves. On my return, I made it my business to learn what had become of the slaves that Leivas had collected for shipment, but had been unable to embark in consequence of the capture of the vessels that had been sent out for their conveyance. I also furnished Commander Johnstone, of Her Majesty's ship "Myrmidon," with the necessary information as to their whereabouts, and requested him to endeavour to ascertain how they had been disposed of. The result of my inquiries, which have been confirmed in every respect by the intelligence obtained by Commander Johnstone, is to the following effect:—

After the destruction of the "Pepito" in October of last year, the slaves collected

CLASS A.

for shipment in her, were permitted to go at large; they were taken possession of by the various negro Chiefs and Kings in the neighbourhood, and were by them kept in slavery, but it is stated that if a vessel arrived for the purpose of shipping them, they could be collected again within a short time. It is said, however, that Leivas has suffered such severe losses, not only by the capture of his ships, and the great expense of maintaining so many slaves for so long a period, but also by the refusal of the planters in Cuba to pay him a very large sum of money due for previous shipments, that he has determined to save the small remnant of his fortune, and relinquish the Slave Trade. It is certain that the barracoons no longer exist, or are empty, and the whole of the slave-trading Agents are engaged in large and very profitable trading operations. I was informed by an American merchant here, who trades almost entirely with England, that he had given credit to José Netto, the most active and intelligent of the slave traders, for the amount of 8,000*l.*, and that he would not have trusted him for a penny were he not certain that Netto had given up slave-trading. The same gentleman informed me that he had latterly visited Emboma, the principal slave-trading depôt in the Congo; that he found the slave barracoons filled to overflowing with palm-oil, ground-nuts, and other produce. The Slave Trade is there considered as entirely extinct, the negro Chiefs who were formerly engaged in procuring slaves for shipment being now occupied in the planting of ground-nuts, and the manufacture of palm-oil. The conclusion to which I have arrived is, that, notwithstanding these favourable reports, were there a demand for slaves, they would still be furnished in any number; but I also think that from the total disorganization of the system, the dishonesty of the purchasers in Havanna, and the severe regulations now in force in Cuba, the probability of the revival of the Slave Trade is very remote.

There is a circumstance connected with the "*Pepito*" which, I think, should be made known to your Lordship. It has always been stated here as a fact which admitted of no doubt, that in consequence of the bond which was given prior to a vessel's departure, no ship that cleared from a Portuguese port was ever engaged in Slave Trade; nevertheless the "*Pepito*," as I have been informed, sailed from Oporto whence she cleared for Rio Grande, in Brazil with a cargo of wine, but the pipes which were supposed to contain wine were filled with water. Her original name was the "*Paquete do Havre*." When she left Oporto she was called as I have been told the "*Adelaida*," and that name was changed for "*Pepito*" on her arrival on the coast.

I was informed in Lisbon that some of the crew of the "*Pepito*," who had been sent to that city by the Governor-General, had made most important revelations, and his Excellency told me that he was induced to send them home in consequence of the information that he personally had obtained from them. The Portuguese Government might, I should imagine, easily ascertain who were the persons engaged in this transaction, and cause them to be prosecuted.

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

No. 34.

Her Majesty's Commissioner to Lord Stanley.—(Received December 2.)

My Lord,

Loanda, September 30, 1868.

IN accordance with my instructions I have the honour to transmit a Report on the Slave Trade, embracing the twelve months ending to-day.

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

Inclosure in No. 34.

Annual Report on Slave Trade.

TRANSATLANTIC SLAVE TRADE.—In the month of October of last year, the smoke of a steamer was descried from the mast-head of the "*Pepito*" while that vessel was in the act of shipping a cargo of slaves at Maza Mandombé. The steamer proved to be the Portuguese contract mail-ship "*Zaire*," but was thought by the Captain of the "*Pepito*" to be one of Her Majesty's cruisers; and to avoid what appeared to be certain capture, he ran his vessel ashore and destroyed her, after re-landing such of the slaves as had already been received on board. They, with the others that had been collected for shipment, were allowed to go at large, and the greater number were taken possession of by the Negro Chiefs and Kings in the neighbourhood. No other attempt has been made during the last twelve months to send slaves across the Atlantic from any part of the coast to the southward of Cape Lopez.

SLAVE TRADE TO SAN THOME AND PRINCIPE.—The practice of sending slaves to the Island of San Thomé under the name of libertos still continues, but on a much reduced scale. I am not acquainted with the instructions to the Governor-General on this question (if they are new), which Senhor Casal Ribeiro states in his note to Mr. Lytton of the 28th of December last, that he communicated to Sir Augustus Paget on the 20th of May 1867; but I am satisfied, whatever may be their tenor, that the Governor-General carries them out in their integrity.

Whether they are in conformity with the Slave Trade Treaties between Great Britain and Portugal is not for me to determine, even had I the means of forming an opinion. With regard to the Slave Trade carried on between the coast to the southward of the Gaboon and the Islands of San Thomé and Principe, I was in August last informed by Rear-Admiral Danriac, Commander-in-chief of the French Naval Forces on this coast, that, under Treaties with the various Kings and Chiefs, he had taken possession of the territory in question, and that his principal motive for so doing was to put an end to the Traffic in Slaves between that district and the islands above mentioned. The craft employed for the transport of slaves are small, and the number conveyed on each trip is necessarily limited; but they amount, in the aggregate, to a considerable number.

Loanda, September 30, 1868.

(Signed)

W. VREDENBURG,
Her Majesty's Commissioner.

REPORTS FROM NAVAL OFFICERS.

WEST COAST OF AFRICA STATION.

No. 35.

Commodore Hornby to the Secretary to the Admiralty.

Sir,

“Bristol,” at Cabenda, September 27, 1867.

I REGRET to have to report that the Niger expedition of this year has been attended with greater loss than those of the last three seasons. The loss seems to be due to the unusual lowness of water in the river, to the consequent grounding of the ship, and the exposure to which the crew were subject in getting her off. These circumstances are exceptional, and I hope will not put an end to the annual trip.

2. I would suggest that next year the “Pioneer,” having received her new boiler, might accompany the “Investigator” as far as Ibo, thus obviating the risk that attends the grounding of a single vessel on her passage through the Delta.

3. I have no information to add to that contained in Lieutenant A. E. Kay’s report of proceedings of the 26th of September, and in the letter to me of the 1st of September from Mr. Lyons McLeod, Her Majesty’s Consul for the Niger, copies of which are herewith inclosed; but I beg to bring Mr. Kay’s conduct to their Lordships’ very favourable notice, for it appears to me that the rescue of the vessel under difficult circumstances, and with very limited means, was due to his courage and pertinacity, and that the ascent of the river after such grievous mishaps would not have been continued except by a very persevering officer.

4. I trust their Lordships will mark their approval of the conduct of the petty officers and non-commissioned officers named in the margin,* who are especially reported for their zeal and bravery by Lieutenant Kay, and will note the favourable mention he makes of others.

James McCarthy is the man to whom I referred in my letters of the 12th of April and 1st of September, 1867, and for whose retention in the service I have again especially written.

5. I have ordered the Senior officer in the Bights to inquire from his Excellency, Captain Glover, if he can negotiate the ransom of the Benin Boy, John Brown, who was left behind at Imblamah, and failing that, to desire Lieutenant Henry Hand, during his approaching visit to the oil rivers in the “Oberon” to try to do so through Her Majesty’s Consul, and any Chiefs of the Bonny, Brass, or Benin branches, who may have dealings with the Imblamah villages, for though it is clear he might have returned to the “Investigator” had he wished to do so, I presume it is not desirable to leave in captivity, however mild, any person who was imperilled while serving in one of Her Majesty’s ships.

I have, &c.

(Signed) G. PHIPPS HORNBY.

* Charles Fitzgerald, Gunner’s Mate; James McCarthy, Carpenter’s Mate (African); John Rayner, Corporal, Royal Marine Light Infantry.

Inclosure 1 in No. 35.

*Lieutenant and Commander Kay to Commander Peile.**"Investigator," September 26, 1867.*

Sir, I HAVE the honour to report the proceedings of Her Majesty's ship under my command.

On the 26th July I left Lagos Roads in tow of Her Majesty's ship "Espoir," at 1 P.M., arriving off the mouth of the Nun on the afternoon of the 27th, at 7.30 P.M. I sent "Vindictive's" pinnace (which had been towed down for coaling ship), per signal to "Espoir," for coal, at the same time I represented to you that it would be dangerous and almost impossible to receive coal, as, owing to the state of the sea, the ship was battened down, straining and leaking very much; therefore, the coaling was deferred until the next morning.

July 28.—The state of the sea being the same, I asked your permission to purchase coal from the factory inside the river, which being granted, I weighed at 9 A.M., in company with "Espoir," to make out the entrance of the Nun. At 9.30, the "Espoir" having anchored, I proceeded over the bar, which was a particularly good one, there being scarcely a breaker, and, keeping the marks on as per Glover's Chart, anchored at 11 A.M. off the factory at Arkassa and made arrangements with the agent of the West African Company in charge of the factory to supply us with thirty tons of coal, ten of which were to be reserved for us until our return, after sending the pinnace (which I had permission to take up the river) to English brigantine "Cecil" to fill up with coals, at 2 P.M. I weighed, and proceeded out over the bar towards "Espoir," fired a gun, and hoisted signal "coal," to acquaint you that we could be supplied. Observing a gun fired from "Espoir," and a signal to proceed, I recrossed the bar and proceeded alongside "Cecil," lashed ship, and commenced coaling. Received on board 21½ tons of coal; draught of water of the ship then being, aft, 6 feet 6 inches; forward, 5 feet 6 inches.

6 A.M. of the 29th, cast off from "Cecil" and proceeded under steam, with pinnace in tow astern, up the river, entering Lewis' Creek at 8 A.M., but grounded, it being dead low water. At 10 A.M. ship floated, when we proceeded; the weather was very foggy and with deluges of rain at intervals. At 6.10 P.M. stopped, and anchored for the night off Bassa Creek.

July 30.—6.10 A.M. weighed and proceeded under steam up the river, arriving off Angiama at 8.30 A.M. King Affroma came off; he declared King M'Lawah was dead and that he was his successor: to him I delivered the present which I had received from the Administrator of Lagos, and proceeded, anchoring off Baramberi at 6.40 P.M.

July 31.—6.10 A.M., weighed and proceeded. At 10, passed the five hostile villages of Imblamah; after passing the natives fired seven guns, which we supposed was meant for a salute. 11.45 A.M., ship suddenly grounded on a sand-bank; stopped and backed engines, the feed pump, becoming choked with sand, drew fires. Before the ship struck the last soundings called were 3½ fathoms, speed about 4 knots. I immediately loaded the pinnace with coals from the forecabin, to lighten the ship. Two canoes, in the meantime, came alongside wishing to trade, and making gestures for drink; but, being too much engaged, I sent them away. I then laid out starboard bower-anchor and hawser astern, and tried to heave the ship off; but the anchor coming home on two different occasions, and the hawser carrying away twice inboard, it being very rotten, I then ran a warp out to a tree on shore, laid out bower anchor with two shackles of cable, hawser being bent to second shackle on port quarter, hove taut on this; but, finding buoy of cable washed under by the tide, I under-ran it and rebuoied. I then deemed it advisable to lighten her forward, having still a great quantity of coal on the forecabin. It being some distance from the hostile villages, I sent pinnace to land about four tons of coal close down to the water, and left a krooman in charge of it. On the pinnace returning I went in gig to her to again rebuoied anchor, and a second shackle of cable, it having come unbent. Having performed this, and when about to return on board, a very heavy fire of musketry was opened on us and the ship, in the immediate vicinity of the coal. At the first volley every krooman disappeared overboard from the pinnace, leaving myself and gunner's mate to haul her alongside. I hailed the ship to open fire with howitzer, and rifles to cover the boat, which was done immediately. Arriving on board I observed the krooman whom I had left in charge of coals floating in the stream and a native swimming after him cutting at him with a sword. Sent Mr. Mallary, Sub-Lieutenant, in gig to pick him up, (covering the boat from the ship) on both of which a heavy fire was kept up. The feed pumps now being cleared, I got up steam for full speed and backed astern, heaving it on the cable. The ship being still hard aground, and water falling, stopped engines. Towards sunset the fire from the natives ceased; I then gave pinnace another load of coal, hove taut again, and went astern full speed, but with no success. I stopped engines and banked fires for the night; hawser having again carried away, rebent it and commenced heaving overboard coals off the forecabin. I then issued ten rounds of ammunition, and armed the kroomen and all others, cooks, &c., with cutlasses, boarding-pikes, and tomahawks, in case the natives should attack the ship during the night. The casualties on this day were (1st), Tom Lewis (krooman), severely wounded in head, back, and side with sword cuts and slug shots; (2nd) Tom Dandy (dangerously), bullet wound in knee. I kept the men armed during the night on deck under cover; but all was quiet on shore.

August 1, 5.30 A.M.—Weighed bower anchor, and laid it out right astern; hove taut, and backed astern full speed, but found ship would not move. At 7 A.M. tried again, and while so doing, a heavy fire was opened on us from the shore, mortally wounding Wm. Grando, engineer's servant, shot in the abdomen. Ship being still hard aground, and the fire from the natives wounding another of my men (Ben Coffee, krooman), bullet wound in the arm, I stopped the engines, and commenced heaving overboard everything heavy from forward, including our own provisions, and a great quantity of provisions and supplies belonging to Mr. Consul McLeod, which he was taking up for his twelve months' stay at Lukoja; cases of wine, ale, porter, belonging to the ward room mess, and those purchased for the ship's company as medical comforts (the whole time firing from the shore continuing). The kroomen behaving with great cowardice, I was obliged to draw my sword on some to make them work. I ordered Mr. Mallary, Sub-Lieutenant, to attend forward while I, with gunner's mate, fought the port howitzer, the white men covering us with rifles. Observing numerous large canoes coming up the river on the opposite shore, I opened fire with starboard howitzer, imagining they were carrying the news up to the hostile village of Agberi. This had the effect of clearing both sides of the river. I hove taut continually, using engines as requisite. Water still falling, stopped, and sent every one below under cover, as when the natives saw no men on deck they ceased firing. After the men's dinner, commenced lightening ship by heaving overboard everything heavy, including coals from bunkers, but the kroomen, not understanding anything said to them, hove overboard everything that came within their reach.

Hove on cables at intervals, and used engines but with no better result. The crew were mustered at their quarters, and their arms inspected ready for any emergency.

August 2, at 3 A.M., fired on a canoe close into the bush. At daylight began heaving on cable, and backing, which was continued at intervals throughout the day. For the better security of my men, I lined the

port awning curtain with wadmiltill and blankets. At 9 A.M. Wm. Grando died from wound received on the previous day. I now sent kroomen over the side to dig a trench, and clear away sand from the ship's bottom, heaving on cables at the same time. At 2 P.M. the natives commenced a heavy fire, which I returned, when it ceased for a short time. At 2.20 committed to the stream the remains of the late Wm. Grando. At 3 o'clock the natives again began firing on us, this time with great guns and muskets, which was kept up until sunset. The first gig was shot through and sunk; immediately hauled her round on starboard side, and repaired her; two large shots passed through lower part of funnel, one through after part of boiler casing, and another lodged in the hull on port bow; these shots appeared rather larger than those contained in our case. The blankets which were put up were riddled. This afternoon I returned the enemies' fire occasionally, preserving my ammunition as much as possible, their firing ceasing at sunset; no casualties.

