



Center *for* Research Libraries
GLOBAL RESOURCES NETWORK

The Center for Research Libraries scans to provide digital delivery of its holdings. In some cases problems with the quality of the original document or microfilm reproduction may result in a lower quality scan, but it will be legible. In some cases pages may be damaged or missing. Files include OCR (machine searchable text) when the quality of the scan and the language or format of the text allows.

If preferred, you may request a loan by contacting Center for Research Libraries through your Interlibrary Loan Office.

Rights and usage

Materials digitized by the Center for Research Libraries are intended for the personal educational and research use of students, scholars, and other researchers of the CRL member community. Copyrighted images and texts may not be reproduced, displayed, distributed, broadcast, or downloaded for other purposes without the expressed, written permission of the copyright owner.

Center for Research Libraries

Identifier: 16e2d267-fe1b-491a-952c-10900ebf2025

Range: Scans 001 - 104

Downloaded on: 2022-05-23 16:01:25

Class A.

WEST COAST OF AFRICA.

CORRESPONDENCE

RESPECTING

THE SLAVE TRADE

AND

OTHER MATTERS.

From January 1 to December 31, 1869.

Presented to both Houses of Parliament by Command of Her Majesty.
1870.

LONDON:

PRINTED BY HARRISON AND SONS.

[C.—140.] *Price 1s. 1d.*

LIST OF PAPERS.

Correspondence with British Representatives and Agents abroad.

AFRICA. (Consular)—*Bight of Biafra.*

No.	Date.	Receipt.	SUBJECT.	Page
	1869	1869		
1. Acting Consul Wilson to the Earl of Clarendon	Jan. 15	Feb. 15	Visit to Cameroons. Case of "Marquis" settled	1
2. The Earl of Clarendon to Acting Consul Wilson	Feb. 20	..	Approves foregoing	3
3. Acting Consul Wilson to the Earl of Clarendon	Feb. 23	Apr. 20	Visit to Bonny. King Archibong fined. King Eyo crowned ..	4
4. The Earl of Clarendon to Acting Consul Wilson	May 7	..	Approves foregoing. Information requested as to changes in Old Calabar Treaty	7
5. Acting Consul Wilson to the Earl of Clarendon	June 9	Aug. 20	Charley Dido's fine. Steps taken to obtain a settlement	7
6. The Earl of Clarendon to Consul Livingstone.	Aug. 26	..	Ditto. Approves foregoing	9
7. Consul Livingstone to the Earl of Clarendon .	July 14	Sept. 2	Treaty with Old Calabar. As to obsolescence of certain Articles ..	9
8. " " " ..	Aug. 16	Sep 29	Occurrences at Fernando Po	9
9. " " " ..	Sept. 22	Oct. 26	Alleged landing of slaves in Cuba .	9
10. " " " ..	Oct. 26	Nov. 29	Visit to Bonny	10
11. " " " ..	Nov. 22	Dec. 29	Interview with Chiefs of New Calabar	12
12. " " " ..	Nov. 22	Dec. 29	Visit to Brass. State of affairs. Trade, &c.	12
13. " " " ..	Nov. 24	Dec. 29	As to non-payment of come by agents at Benin	13
14. " " " ..	Nov. 24	Dec. 29	Advantages of Forcados River route to Warré	13
15. " " " ..	Nov. 24	Dec. 29	Visit to Whydah	13

AFRICA. (Consular)—*Niger District.*

16. Consul McLeod to Lord Stanley	..	1868 Dec. 15	1869 Jan. 1	Visit to King Masaba	14
17. " " " ..	..	Dec. 15	Jan. 1	Sword not arrived in time for presentation to King Masaba	16
18. Mr. Murray to Consul McLeod ..	..	1869 May 13	..	Lukoja Consulate abolished	16
19. Mr. Murray to Lieutenant Dixon, R.M.	..	May 24	..	Ditto. Archives to be left at Lagos. Government property to be sold	16
20. The Earl of Clarendon to Lieutenant Dixon, R.M.	June 9	..	..	Communication to be made to King Masaba on leaving	17
21. Lieutenant Dixon, R.M., to the Earl of Clarendon	Sept. 30	Oct. 26	..	Proceedings on leaving Consulate. Sale of Government property. Transfer of archives	17

LIST OF PAPERS.

FRANCE.

No.	Date.	Receipt.	SUBJECT.	Page
	1869	1869		
22. The Earl of Clarendon to Lord Lyons	July 7	..	Claims of British traders in the Nunez River. To remind French Government of	19
23. Lord Lyons to the Earl of Clarendon	July 13	July 14	Ditto. Note from French Government respecting	19
24. " "	Aug. 13	Aug. 14	Ditto. Further note from French Government	20
25. The Earl of Clarendon to Mr. West	Oct. 5	..	Messrs. Lucas' complaint of heavy duties imposed by the French at certain ports of West Africa ..	22
26. Lord Lyons to the Earl of Clarendon	Nov. 29	Dec. 1	Export duties on Gold Coast. Note from French Government	23

PORTUGAL.

	1869	1869		
27. The Earl of Clarendon to Mr. Doria	Aug. 5	..	"Dahomey" case. Proposed abolition of Slave Trade Treaty with Portugal of 1842	26
28. " "	Aug. 7	..	State of slavery in Portuguese dominions. Practical inutility of Slave Trade Abolition Decree	34
29. Mr. Doria to the Earl of Clarendon	Aug. 25	Aug. 29	Ditto. Has written to Portuguese Government.	35
30. " "	Sept. 8	Sept. 10	Ditto. Answer of Portuguese Government	35

SWITZERLAND.

	1869	1869		
31. Mr. Bonar to the Earl of Clarendon	Sept. 26	Oct. 4	Basle missionaries imprisoned by Ashantees	37
32. Mr. Hammond to Mr. Bonar	Oct. 6	..	Ditto. Report confirmed. May be released on payment of ransom ..	39
33. Mr. Bonar to the Earl of Clarendon	Nov. 20	Dec. 6	Ditto. Federal Government guarantees payment of ransom	39

Reports from Naval Officers.

WEST COAST OF AFRICA STATION.