Fitted-out pinnace should I be obliged to abandon the ship. Men at their quarters as usual, armed. Water still falling.

August 3.—As on previous days, hove at intervals on cables, but the ship still being hard aground, and the only weight amidships, my coals also getting short, drew fires, and blew out boiler, thereby lightening the ship somewhat, intending to set my kroomen at work to dig the sand clear of the ship. I now hove overboard private gear belonging to myself and doctor, also a quantity belonging to Mr. Winterbottom (clerk in charge), also gear brought up for a merchant at Lagos.

At about 2 P.M. I heard the natives on shore hailing, and showing a white flag. I displayed my white handkerchief, and a canoe with four men came alongside. They informed us, by means of an interpreter that they now wished for peace, which I of course agreed to. They said that another steamer on her passage up the river had grounded close to for three days, and that for a present they had dug her out, and wished me to allow them to do the same. I accepted their offer. At their request I sent a few presents to their Chief, and they departed. Hove taut again, but anchor coming home, laid it out afresh in pinnace, backed by stream anchor, and hove taut. 6 P.M.—Canoe returned with thanks from Chief, promising to send twenty men to dig ship out the next morning. Men slept armed. All quiet on shore.

August 4, 6 A.M.—Commenced trying to heave ship off again, but the after capstan was beginning to get very weak. My men after four days' hard work and exposure, were gradually succumbing to the fatigue; I therefore gave them a little rest. At 7 A.M. a canoe came off with a fowl as a present from the Chief, at the same time other canoes pulled freely round the ship, the greater number of them containing females, by which I thought all hostility was at an end. My kroomen were employed trying to clear sand away from the ship. At 1 P.M. a considerable number of natives in canoes came alongside to dig the ship off, hands on board heaving on cables; but the number of natives increasing, and as they made no progress whatever, but a great deal of noise, it also getting late, I deemed it advisable to send them away, and to have an interview with the Chief on shore. About 4 o'clock I landed in gig, and had a palaver with the Chief; about 400 natives being present. On my inquiring their reasons for molesting us, they answered that I would not return their salute, or stop to trade, and that I landed coal without asking their permission. I informed them that I did not trade, not being a merchant-vessel; also that I was going to King Massaba with the Consul, or head white man of the river. That I did not come to make war but peace (why I did not salute in return was, that having still to pass several more villages marked hostile, they might imagine that I was firing at them). The palaver terminated by the Chief still promising to send me twenty men early the following morning to give us assistance, offering a large canoe to put any heavy gear in to lighten the ship, and that I might land anything I pleased. He also said he would pay me a visit himself. I then returned on board; the natives retired into the bush. I noticed that the whole of them were armed with muskets and swords. Fearing there might be treachery, I kept the men prepared as on previous nights.

August 5, 4 A.M.—Lighted fire and got up steam, the kroomen having succeeded in clearing away a considerable quantity of sand. At 6 o'clock hove on cables and backed astern full speed, but after capstern giving out still more, stopped engines, and brought cable to foremost capstern with a purchase on the after one. Ship still hard aground, draught of water aft, 7 feet; forward, 4 feet. Amidships hard aground. A canoe was continually going to and fro between the ship and shore concerning presents to be given the Chief for helping to float the ship, also requesting two white men to be sent as hostages for the twenty he would send, and as a guarantee for the present promised. I would not agree to this, when another request was made for ten bags of cowries and one black man as hostage, also wishing to see me again. I was on the point of going, although he said he would visit me; but being strongly advised by Consul McLeod not to trust myself on shore again, I decided in remaining on board, but sent five bags of cowries, the other half to be paid when the ship floated, and John Brown, Benin boy, volunteered to go as hostage, and went on shore in a canoe with them. But no sooner had they landed and got under cover, than a terrific cross fire with large guns and muskets was opened on us. I returned it with case-shot, and diaphragm-shell from howitzers and with rifles, but after a short time sent my men below under cover, giving them a shell now and then, which, when they burst among them screams were heard as though some had been killed or wounded; their fire also slackening, and eventually ceasing about 3.30 P.M. John Brown still remains in the hands of the natives. We have generally been fired on, when they observe any work going on, and now it is my opinion that all the palavering was for nothing else than to give them time to bring down more guns and ammunition, and that all they came on board for, was to see what damage they had done and also to observe our strength. Kept prepared during the night, should any thing happen.

August 6, at 1 A.M.—Hove taut, backing with engines, but with no success. At 4 o'clock made another trial. Lightened ship in every possible way, as the enemy had evidently received reinforcements, and their firing of yesterday being heavier than we had heretofore experienced; among other articles I was compelled to heave overboard, spare engine-gear, Government cowries, &c., correct list of every thing being entered in the ships log. Kroomen still clearing away sand, and hands on board heaving on cables, which was continued during the day. The natives being quiet, though heavy guns were fired down the river, but the ship did not move in the slightest degree. Men as usual slept at their quarters.

12. *August 7,* 6 A.M.—Hove on cables and purchases, backing astern, but having only half a ton of coals remaining, drew fires. The anchor coming home, sent pinnace to weigh it, but the buoy rope standing, hove taut again, the anchor holding. At 10.15 A.M., the natives suddenly opened a heavy cross fire with large guns and rifles, it was returned by howitzer and rifles occasionally. At 11.12 the foremost howitzer was dismantled by recoil. At 11.13 a similar accident happened to the after one, and by 11.15 both guns had been mounted and fired. At 11.45 a fire was opened from opposite shore, which was very soon silenced. Finding the enemy were laying their guns so as to rake us as much as possible, I was obliged to cut away part of the port bulwarks so as to enable me to train my gun further aft. At 12 o'clock, Moses Johnson, Consul's servant, received a bullet wound in the arm whilst speaking to the Consul. At 2 o'clock observed a canoe pulling for the ship, holding up a white umbrella. I showed my white handkerchief, but a heavy fire was opened on me from the shore, which ceased at 2 P.M. When they observed the canoe approaching the ship, I allowed the canoe to come alongside, and the man

who was in charge of it, informed me that he had been sent by his father who was Chief of a town near Onitsha to inquire the reason of the natives firing on us. We told him the circumstances, and he left the ship to palaver with the natives, and try and restore John Brown to us, but shortly returned, not having been successful. Our intercessor said, the "Thomas Bazley" was at Onitsha loading. About 4:30 P.M. he left the ship, being called by the natives on shore, and did not return. All quiet during the night, men slept armed. The ship this day received the following damages: one shot through fore-mast, two on port-bow, one through head of mainmast, after dead-eye of fore rigging shot away, and ridge rope of awning; a musket ball shattered one of the glasses of standard compass.

August 8, at 6 A.M., hove taut, but with the usual result, kroomen still over the side clearing away sand. 4 P.M., the anchor came home; I laid it out afresh with four shackles of cable, and found the hawser of backing anchor (stream) had parted and buoy rope carried away; I dragged for it but could not recover it, owing to the strong current; the anchor being laid out, hove on cable. This evening exercised the crew at repelling boarders, as the natives having been quiet all day I thought, perhaps, they were planning a night attack, but we were not disturbed. Men slept armed.

August 9, 6 A.M., hove on cable, but was not successful in starting the ship. Draught of water about the same; if anything, the river was falling. At 10 o'clock the man that had come down the river to palaver with the natives came on board, and told us that the whole of the previous day he had been engaged in our cause, but could not persuade the natives to give up my man. John Brown appeared abreast the ship seemingly quite well, and had not been robbed of his clothes. A bottle of rum and some cloth was offered to me by those who had opened fire on us, but I would not accept it. Having reason, by his asking me for so many presents to suspect this man, who called himself a friend, I refused to give anything more, as the man was made a prisoner when hostage, and not during the fight. He then left the ship. I employed my kroomen, as usual, digging away the sand, and got port bower anchor aft, ready for backing the one down. All quiet during the night; men still sleeping armed.

August 10, 6 A.M.—Hove on cable—result the same. 9:20, hove again, when ship slightly started; water aft had increased from 6 feet to 10 feet; forward, 3 feet 8 inches; bower anchor coming home. I weighed it, and backed with port bower, with 1 shackle of cable, and laid starboard anchor out anew with 3 shackles of cable. I then hove taut, and to my delight a heavy torrent of rain came down at 1:45 P.M. Hove again, and found ship still gradually going off until 2 o'clock, when she floated. I then got a spring on the cable, unshackled it, weighed the starboard anchor, and shackled on port cable, to that of backing anchor, shortened in to 12 fathoms, and lit fire, and got up steam immediately; then I sent pinnace on shore for the coals that were landed, but before reaching a heavy fire was opened on boat and ship with muskets and great guns. I returned this with rifles, but ship being swung stern on to the shore guns would not bear. Most of the kroomen again jumped overboard from the pinnace when fired on, which was only got alongside by the exertion of the gunner's mate. I then weighed, steamed out into the stream, and anchored, as I thought my best chance of getting back my man would be, if possible, to seize some of the natives when passing on the other side of the river. I proceeded in gig at 4 o'clock towards a canoe with six men in it, but who deserted her and fled into the bush as I approached. I then took possession of the canoe and tried to tow her alongside, but the current setting me down within range of the enemy's guns, who, when they observed this, immediately opened fire. I was obliged to sink the canoe and return to the ship. Before sunset I fired three shell rockets from pinnace into the nearest hostile village, at 45 degrees elevation, but they all fell a long way short, which they answered by firing two guns. We were now anchored out of the range of their guns, but as I thought they might make last attempt to take the ship by boarding at night I kept my men armed.

August 11.—At 5:30 drew the fires forward, and in a quarter of an hour weighed, and proceeded to where coal was landed. At 6:30 stopped and anchored, and sent pinnace in charge of Mr. Mallary for the coal, which was brought off safely, everything being quiet on shore. Having cleared the pinnace at 11 A.M. weighed, and proceeded off the hostile villages of Imblamah with a flag of truce flying at the fore, anchoring at 11:20. Numerous white flags were shown in answer to ours through the interpreter. I demanded my man, and assured them if they refused I would destroy all their villages. They brought John Brown down to the beach, who hailed the ship not to send a boat. I then sent gig with Mr. Mallary close to the shore, and asked John Brown to jump into the river and she would pick him up, which, however, he refused to do. After a great deal of deliberation on the part of the natives they sent him in a canoe with six men to the distant shore. I immediately sent gig over, but John Brown did not attempt to make his escape. Finding they would not give him up, and not being in the least alarmed about his safety, he being a Benin man, I weighed and proceeded up the river, determining on my return to recover him if possible. I noticed that earthworks had been thrown up quite recently abreast their villages, and large trees thrown down as a protection, as though they evidently expected to be punished when we got off. They were quite prepared for fighting, their women and children being sent away, and the men mustered in strong force with their arms. At 5 P.M. the water shoaling, I stopped and anchored off Truro Island, and went in the gig to sound at 5:10. I weighed and proceeded, anchoring off Grass Island in 5 fathoms at 6:30, and banked fires for the night.

I now take this opportunity of bringing before the notice of the Commander-in-chief, and that of the Lord Commissioners of the Admiralty, the valuable services rendered me the whole time the ship was aground, especially during the six days I was under fire, by Mr. Consul McLeod, who assisted me in every possible way, day and night; also when Mr. Mallary, sub-lieutenant, was otherwise engaged, he at once volunteered to command the foremost howitzer, which he did in a most efficient manner: in fact, I cannot sufficiently express my deep sense of gratitude for the great services rendered myself by Mr. McLeod. It also gives me the greatest pleasure to be able to testify to the gallant conduct of the late Mr. Mallary, sub-lieutenant, throughout the whole time; and the behaviour of all my officers gives me the greatest satisfaction, and deserves the highest praise. Amongst my crew I beg to bring to your special notice the zeal and bravery of Charles Fitzgerald, gunner's mate, John Rayner, corporal, R.M.L.I., and James McCarthy, carpenter's mate (African), and hope that their conduct on this occasion may be rewarded.

August 12.—At 6 A.M. weighed, and proceeded slowly up the river, which was very low, and soundings called very irregular. At 10 o'clock the ship touched the ground slightly, but backed, and sent the gig to sound, when having discovered a passage, I proceeded a short time afterwards. I saw a canoe, showing a pilot tack, making for the ship. I stopped, and allowed the man to come on board. He proceeded, but finding this so-called pilot knew very little about the river, was guided mostly by my lead; anchoring off Ebo about 12:50 P.M. During the afternoon, the Chiefs from Odaghi and Ebo and their wives came on board. I delivered the present to the King of Ebo, which seemed to please him very much. On my asking if I could obtain wood, he promised to have a quantity alongside by noon the next day. He was also kind enough to give us a bullock, provided I would shoot it. I thanked him, and the Chiefs left: and a canoe returned at once with a load of wood, for which one bag of cowries was paid.

August 13.—At 7 A.M. I landed, accompanied by assistant-surgeon, and shot the bullock, returning on board at 10. Having received wood, and the bullock having been brought off, weighed and proceeded slowly up the river at noon. At 4:20 P.M. I grounded suddenly on a sand-bank, between Egboma and Akra Ugidi. I sent gig to sound, and laid out starboard bower-anchor and cable on starboard bow, hove ship off, and proceeded, at 4:40, anchoring off Akra Ugidi in 3 fathoms; at 6:30 P.M. banked fires.

August 14.—At 6.10 weighed, and proceeded slowly up the river, and at 8 o'clock stopped, and anchored off Osomari. The Chief came on board, and I presented him with his gift. At 10 A.M. weighed and proceeded, and when off Oko village about 2 P.M. ship touched; backed engines, and proceeded by lead. At 4:10 stopped, and anchored off Onitsha, and found here West Africa Company's steamer "Thomas Bazley." I landed with assistant-surgeon, visited the Chief, and gave him the present, for which he appeared very grateful. I learnt, both from Bishop Crowther and Mr. Lewis, general agent for the West Africa Company, that the river had never been known to be so low for the last ten years; and Bishop assured me that rocks and sand-banks were now showing that had not been seen during that time. Mr. Lewis also told me that the "Bazley" had been for nine days on shore close to Shuter Island at the same time we were under similar difficulties, and that he had found the water falling daily, as we did lower down until the 10th August. To show, for instance, how low the river is this year, I may here mention that Lieutenant and Commander Jones' marks on a tree at Onitsha, to which his hawser was made fast last year, is now quite 20 feet above the present high-water mark; and men on board the ship, who had been here before, say, that last year they landed fifty yards inshore of the present landing-place. During our stay at Onitsha, Bishop Crowther came on board and paid me a visit. I remained here four days to give my men rest, some already having felt the fatigue which they had suffered. I purchased five tons of coal and two cords of wood from the West African Company, and also medical comforts for the sick in lieu of those thrown overboard, and proceeded up the river on Monday morning, August 19th, at 7:15 A.M., anchoring the same night at 6:30 off Omodemo, finding the river very intricate and low on my passage.

August 20.—6:15 weighed, and proceeded, 1:30, soundings being very irregular; stopped, and sent gig to sound; having found the passage, proceeded, anchoring off Arka Island, 6 o'clock, in six fathoms, and sent the kroomen in pinnace to cut wood, returning at 9 with a boat load.

August 21.—6:30 weighed, and proceeded up the river, and stopped and anchored off Idda in six fathoms at 10 o'clock. I landed, and presented the King with his gift, with which he was highly delighted, and offered me a bullock, which I accepted, shooting it in the course of the day; but owing to the distance we had to go, and the trouble the kroomen had getting it down to the ship, I could not sail that night. 5:30 P.M., we experienced a very heavy tornado accompanied with rain from the westward.

August 22.—6:30 weighed and proceeded, and about 11 o'clock ship touched ground off Atta Koliko. I laid out a warp in tree on shore, backed engines, and ship floated; anchored in 2½ fathoms. I then went in gig to find passage, and at 11:30 weighed and proceeded up the river, anchoring at 4:40 P.M. close to Maconochie Island in five fathoms, as the weather was so thick, I could not proceed further with safety.

August 23.—6:30, weighed and proceeded up the river, passing Beaufort Island about 9 A.M. Some of the rocks were observable off the Island at 1:20 P.M. Stopped and anchored off Lukoja in 4 fathoms, when Mr. Fell, the Government Agent, came on board, and was accompanied on shore by Mr. Consul McLeod. (It is with the deepest regret I have to inform you that Mr. Mallary, sub-lieutenant, who had been complaining for two or three days prior, departed this life at 9:45 P.M. on Saturday, 24th August.)

Sunday 25.—In the afternoon, landed funeral party to inter the remains of the late Mr. Mallary (Sub-Lieutenant), Consul McLeod being kind enough to procure firing party.

Monday, August 26.—At 10, Consul came on board, and at 10:20 landed officially, saluted him on leaving with seven guns.

Having taken in 13½ cords of wood, I weighed and proceeded in the afternoon of the 29th with Consul McLeod, Mr. Fell, Government Agent, and suite, on board, for Egga and Rabba, anchoring that evening at 6:15 off Dagake, in 4 fathoms, banked fires. At the representation of Assistant-Surgeon that the crew were not in a fit state to proceed up the river, I determined on returning to Lukoja and to the mouth of the river as quick as possible, informing the Consul of my intentions.

August 30.—At 6:30 weighed and proceeded down the river, anchoring off Lukoja at 9:15, when Consul McLeod and suite left the ship; I here handed over to Consul McLeod presents for Chiefs in the river above Lukoja. It is again with regret I have to report the death of Henry H. White (leading seamen), which occurred at noon on Sunday, September 1, his remains being interred in the evening.

Having received the Consul's official despatches, and got starboard bower anchor aft, and one shackle of cable, I weighed and proceeded at 10 A.M., on September 2, down the river. The Consul saluting me on leaving, which I returned, anchoring that afternoon at 4:30 P.M. off Idda, stokers feeling fatigued.

September 3.—At 6 weighed and steamed slowly down the river, found water had risen nearly 20 feet; anchored at 6:10 off Onitsha, and communicated with Bishop.

September 4.—At 7:45 weighed, steaming slowly down the river; passing Ebo at 2 P.M.; and at 6 observed the steamer "Thomas Bazley" coming up the river; anchoring off Truro's Island at 6:15, in company with "Bazley," communicated with her, Mr. Lewis informed me they were fired on from a bush off Stirling Island.

September 5, 6:20.—Weighed, and proceeded slowly down the river. On going up the river I informed the natives, after getting off shore, that I would destroy their villages if they did not deliver my man up; but this I find on returning I could not accomplish, owing to the sickness that prevailed on board at the time, all my white hands, with the exception of two stokers, being laid up. I therefore hoisted a white flag, and steamed slowly by, being somewhat apprehensive of the fate of John Brown. I expected when they saw this, they would have brought him down to the beach, as they did on a former occasion; but in this I was disappointed. On passing each village fired guns and muskets across the river, the natives also exhibiting signs of defiance and insult.

At 3 passed Angjama; 6:45 stopped and anchored, ship on swinging to her anchor parted her cable, let go kedge astern, but through the carelessness of John Salem (leading seaman) in not making fast the line it run out, anchor and line being lost, after slewing ship's head down the river, which was done with great difficulty, river being so very narrow. At 7, let go bower anchor astern, and veered to one shackle just above Sunday Island.

September 6.—Weather having cleared up a little, at 9:20 weighed and proceeded very slowly; 11 passed Lewis' Creek, depth of water, 10 feet 6 inches deepest; 11:40 stopped, and transported bower anchor from stern to forehead, which being done, proceeded and anchored off Akassa at 12:45. I made arrangements immediately with the West African Company's agent for an anchor in lieu of one lost on the previous day, which I received from the English schooner "Manchester." At 4 o'clock in the afternoon banked fires, several cords of wood still remaining on board.

Having received 8½ tons of coals from the factory at Akassa, I weighed, and proceeded under steam, with

pinnacle in tow astern, at 4 o'clock in the afternoon of Monday the 9th. arriving off Lagos at 5 o'clock on Wednesday the 11th September, fired a gun and hoisted pilot jack: 5:35 fired another.

September 12.—At 6 fired a gun, and hoisted pilot jack: 7:30, pilot coming on board, weighed, and proceeded into the river, anchoring off the old dockyard at 9:20. I have again painfully to state another of my white men, William Burgess (ordinary), departed this life at 11:30. His remains being interred in the cemetery at 5 P.M. I at once sent all my white men who were sick to the military hospital on shore, and I am most happy to state that since entering the hospital a most favourable change has taken place in some of the worst cases.

In conclusion, I have respectfully to submit that I have, since my arrival here, laboured under great difficulties, every one, myself included, being laid up with fever; and therefore I accepted, with many thanks, the offer of a native clerk from his Excellency the Administrator to copy my letter. Under these circumstances, I trust you will be good enough to overlook any mis-spelling or any other discrepancies.

I have, &c.
(Signed) ALBERT E. KAY.

Forwarded for the information of the Commander-in-chief.
(Signed) U. S. L. PEILE, *Commander,*
Senior Officer, Bights Division.
"Espoir," Lagos, September 30, 1867.

Inclosure 2 in No. 35.

Consul McLeod to Commodore Hornby.

Sir, I BEG leave to thank you most cordially for the services of Her Majesty's ship "Investigator" in conveying me from Lagos to Lukoja. *Lukoja, September 1, 1867.*

The Commander of Her Majesty's ship "Investigator" will, doubtless, inform your Excellency, in his letter of proceedings, of the circumstances under which he reached this place on the 23rd ultimo.

Having wooded and provisioned the ship, Mr. Fell, who was instructed by the Right Honourable Lord Stanley, M.P., to introduce me to King Massaba, went on board, together with myself, on the 29th ultimo: and the "Investigator" immediately proceeded up the river for the purpose of conveying me to Rabba.

On the evening of that day, the Assistant-Surgeon made a requisition to the Commander on account of the sickness of the crew, to return; and agreeably with his instructions from the Senior Officer of the Bights, the Commander deemed it his duty to comply therewith. At the time this requisition was made, all the white men, and I may add also the officers, including the Commander and the doctor, with the exception of Mr. Winterbottom, Assistant-Paymaster, were sick, and many of them completely prostrated.

At the request of the Captain, and in his company, I visited the sick men, and I was under the impression that more than one of them would die before they left the river.

Lieutenant-Commander Kay, R.N., has, in my humble opinion, your Excellency, done everything in his power to carry out the pacific objects of the expedition.

During the eleven days the "Investigator" was aground in the Delta, prepared for action night and day, six days of which were passed in action with the pirates of Inhimblama, the "Investigator" was defended by the courage of her Commander; and I trust that my Lords Commissioners of the Admiralty, on your representation as Commander-in-chief, will acknowledge the services of that officer, by whose gallantry and courage Her Majesty's ship "Investigator" now remains on the list of the Royal Navy. The Sub-Lieutenant, Mr. Mallery, after the fire was first opened from the shore, as soon as the Captain got on board, dashed off in the gig and saved a krooman, who, wounded by the natives on shore whilst he was in charge of the coal, was being rapidly carried away by the current of the river. The Assistant-Surgeon remained on deck, by night and by day, assisting with his rifle, until, on the evening of the second day, he was ordered by the Commander to remain below for the purpose of attending to any casualties that might occur.

Mr. Winterbottom, the Assistant-Paymaster, was throughout on deck the whole time, and did good execution with his rifle; or, when not so engaged, was passing up shell to me from the cabin for the supply of the guns. Mr. Smith, the Second Engineer, assisted in the working of the guns; and when the lock of the after-gun was destroyed, refitted the same under a heavy fire.

On the 2nd of August, the enemy having brought up their heavy guns, and planted them in position on both banks of the river and on the nearer bank, placing guns to rake us on the bow and quarter, with canoes in the bush ready to board us in case of silencing our fire, it became absolutely necessary for Commander Kay, in order to save Her Majesty's ship, to risk the lives of those under his command, and the "Investigator" replied with effect to the enemy from both banks of the river.

To bring the after howitzer to bear so as to silence a gun which was raking us on the quarter, it was necessary to cut away the bulwarks; and this was coolly done by McCarthy (African), carpenter's mate. In performing this service he injured himself both on the hand and foot with his saw. The doctor supplied me with two bandages, and having bandaged up McCarthy's hand and foot, I asked him if he were game enough to go forward and cut away the bulwarks, so as to bring the foremost howitzer to bear upon a gun which was then raking the fore part of the ship.

He answered immediately that he would follow me anywhere. He proceeded to the fore-castle, and under not only a severe, but I consider at times terrific fire, which was aimed at this gun, he cut away the bulwarks, whilst I covered his head with a plank, and assisted me to bring the howitzer into position. During this time the gun which I wished to silence hulled the ship above water-mark, just under the howitzer, crippled the foremast, and wounded the head of the main-mast in two different places, also striking the funnel, and completely raking the ship.

The howitzer being laid in position, and Sub-Lieutenant Mallery at that time reaching the fore-castle from aft, where he had been commanding the party covering the Captain at the after howitzer, I requested him to fire the gun, then loaded with shell, which he did most admirably. I believe this shell dismounted the gun on shore, and a second after it reached its destination it burst, and must have done considerable havoc to the enemy, from the yells which we heard from the shore.

My object in alluding to this circumstance is simply to bring especially under your notice the gallant conduct of McCarthy, and if it had been my fortune to command the "Investigator," I should have brought his name under your notice, as the Commander-in-chief, in the hope that you would recommend this African to the

CLASS A.

Lords Commissioners of the Admiralty, as deserving of the "Victoria Cross" for his valour and coolness displayed in action.

Herewith, I inclose you a list of articles which Mr. Fell has kindly made out for me, as absolutely necessary to maintain my post in this climate during the ensuing year; everything belonging to me, with the exception of my uniform and clothes, together with one small cask of claret, one case of sparkling hock, and two cases of candles having been thrown overboard, in hope of lightening, and thereby saving Her Majesty's ship "Investigator" from the pirates of Inhimblamah.

I have, &c.
(Signed) J. LYONS Mc LEOD.

Inclosure 3 in No. 35.

List of Things required by Her Britannic Majesty's Consul at Lukoja, his supplies having been thrown overboard from Her Majesty's ship "Investigator," when aground, to lighten the vessel, and when attacked by the Pirates of Imblamah.

*Beer and porter.	Tea.
Champagne or sparkling hock.	Coffee.
Brandy.	Sugar.
Port.	Sauces and pepper (an assortment).
Sherry.	*Sardines and haddocks, &c.
Bitters (not orange).	Tobacco or cigars.
Hollands-gin.	Lucifers.
*Flour.	

Those marked * need not be sent unless the "Investigator" returns.

No. 36.

Commodore Hornby to the Secretary to the Admiralty.

Sir,

"Bristol," at Ascension, December 1, 1867.

DURING the first ten months of this year it seemed that the measures taken in Cuba to prevent the importation of slaves had stopped the demand for them on this coast, but in the last days of October, or early in November, an attempt was made by, I believe, one Solares, living at Ambrizette, to ship a cargo in a brigantine near Snake's Head, some thirty miles south of the Congo River. About seventy slaves had been embarked, when the smoke of a cruizer was supposed to be seen: the brigantine was immediately run on shore, and broke up very shortly, the negroes being removed inland.

2. In the middle of October a report was current on the coast of a change of the Governor-General of Cuba. I cannot say positively that this attempt was consequent on that report, but the coincidence gives weight to the assertion that is so constantly made by the legal traders as well as the slave-dealers, viz., that the slightest breath from Cuba has more influence on the Slave Trade on these coasts than the movements or efforts of this squadron.

3. With the exception named, I believe no very serious attempts have been made to carry slaves across the Atlantic, seven or eight vessels have been closely watched in consequence of their suspicious appearance, but in most cases they proved their honesty by sailing in reasonable time with legal cargoes.

4. The well-known "*Dahomey*," which was taken in 1866 by the "*Espoir*" with three slaves and spare water-casks on board, but was released from Loanda, is again moving about the coast, and with her consort, the "*Agwia*" would probably ship if they could get away easily, or were sure of a market.

They occupy one cruizer and her boats to watch them.

5. The number of vessels trading in the Bights increases marvellously, one or more seem to be always in sight as we move along the coast, and the rapidity of the increase proves the great productive power of the country now that the Slave Trade is slack.

6. The increase of trade on the South Coast, and especially in the Congo River, has been equally large. Early in the year, the Chiefs were beginning to feel the pressure of poverty; they could no longer get goods for their slaves, they were obliged to use them in another way, viz., the production of palm-oil and pea-nuts, and in the collection of india-rubber, &c.: the consequence has been a perfect glut of those articles, and the European traders found themselves deficient of goods wherewith to purchase, while the chiefs were never so rich. It does not follow that these Chiefs are at all inclined to prefer trade in goods to trade in slaves; on the contrary, I am told, and believe from what I see, that Africans prefer one piece of cloth now to the certainty of getting ten

pieces a month hence. But this advantage has possibly been obtained now that the old slave-dealers, who are established on the South Coast, and who are now the great brokers between the European merchants and the natives, have made very large profits during the year. Some say more than they ever made by exporting slaves, and it may be hoped that these men will adhere to what they see must eventually be the more lucrative business, though the gambling of the Slave Trade is very attractive to them; at all events, they are at present largely increasing their factories at Punta da Lenha and Embomma.

7. Another feature of this year has been the launch of a small steamer in the Congo by the Dutch firm of Kerdyk and Pincoffs. I believe they were encouraged to make the venture by seeing the ease with which this ship's launch steamed to Embomma, and I have no doubt that their example will be speedily followed by the English and French merchants trading in the river. These steamers will keep their cargoes entirely beyond the reach of the small river-pirates who have occasionally been so troublesome, and should the Slave Trade continue dull for a little longer there seems a good prospect of this fine river rivalling the Bonny in the security and profit of its trade.

8. The expedition of the "Investigator" up the Niger was unfortunate this year, from accidents which probably will not recur; but the trade carried on by the "Thomas Bazley" has, I hear, been as profitable as ever; and as the presence of one of our vessels in the upper waters is a great help to the traders, I hope an annual trip may be continued.