	1868	1869		
34. Commodore Dowell to the Secretary to the Admiralty	Dec. 5	Jan. 1	Cession of Settra Kroo to Liberia. .	42
35. " "	Dec. 8	Jan. 1	Gold Coast affairs	42
36. Communicated by Admiralty	1869 Jan. 1	Jan. 5	Lists of Her Majesty's ships having Slave Trade warrants	43
37. Commodore Dowell to the Secretary to the Admiralty	1868 Dec. 19	Jan. 16	State of affairs on Gold Coast	43
38. " "	Dec. 30 1869	Feb. 6	Plunder of barque "Marquis" in the Cameroons	44
39. " "	Jan. 7	Feb. 18	Charley Dido fined for plundering "Marquis"	44
40. " "	Jan. 12	Feb. 18	Ill-treatment of a Mr. Gunnell by authorities at Whydah	45
41. " "	Jan. 10	Feb. 18	King Bell wishes his son to see the Queen	45
42. " "	Feb. 7	Mar. 22	Cessation of Slave Trade and establishment of regular Trade on West Coast	46
43. " "	Feb. 8	Mar. 25	As to raising blockade of Slave Trade squadron	48
44. " "	Feb. 12	Apr. 1	Punishment of Congo pirates	48

LIST OF PAPERS.

v

No.		Date. 1869	Receipt. 1869	SUBJECT.	Page
45.	Commodore Dowell to the Secretary to the Admiralty	Feb. 16	Mar. 20	As to further detention of Manuel Vacca	51
46.	" " " "	Mar. 22	Apr. 24	State of affairs in River Gambia and Gold Coast	51
47.	" " " "	Mar. 30	May 10	Anticipated invasion of Ashantees in Gold Coast territory	51
48.	The Secretary to the Admiralty to Mr. Hammond	May 10	May 11	West Coast squadron to be amalgamated with that of the Cape	52
49.	Commodore Dowell to the Secretary to the Admiralty	June 3	July 9	Distribution of the squadron at the Cape of Good Hope and West Coast of Africa	53
50.	" " " "	June 12	July 28	As to disposal of Manuel Vacca	54
51.	The Secretary to the Admiralty to Mr. Hammond	Aug. 6	Aug. 7	Proposed arrangements for dispatching an expedition to Monrovia	54
52.	" " " "	Sept. 2	Sept. 3	News of the Niger Expedition	55
53.	" " " "	Sept. 14	Sept. 15	Movements of Her Majesty's ships. Portuguese expedition to Congo. Visit of Mr. Vredenburg to the South	55
54.	" " " "	Sept. 29	Sept. 30	Concentration of troops on West Africa and employment of gun-boats. As to necessity of continuing annual Niger Expedition	55
55.	Commander Cochrane to Commodore Dowell	Sept. 20	Oct. 11	Return of Monrovia expedition. Demands of Her Majesty's Government complied with	57
56.	Commander East to the Secretary to the Admiralty	Sept. 15	Oct. 22	Report of Niger Expedition of 1869	57
57.	Captain Lethbridge to Vice-Admiral Sir J. Hope	Nov. 9	Nov. 16	Niger Expedition. Illness of officers and crews	71
58.	The Secretary to the Admiralty to the Under-Secretary of State for the Colonies	Nov. 15	Nov. 16	Naval force proposed to be employed on West Coast	71
59.	Commodore Dowell to the Secretary to the Admiralty	Nov. 3	Dec. 15	Respecting Cape newspaper paragraph, charging one of Her Majesty's ships with slave-trading	72

Correspondence with Mixed Commission Courts.

CAPE OF GOOD HOPE.

		1869	1869		
60.	Commissioner Layard to Lord Stanley	Jan. 4	Feb. 8	No slaves emancipated	73
61.	" " " "	Jan. 4	Feb. 8	Annual Report on Slave Trade	73
62.	" " " "	Jan. 4	Feb. 8	No slaves emancipated in British and United States' Court	74
63.	" " " "	May 31	July 7	Decree of Portuguese Government abolishing slavery	74
64.	" " " "	July 1	Aug. 7	No case adjudicated in last half-year	75
65.	" " " "	July 25	Sept. 7	Condemnation of a vessel as prize to Her Majesty's ship "Petrel"	75
66.	" " " "	Sept. 30	Nov. 10	Report on Slave Trade on East Coast of Africa	75
67.	" " " "	Nov. 2	Dec. 13	Newspaper paragraph charging Commander of Her Majesty's ship "Daphne" with slave-trading	76
68.	The Earl of Clarendon to Commissioner Layard	Nov. 26	..	Intended abolition of the Mixed Commission	77

HAVANA.

		1869	1869		
69.	Acting Commissary Judge Crawford to the Earl of Clarendon	Jan. 1	Feb. 1	No case adjudicated in last half-year	78
70.	" " " "	Jan. 9	Feb. 1	General Dulce has succeeded General Lersundi as Captain-General	78
71.	" " " "	Jan. 14	Feb. 1	Decree respecting slave emancipation issued by insurgent Chiefs	78
72.	Commissary Judge Dunlop to the Earl of Clarendon	Mar. 31	Apr. 26	Edict of Revolutionary Assembly abolishing Slave Trade	80

LIST OF PAPERS.

No.	Date.	Receipt.	SUBJECT.	Page
73. Commissary Judge Dunlop to the Earl of Clarendon	1869 July 1	1869 July 30	No case adjudicated in last half-year	81
74. Acting Commissary Judge Crawford to the Earl of Clarendon	Aug. 3	Aug. 30	Decree of Spanish Government abolishing office of Registrar of Slaves	81
75. " " ..	Aug. 12	Aug. 30	With reference to above. Registration of slaves will still be continued	82
76. " " ..	Sept. 30	Oct. 28	Decree of Captain-General liberating emancipados made slaves between 1824 and 1842	82
77. " " ..	Sept. 30	Nov. 4	Annual Report on the Slave Trade.	83

LOANDA.

	1869	1869		
78. Commissioner Vredenburg to Lord Stanley ..	Jan. 2	Mar. 18	No case adjudicated in last half-year	86
79. The Earl of Clarendon to Commissioner Vredenburg	Mar. 25	..	Portuguese Government Decree abolishing slavery. For observations	86
80. Consul Vredenburg to the Earl of Clarendon.	Feb. 27	May 13	Correspondence with Governor-General respecting Manuel Vacca.	89
81. The Earl of Clarendon to Commissioner Vredenburg	May 19	..	Correspondence respecting the case of " <i>Dahomey</i> "	90
82. The Earl of Clarendon to Consul Vredenburg	May 21	..	To inform Governor-General that Vacca will not be released yet ..	91
83. Commissioner Vredenburg to the Earl of Clarendon	Apr. 10	July 5	Report on Slave Trade	92
84. " " ..	June 12	Aug. 3	Observations on Decree of Portuguese Government abolishing slavery	92
85. " " ..	July 1	Sept. 16	No case adjudicated in last half-year	94
86. The Earl of Clarendon to Commissioner Vredenburg	Nov. 26	..	Intended abolition of the Mixed Commission	94
87. Commissioner Vredenburg to the Earl of Clarendon	Oct. 1	Dec. 6	Annual Report on the Slave Trade.	94
88. " " ..	Oct. 6	Dec. 6	Slaves alleged to have been landed in Cuba were not shipped at Loanda	95

NEW YORK.