9. I possess no information on the export of libertos from Loanda to St. Thomas', beyond what I have received from the Acting Commissioner, Mr. E. H. Hewett, who will make his own statement to the Foreign Office; but every cruizer that has been stationed in the neighbourhood of Cape Lopez continues to report a perpetual passage of slaves in small numbers from the rivers which there join the sea, to St. Thomas' or Prince's Islands. This trade is carried on in canoes, the slaves being bought at some distance from the coast. The French Admiral succeeded in catching one of these canoes between the Nazareth River and the Gaboon in May, and confirms what I had previously heard of the Traffic: but it is very difficult, if not impossible, to stop it; the whole coast, for a distance of ninety miles, being lined with creeks and lagoons, in which the canoes can move north or south out of sight of the cruizers. If these keep near the shore, which is the best plan against ships, the canoes move according to circumstances, and put to sea when the coast is clear. If the cruizer keeps to sea, her masts will always be visible from the canoe before the canoe can be seen, and so the latter will almost always escape. There is no Consul or Consular Agent at either island. If there were, he might materially check the trade by collecting information of the different arrivals.

10. This Report is to the 16th November from the South Coast, and 19th November from the Bights.

11. The losses by death and invaliding in the squadron between 1st October, 1866, and 30th September, 1867, have been as follows, viz. :—

Deaths.—24 whites, 9 kroomen and Africans: of these 9 died.

Invalided.—137: 38 were cases of officers; and of the 38, 4 died on the passage to England.

I have, &c.

(Signed) G. PHIPPS HORNBY.

No. 37.

Commodore Dowell to the Secretary to the Admiralty.

(Extract.)

"Rattlesnake," at Jellah Coffee, January 19, 1868.

THE "Oberon" has returned to her station in the Bights, having conveyed Mr. Consul Livingstone on his periodical visit to the oil rivers, and subsequently visited the Benin River, to ascertain the state of affairs there. Lieutenant Shortt reports, that the Agents of the firms in the river represented to him that trade was completely at a stand-still in consequence of the hostilities in which the Chiefs are engaged. They were of opinion that if the Chiefs could meet on board a British ship of war, they would settle their differences, and peace would be restored.

On the 13th instant I dispatched the "Greyhound" (with the "Investigator," the only vessel we have here that can cross the Benin bar, in tow), to Benin, instructing

Captain Stirling to take measures for the protection of British life and property, if necessary, and to use his influence in reconciling the contending Chiefs, but on no account to mix in their quarrels; and I trust his presence in the river will have the desired effect.

No. 38.

Commodore Dowell to the Secretary to the Admiralty.

(Extract.)

"Rattlesnake," at Lagos, January 29, 1868.

I REQUEST you will be pleased to move the Lords Commissioners of the Admiralty to inform me whether it is their intention that the annual expedition up the River Niger should be undertaken this year in order that the necessary preparations may be proceeded with.

2. The residents in this country are strongly of opinion that these expeditions are of great utility in opening up the river for trading purposes, besides convincing the natives that we have the power of protecting our merchants; and they seem anxious that the periodical visits of a ship of war should not be discontinued.

3. Should their Lordships decide upon dispatching the expedition, I would respectfully suggest that both the "Investigator" and the "Pioneer" should be employed on the service, so that one vessel could aid the other in any contingency, or protect her should she ground on any of the numerous shoals in the river, as was the case with the "Investigator" last year, when she remained aground, exposed to the fire of a hostile tribe for eleven days, notwithstanding that every effort was made to get her off.

No. 39.

Commander Parry to Commander Brett.

Sir,

"Speedwell," off Mangue Grande, December 13, 1867.

I BEG to report that on the 10th instant the cutter of Her Majesty's ship under my command boarded a brig, name and nation unknown, which was run ashore and set fire to, in order to escape capture, at a point on the coast about two miles north of Black-water Point.

One slave-copper was found on board, besides the usual coppers for ship's company.

On being run ashore the ship was fired and ninety-six slaves which were on board at the time, were seized by the neighbouring native Chiefs.

The natives state that at the time, there were 700 slaves on the beach ready for embarkation; that these were marched to a barracoon close to the beach, about five miles north of Mangue Grande; and that on our anchoring off that place on the evening of the 9th instant, they were all marched inland.

The slave-boiler and about sixteen fathoms of chain cable (1-inch) are now on board, and it is my intention to send them to St. Helena for condemnation by the first opportunity.

There being a heavy surf on the occasion, the canoe in which an attempt was made to embark the ship's company's coppers was capsized and the coppers lost.

I have, &c.

(Signed) J. V. JONES PARRY.

No. 40.

Commodore Dowell to the Secretary to the Admiralty.

Sir,

"Rattlesnake," at Lagos, January 29, 1868.

REFERRING to your letter of the 23rd ultimo on the subject of the unsatisfactory state of affairs in the Benin River, caused by the hostilities which are being carried on between the native Chiefs, and desiring me by direction of the Lords Commissioners of the Admiralty to take the necessary steps for the protection of British interests, I beg

leave to report that before receiving your letter I had despatched the "Greyhound" with the "Investigator" in tow to the river, instructing Captain Stirling to proceed in the latter vessel to Benin and ascertain the exact state of affairs there. If necessary, he was to take measures for the protection of British life and property, and, if an opportunity offered, endeavour to induce the Chiefs to settle their differences amicably.

2. Copy of Captain Stirling's Report of his proceedings on this occasion is transmitted herewith. The attempt to establish peace between the Chiefs has not succeeded, but I hope it will lead to a cessation of hostilities. In a few days Mr. Consul Livingstone will probably visit the river. I shall place the "Investigator" at his disposal, and perhaps he may be more successful in inducing the Chiefs to come to terms.

3. Our Treaty with the Chief of the Benin River, dated 4th April, 1851, expressly provides that British merchant-vessels arriving in the river shall pay Comey or Custom to the Chief for the privilege of trading therein, and that, in the event of trade being stopped upon any pretence the Chief is liable to a fine. Our merchants have, however, altogether ceased to pay the Comey, and it follows that the Chief can no longer be considered liable to the fine. I think this is much to be regretted, and I shall request Mr. Livingstone to use his influence in restoring the observance of the provisions of the Treaty.

4. It will be seen from Captain Stirling's Report that no danger to either British life or property is to be apprehended, and when cargo-boats can travel a distance of 130 miles on the river without fear of molestation, it appears to me that the country cannot be considered in that state of general anarchy and confusion it is represented

I have, &c.

(Signed) W. DOWELL.

Inclosure in No. 40.

Captain Stirling to Commodore Dowell.

Sir,

"Greyhound," off Lagos, January 17, 1868.

IN accordance with your orders of 13th instant, this ship and "Investigator" proceeded to the Benin River; off which they anchored on following evening.

Next morning the "Investigator" conveyed me into the river, where I dispatched an invitation to the Chiefs to meet for the purpose of settling their differences on neutral ground, *i.e.*, in my presence, under the British pendant; also an invitation to the principal agents of mercantile houses to be present on the occasion.

The representatives of all the English firms, *viz.*, of Horsfall, Harrison, Steward and Douglas, and Thompson, at once came on board, and in the course of the day the Chiefs Alluma and Jennomi also appeared; but as Jerry of Jacqua pleaded the impracticability of his attending a palaver on such short notice, I postponed the general meeting until the following day, and at 8 P.M. "Investigator" withdrew to the roads.

Yesterday morning "Investigator" again crossed the bar, and anchored abreast of the factories, and, after much delay, the Chief of the river attended on board, where were assembled to meet him all the British agents, his principal antagonist, Alluma, and two other Chiefs, Juhuffi and Jennomi, everybody in fact that it seemed desirable to bring together, except perhaps a second-rate disturber of the peace, named Effie, who declined attending. I informed the assembly of the object of my visit, *viz.*, that I was sent to afford them an opportunity of settling their differences amicably between themselves, as it was reported that such was their desire, but not to interfere between contending parties.

There then ensued rather a stormy debate between the Chiefs, wherein there appeared much mutual crimination and continual contradiction. I felt it impossible to form an opinion as to the merits of the case; but the principal feature seemed to be, that Jerry had (rightly or wrongly) stopped Alluma from trading with a certain market, and, owing to the consequent contentions, the said market had become practically closed to all.

It was nearly sunset before the meeting broke up, but no satisfactory understanding had been arrived at, and indeed it appeared hopeless to arrive at any. Alluma, it is true, declared for peace, and offered to send his sons to Warrée to "chop ju-ju," a ceremony which is said to be necessary on such occasions, which I am told is tantamount to making oath, and without which no declaration is of binding obligation.

This, I say, Alluma was willing to do, if Jerry would do the same.

Jerry, however, while he over and over again turned to me, and promised "the captain of man-of-war" that he would fight no more unless he was attacked, yet firmly declined to join his opponent in complying with the aforesaid native custom. This refusal on the part of the head Chief seemed to be regarded as an evasion, and there appeared to be general dissatisfaction with his conduct, and so the palaver ended.

With regard to the Treaty, I may remark that Jerry is perfectly acquainted with the provisions of it, for before he came on board the "Investigator" he sent a copy of it by his interpreter for my inspection, and also a document relating to his election as Chief of the River, which bore date three days previous to the Treaty. But, inasmuch as the traders informed me that no comey is now paid, that it was stopped at the suggestion of Commander Robinson of Her Majesty's ship "Mullet" about a year ago, on account of the unsettled state of the river, and difficulty in shipping ore, and that since that time no custom has either been offered or claimed, it appears to me that the principal provisions of the Treaty have fallen to the ground by mutual consent, and that the Chief of the River can in no way be made responsible for stoppage of trade, especially when it is the consequence of a state of war, which is common to all nations.

With respect to the mercantile agents I shall now make some observations. These gentlemen appear to wish for a ship of war to be stationed at the Benin River during the present unsettled state, to afford them protection.

I explained to them that compliance with such a request would be at once declined, and that all the protection they ought to expect from a cruiser should be an asylum in the event of actual danger, and safe conveyance from the disturbed neighbourhood. I also took occasion to remark that, from their own showing, they had been very premature in their previous application for the presence of a ship of war, and had used very strong expressions which there seemed little ground for. British lives and property were represented to be in jeopardy, whereas they now confessed to me that, although fighting had been going on for fifteen months, not a hair of their heads had been touched, and their cargo vessels can pass to and fro to Warré (a distance of 130 miles) without fear of molestation. The only actual danger appears to be that a few spent bullets from fleets of canoes contending on the river; but if people voluntarily continue in the neighbourhood of war they surely must accept the risk incurred. An old building on the beach belonging to one of the firms, but which, as I understand, had been vacated by them, and left in charge of the Chief, is said to have been destroyed, but, inasmuch as (besides this) not an atom of British property appears either to have been touched or even threatened, I think the said destruction must be capable of satisfactory explanation. The only danger therefore seems to me to be very remotely prospective, and the nearer approach of it may probably depend more on the conduct of the traders themselves towards the natives than upon anything else.

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

No. 41.

Commodore Dowell to the Secretary to the Admiralty.

(Extract.)

"Rattlesnake," at Accra, February 20, 1868.

THE "Jaseur" having conveyed Mr. Consul Livingstone to the old Calabar River to collect the fine imposed by him on King Archibong, and subsequently to the Benin River, to endeavour to restore order amongst the Chiefs, will return to Fernando Po with the Consul, and then proceed to join the South Division, relieving the "Mullet."

The "Investigator" has been towed to the mouth of the Benin River, to enable Mr. Livingstone to cross the bar. She will be towed back to Lagos by the "Jaseur."

No. 42.

Commodore Dowell to the Secretary to the Admiralty.

(Extract.)

"Rattlesnake," at Sierra Leone, March 3, 1868.

IN continuation of my last general letter, dated the 20th ultimo, I beg leave to report that I arrived at Cape Palmas on the 26th February. Finding there were no kroomen to be had there, I continued to Grand Sesters, where I met with the like want of success. It then remained for me either to go on to Sierra Leone to procure these men, or to proceed to Ascension without them. I decided on adopting the former course, and reached this port yesterday. Having entered the kroomen, I shall sail to-night for Ascension, returning to Jellah Coffee about 5th April.

The Senior Officer of the South Division reports, that about the 18th December last, a disturbance had occurred at Sandano, about thirty miles to the northward of the Congo, between Europeans and natives, originating in a quarrel between the employés of the merchants and a party of natives, in which one of the servants was shot. A general mêlée ensued, when a Portuguese gentleman and some others were wounded. The merchants appear to have taken the law into their own hands, and, in retaliation, destroyed several of the native villages.

Everything is quiet there now, the natives having sued for peace. No further disturbances are anticipated.

I am informed that the French men-of-war "Zenobie," screw-frigate, bearing the flag of Rear-Admiral Vicomte Fleuriot de Langle, "Renaudin" and "Adonis," screw gun-vessels, and "Arabe" and "Pigmée," paddle-vessels, have recently been here, on their way from the Gaboon River to Goree, where the Admiral expects to meet his successor.

No. 43.

Commodore Dowell to the Secretary to the Admiralty.

Sir, "Rattlesnake," at Lagos, April 7, 1868.
 IN the event of an expedition being sent up the River Niger this year, I have to request their Lordships' instructions as to the manner in which the customary presents for the native Chiefs are to be procured, whether they will be sent from England or purchased at Lagos, under the direction of his Excellency the administrator, as was done last year.

2. Should the latter course be adopted I beg that the Secretary of State for the Colonies may be requested to forward the necessary instructions to Lagos by the mail leaving England on the 10th proximo.

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

No. 44.

RETURN of Ships furnished with Warrants for the Suppression of the Slave Trade.

Class.	Names.	Guns.	Commanding Officers.	Stations.
Armour-plated ship	Royal Alfred	18	Captain Hon. W. C. Carpenter	North America and West Indies.
4th	Constance	35	Captain Hugh T. Burgoyne, V.C.	Ditto.
Ditto	Phoebe	30	Captain John Bythesea, V.C.	Ditto.
Ditto	Doris	24	Captain Henry C. Glyn	Ditto.
6th	Jason	17	Captain Charles M. Aynsley	Ditto.
Ditto	Niger	13	Captain James M. Bruce	Ditto.
Armour-plated ship	Favorite	10	Captain John D. M'Crea	Ditto.
Sloop	Sphynx	6	Captain John E. Parish	Ditto.
Ditto	Barracouta	6	Commander Geo. D. Bevan	Ditto.
Ditto	Niobe	4	Commander T. K. Mackenzie	Ditto.
Ditto	Royalist	3	Commander Loftus F. Jones	Ditto.
Double-screw gun-vessel	Philomel	3	Commander Jas. H. Coxom	Ditto.
Gun-vessel	Mullet	5	Commander Edward Kelly	Ditto.
Ditto	Dart	5	Commander Marcus Lowther	Ditto.
Gun-boat	Britomart	2	Lieutenant Arthur H. Alington	Ditto.
Ditto	Heron	2	Lieutenant Lewis B. Solly	Ditto.
Ditto	Cherub	2	Lieutenant Spencer R. Huntley	Ditto.
Ditto	Minstrel	2	Lieutenant M. B. Medlycott	Ditto.
4th	Narcissus	35	Captain John Wilson	S.E. coast of America.
Sloop	Greyhound	5	Captain Charles Stirling	Ditto.
Composite gun-vessel	Beacon	4	Commander Edward T. Parsons	Ditto.
Steam-vessel	Oberon	3	Lieutenant John Shortt	Ditto.
Gun-boat	Doterel	2	Lieutenant Wm. G. Scott, Sup.	Ditto.
Ditto	Spider	2	Lieutenant F. W. Prosser	Ditto.
Ditto	Linnet	2	Lieutenant C. P. Bushe	Ditto.
4th	Octavia	35	Captain Basil S. de R. Hall	East Indies.
Sloop	Spiteful	6	Commander B. L. Lefroy	Ditto.
Ditto	Dryad	4	Commander Philip H. Colomb	Ditto.
Ditto	Daphne	4	Commander G. L. Sullivan	Ditto.
Ditto	Nymph	4	Commander Thos. Baradiston	Ditto.
Gun-vessel	Vigilant	4	Commander Ralph A. O. Brown	Ditto.
Ditto	Star	4	Commander W. S. de Kautzow	Ditto.
6th	Raccoon	22	Captain Richard Purvis	Cape of Good Hope.
Sloop	Petrel	3	Commander Hon. E. G. L. Cochrane	Ditto.
6th	Rattlesnake	17	Captain W. M. Dowell, C.B.	West Coast of Africa.
Ditto	Danæ	6	Captain Sir M. Mac Gregor, Bart.	Ditto.
Sloop	Vestal	4	Commander Jas. E. Hunter	Ditto.
Double-screw gun-vessel	Plover	3	Commander J. A. Poland	Ditto.
Gun-vessel	Myrmidon	4	Commander H. B. Johnstone	Ditto.
Ditto	Lee	5	Commander C. W. Andrew	Ditto.
Ditto	Speedwell	5	Commander J. P. J. Parry	Ditto.
Ditto	Jaseur	5	Commander C. F. Hotham	Ditto.
Ditto	Pandora	5	Commander Wm. Spratt	Ditto.

No. 45.

Commodore Dowell to the Secretary to the Admiralty.

July 5, 1868.

(Extract.)

EVERYTHING is quiet on this part of the Station, excepting on the Gold Coast, where affairs are still very unsettled. The "Dart" remains at Cape Coast Castle to preserve neutrality and to protect British life and property.

The "Pandora" arrived at Sierra Leone on the 26th May, and, at the urgent request of his Excellency the Governor-in-chief, had accompanied him to Bulama Island, where his Excellency represented that serious interruption to British trade had occurred.

The "Pandora" returned to Sierra Leone on the 7th June, and was about to proceed to Jellah Coffee, from whence she will be sent to relieve the "Dart" at Cape Coast Castle.

Both the "Investigator" and "Pioneer" are now in the Lagos River preparing for the coming Niger expedition. I shall not dispatch them until after the arrival from England of the mail-steamer of the 24th June, due here on 20th July, in which I trust their Lordships will have sent out the Assistant-Surgeons applied for in my letter of 13th April last. The presents for the Niger Chiefs arrived here on the 2nd instant. I have not, however, yet had an opportunity of examining them.

The "Antelope" was at Bathurst on the 6th June on her way to Gibraltar. His Excellency, Vice-Admiral Patey, the administrator, had requested Lieutenant Buchanan to take him to Mc Carthy's Island (about 200 miles up the Gambia), but his request had not been acceded to, as Lieutenant Buchanan considered it would be attended with danger to the ship.

No. 46.

*Commodore Dowell to the Secretary to the Admiralty.**"Rattlesnake," Lagos, July 4, 1868.*

(Extract.)

HAVING now held the command of the West Coast of Africa station for a period of seven months, during which time I have visited all the places where slaving has of late years been carried on, as also the principal ports and factories at which reliable information could be procured concerning that trade, I have much pleasure in representing to you, for the information of the Lords Commissioners of the Admiralty, that it is the universal opinion amongst those who are best able to judge, that the Slave Trade as an organized business no longer exists.

The demand for slaves has decreased to such an extent that, with the exception perhaps of the Island of Cuba, it may be said to have entirely ceased, and the legal trade along the whole coast has so largely increased, and is becoming still more developed every month, that all the old slave dealers, finding their occupation gone, have, I believe, with one single exception, given up their barracoons and turned their attention to legitimate trade; acting principally as "middle men" between the licit traders and the natives.

The exception to which I have alluded is a Portuguese named Leivas. This man, I am informed, held a contract originally to send a large number of slaves to Cuba, the last batch of whom, numbering from 200 to 400 people, he succeeded in shipping in October last. The attempt to run them proved a failure however, for the smoke of a cruiser being perceived, the slaver was run ashore under Snake's Head and deserted, the slaves having been landed and removed into the interior, where they still remain. There can be no doubt that Leivas would gladly make another attempt to ship these slaves, as he does not receive payment for them until they have absolutely sailed from the coast; but it is reported that he has lost all his money, and is now acting as head clerk or manager in a mercantile house in Brazil, and I do not anticipate that he will be able to charter another vessel for this purpose.

I have recently visited St. Thomas to make inquiries as to the truth of the report that slaves were shipped in small numbers in canoes in the neighbourhood of Cape Lopez and conveyed to that island. It is possible that some few cases of this description may have occurred, but the law against the importation of slaves in this manner is stated to be very stringent, and any breach of it severely punished; and I was assured that neither now, nor for some time past, has there been any such Traffic.

Domestic slaves under the name of "libertos" are sent over from Loanda in conformity with the Government regulations; but these, I am informed, are liberated when they have completed a certain number of years service---ten years is the limit I believe.

In the Bight of Benin, the Portuguese barque "Dahomey" and a small brigantine, both suspicious vessels, have been cruising for months collecting palm-oil and kernels.

The former of these vessels was captured by the "Espoir" in March 1866, but was not condemned, and either of them would, without doubt, ship a cargo of slaves from any part of King Dahomey's coast if an opportunity offered, but they have been very strictly watched, and here as on the south coast the slave-dealers have engaged in regular trade, and therefore the probability of slaves being collected and shipped is daily becoming less.

Of course I am not prepared to assert that if our blockading squadron were entirely withdrawn occasional cargoes of slaves might not be shipped, but I do believe that the Slave Trade as a permanent traffic is at an end on this coast, and will never be revived.

The squadron under my command has recently been reduced to eight cruisers in addition to the "Rattlesnake," bearing my broad pendant, the store ship, and the depôt ships at Ascension, and Jellah Coffee. This force will, I trust, be sufficient to enable me to maintain the blockade of those parts of the coast where shipments may still be attempted, and afford the requisite protection and arrangement to the legal traders.

No. 47.

Commodore Dowell to the Secretary to the Admiralty.

Sir,

"Rattlesnake," at Cape Coast Castle, July 17, 1868.

I HAVE the honour to forward herewith copy of a letter from his Excellency the Administrator at Lagos, requesting me to nominate an officer of the squadron under my orders to proceed up the River Niger to undertake temporarily the duties of the Niger Consulate at Lukoja, should Mr. McLeod, the Consul, be dead, or in such a state of health as to necessitate his leaving his Consulate; and inclosing copy of a despatch from Lord Stanley anticipating the contingency, and authorizing the Administration to select some competent person to take temporary charge of Mr. McLeod's duties until some other arrangements could be effected by the Foreign Office.

2. I was very much averse to this proposal, but his Excellency having represented that he had no judicious person at his disposal in Lagos, and Lieutenant Henry Dixon, Royal Marine Light Infantry, of the "Rattlesnake," having volunteered for the service, I reluctantly consented to allow that officer to be lent to the "Pioneer," one of the vessels about to proceed up the Niger, in order that he may be available if required; and I have given directions to the officer commanding the expedition to leave Lieutenant Dixon at Lukoja in charge of the Consulate should Mr. McLeod have died, or to place him at Mr. McLeod's disposal, should he find it absolutely necessary to leave the river on account of ill-health.

3. I trust their Lordships will approve of my proceedings herein.

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

No. 48.

Commodore Dowell to the Secretary to the Admiralty.

Sir,

"Rattlesnake," at Cabenda, August 9, 1868.

I HAVE the honour to report, for the information of the Lords Commissioners of the Admiralty, that the Niger expedition, consisting of the "Pioneer" and "Investigator" under the command of Lieutenant Henry S. Sandys, proceeded into the river on the 30th ultimo, having been towed from Lagos to the Nun entrance of the Niger by the "Danaë" and "Plover."

2. They arrived off the Nun on the 23rd ultimo, but the weather was so unfavourable, a heavy swell running and breaking furiously on the bar, that it was not until

CLASS A.

the 30th that the expedition was completed to the requisite quantity of coals and provisions.

3. On the 30th ultimo, however, the "Pioneer" and "Investigator" had each been supplied with forty tons of coals (including the quantity landed as a reserve to enable them to return to Lagos, and completed to upwards of seventy days provisions, and on that day they finally proceeded into the river, the "Danaë" proceeding to join me at this anchorage, and the "Plover" returning to the Bights.

4. The heavy swell prevailing rendered it unsafe for the "Plover" to attempt to cross the bar as I intended.

5. Inclosed is copy of the instructions I have issued to Lieutenant Sandys for his guidance in conducting the important duty intrusted to him.

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

Inclosure in No. 48.

Orders addressed to Lieutenant Sandys.

By W. M. Dowell, Esq., C.B., &c., &c.

THE Lords Commissioners of the Admiralty having directed that an expedition shall proceed up the River Niger in order to communicate with Her Majesty's Consul at Lukoja, and also with the view to afford encouragement and support to the British traders who have established themselves in the river, I hereby nominate you to command the expedition, which will consist of the "Investigator" and "Pioneer" and order and direct you to proceed forthwith on board the last-named vessel lent from the "Rattlesnake."

2. The Senior Officer of the Bights Division will convoy the expedition to the Nun entrance of the Niger and arrange for its coaling and provisioning.

On your parting company with him, you are to take the "Investigator" and "Pioneer" under your command and proceed with them in execution of the orders contained herein, to Lukoja. It will be your especial duty in the meantime to ascertain the wants of both vessels, and to see that nothing which can contribute to the success of the expedition is neglected, observing that the vessels must be ready to leave Lagos immediately after the arrival of the mail due from England on the 20th instant.

3. You will place yourself in communication with his Excellency the Administrator at Lagos, who can afford you much valuable information with reference to the service you are required to perform, and from whom you will receive the presents sent out by Her Majesty's Government for the several Kings and Chiefs of the river, and which will have been made up in separate parcels and addressed under his Excellency's supervision. These presents you will endeavour to deliver personally to the respective Chiefs to whom they are addressed, acquainting them that they are sent out by Her Majesty the Queen as tokens of the good-will she bears towards them.

4. You will receive from his Excellency any despatches and supplies he may desire to send to Her Majesty's Consul at Lukoja, and also any presents he may wish to send to the Chiefs of the river. And any merchants or other persons for whom his Excellency may request passage, are to be received on board either the "Investigator" or "Pioneer."

5. It is desirable that friendly relations should be cultivated with the tribes living on the banks of the river at and above Lukoja, and that communications be opened with the adjoining countries for purposes of trade. You will accordingly visit such places, and take such steps as may appear most likely to further these objects, paying due attention to the wishes of the Consul so long as they do not conflict with these orders, but remembering that no requisition he may make can relieve you of the responsibility attaching to the safety of Her Majesty's ships and their crews.

6. You will be especially careful of the health of the ships' companies, and the instructions contained in the Station Order Book, page 5, Article 30, are to be most strictly observed, excepting that carbolic acid is to be used for the bilges instead of chloride of zinc, and observing that a free use of this deodorant cannot but be beneficial.

7. Should any serious sickness attack the crew of either vessel, you are to dispatch her immediately to Lagos, remaining yourself in the vessel which continues healthy until the object of the expedition has been achieved.

8. If the crews continue healthy, you may remain in the river for sixty days, provided your provisions will last so long, and leave sufficient for your return to Lagos, and that there is no indication of such a fall in the river as would render your descent dangerous, and are then to return here.

9. A supply of coal will be left at Akassa sufficient to carry both vessels to Lagos.

10. You are, when ascending the river, and also on your return, to press through the Delta of the Niger as quickly as possible, and you will not remain longer than is absolutely necessary.

11. The officers and men are to understand that the expedition is not sent up the river for trading purposes, and you will impress on them the necessity of abstaining altogether from trafficking with the natives for the purposes of gain. There will, of course, be no objection to their purchasing in moderation such articles as they may desire to procure as specimens of native produce or manufacture.

12. You are as far as practicable, without delaying the expedition, or unduly exposing the men to the effects of the climate, to obtain correct soundings where the river shallows, with a view to ascertaining whether there is sufficient depth of water to admit a vessel of the "Plover" class (draught about 10½ feet) navigating it as far as Lukoja with safety.

13. You are to avoid all collision with the natives, and unless attacked, or as a last extremity to protect Her Majesty's property, you will not resort to force.

14. You are to keep a journal of your proceedings herein, which you will transmit for my information, and for the information of the Lords Commissioners of the Admiralty.

15. The senior officer of the Bights Division will be instructed to arrive here about the date you may be

expected to return from the river. On meeting him you will relinquish the command of the expedition, and proceed on board the "Danaë" for passage to Ascension.

16. You will communicate the purport of these instructions to the officers commanding the "Investigator" and "Pioneer."

Given under my hand, this 11th day of July, 1868.

(Signed) W. DOWELL.

To Henry Stair Sandys, Lieutenant,
Her Majesty's ship "Rattlesnake."

By command, &c.
(Signed) W. J. C. Row, *Secretary.*

No. 49.

Lieutenant Sandys to Commodore Dowell.

Sir, "Pioneer," Lagos, September 24, 1868.

I HAVE the honour to inform you, that on the 30th July the requisite reserve and deck-cargo of coal for the ships having been landed at Akassa, at noon the "Pioneer" and "Investigator" crossed the Nun bar (the "Investigator" towing the coal-boat), and I assumed the command of the Niger Expedition. The coal stores, &c., were at once got on board, the ships being ready by noon of the 31st, when I proceeded for Louis Creek, arriving there at 1 P.M., in passing through the creek, with a young flood, 9 feet was the least water obtained, and I have no doubt that at high-water the "Plover" could pass safely through the creek. I anchored at 6 P.M., having made good 24 miles.

Proceeded at 5.45 on August 1st, anchoring at 6.20 P.M., having made 34 miles. During the day I delivered the presents at Aredo, Opuoruoma, Angiama, and Asasi. Proceeded at 5.35 on August 2nd, and stopping at Kpituna endeavoured to induce the Chief to come off for his present, but neither would he come nor would any of his people. It seems that these people belong to the same tribe as Imblama and are afraid of reprisals. In passing Stirling Island, the "Investigator," taking the inner channel, unfortunately grounded (in a place where 3 fathoms are shown), and remained fast until noon of 3rd August, when she came off without damage.

Proceeded up the river at 7 A.M. on the 4th, in passing the Imblama white flags were hoisted at each village, and but few of the inhabitants were to be seen, they evidently feared an attack. Anchored at 5.45 P.M., having made 23.5. Proceeded at 5.30 A.M., on August 5th. At 10.45, on the water shoaling suddenly and the engines being stopped, the "Pioneer" drifted on a point and remained fast, but floated at 9.30 A.M., on the 6th, unfortunately, in cutting the stern anchor (which had come home) the pin caught under the rudder and (there being no woodlock) unshipped it, carrying away the lower pintle. Unshipped the rudder and fitted a new pintle, which was completed at noon of the 8th, when the rudder was shipped with great difficulty, but the woodlock made could not be got into its place.

Proceeded at 11.30 A.M. on the 9th August, stopping at Ebo for 2¼ hours to deliver the presents.

Anchored at 6.10, having made 5 miles.