	1869	1869		
89. Commissioner Archibald to the Earl of Clarendon	Jan. 4	Jan. 23	No case adjudicated during past year	96
90. The Earl of Clarendon to Commissioner Archibald	Nov. 26	..	Intended abolition of Mixed Commission	96

SIERRA LEONE.

	1869	1869		
91. Judge Kennedy to Lord Stanley ..	Jan. 5	Feb. 2	No cases adjudicated in last half-year	97
92. " " ..	Jan. 5	Feb. 2	No slaves emancipated	97
93. Judge Kennedy to the Earl of Clarendon	June 30	July 6	No cases adjudicated in last half-year	97
94. Acting Judge Smith to Mr. Otway	Sept. 30	Oct. 26	Annual Report on the Slave Trade.	97

Class A.

CORRESPONDENCE WITH BRITISH REPRESENTATIVES AND AGENTS ABROAD.

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

No. 1.

Acting Consul Wilson to the Earl of Clarendon.—(Received February 15.)

My Lord,

"Speedwell," Bonny River, January 15, 1869.

I HAVE the honour to report to your Lordship that, having Her Majesty's gun-vessel "Speedwell" placed at my disposal by Commodore Dowell to enable me to visit the palm-oil rivers within this Consular jurisdiction, I left for Cameroons on the 22nd December. On the 24th, I held a meeting on board the "Speedwell," attended by all the supercargoes and traders and the four native Chiefs, King Bell, Charley Dido, Preso Bell, and King Acqua, represented by his brother.

There were complaints on the part of the whites of one or two cases of petty theft from their cask-houses on the beach.

The traders who had suffered in this way simply wished me to call the attention of the Chiefs to these occurrences, which I did, and they readily agreed to do all in their power to prevent their people visiting the oil and cask sheds at night, and acknowledged themselves responsible for any future thefts that might be committed by their people.

The palm-oil season in this river does not commence till February or March, and there was very little business doing.

There were no other matters to be brought before me, and the state of the river appearing satisfactory, we returned to Fernando Po to meet the Commodore, and proceed thence to the other rivers.

On the 30th December a boat arrived from Cameroons with a letter from the traders representing that the day after our leaving the river the cutter "Marquis," belonging to the African Steam-ship Company of London, had been boarded and plundered by Chief Charley Dido and his people, and requesting my return to the river as soon as possible to investigate the matter. I returned with the "Speedwell" on the 4th January, and the Commodore, who thought the matter a very serious one, left for Cameroons also. After careful investigation we found that Mr. Lawson, a young trader in the river, had committed the mistake of sending on board the "Marquis" some of Charley Dido's family ivory, left in his hands as security for advancements, for shipment to England per mail steamer, contrary to the long-established custom of trade in the river.

Charley Dido went on board the "Marquis" to take back his ivory, and in doing so some of the cabin fittings were destroyed by his boys, whom he could not restrain, and a number of articles in the pantry were broken and thrown about.

Some personal property was also taken away, but Charley Dido exerted himself in recovering and returning as much of it as possible.

In consideration of the circumstances the Commodore considered that Charley Dido would be sufficiently punished by being compelled to pay the actual loss and damage occasioned by his proceedings, estimated at 180*l.*, equal to eight puncheons of palm-oil, and an additional fine of 20*l.*, equal to two puncheons of palm-oil, for his having taken the law into his own hands: in all, ten puncheons of oil, payable in three months.

The ivory is to be returned to Mr. Lawson, who is to conform in future with the trading customs of the river.

I have the honour to inclose to your Lordship a copy of a Treaty confirming the

CLASS A. [170]

Treaty of the 24th January, 1856, with three additional Articles, which was entered into and signed on board Her Majesty's ship "Speedwell" on the 6th January last.

I have also the honour to inclose to your Lordship a copy of a letter addressed to me by Commodore Dowell relating to this matter.

I consider that the establishment of the Court of Equity in this river will be productive of much good; and I shall do all in my power to prevent its being allowed to lapse again.

I arrived in this river (Bonny) yesterday, and will hold a meeting of the supercargoes and Chiefs to-morrow.

I shall have the honour of reporting my proceedings here to your Lordship by next mail.

With the hope that your Lordship will approve of my proceedings in the Cameroons, I have, &c.,

(Signed) FRANK WILSON.

Inclosure I in No. 1.

Treaty confirming the Treaty entered into on the 14th January, 1856, with the Kings, Chiefs, and Traders of the Cameroons, establishing Bye-Laws for the Regulation of Trading Matters between the Supercargoes and Native Traders.

WE, the Undersigned British supercargoes, and Kings and Chiefs of the River Cameroons, assembled on board Her Britannic Majesty's ship "Speedwell," do hereby agree—

ARTICLE I.

That the bye-laws established by the Treaty dated the 14th January, 1856, for the better regulation of trading matters between the supercargoes and the native traders of the River Cameroons be carried out in their integrity in future, with the following exceptions:—

With reference to Article I of the bye-laws referred to, the Equity Court is to be composed of one supercargo belonging to each house in the river and the following Kings and Chiefs, viz.: King Bell, King Acqua, Preso Bell, and Charley Dido, who will represent native traders.

Where a house has more than one supercargo in the river, the senior supercargo only is to sit or vote in the Equity Court.

ARTICLE II.

That all old palavers shall be considered as settled up to this date, and cannot be again brought forward to the detriment of trade.

ARTICLE III.

That the trade of the river shall be carried on in the manner sanctioned by long usage, and that all disputes be, in future, referred to the Equity Court for decision.

Dated on board Her Britannic Majesty's ship "Speedwell" in the Cameroons River, the 6th day of January, 1869.

(Signed)

EDWARD B. ELLIS, *barque "Moselle," of Bristol.*

WM. PEACOCK, his \times mark, *barque "Mohican."*

HENRY T. LAWSON, *barque "Mary Black."*

HENRY PRICHARD, *barque "Medea."*

W. K. COLLINGS, *Liverpool (Bennet, Mealey, and Collings).*

CHAS. TOWNSEND.

KING BELL, his \times mark.

KING ACQUA, his \times mark.

CHARLEY DIDO, his \times mark.

KING BELL, his \times mark, for PRESO BELL.

In the presence of:

(Signed)

W. M. DOWELL, *Commodore, Commanding West African Squadron.*

FRANK WILSON, *Her Britannic Majesty's Consul for the Bights of Biafra and Benin.*

Inclosure 2 in No. 1.

*Commodore Dowell to Acting Consul Wilson.*Sir, *"Rattlesnake," at Fernando Po, January 8, 1869.*

WITH reference to the fine of ten puncheons of palm-oil, equivalent to 200*l.*, inflicted by me on the Chief Charley Dido, for the outrage he committed in boarding and pillaging the cutter "Marquis" in the Cameroons River, and which is to be paid in three months' time, that is to say, on the 6th April next ensuing, I desire that it may be distributed in the following manner, viz. :—

Five puncheons, or 100*l.*, to be paid to the owners of the "Marquis" for damage done to the vessel, loss of stores, &c.

Three puncheons, or 60*l.*, to be appropriated to the recuperation of the under-mentioned persons for losses sustained, and damage to their personal property, and to the payment of the surveying officers, thus :—

	£	s.	d.
To Mr. O'Brien, Master of "Marquis"	25	0	0
Mr. Thorpe, Mate of "Marquis"	10	0	0
Robert Samuel, passenger.	5	0	0
Thomas Kelley, passenger.	5	0	0
Jas. J. Chambers, seaman (African)	7	0	0
The four Surveying Officers, each 2 <i>l.</i>	8	0	0
Total	£60	0	0

The remaining two puncheons of the fine to be applied to the erection of the Court House, to be remitted altogether, at your discretion, should there be such a scarcity of oil when the time arrives for the payment of the fine, as would raise the value of eight puncheons to the ordinary value of ten puncheons.

As the conduct of Mr. Lawson, in shipping ivory, contrary to the custom of the river, was the immediate cause of the outrage, I do not consider that gentleman entitled to reimbursement, either for the expense he has incurred or for his loss of time. The ivory abstracted from the "Marquis" is to be returned to him, and I trust that in future he will be more careful, in his dealings with the natives, to follow the established custom of the river.

As I cannot but consider that the estimate of the damage done to the "Marquis" is excessive, I request that before settling that claim the master of the "Marquis" be called upon to produce receipts for the money expended in making good the damages; and should it appear that the estimate is beyond the amount required, the surplus is to be returned to Charley Dido.

I will arrange for a man-of-war to be sent to Fernando Po in April next to convey you to the Cameroons to collect the fine and settle the matter.

I desire that you forward copy of this letter to the Chairman of the Court of Equity by the earliest opportunity, for the information of the traders and Kings.

I have, &c.

(Signed) W. M. DOWELL.

No. 2.

*The Earl of Clarendon to Acting Consul Wilson.*Sir, *Foreign Office, February 20, 1869.*

I HAVE received your despatch of the 15th ultimo, reporting your proceedings on the occasion of a visit, which, in conjunction with Commodore Dowell, you made to the Cameroons River for the purpose of inquiring into the particulars of an attack made by the Chief Charley Dido and his people on the cutter "Marquis" belonging to the African Steam ship Company; and I have to acquaint you, that I approve your proceedings as reported in your abovementioned despatch.

I have further to acquaint you, that I entirely concur in the views of Commodore Dowell in regard to the appropriation of the proceeds of the fine levied on Charley Dido for his conduct in this affair, and I have to desire that you will be guided by those views as expressed in the Commodore's letter to you of the 8th January last.

With regard to the three additional Articles to the Treaty of 1856, which have been agreed to by the Cameroons Chiefs, and to the re-establishment of the Court of Equity, I have to acquaint you that I approve the Articles in question; and, as regards the Court of Equity, I have to add that Her Majesty's Government were not aware that it had been allowed to fall into disuse.

You will avail yourself of the first opportunity that may offer, of pointing out to the supercargoes in the Cameroons River, how important it is that they should not allow the

Court of Equity again to lapse, affording as it does so ready a means of settling any differences which may arise between the native chiefs and traders.

I should be glad to learn whether the Courts of Equity, which have been established in the other trading rivers within your Consular jurisdiction, are still maintained in working order.

I am, &c.
(Signed) CLARENDON.

No. 3.

Acting Consul Wilson to the Earl of Clarendon.—(Received April 20.)

My Lord,

Fernando Po, February 23, 1869.

BY last mail I had the honour to report particulars of my visit to Cameroons, and have now to submit to your Lordship an account of my visit to Bonny, Brass, Benin and Old Calabar.

On the 14th January I received a letter from the traders and supercargoes of Bonny, begging for an immediate visit of a cruizer, and my presence in the river, as some of the old disputes between the rival houses of Annie and Manilla Pepple had come up, and a fight was considered imminent. Cannon were mounted in the immediate vicinity of the hulks and cask-houses of the British traders, which could not be fired without involving risk to their lives, and the greatest danger to the immense property accumulated there.

I reached Bonny in Her Majesty's ship "Speedwell" on the 15th January, and arranged a meeting for Monday morning on board the hulk of Mr. Campbell, Chairman of the Court of Equity. At the meeting, the chiefs seemed very anxious to arrange their feud amicably themselves, and were dismissed on the understanding that they would try to do so, and report to us next day or as soon as possible.

The young King, George Pepple, did all he could to preserve peace, and he and the heads of the neutral houses over whom he has influence, together with Annie and Manilla Pepple and their chiefs, met me on the 21st on board the Chairman's hulk, and submitted an agreement made by themselves for the preservation of peace in Bonny, which with a few alterations was agreed to, and signed by the King and all the Chiefs, and ratified by Commander Parry, of Her Majesty's ship "Speedwell," and myself. I have the honour to inclose a copy of this agreement to your Lordship.

We left Bonny on the 25th February after settling various minor palavers, and I am glad to say that, before leaving, I was assured by nearly all the European traders and by several of the chiefs themselves that there was no fear now of any fighting; and they thanked me for the visit, which had prevented for the time being at least a collision between the two rival houses, and had done much to strengthen the hands of the young king and give importance to the heads of the neutral houses who join with him in observing our Treaties and preserving the peace of the river.

I wished to have visited New Calabar, but Commander Parry, after causing soundings of the bar to be taken, told me that he could not take his vessel there.

Leaving Bonny on the 25th February, we reached Brass next day and anchored outside. I found everything there very satisfactory, and next day we were anchored off Benin.

I communicated with the Chairman of the Court of Equity, a copy of whose letter I have the honour to inclose, thanking me for the visit, saying that, although there was nothing to bring under my consideration, the appearance of a man-of-war off the river would be productive of good results.

We then steamed for Old Calabar, where we arrived on the 30th at sunset.

King Archibong II of Duketown, had been fined 10 puncheons of oil for an outrage committed by one of his people upon Captain Thomas's cask-house. He promised to pay this fine to the Court of Equity, but had not done so yet. The King is responsible for the safety of all British property within his jurisdiction, and on going into the evidence, I found that the sentence of the Court of Equity was not only just but lenient, and I ordered the King to pay the fine to the Court of Equity before the 1st of May next, which he willingly agreed to do.

I have the honour to inclose to your Lordship a ratification of the Treaty with Old Calabar of 7th May, 1862, with some of its Articles cancelled which are obsolete now, and the addition of an Article which has appeared in former Treaties, but has been too much forgotten lately about the responsibility of the kings, for the safety of British property in cask-houses under their protection.

I have also the honour to inclose a copy of a letter addressed to me by the Court of Equity, expressing thanks for the satisfactory way in which I arranged these matters.