Proceeded at 5.45 on August 10th, anchoring to sound twice during the day.

Anchored at Osomari at 6.10 P.M., having made 23 miles. Proceeded at 5.45 on the 11th, having delivered the present for the Chief of Osomari. Anchored at Onitsha at 3.50 P.M., having made 19 miles. On the 12th, I went to visit the King of Onitsha and to deliver the present, Bishop Crowther, Mr. Lewis, the West African Company's agent, and several of the officers accompanying me. During the visit much ill-will was expressed towards the missionaries, and on the whole the meeting was very turbulent. The King grumbled at his present, which he said was not sufficiently large. After we left, the King sent a message to the Bishop to the effect that they were then making a law to turn the missionaries out of the country: violence, however, was not apprehended.

Embarked wood in the day.

Proceeded at 7 A.M. next day, anchored to sound twice during the day. Anchored at 5.20, having only made 13 miles. I find that the "Pioneer" when burning wood only, is all but useless, the "Investigator," on the contrary, steams as well with wood as with coal, I, therefore, ordered the "Investigator" to cease burning coal, reserving it for the "Pioneer," which ship does well with wood and coal together.

Proceeded at 5:40 on the 14th. Took the ground at 6:30, but the ship came off easily on heaving on anchors.

Anchored at 5:50 P.M., having made 19 miles.

Proceeded at 5:30 A.M. on the 15th, delivered the presents at Adamagio. Anchored at 5:20 P.M., made good 19 miles.

Proceeded at 4:50 A.M. on the 16th. Anchored to sound once in the day. Anchored at 6 P.M., having made 24 miles.

Proceeded at 5:45 A.M. on the 17th. Anchored at 5:50 P.M., having made 26.5 miles.

Proceeded at 5:30 A.M. on the 18th, arriving at Lukoja at 12:20 P.M.

I find from the Consul, that since the "Investigator" left the river last year, Lukoja has been subjected to constant attacks from a band of men under the Chiefs of Somikoja, Abagi, and Agabodoko, who established themselves on the opposite bank of the river, and that they only left three weeks previous to our arrival.

Only a small supply of wood is to be obtained, the unsettled times having kept the people from leaving the town.

On the morning of the 21st I received a letter from the Consul (Inclosure No. 1) requesting me to proceed up the Binuwe to Atipo for the purpose of arresting Semikoja.

With this request I at once complied, the Consul unmistakably considering the arrest of Semikoja necessary to the protection of British Trade.

At 11 A.M. I started for Atipo, arriving there at 5:50 P.M. I had no chart of the Binuwe, but found the navigation tolerably easy. On our arrival at Atipo, the Consul's messenger came on board with the information that he had not been able to see Semikoja, and that the Chief of Atipo refused to hold any communication with the Consul. A messenger was again dispatched, but the people on shore threatening to fire, he was unable to land. With a view to operations, I sounded the creeks leading to the vilage of Atipo.

At 9 A.M. on the morning of the 22nd, I received a requisition from the Consul, to the effect that it was necessary for the safety of Lukoja and British trade that Semikoja should be arrested, or those harbouring him punished; therefore, wishing me to place the ships in a position to attack Atipo, then, should display be of no avail, to burn the town (Inclosure No. 2).

With this request I complied, and, having taken every precaution to protect the men from the poisoned arrows of the enemy by means of barricades, &c., at 10 A.M. I proceeded in the "Pioneer," and, entering the upper creek leading to the town, anchored about eighty yards from the shore, the "Investigator" covering this movement. When the "Pioneer" was in position, on the signal to close, the "Investigator" took up a position astern of "Pioneer."

Semikoja was then demanded; the answer being that he would not come, and that they were ready for fighting.

Thus, finding that all pacific measures were unavailing, at 10:45 I opened fire on the town, the enemy at first replying with showers of arrows; these, however, soon ceased on their finding that their missiles failed to reach the ships.

Owing to the heavy rain of the previous night, our rockets and shell failed to fire the houses, and without that our native allies (under Abagi, Chief of Shuntako) refused to land.

Observing a clearer spot at the lower creek, I ordered the "Investigator" to proceed to the lower creek, and then to endeavour to persuade our allies to land under cover of our guns; the excuse for not landing at the upper creek being, that the bush was too thick, and full of enemies.

On entering the lower creek, the "Investigator" was assailed with showers of arrows, but a sharp fire soon drove the enemy into the bush; again, however, our native allies refused to land. I therefore ordered the firing to cease, and ordering "Investigator" to pick up the launch (which had been anchored off), I proceeded in the "Pioneer" to attack the lower town, a quarter of a mile below.

At 3 P.M. "Pioneer" opened fire on the town, quickly driving the inhabitants into the bush, when our allies dashed on shore, and soon set fire to the houses; so soon, however, as our fire ceased the enemy returned, opening a heavy fire on our allies, who, though but five minutes on shore, lost four killed and five wounded, three of the latter, although a known antidote to the poison was administered, died from the poison.

At 3:43, on being joined by the "Investigator," the village being entirely destroyed, I proceeded down the river, being unable, however, to reach Lukoja that day, owing to the heavy rain and thick weather. At 7 A.M. of the 23rd I arrived at Lukoja.

No quantity of wood being procurable, we were compelled to cut wood for both the ships.

Completed wooding on the evening of the 26th.

I subsequently heard that the upper town of Atipo was almost destroyed and many people killed.

At 6:30 A.M. of the 27th August I proceeded for Egga, anchoring at 6:15 P.M., having made 30.5 miles.

Proceeded at 5:35 A.M., of the 28th. Touched at Ologendo at 1 P.M., but on sending all hands aft and going astern she came off easily without damage. Anchored at 5:50, having made 34.5 miles.

Proceeded at 5:45 A.M. on the 20th, arriving at Egga at 1 P.M., having made 13 miles.

Remained at Egga Sunday, 30th August. Started for Bidda on the morning of the 31st in two boats, passing up the Tsheutshegga River, and arriving at Wanangi (the nearest town to Bidda) at noon of the 2nd September; here we slept, and at noon of the following day (3rd September) started for Bidda, escorted by King Masaba's head Chief, head slave, and many followers.

Arrived at Bidda 1:45, and were at once received by the King, who inquired after our welfare, and then in person conducted us to our compound, a fine roomy one, with good houses; here a large supply of provisions of every kind awaited us.

On the morning of the 4th we visited the King, but being their Sunday, he declined to receive the presents. Consul McLeod informed the King of his intention to return to England, and introduced Lieutenant Dixon, R.M., as his successor. The King said he wanted two white men to remain at Lukoja.

At 8 A.M. of the 5th we visited the King, and delivered the presents for last and this year. With these he was immensely pleased, blessing Her Majesty the Queen, and wishing her long life and prosperity.

The King then inquired of the Consul what he intended to do with those Chiefs who attacked him. The Consul replied, that he hoped to be able to punish them.

The King also wished to know if anything was to be done to the people who killed Consul Fell; and on being replied to in the negative, said he would himself avenge his death when the dry season came on. In the evening we had a short interview with the King, but merely to show him the present for Omaroo, his nephew, and heir to the throne.

On the morning of the 7th we had an interview with the King, when he asked me to carry two ostriches and two rams for Her Majesty, also a horse and some rams for Governor Glover. I, of course, consented to do so.

The King then asked, whom I intended to leave as a companion to Lieutenant Dixon at Lukoja. I replied, that at present I could say nothing about it.

It was my intention to have started for Egga on the evening of the 8th, but there being no carriers nor horses, and the King begging me to stay, I consented to wait until the following day.

At noon of the 9th, we started for Wunangi, the King escorting us outside the town. At 2:30 P.M. we started in the boats for Egga, arriving there on the following day.

Waiting at Egga for the presents from the 10th to the 12th, when they arrived; both ostriches in a dying state, from ill-treatment received. I much regret the loss of these birds, which were both fine ones.

In future expeditions I would recommend that the vessels should proceed up the Kadunia River, which joins the Kwora about fifteen miles above Egga; by this route a point about thirteen miles from Bidda could be reached, thus saving the long cruise in the boats, which has rendered all of our party more or less unwell.

Proceeded at 10:30 A.M. of the 12th, anchoring at 6 P.M., having made fifty-three miles. Arrived at Lukoja at 10 A.M. of the 13th September.

On the 14th September I received a letter from Lieutenant Dixon, Acting-Consul at Lukoja, requesting that Mr. Black, Sub-Lieutenant, might be allowed to remain at Lukoja as his companion (Inclosure No. 4). With this I complied, having called for the opinion of the Assistant-Surgeon of this ship on the subject, a copy of whose Report I inclose (Inclosure No. 5), Mr. Black being a volunteer.

On the 15th of September, on a requisition from himself, I ordered a medical survey on Consul McLeod, a copy of the surgeon's Report forwarded (Inclosure No. 6).

Also on the 15th, a letter from Consul McLeod, stating that Abaji and Agabodoko had established themselves on Beaufort Island, with the avowed intention of preventing the passage of the "Thomas Bazley" and "Myrtle," and of again attacking Lukoja when the ships left, and calling on me to attack and dislodge them (Inclosure No. 3).

With this request I complied, fully appreciating the danger of their opening fire on the passing ships, which of necessity must pass close to the shore; also of the disastrous effects on British trade of another attack on Lukoja.

On the morning of the 16th instant, Consul McLeod came on board the "Pioneer," and at 9:45 I proceeded down the river for Beaufort Island, Bishop Crowther on board the "Investigator."

On arriving at Beaufort Island, according to my orders previously given, the "Investigator" proceeded to attack the village on Little Beaufort Island, I myself in the "Pioneer" attacking the two villages on Beaufort Island itself. At 10:40 the ships opened fire, the "Pioneer" being about 100 yards from the shore. The "Investigator," not being able to approach nearer than 250 yards, showers of arrows were sent off at "Pioneer," but without damage, very few reaching the ships; only one gun opened on the "Pioneer," but it was instantly silenced. Four guns were lying on the shore close to the ship; these the enemy tried to drag away with the intention of mounting them, but our rifle fire effectually prevented that, several men falling in the attempt.

At 11:15 the upper village being on fire in three places, I ceased firing; and at 12:30 dropped down to the lower village, setting fire to it. The upper village was almost burnt, the lower one only partially so; our supply of rockets being small, I was unwilling to expend more, and was, therefore, unable to complete the destruction of the lower village.

At 1:15 I dropped down below the island, having to pass very close, the natives from the bush keeping up a fire of arrows. At 3 P.M. being joined by the "Investigator" she having destroyed the village on Little Beaufort, I proceeded down the river; anchored at 6 P.M., having made thirty-eight miles.

Proceeded at 5:40 A.M. on the 17th, arriving at Onitsha at 3:50 P.M. having made seventy-one miles.

At the request of Bishop Crowther I remained one day at Onitsha, he being somewhat doubtful of the safety of the mission people. The Bishop had a palaver with the chiefs, and trusts that better times are at hand.

Proceeded down the river at 6 A.M. of the 19th, anchoring at 6:10 P.M., having run ninety miles.

Proceeded at 4:45 A.M. of the 20th arriving at the Nun at 3:10 P.M., having run seventy-one miles.

The 21st was occupied in embarking coal.

At 11:15 the second whaler of this ship was unfortunately drifted on the "Investigator's" warp, and Jack Andrews, a krooman, being dragged overboard with it, was drowned; the rest of the boat's crew only being saved by cutting the warp. The body of the deceased has not been recovered.

At 7:45 A.M. of the 22nd I crossed the Bar, "Investigator" following. At 10 the "Investigator" signalled that the pinnace was lost; I immediately closed, so as (if possible) to take measures for her recovery, but on seeing Lieutenant O'Brien I deemed this to be impossible.

It seems that in crossing the inner part of the Bar, the pinnace suddenly swamped and sunk; the ship was at once stopped, and the towing hawser hove on, but without avail. The ship was now drifting into the lee-breakers (I myself observed this and was at a loss to account for it); the hawser was therefore cut and the boat sank. I much regret the loss of this boat, whose services during our stay in the river have been invaluable.

At 10:45 proceeded for Lagos, arriving off the bar at 9 A.M. of the 24th; the "Investigator" making the best of her way, as per orders, crossed the Bar at 8 A.M.

At noon crossed the bar, and anchored in Lagos River, and now await the arrival of the senior officer.

The ships were fifty-four days in the river, and though there have been nine cases of fever in the "Pioneer," and twelve cases in the "Investigator," I consider that, on the whole, the crews have been tolerably healthy.

I beg to forward herewith a set of my private charts, which I have carefully corrected; I regret that sheet 5 was by mistake omitted when the charts were sent out. These charts will show that there is sufficient water for a vessel of the "Plover" class to ascend the river as far as Lukoja; and as the river was low when the soundings were corrected, I can safely say that nowhere will less water be obtained. The entrance through Louis Creek will be the only difficulty, but I am pretty certain that at high water the "Plover" could pass through the creek.

I would venture to make the following suggestions relative to the Niger Expedition (if any) of 1869:—

1. Should the "Plover" ascend the river, she should be on an even keel; the great danger in grounding in the river being the running-up of the ship when resting on the flat flooring, it is most difficult to get her off.

2. The "Plover's" furnaces should, if possible, be fitted for burning wood by lowering the furnace bars to give more draft; if the proper fitments are made, the bars could be lowered in a few hours when wood required to be used.

3. Proper Canadian axes should be provided (if necessary from England); those purchased at Lagos this year being almost useless. Cross-cut saws would also be most useful.

4. I would suggest that an arrangement be made with the West African Company, Limited, to supply coal inside the Nun Bar to the ships of the expedition; this would not only save much wear and tear to the ships, but much discomfort to the crews; the long stay outside the Nun Bar this year having been most detrimental; the heavy rain and constant rolling being very trying.

5. That the same fitments be made in the furnaces of the "Pioneer" as suggested for the "Plover."

The behaviour of the crews has been most exemplary.

In conclusion, I would beg to bring to your favourable notice the Lieutenants in command of the "Investigator" and "Pioneer," to whose prompt assistance and ready compliance with my wishes, I am much indebted.

I would also recommend to your notice Mark Netton, chief gunner's mate of this ship (passed for gunner) and William Rose, boatswain's mate of "Investigator," both of whom have come under my personal notice, and I consider them most worthy of advancement.

I am, &c.
(Signed) H. STAIR SANDYS.

Inclosure 1 in No. 49.

Consul McLeod to Lieutenant Sandys.

Sir,

Lukoja, August 21, 1868.

ON the departure of Her Majesty's ship "Investigator" last year, the Chiefs Simokoja, Abagu, and Agabodoko, together with the people of Aboko, by whom the Bishops of the Niger had been piratically seized, and subsequently released by the late Mr. Fell under my orders, invested Lukoja, demanding the Bishop's ransom of 1,000*l*.

From 31st October until 27th July last Lukoja was invested by a piratical force, under Semikoja and his allies, but, on the latter date, I succeeded in driving Semikoja away. He has taken refuge in a town called Atipo, up the River Binuwe, and is only awaiting the departure of Her Majesty's ships this year to renew his demand for the ransom of the Bishop of the Niger.

To prevent the trade being not only paralyzed but actually destroyed, this as it was last year, by these piratical Chiefs, I have the honour to request that, with the force under your command, you will assist me in apprehending Semikoja.