King John, Eyo Honesty V, of Creektown, died some time ago, and his brother Doctor Eyo, was unanimously recognized as his successor. He was virtually king, but the ceremony of coronation by Her Majesty's Consul was necessary to give him full power, in his own opinion, as well as in that of his subjects and neighbours. I accepted the duty with pleasure, and on the 3rd February, we went up the river to Creektown, where, with a great deal of ceremony and considerable enthusiasm, Doctor Eyo was duly proclaimed and crowned King Eyo VI, in presence of all his Chiefs and of the supercargo of the river, of the Rev. Mr. Goldie, and of the Commander and Officers of Her Majesty's ship "Speedwell."

We left Old Calabar on the 4th February, and got back to Fernando Po the next day. With the hope that your Lordship will approve what I have done, I have, &c.

(Signed) FRANK WILSON.

Inclosure 1 in No. 3.

Agreement between the King and Chiefs of Bonny, for the Preservation of Peace.

IT has been deemed necessary and expedient, for the preservation of peace and unity in this country, to form and construct the following new laws and regulations:—

1. That the neutral party are from date, head of their own respective houses, and are not, under any pretext whatsoever, allowed to sell or give themselves or houses to either Annie Pepple or Manilla Pepple's houses.

2. That the neutral party are forbidden from date to assist either Annie Pepple's or Manilla Pepple's houses in fighting or quarrelling, directly or indirectly, but are to, with the King, mediate and settle any misunderstanding between the two houses, or any other house or houses.

3. That the neutral party are forbidden to give or allow Manilla Pepple or Annie Pepple's house to take any of their work-bars.

4. That from date no parties shall be allowed to fight with cannons, guns, or fire-arms of any description whatsoever in the country or in the Eboe.

5. In the event of any dispute or misunderstanding taking place, all parties are forbidden to molest any canoes and men going to and from the fair, or Eboe.

6. In the event of any dispute arising between any of the neutral party and Opoobon, or Fonbra House Chief or Chiefs, and should that neutral Chief acknowledge himself to be wrong, and intercede and beg accordingly, any such Opoobon or Fonbra party must listen to the entreaties of any such neutral Chief or Chiefs.

7. This does not exclude any Chief of the neutral party from paying debts which they may have owed to the Manilla Pepple or Annie Pepple's houses previously.

8. Furthermore, it is enacted that any breach or violation of any of the above regulations shall be punished by the party or parties, house or houses, Chief or Chiefs guilty of the same, paying a fine of fifty puncheons of saleable palm-oil.

9. It is also agreed that these regulations be binding for the period of ten years from date, when, at the option of the country, a new one shall be drawn or not.

Done and dated Bonny, this 20th day of January, in the year of our Lord 1869.

(Signed) GEO. PEPPE, REX, *Bonny.*

OKO JUMBO.

CAPTAIN HART, his \times mark.

JACK BROWN, his \times mark.

ADDA ALLISON, his \times mark.

WARRISO, his \times mark.

DUBLIN GREEN, his \times mark.

WILCOX, his \times mark.

LEMAH SOUJOU, his \times mark.

JACK TALLIFARI, his \times mark.

STRONG FACE, his \times mark.

GEORGE GOODHEAD, his \times mark.

KING HALLIDAY, his \times mark.

TOBIN, his \times mark.

YOUNG TRADER, his \times mark.

ANNIE PEPPE, his \times mark.

WOONGO DAPPA, his \times mark.

TILLIBO, or DUKE NORFOLK,

his \times mark.

BLACK FONBRA, his \times mark.

FINE BONE, his \times mark.

JONGO, his \times mark.

ANTONIO, his \times mark.

DICK TALLIFARI, his \times mark.

JOHN AFRICA, his \times mark.

OGI AFRICA, his \times mark.

BONNY FACE, his \times mark.

OKO APALLAY, his \times mark.

TARRIBO, his \times his mark.

Hulk "Dayspring," Bonny River, this 21st day of January, 1869.

Before us,

(Signed)

FRANK WILSON, *Her Britannic Majesty's Acting Consul.*

J. P. JONES PARRY, *Commander Her Majesty's ship "Speedwell."*

THOS CAMPBELL, *Chairman, Court of Equity.*

AFRICA. (Consular)—*Bight of Biafra.*

Inclosure 2 in No. 3.

Mr. Clark to Acting Consul Wilson.

Sir,

Benin River, January 27, 1869.

I HAVE the honour to acknowledge receipt of your communication of this day's date, and have much pleasure in informing you that the state of the river is perfectly tranquil, and we have at present nothing to bring under your consideration.

I am directed by the Court of Equity here to thank you for your official visit, such visits being always attended with the most beneficial results in our relations with the natives, and we hope they may be repeated more frequently than hitherto.

I have, &c.

(Signed) HUGH C. CLARK.

Inclosure 3 in No. 3.

Agreement between the Supercargoes and the Native Traders of Old Calabar.

AT a meeting of the supercargoes and Kings of Duketown and Creektown, held on board Her Majesty's ship "Speedwell" on the 3rd February, 1869, it was unanimously agreed to ratify the Treaty or Agreement made and signed on board Her Majesty's ship "Griffon" on the 7th May, 1862, with the exception of Articles IV, VI, XIV, XV, XVI, XX, and XXI, which are hereby cancelled.

And it is also agreed that the Kings of Duketown and Creektown shall prohibit any of their subjects visiting the cask-houses of the European traders on any pretence whatever; and they hereby hold themselves responsible for all thefts committed by Calabar men and proved before the Court of Equity, or losses caused by the natives of their respective towns.

The laws in the Treaty now ratified are to be considered the existing laws between the supercargoes and the native traders at Old Calabar.

(Signed)

KING ARCHIBONG II.
DOCTOR EYO, *Creektown.*
A. DUNLOP MITCHELL.
DANIEL Mc CAILLAM.
HENRY WHITTINGTON.
J. B. WALKER.
J. H. ABNYS.
JAMES STRATHERN.
DAVID KINLOCH.
J. A. WHITE.
JOHN THOMAS.
J. NASH, Jun.

Signed before us, on board of Her Majesty's ship "Speedwell," on the 3rd day of February, 1869.

(Signed)

FRANK WILSON, *Her Britannic Majesty's Acting Consul,*
*Fernando Po.*J. P. JONES PARRY, *Commander.*

Inclosure 4 in No. 3.

The Chairman of the Court of Equity to Acting Consul Wilson.

Sir,

Hulk "Araminta," Old Calabar, February 4, 1869.

I HAVE much pleasure in conveying to you, from the Court of Equity, the expression of their thanks for the satisfactory and expeditious way in which you have conducted your official business here, and also for the kind and urbane manner in which all, both European and native, have been received by you.