I have already sent to him demanding his unconditional surrender, when his life will be spared; but should he not surrender, I have the honour to request that you will render me active co-operation in apprehending this pirate Chief, and thereby keep open the trade of these rivers, which has been established by the sacrifice of a large amount of British life and treasure.

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

Inclosure 2 in No. 49.

Consul McLeod to Lieutenant Sandys.

Sir,

"Investigator," off Atipo, August 22, 1868.

FINDING that Semikoja will not surrender himself, and also that the Chief of this town will not communicate with me, and being convinced that for the safety of Lukoja and the protection of the British trade, either Semikoja should be arrested, or, failing which, a lesson should be taught to those who protect him, I have the honour to request that, now that all pacific measures have failed, you will place the vessels under your command in a position to attack Atipo.

Should this measure fail to bring about the desired result, I must request that you will burn the town thus harbouring Semikoja.

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

Inclosure 3 in No. 49.

*Consul McLeod to Lieutenant Sandys.**Lukoja, September 15, 1868.*

Sir,

HAVING done everything in your power at Atipo for the capture or punishment of Semikoja, one of the piratical Chiefs, who, with 1,200 men, have for nearly nine months endeavoured to obtain possession of the factory here, and having learned that Abugu, another of these piratical Chiefs, has taken up a position on Beaufort Island, and fortified the same, with the determination not to permit the steamers "Thomas Bazley" and "Myrtle" to pass down the river, and with the intention of renewing the attack at Lukoja, so soon as Her Majesty's ships leave the river. I have the honour to request that, under these circumstances, and especially having in view the safety of Lukoja and British trade in the ensuing twelve months, that you will attack, and endeavour to dislodge Abugu, with the force under your command.

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

Inclosure 4 in No. 49.

Acting Consul Dixon to Lieutenant Sandys.

Sir,

"Pioneer," Lukoja, September 13, 1868.

HAVING been appointed to do duty as Acting Consul at Lukoja during the absence of Consul McLeod, I have the honour to represent to you that, having already suffered somewhat from diarrhoea and a slight attack of dysentery since my arrival in the river (of which you are yourself aware), I feel that I am not asking too much when I request that a white companion (which has been on previous occasions allowed) may be permitted to stay at this place with me. I would call your attention to the fact that King Masaba on several occasions, in your presence, requested that two white men should remain at Lukoja; also that the King Masaba asked you what other white man you intended leaving as my companion; and as Sub-Lieutenant Black, R.N., has volunteered to stay with me, I have the honour to request that you will allow him to remain.

I have the honour to request, further, that you will be pleased to order two stands of Snider arms, with 2,000 rounds of ammunition, to be supplied to Sub-Lieutenant Black and myself; and also that we may be furnished with one revolver each, together with any quantity of ammunition that can be spared from the stores on board Her Majesty's ships under your orders.

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

Inclosure 5 in No. 49.

Messrs. Doyle and Gosham to Lieutenant Sandys.

Sir,

"Investigator," Lukoja, September 15, 1868.

IN compliance with your orders of to-day's date, we have been to the Consulate, and made a careful examination as to the state of health of Consul McLeod, and we beg to report as follows:—

That Mr. McLeod is suffering from chronic dysentery, and we consider that an immediate change of climate is absolutely necessary for the restoration of his health.

We have, &c.
(Signed) P. O. C. D'OYLE, *Assistant Surgeon, "Investigator."*
ANTH. GOSHAM, *"Pioneer."*

Inclosure 6 in No. 49.

Dr. Gosham to Lieutenant Sandys.

Sir,

"Pioneer," Lukoja, September 14, 1868.

IN obedience to your order of this day's date, I have the honour to inform you that I deem it advisable that an educated person be left with Lieutenant Dixon during his stay at Lukoja, not only as a companion, but also as an attendant in case of sickness; Lieutenant Dixon's health at the present time being very precarious, having suffered from repeated attacks of dysenteric diarrhoea.

I have, &c.
(Signed) ANTHONY GOSHAM, M.D., *Acting Assistant Surgeon.*

No. 50.

Commodore Dowell to the Secretary to the Admiralty.

Sir,

"Rattlesnake," at Ascension, October 30, 1868.

I HAVE very great satisfaction in reporting, for the information of the Lords Commissioners of the Admiralty, the safe return of the "Pioneer" and "Investigator" from the River Niger. The two vessels arrived here on the 19th instant, in tow of the "Danae" having returned to Lagos on the 24th ultimo, after a stay of fifty-four days in the "Niger.

2. I forward herewith, for their Lordships' information, Lieutenant Henry S. Sandys' Report of the proceedings of the expedition under his command, and his journal and also copy of a letter I have received from Mr. Lyons McLeod, Her Majesty's Consul for the Niger and Tchadda districts.

3. The expedition has been entirely successful, and no loss of life has occurred with the exception of a krooman of the "Pioneer" who was accidentally drowned.

4. I attribute the good health enjoyed by the crews during their stay in the river, mainly to the great care taken by Lieutenant Sandys to avoid all unnecessary exposure and to his not permitting the vessels to anchor near villages and unhealthy creeks and to the cleanliness observed on board.

5. I trust their Lordships will approve of the measures adopted by Lieutenant Sandys, on the requisition of Mr. Consul McLeod, against the villages of Atipo and Beaufort Island, to punish the hostile Chiefs who had retired thither; and I hope that the chastisement inflicted on these Chiefs will have a salutary effect on the natives, and put an end to the desultory warfare which has interfered so seriously with the trade of the river.

6. Under the circumstances, I have approved of Sub-Lieutenant Black, belonging to the "Plover" and lent from that ship to the "Pioneer," having been left at Lukoja as a companion to Lieutenant Dixon, Royal Marine Light Infantry, the Acting Consul, although I regret that there should have been no other person available for this duty but an officer of Mr. Black's rank.

7. The conduct of the officers and ships' companies of the two vessels appears to have been highly creditable throughout, and Lieutenant Sandys speaks in grateful terms of the prompt assistance and ready obedience he invariably received from Lieutenant J. H. O'Brien, commanding the "Investigator," and Acting Lieutenant Augustus P. Whipham, of the "Pioneer." I have much pleasure in forwarding his recommendation of Mark Metton, chief gunner's mate of "Pioneer," and William Rose, boatswain's mate of the "Investigator" to their Lordships.

8. In conclusion I trust I may be permitted to request that their Lordships will be pleased to take the conduct of Lieutenant H. Sandys into their very favourable consideration with a view to his promotion. He has upon all occasions proved himself to be a zealous, energetic, and most intelligent and trustworthy officer.

9. The accompanying charts are those which Lieutenant Sandys used during the expedition. He has carefully corrected them as far as possible, and, with his notes, they afford much valuable information. I forward them in order that the Admiralty charts may be amended when necessary, and I request that the Hydrographer of the Navy may be instructed to forward sets of the corrected charts to this station for use in future expeditions.

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

No. 51.

Commodore Dowell to the Secretary to the Admiralty.

*"Rattlesnake," at Sea, Lat. 5° 52' N., Long. 14° 5' W.,
November 25, 1868.*

Sir,

WITH reference to former correspondence on the subject of the detention of Manuel Vacca (a native of the Congo District), at Ascension, as a prisoner of war, and your letter of the 11th May, 1866, which leaves the question of his ultimate release at the discretion of the commodore commanding the station, I request you will acquaint the Lords Commissioners of the Admiralty that I am of opinion the time has arrived when this man may be allowed to return to the Congo without detriment to the trade of the river.

2. Manuel Vacca was captured in November 1865; since then the aspect of affairs in the Congo District has materially altered; the Slave Trade has been wholly discontinued or suppressed, and legal trade has increased immensely, and may now be considered firmly established, consequently the reasons for detaining Vacca a prisoner no longer exists.

3. When in the River Congo in June last, I intimated to the agents of some of the firms established there, my intention of releasing Vacca, and I have recently received from these persons a letter protesting against this measure, on the grounds that his return would be attended with danger to themselves and their property.

CLASS A.

Copy of their letter and my reply are forwarded herewith.

4. I shall again visit the Congo in the course of the next two months, and should I find the state of trade, and the feeling of the natives such as I anticipate, I shall, on my return to Ascension in February next, liberate Manuel Vacca, and cause him to be received on board the "Rattlesnake," for conveyance to his home, unless I receive contrary instructions from their Lordships.

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

Inclosure 1 in No. 51.

Messrs. Carr and others to Commodore Dowell.

Sir,

Punta de Sinha, August 7, 1868.

WE, the Undersigned, merchants established, and traders in the River Congo, having heard that by your order the pirate, Manuel Vacca, was going to be sent back to this river, avail ourselves of the presence of Commander Andrew of Her Majesty's ship "Lee," to apply to you, and most respectfully beg to represent against such a step, the consequence of which would be no less than the immediate risk of our lives and property as soon as the said Manuel Vacca should appear again in the river; and considering, at the same time, that great part of this trade is carried on by English firms, and also that the navigation in the river has become much safer since his capture: we hope you will attend our reasonable demand.

We remain, &c.
(Signed) THOMAS CARR, *in charge of Factory of Messrs. Chutton and Cooks.*
A. CONGUYAINE, *Chef de Factorerie Français.*
J. SAIMICA, DANMEZ, SASTIGU, AND C^{IE.}, *de Havre.*
AUGUSTO ALVES DA CARVALHO DA CASANDO.
TAYLOR, LAUGHLAND, AND Co., *of Glasgow.*
A. U. C. MONTEIRO, *Commerciante no Rio Zaire.*
ANTONIO JOSE MACHADO E FIGUEIREDO.
MANUEL JOSE LOPES GUINO.
H. P. ALU.
MORUE AND RAMOY.
ISAAC AMZALAK, *Merchant of Loanda and Congo.*
NETTO. V. VALENTO.

Inclosure 2 in No. 51.

Commodore Dowell to the Merchants and Traders established in the River Congo.

Gentlemen,

"Rattlesnake," Ascension, November 14, 1868.

I HAVE to acknowledge the receipt of your communication, dated 7th August last, and signed by several of the merchants and agents in the River Congo, protesting against the return of Manuel Vacca, now a prisoner at Ascension, to that river.

In reply, I have to point out to you that, when Manuel Vacca was taken prisoner more than three years ago, the trade of the Congo was conducted entirely by launches and sailing-boats; that the Slave Trade was hardly at an end; and that in every village on the banks of the river the natives considered European vessels and property lawful plunder: there is little doubt that, under these circumstances, Manuel Vacca had the power of obstructing trade in a considerable degree.

At the present time the state of affairs is entirely changed. Legal trade has increased immensely; it is carried on to a considerable extent by steam-vessels, and this, with the constant traffic of sailing-vessels up and down the river, would necessarily render abortive any attempts at piracy on the part of the natives in their canoes.

It is not the intention of Her Britannic Majesty's Government to retain Manuel Vacca in permanent imprisonment. On the contrary, he is to be released whenever the trade of the Congo has so far increased as to render his return innocuous; and I am of opinion that the time has arrived when he may be liberated without in any way endangering the traffic of the river.

Even if circumstances did not preclude his resuming his former piratical habits, the lesson he has received by his three years' imprisonment would probably effectually deter him from again attempting to commit depredations; and I consider that a compliance with the request contained in your letter, viz., that I would retain Manuel Vacca at Ascension as a prisoner for life, would not only be inhuman, but contrary to the orders I have received from Her Majesty's Government.

A report has reached me that the merchants in the Congo have threatened to offer a reward of 200*l.* for the life of Manuel Vacca, should he return to the river; but I cannot for one moment believe that any community of European merchants could so far forget themselves and be guilty of an act which would be discreditable in an African Chief.

When Manuel Vacca is released, one of Her Majesty's ships will, as a precautionary measure, be constantly stationed in the Congo, with orders to take summary proceedings against him, and the villages which might join him, in any attack on European property.

I am, &c.
(Signed) W. DOWELL.

EAST COAST OF AFRICA STATION.

No. 52.

Commander Garforth to the Secretary to the Admiralty.

Sir, "Penguin," *Sindy River*, November 16, 1867.
IN compliance with the slave instructions, I have the honour to inform you, for the information of the Lords Commissioners of the Admiralty, that while at anchor at *Sindy River*, Coast of Africa, on the 16th November, 1867, I captured a Soree slave-dhow.

This dhow had a full cargo of slaves on board on the arrival of the ship, and they were landed and driven inland to avoid capture. Considering this vessel to be engaged in the unlawful Traffic of Slaves, and not being able to tow her into any port of adjudication, I caused her to be destroyed.

I have, &c.
(Signed) EDMUND GARFORTH.

No. 53.

Lieutenant and Commander Martin to the Secretary to the Admiralty.

Sir, "Penguin," off *Rasul Kyle*, April 26, 1868.
I HAVE the honour to inform you that on the 26th instant, being at anchor off *Rasul-Kyle*, I weighed and proceeded in chase of an Arab dhow which, on observing that she was pursued, immediately ran on shore and landed her cargo of slaves.

I again anchored, and manning and arming boats (although there was a dangerous surf running) succeeded in rescuing 162 negroes, who, I believe, formed the entire cargo.

The dhow was quickly destroyed by the surf, and the whole of the slave-provisions being lost, I proceeded on the following morning for Aden to land the negroes.

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

No. 54.

Lieutenant and Commander Martin to the Secretary to the Admiralty.

"Penguin," Lat. 2° 0' N., Long. 45° 17' E.,
April 13, 1868.

Sir, I HAVE the honour to inform you, for the information of the Lords Commissioners of the Admiralty, that on the 13th of April, 1868, whilst cruising off *Magadoxa*, I chased two dhows, which immediately made for the land, and, being at the time close in shore, succeeded in landing their cargoes of slaves, and driving them into the interior beyond our reach, and although pursued for some distance by my boats' crews, I was unable to liberate any. The dhows, however, were destroyed.

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

No. 55.

Lieutenant and Commander Martin to the Secretary to the Admiralty.

Sir,

"Penguin," at Zanzibar March 27, 1868.

IN accordance with the directions contained in the "Instructions for the Suppression of the Slave Trade," I have the honour to report, for the information of the Lords Commissioners of the Admiralty, that I dispatched two boats to overhaul a dhow lying in the harbour of Zanzibar.

She had on board 9 slaves, viz., 6 males and 3 females, besides papers of a recent date in Arabic, showing that 40 slaves were to have been shipped in her for the northward.

On those grounds I seized her, being convinced she was engaged in the unlawful Traffic of Slaves.

The dhow was taken the same day into the Vice-Admiralty Court of this place and condemned, and afterwards destroyed by fire by order of the before-mentioned Court.

I have, &c.

(Signed) J. J. MARTIN.

No. 56.

Commander Brown to the Secretary to the Admiralty.

Sir,

"Vigilant," at Aden, May 9, 1868.

I HAVE the honour to report, for your information, that on the 23rd day of April, 1868, at 6.30 P.M., Lieutenant J. H. Bainbridge, was sent on board a northern Arab dhow, who considering her suspicious, brought the master and five men on board to be more maturely examined before me. Four of the men stated they were slaves, and gave information as to where slave-irons were to be found.

I took the slaves on board, and sent the crew on shore in compliance with the "Instructions for the Suppression of the Slave Trade."

I have, &c.

(Signed) W. H. BROWN.

No. 57.

The Secretary to the Admiralty to Mr. Hammond.—(Received June 16.)