I would ask you to express our gratification to Commander Parry and officers of Her Majesty's ship "Speedwell" for the courtesy shown us during their stay in the river.

I have, &c.

(Signed) JAMES STRATHERN,
Chairman of the Court of Equity, Old Calabar.

No. 4.

The Earl of Clarendon to Acting Consul Wilson.

Sir,

Foreign Office, May 7, 1869.

I HAVE received your despatch of the 23rd February last, reporting your proceedings on the occasion of your recent visit in Her Majesty's ship "Speedwell" to the Bonny, Brass, Benin, and Old Calabar Rivers; and I have to acquaint you that I approve your proceedings in the first three rivers, as reported in your above-mentioned despatch.

I should be glad, however, to receive some further information regarding several of the Articles of the Treaty of the 7th May, 1862, with Old Calabar, which you refer to as having been cancelled by the new Agreement of the 3rd February last, on account of their being obsolete.

The Articles I allude to are the XVth, XVIth, XXth, and XXIst.

Article XV runs as follows:—

"That no trust whatever be given to any native trader after date hereof, and it is hereby distinctly understood and agreed to that no claims whatever for any trust given to any native after date of this shall be allowed to be brought before this Court as claims, but if any supercargo shall give trust he does so on his own responsibility."

The latter part of Article XVI contains the following also:—

"And further, in order as far as possible to do away with trust, it is agreed that no trade casks shall from this time be given out as heretofore, except for the obtaining of a debt already existing, and subject to the same rule as a debt."

The object of those Articles was to discourage the system of trust, which had been productive of much mischief, and tended to establish a monopoly among a few traders in the river; and I do not understand on what ground their provisions can have become obsolete.

Article XX provides "that a legally qualified pilot shall be paid at the rate of two coppers per registered ton for bringing up any vessel, and the same for taking her out to sea; but unless a legal certificate be presented by a pilot, signed by Her Britannic Majesty's Consul, then it shall not be allowed that the native authorities can claim any pilotage whatever. But it shall be lawful for a certificated pilot to claim one-half the foregoing pilotage when he shall not have been sent for, or his services demanded."

Article XXI stipulates "that a ship being ready to proceed to sea, or having sent for a pilot to bring her up the river, the pilot shall proceed on board without delay under pain of forfeiture of his pilotage, and any further penalty which may be adjudged by Her Britannic Majesty's Consul."

Both the foregoing Articles would appear to contain important and useful provisions affecting the safety of vessels frequenting the river, and I should be glad, therefore, to learn on what grounds the Articles I have mentioned can be considered obsolete, before I approve the new Agreement between the supercargoes and the native traders of Old Calabar, a copy of which forms Inclosure 3 in your despatch now under reply.

I am, &c.

(Signed) CLARENDON.

No. 5.

Acting Consul Wilson to the Earl of Clarendon.—(Received August 20.)

My Lord,

Fernando Po, June 9, 1869.

I HAVE the honour to report to your Lordship that I paid an official visit to the Cameroons in Her Majesty's ship "Lynx," which was placed at my disposal by Commodore Dowell for the purpose of going to that river to arrange the payment of Chief Charley Dido's fine, referred to in my despatch of the 14th January.

We arrived in Cameroons on the 12th April, when the fine was due, and, in accordance with the suggestions conveyed to me by the Commodore, and approved in your Lordship's despatch of the 20th February last, we gave Charley Dido three days' notice to pay; but in the meantime we heard several circumstances greatly mitigating his offence.

In the first place, the Court of Equity, as an institution in the river, was almost, if not quite, ignored, and its place was taken by a more recently constituted authority—that of "The African Association,"—a combination of gentlemen interested in the African

trade, whose head-quarters is in Liverpool; consequently Dido had not the Court of Equity to appeal to in his difficulty. A second mitigating circumstance was that, from the evidence we could get, we felt convinced that there was no intention of shipping Charley Dido's family-ivory to England, and that it was sent down the river by the cutter "Marquis" only as a ruse on the part of the captain of the "Marquis" and of Mr. Lawson, the agent who shipped it, in order to make Dido pay promptly the oil for which it was security; they not thinking that Dido would have the daring to take it out of the vessel, or that, if he did, they could claim and get ample redress.

On the third day of our stay I listened to an overture, on Charley Dido's behalf, intimating that he was quite willing to pay for all the damage his people had done, but begging that the remainder of the fine might be remitted. I at once remitted the two puncheons of oil set aside for building a Court-house on shore, which the Commodore gave me power to do; besides, the Court would not accept them for that purpose, as a Court-house to serve its ends cannot be erected in a place where there are four separate towns, each bitterly jealous of the other, and where no neutral ground exists where all could meet on equal terms.

The present arrangement of holding the meetings on board the hulk or vessel of whoever may be the Chairman of the Court for the time, answers very well.

We then had a meeting of the Court of Equity on board Her Majesty's ship "Lynx," at which King Bell, Charley Dido, and the other Kings and Chiefs, and all the European traders, were present, for the purpose of taxing the account rendered against Charley Dido by Mr. O'Brien, master of the "Marquis," for the supposed damage done to the cutter. The Court, after two hours' careful investigation, came to the conclusion that 40*l.* sterling, or about two puncheons of oil, would amply cover all the damage and delay the cutter sustained, instead of 100*l.*, or five puncheons of oil, as Mr. O'Brien claimed at first, and Commander East, of Her Majesty's ship "Lynx," and myself were thoroughly of the same opinion.

We accordingly deducted three puncheons more from the fine, ordering Dido to pay at once the remaining five puncheons, and they were sent to me here by the next mail-steamer following our visit, as we could not conveniently carry them in the "Lynx."

I have sold them for the highest obtainable price, and have now succeeded in settling all the claims as arranged by the Commodore, with the exception of those of the two sailor-passengers who were on board when the vessel was attacked. One of them, I have just now learned, is again in Cameroons, and I shall pay his claim through the Chairman of the Court of Equity there.

If I can get no tidings of the other, I shall remit the amount due to him by next steamer, or following one, under flying seal to the Secretary of the Board of Trade, and shall then send to your Lordship vouchers for the sums paid here, and an account of the sale of the oil.

At our first meeting with the traders in the river we were given to understand very clearly that Charley Dido considered that any demand upon him in excess of the actual damage done by his canoe-men in recovering his own property would be unjust, and that he would refuse to pay it, let the consequences be what they might. If this statement required confirmation, we had it on our first interview with him.

Commander East and myself were very glad to have the matter settled peaceably, as it was; and I trust your Lordship will approve the arrangement that we made.

On the occasion of my visit with the Commodore, we pointed out very strongly to the European traders the necessity of keeping up the Court of Equity as established by Treaty, as, if they allowed it to lapse, they could not expect the natives to be compelled to observe the Articles of a Treaty which they themselves were constantly breaking.

On my last visit in Her Majesty's ship "Lynx" I represented this more strongly still, if possible, and I am glad to say that the Court now seems to work well, and that the traders, British and native, are fully alive to the importance of keeping it up if they hope for any protection from the British Government.

I need not say that I represented to Chief Charley Dido very strongly the severe punishment he would incur if he again attempted to take the law into his own hands, now that the Court of Equity was re-arranged and in working order; and the lesson was not lost upon his brother chiefs, or upon the white traders, who will, I feel sure, attach more importance to their Court, and feel its usefulness, more than they have done for many years past.

I have, &c.
(Signed) FRANK WILSON.

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

9

No. 6.

The Earl of Clarendon to Acting Consul Wilson.

Sir,

Foreign Office, August 26, 1869.

I HAVE received your despatch of the 9th of June last; and I have, in reply, to acquaint you that I approve your proceedings as therein reported, in the matter of the fine imposed upon the Chief, Charley Dido, in the Cameroons River.

I am, &c.

(Signed) CLARENDON.

No. 7.

Consul Livingstone to the Earl of Clarendon.—(Received September 2.)

My Lord,

Fernando Po, July 14, 1869.

WITH reference to your Lordship's despatch to Mr. Wilson of the 7th May, inquiring on what grounds Articles XV, XVI, XX, and XXI of the Treaty of May 1862, can have become obsolete, I have the honour to state that, after careful inquiry here, I have been wholly unable to discover any, and cannot even imagine how the provisions of Article XV can have become obsolete, inasmuch as the last clause, if not the whole of it, is inserted in the Instructions every Agent receives from his employers before leaving England.

As I have written to the Senior Naval Officer to place a vessel at my disposal, at his earliest convenience, I hope shortly to visit Old Calabar, and may then find some explanation, which I shall not fail to communicate to your Lordship.

I have, &c.

(Signed) CHARLES LIVINGSTONE.

No. 8.

Consul Livingstone to the Earl of Clarendon.—(Received September 29.)

My Lord,

Fernando Po, August 16, 1869.

I HAVE the honour to report that the new Governor-General, Antonio Maymo, Post Captain in Spanish Navy, assumed the government of this colony on the 17th ultimo, and issued the usual proclamation, to punish crime and encourage commerce and agriculture.

On the 31st ultimo the Spanish sailing transport "Pinta" brought a number of Spanish families as colonists, about 120 persons; they are to be commiserated.

Most of the Cuban political prisoners sailed for Teneriffe on the 4th instant, in the steam-transport "San Antonio;" the remainder, who did not escape or die, are on board the "Pinta," which starts for Teneriffe shortly; and the temporary restrictions on leaving the port by night are withdrawn.

The Governor-General was good enough to inform me, on the 8th instant, that liberty to build a church and to have public worship is conceded to Protestants in this Colony.

I have, &c.

(Signed) CHARLES LIVINGSTONE.

P.S.—August 22nd. The Governor-General died this morning, after a very short illness.

C. L.

No. 9.

Consul Livingstone to the Earl of Clarendon.—(Received October 26.)

My Lord,

Fernando Po, September 22, 1869.

I HAVE the honour to acknowledge the receipt of despatch of the 17th August with copy of letter from Her Majesty's Consul-General at the Havana, reporting alleged landing of two cargoes of slaves in Cuba, and to state that I have heard nothing whatever of any attempts at the Slave Trade.

As I expect shortly to pay an official visit, in a cruiser, to all the rivers and trading

CLASS A.

stations in my Consular district, I shall make due inquiries, and report to your Lordship any facts I may be able to gather.

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

No. 10.

Consul Livingstone to the Earl of Clarendon.—(Received November 29.)

My Lord,

Fernando Po, October 26, 1869.

I HAVE the honour to transmit herewith notes from Chairman, Bonny Court of Equity, and to state that when I visited the river on the 2nd instant in Her Majesty's ship "Growler," quiet was restored, and the vessels had returned to their moorings. The chronic jealousy between the rival houses of Annie and Manilla Pepple had become embittered by the success of the former in absorbing many of the small and hitherto independent houses, and only a plausible pretext was wanted for a fight. This was found in the position of Annie Pepple's cannon; they all looked at Manilla Pepple's part of the town. Manilla Pepple's house assert that they received a challenge from Annie Pepple to fight on Sunday, 12th September, but replied, "We cannot fight on Sunday. We serve God to-day; but, to-morrow at noon, are ready for other service." At mid-day of the 13th, the cannonade commenced. The Chiefs could hardly keep their men at the guns, even by large promises of presents. About noon of the 14th, Annie Pepple's men ran away. His sad note to the Chairman was written just after his defeat. Very few were killed. King George Pepple's palace suffered most; standing exactly between the hostile cannon, not an entire stick of it was left. The King had prudently retired to Juju Town on Sunday, five miles off. No English property or person was injured.

On inquiring what they proposed to do now, Oko Jumbo, the real head of Manilla Pepple's house, replied, "We be tired of war, we've done with fighting—it cost too much; before, our niggers worked for us, now, we have to feed and support them in idleness." After the victory they proposed to fine Annie Pepple 1,000 puncheons, but gradually reduced the fine to 20 puncheons, as they did not wish to be hard on him: "He be one of ourselves, we no want to crush him." They were now treating, on the basis, that both set free all the small houses recently absorbed, as a powerful body of small independent houses is deemed a political necessity in the country. The Chiefs have summoned the whole country to meet, by delegates, in order to have every palayer settled. "Suppose this stick, a tree, with many roots," remarked Oko Jumbo; "if you cut it through, it will spring up again, but if you dig out all the roots, you kill it. We want the roots of the palavers dug out, that the country may have a lasting peace." I told them that I was glad to hear that they were at work to secure permanent peace in the country, and that I should return in a few weeks and be happy if I could render any friendly assistance.

As the oil season was over, the fighting has not affected trade much. The next oil season comes in February 1870. The Court of Equity, in their second ground of protest, are mistaken; there was no violation of Treaty.

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

Inclosure 1 in No. 10.

Mr. Valantin to Consul Livingstone.

Sir,

Court of Equity, Bonny, September 11, 1869.

I AM instructed by the Court of Equity to inform you that we are threatened with another civil war in Bonny Town, between the two rival houses of Annie and Manilla Pepple: Manilla Pepple and his house Chiefs have given us notice to remove our ships down the river in three days' time; but I need not tell you that we cannot remove the valuable property on the beach in three days, or even thirty days time: in one beach alone there are 600 casks of palm-oil waiting for shipment, which cannot be removed until the arrival of the vessel for which it has been collected.

Extensive preparations are made in Bonny Town for fighting, heavy guns are in position all round and about the town, and all the war canoes are afloat heavily armed with cannon.