Sir,

Admiralty, June 15, 1868.

I AM commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of Lord Stanley, that Commodore Heath has informed them, in a letter dated 21st May, that Her Majesty's ship "Penguin" reached Aden on the 2nd May, captured one full slaver (162 slaves) and three empty ones. She sailed for England on the 9th, and on the same day the "Vigilant" arrived, having captured one empty slaver.

I have, &c.

(Signed) HENRY G. LENNOX.

No. 58.

The Secretary to the General Post Office to the Secretary to the Admiralty.

Sir,

General Post Office, June 16, 1868.

I AM directed by the Postmaster-General to acquaint you, for the information of the Lords Commissioners of the Admiralty, that the following remarks are found inserted in the official journal of the contract mail-packet "Carnatic" on the 27th April last, the "Carnatic" being at the time on her voyage from Suez to Bombay.*

"2 P.M.—Observed an Arab dhow, without any sail up, on port bow, steered towards her,

* Position at noon :—Latitude 14° 10' north, longitude 51° 56' east.

"2:10 P.M.—Stopped, and sent chief officer in cutter, to see if they wanted anything.

"2:25 P.M.—Chief officer returned, and reported her to be a slaving-dhow, with from 70 to 80 slaves on board, most of whom appeared to be boys, up boat and proceeded full speed."

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

No. 59.

The Secretary to the Admiralty to Mr. Hammond.—(Received June 30.)

Sir, *Admiralty, June 29, 1868.*
I AM commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Secretary of State for Foreign Affairs, that Commodore Heath has reported, by letter dated the 4th instant, that during a short cruise the "Spiteful" captured six dhows, with 107 slaves, on the Arabian coast, and the "Argus," which was away from Aden twenty-four days, succeeded in capturing two dhows, with 129 slaves near Ras Ali Besh Quail, on the East African Coast.

I am, &c.
(Signed) HENRY G. LENNOX.

No. 60.

Commander Lefroy to Commodore Sir L. Heath.

Sir, *"Spiteful," at Merbat, May 9, 1868.*
I HAVE the honour to report the following circumstances to you for the information of the Lords Commissioners of the Admiralty:—

At 4:15 P.M. yesterday whilst steaming into this anchorage a dhow was sighted to the westward and chase was immediately given, but although several shots were fired close across her bows, she would not lower her sail, and the crew ultimately succeeded in running her on shore through a heavy surf when within 500 yards of the ship, and about 6 miles from this town, where there were three friendly Arab flags flying at the time.

Boats were immediately lowered and sent on shore to save the lives of those who were swimming about in the water, and also to cut off the retreat of the slaves who were seen leaving her in numbers, and of whom they succeeded in capturing 4 males and 6 females.

A midshipman and five seaman, who had gone some little distance inland in pursuit of the above, were suddenly surrounded and made prisoners by a great number of Arabs, who wounded two severely,* one of whom escaped, belonging to a hostile hill tribe, who must have come down to the coast on hearing the firing from the ship.

In the meantime, Ali Ben Mahomet Merbat, the Chief man of this town, had marched a number of his men round to the place where the stranded slave dhow was, and on his hearing of the officer and men being taken prisoners, he did all in his power to save their lives and get them back, which he only succeeded in doing by paying 150 dollars, as he said that if he did not get them back he knew that the English would blame him for the whole affair, and I not thinking it right that this man should suffer for the offence of another tribe, have ordered the paymaster of Her Majesty's ship under my command to repay him the amount, viz., 32*l.* 10*s.* sterling.

I have, &c.
(Signed) B. L. LEFROY.

No. 61.

Commander Maxwell to the Secretary to the Admiralty.

Sir, *"Dryad," Seychelles, September 12, 1868.*
I HAVE the honour to inform you, for the information of the Lords Commissioners of the Admiralty, that on the 4th instant at 8 A.M., while cruising on the North-West

* *Sic in orig.*

Coast of Madagascar for the suppression of the Slave Trade, in pursuance of orders received from Commodore Sir L. G. Heath; and then being about ten miles off the entrance of Boyanna Bay, and proceeding to south-west under sail and easy steam, wind light off the land, a dhow was observed from the mast-head close under land standing to north-east.

2. Immediately shortened sail, and proceeded in chase under steam, when the dhow observed us; she hauled to the wind and stood for the rocks just to the east of the entrance to Boyanna Bay; but the wind falling she was unable to reach them. Closing the dhow we observed her hoist Arab colours, and communicate with the shore by means of her boat.

3. Having approached as near as I could with prudence, I dispatched Lieutenants Allen and Nicolson in the two gigs to board and examine dhow. Lieutenant Allen on boarding found the dhow to be full of slaves, and that the master had deserted her with a portion of the crew, leaving no papers behind him, nor any means whereby we could discover either the port of embarkation or the destination. Having anchored the dhow, Lieutenant Allen left Lieutenant Nicolson in charge, and returned on board to report to us the state in which he found her, sending a boat a-head to sound. I then steamed slowly in to close dhow, and anchored in $4\frac{3}{4}$ fathoms within a quarter of a mile of the reef that runs out from east point of Bay.

4. I then towed the dhow alongside with the boats, and took on board from her 192 slaves (47 men, 35 women, and 110 children), many of them almost in a state of starvation, though there was plenty of food on board her.

5. All the boxes were cleared out, and the master had evidently taken all portable valuables. Having cleared dhow of slaves I weighed and towed her five miles off the land, and there burnt her. I landed the crew the same evening under Cape St. Andrew, except one man who could speak a little English, and who volunteered to remain and interpret for the slaves. From him I afterwards learnt that the dhow was from Shangazi (Antonio River) for Comoro; and having had light winds was drifted down on the Madagascar coast, and was going to put in for supplies.

6. Next day, the 5th instant, have completed the time allotted on that cruising ground, I left the coast for the port in order to land the slaves, and shall put the case into the Vice-Admiralty Court at Aden.

I have, &c.
(Signed) WM. H. MAXWELL.

No. 62.

Commodore Sir L. Heath to the Secretary to the Admiralty.

Sir,

"Octavia," at Trincomalee, September 25, 1868.

IN reply to your letter and its inclosures, I have the honour to state that Passandava Bay was visited last month by Her Majesty's ship "Nymph," and that Commander Barnardiston there found and destroyed three dhows fitted for the Slave Trade, which have since been condemned in the Vice-Admiralty Court at Zanzibar; and I have further to state that the "Daphne" left the Seychelles on the 20th August, with orders to communicate with Mr. Pakenham, Her Majesty's Consul for Madagascar, and then to visit such ports as Commander Sullivan might think proper for the suppression of the Slave Trade, calling at Mohilla and Johanna on his way to Zanzibar. The "Daphne" will therefore, in all probability, have visited Diego Suarez.

I may add, that on the very day, 22nd September, 1867, mentioned by Mr. Pakenham as that upon which 200 slaves were landed in Passandava, a full dhow was captured off Cape St. Andrew's by Her Majesty's ship "Penguin."

2. The "Dryad" and "Spiteful," besides the "Daphne," have been off the coast of Madagascar within the last two months.

I have, &c.
(Signed) L. G. HEATH.

No. 63.

Commodore Sir L. Heath to the Secretary to the Admiralty.

(Extract.)

"Octavia," at Trincomalee, November 26, 1868.

I FOUND here Her Majesty's ship "Spiteful," which vessel captured a slave dhow off Cape St. Andrew's, on 7th September. So soon as she has refitted she will proceed to Mergiu and its neighbourhood, where some petty acts of piracy have been committed.

The "Nymph" arrived at Bombay on 2nd November, having driven a slaving-dhow on shore in latitude 1° north. She was docked on the 16th November, and will proceed as soon as refitted to the neighbourhood of Zanzibar, to act for the suppression of the Slave Trade.

The "Dryad" reached Aden on the 24th October, and was about, at the request of the President, to visit Perim, whence she will return viâ Aden to Bombay.

The "Daphne" having visited Tamatave, Mayotta, Johanna, and Mohilla, and having captured in the end of September two slaving-dhows in Rovooma River, arrived at Zanzibar on 12th October.

EAST INDIAN STATION.

No. 64.

Commodore Sir L. Heath to the Secretary to the Admiralty.

Sir,

"Octavia," Annesley Bay, March 23, 1868.

IN accordance with the Slave Trade instructions, I have the honour to forward the annual Report for the year 1867.

2. I gather from the documents left with me by Rear-Admiral Hillyar, whom I relieved at the end of July last, that up to that date the principal events connected with the Slave Trade which had occurred during the year were the receipt of instructions from the Lords Commissioners of the Admiralty, to send for adjudication before the Vice-Admiralty Court at Zanzibar all vessels detained in the vicinity of Zanzibar on suspicion of slave-trading; and of instructions to the effect that the Sultan's claim to extra-territorial waters could not be allowed.

3. A list of captures made during the year is annexed. The number is small as compared with the captures in 1866, owing, probably, to the removal of the cruisers in the autumn for service in Abyssinia.

I have, &c.
(Signed) L. G. HEATH.

Inclosure in No. 64.
 RETURN of Vessels Captured on the ground of Slave Trade or Piracy, by the Squadron employed in the East Indies for the Suppression of Slave Trade, during the Year ending December 31, 1867

Name and Description of Captured Vessel.	Flag under which Captured Vessel was sailing.	Names of Masters and Owners of Captured Vessels.	Number of Crew.	Date of Seizure.	Where Captured.		Name and Rank of Captain, and Name of Capturing Vessel.	Number of		Tonnage of Captured Vessel.	Before what Court adjudicated, and on what Charge.	Decretal part of Sentence, whether Forfeiture or Restitution.	How Captured Vessel Disposed of.	Remarks.	
					Lat.	Long.		Slaves captured.	Dead before adjudication.						Emancipated.
Name unknown. Dhow	None	Not known	18	1867 Jan. 6	8° 30' S.	39° 30' E.	Lieutenant Pattison. Captured by the boats of Her Majesty's ship "Wasp."	37	0	47	Not yet had any opportunity of bringing her before any Court.	Not known	Burnt	The receipt for slaves landed at Seydellees was requested to be forwarded to the Cape of Good Hope, when informed by Captain Pasley that the ship was ordered home last April.— <i>Remark inserted in Return by Captain Babinfield.</i>	
Ditto	Arab	Unknown. Deserted.	Not known. Deserted.	Jan. 8	Port George.	Pemba.	Captain Pasley, Her Majesty's ship "Highflyer." By boats of above ship, under Lieutenant Fellowes.	117-3	0	117-3	Court of Vice-Admiralty at Aden. Slaver.	Forfeited	Destroyed.		
Ditto	Ditto	Ditto	Ditto	Jan. 9	Ditto.	Ditto.	Ditto	106	0	106	Ditto	Ditto	Ditto		
Ditto	Ditto	Unknown	30	Feb. 9	Chak Pemba.	Chak Island.	Commander Robert A. Parr, Her Majesty's ship "Lyra."	133-57	0	133-57	Not yet adjudicated	Not yet adjudicated.	Burnt.		
Ditto	None	Ditto	10	Mar. 1	Off Lamo.		Ditto	85	11	85	Ditto	Ditto	Scuttled.	7 slaves deserted at Zanzibar.	
Ditto	Ditto	Ditto	Unknown.	Mar. 5	Lamo.		Ditto	115	0	115	Ditto	Ditto	Burnt	The crew of this dhow deserted, taking her sails with them.	
Ditto	Arab	Unknown. Deserted.	Not known. Deserted.	Mar. 21	Keelwa.	I Kivunga.	Captain Pasley, Her Majesty's ship "Highflyer." By boats of above ship, under Lieutenant Fellowes.	9	0	160	Court of Vice-Admiralty at Aden. Slaver.	Forfeited	Destroyed.		
Ditto	Ditto	Ditto	Ditto	Apr. 1	Port Dumbord.		Ditto. Acting Lieutenant Wilking in charge of boats.	42	0	42	Ditto	Ditto	Ditto	Ditto	
Ditto	Ditto	Ditto	Ditto	Apr. 5	Quilife River.		Ditto. Lieutenant F. Fellowes in charge of boats.	67	0	67	Ditto	Ditto	Ditto	Ditto	
"Sahela." Dhow.	Ditto	Unknown	39	Apr. 7	Off Ras Gomaney.		Ditto	236	0	236	Ditto	Ditto	Ditto		
Name unknown. Dhow	Ditto	Masna	32	Apr. 18	6° S.	149° 37' E.	Captain Pasley, Her Majesty's ship "Highflyer."	7	0	167	Not yet adjudicated	Not yet adjudicated.	Burnt	Crew deserted this dhow, on being boarded by boats. Not fit to bring to a port of adjudication.	
Ditto	None	Unknown	Not known.	Apr. 22	Zanzibar.		Commander Robert A. Parr, Her Majesty's ship "Lyra."	26	0	116-44	Aden. Trafficking in slaves.	Forfeiture; slaves for use of colonies.	Ditto		
Ditto	Arab	Ditto	16	May 20	14° 20' N.	51° 0' E.	Commander E. Garforth, Her Majesty's ship "Penguin."	216	0	194	Court of Vice-Admiralty at Aden. Slaver.	Forfeiture	Destroyed.		
Ditto	Unknown	Ditto	Not known.	Aug. 4	Off Momegalho.		Captain Pasley, Her Majesty's ship "Highflyer." By boats of above ship, under Lieutenant F. Fellowes.	0	0	29	Court of Vice-Admiralty at Aden. Slaver.	Forfeiture	Ditto		
Ditto	Arab	Ditto	20	Sept. 23	Off Cape St. Andrew's.		Commander E. Garforth, Her Majesty's ship "Penguin."	113	0	101	Zanzibar. Trafficking in slaves.	Forfeiture; slaves for use of colonies.	Burnt	Not fit to bring to a port of adjudication.	
"El Habbea"	Ditto	Hah Main. Sultan Her Sic.	35	Oct. 23	Off Ras Hafom.		Commander E. Garforth, Her Majesty's ship "Penguin."	10	0	191-35	Court of Vice-Admiralty at Aden. Slaver.	Forfeiture	Sold for service in Abyssinia.		
"Falah Han"	Ditto	Sulman Wadi Hata	36	Oct. 22	Ditto.		Captain Pasley, Her Majesty's ship "Highflyer."	5	0	66-3	Ditto	Ditto	Ditto		
Name unknown. Dhow	Ditto	Unknown	Deserted.	Nov. 16	In Lindy River.		Commander E. Garforth, Her Majesty's ship "Penguin."	83	0	83	Zanzibar. Engaged in Slave Trade.	Forfeiture, being engaged in slave traffic.	Burnt	Distinct traces were visible of recent occupation by slaves.	

(Signed) L. G. HEATH, *Commodore.*

CAPE OF GOOD HOPE.

No. 65.

Commodore Randolph to the Secretary to the Admiralty.

Sir,

“Seringapatam,” in Simon’s Bay, June 18, 1868.

I HAVE the honour to report, for the information of the Lords Commissioners of the Admiralty, that, having lately sent the “Raccoon” and “Petrel” to visit the limits of this station on the East and West Coasts, I am assured that the Slave Trade is extinct on the Cape of Good Hope station at the present time, and that it has ceased for some considerable period. Intelligence I have received, however, represents it to be active on the East Coast outside the limits of this station.

I have, &c.
(Signed) GEO. G. RANDOLPH.