We have protested against the Bonny men fighting, the copy of which protest I beg to inclose.

Under these unfortunate circumstances, we beg you will give us the advantage of

your immediate presence in a man-of-war, as the weight of your authority, backed by such power, will have the effect of making the Bonny men careful of breaking their Treaty engagements.

I have, &c.
(Signed) T. F. VALENTIN, *Chairman.*

Inclosure 2 in No. 10.

Mr. Valantin to Consul Livingstone.

Sir, *Bonny Court of Equity, hulk "Isis," September 16, 1869.*
REFERRING to my letter of 11th instant, which Mr. William Roy, of the steamer "African," refused to deliver at Fernando Po on his way to the South Coast, I have the honour to inform you that the Bonny men commenced fighting on the morning of the 13th instant, and continued firing all day and night until the 14th at 8 o'clock in the morning, when Annie Pepple's house Chiefs and men evacuated Bonny Town after spiking all their guns. Manilla Pepple wrote me in the afternoon requesting the super-cargoes to send krooboys to take care of the cask-houses, and yesterday morning I received a letter from Ja Ja, a copy of which I inclose, in which he says he placed himself under the protection of Her Majesty, the Queen of England.

We think it very desirable that you should give us the advantage of your presence here in a ship of war, the Bonny men, if left to themselves, will be months before they settle their differences, and we shall ultimately be the sufferers, as trade will be at a stand-still until matters are settled between the two rival houses of Manilla and Annie Pepple.

I have, &c.
(Signed) T. F. VALENTIN, *Chairman.*

Inclosure 3 in No. 10.

The Court of Equity, Bonny River, to the King and Chiefs of Bonny.

Gentlemen, *Court of Equity, Bonny, September 7, 1869.*

A LETTER from Manilla Pepple and his house, dated Bonny, 6th instant, in which they plainly state that they declare hostilities against Annie Pepple, has been received by this Court, and we have this day held a special meeting to consider the case.

After deliberating on, and considering the subject most carefully, we have to warn you, each and all, of the very great responsibility you incur by opening hostilities.

Therefore :-

We, the undersigned members of this Court, do hereby protest, to all intents and purposes, against your fighting or opening hostilities in any way—

1. Because your debts are not paid ;
2. Because it is contrary to the Treaty and other regulations ;
3. Because circumstances would most likely arise therefrom that would entail on us serious loss from destruction and deterioration of our property, and for all such losses we must, of course, hold you fully liable, as well as for any fines that may be levied by the British Government for breaches of Treaty against them.

Finally, we insist that all debts owing by you to us, be paid before you permit the trade to be stopped from any causes in any degree under your control.

We are, &c.
(Signed) WM. STELLING.
THOS. DRAPER.
SAML. CHEETHAM.
J. H. HEMINGWAY.
M. TODD.
H. COTTERELL.
J. REID.
G. WATTS.
J. CURPHY.
T. VALENTIN.
B. FROGGATT.
G. M. MOORE, *Acting Chairman.*

Inclosure 4 in No. 10.

Annie Pepple to the Court of Equity, Bonny River.

To Chairman.

Dear Gentleman,

Bonny, September 14, 1869.

I BEG to inform you this to say that, now I want tell Court that I cannot fight any more, because I have no house, no carriage, and have guns to fight, as all were burnt, and now I have no house to live in, and now the small countries which we have at hand belongs to the Queen now, and if any live, he live to Consul, and when he come we settle it at once. As I have told Queen before, that every house and properties which I have belongs to her hand, so if any of my house or some properties of me lost, then it may be Queen palaver. No more to say than my best regards.

Your ever truly,
(Signed) ANNIE PEPPLE.

No. 11.

Consul Livingstone to the Earl of Clarendon.—(Received December 29.)

My Lord,

Fernando Po, November 22, 1869.

IN an interview with the King and Chiefs of New Calabar on the 6th ultimo, I learned that they were not so much molested by their troublesome neighbours as formerly. The cannibal Okrikas have not eaten any of the Calabar traders lately, as the trading canoes have a convoy of war canoes in their weekly visits to the oil-markets.

Though at war with Brass there has been no fighting the past year. There is a juju or sacred village on the borders, whose inhabitants are never injured in person or property by either belligerent. The headmen of this village have been working as peacemakers between the two tribes.

King Amacree and his chiefs, anxious for peace, though unwilling to own it, wished me to request the Kings of Brass to settle the palaver, and have done with fighting. I was not to say that they asked for peace from Brass; never could they stoop to that: Calabar was strong enough to fight Brass for ever. They agreed that I should tell the Kings of Brass that Calabar, like England, did not want to wage war with its neighbours, and was ready for a friendly settlement of old palavers.

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

No. 12.

Consul Livingstone to the Earl of Clarendon.—(Received December 29.)

My Lord,

Fernando Po, November 22, 1869.

AT Brass I found trade entirely stopped in consequence of a fair attempt of the agents to reduce the price of oil. The Kings and Chiefs were up in the Iboe country settling a palaver with the oil producers. Last year the Chiefs wanted to send presents of powder and muskets to Bonny, in order that the Bonny Chiefs might hire the Okrikas to fight Calabar, but the agents refused to forward the presents, and they could not be sent through the Calabar Creeks.

I requested the Chairman of the Court of Equity to warn the Brass Chiefs that they would incur the displeasure of Her Majesty's Government if they did not cease hostilities against Calabar, with which England carried on a large trade.

I shall revisit Brass at the earliest opportunity. Meanwhile, Bonny is so distracted by its own civil war, that it cannot listen to any Brass fighting project.

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

No. 13.

Consul Livingstone to the Earl of Clarendon.—(Received December 29.)

My Lord,

Fernando Po, November 24, 1869.

FINDING in my recent visit to Benin that Articles III and IV of the Treaty were still violated by the Agents, I gave them the opinion of Her Majesty's Government, as stated in Lord Stanley's despatch of the 13th April, 1868, "that they must not expect Her Majesty's Government to enforce upon the African Chiefs an observance of their Treaty engagements, unless British subjects on their part set an example by fulfilling their Treaty obligations." One of the Agents remarked that the reason they did not pay the comey was, that there was no one to pay it to; no Chief would receive it, the question being still unsettled as to what Chief had the right to take it. This seemed new to the other Agents; but is, I think the true reason, as none of the Chiefs have ever complained to me that comey was not paid.

I requested the Agents to furnish me with a written statement at their earliest convenience of their reasons for not complying with the above Articles, in order that I might transmit it to Her Majesty's Government.

I have, &c.

(Signed) CHARLES LIVINGSTONE.

No. 14.

Consul Livingstone to the Earl of Clarendon.—(Received December 29.)

My Lord,

Fernando Po, November 24, 1869.

A BRISK trade in palm and kernels has opened up recently in Benin. The town of Warré is the chief seat of this trade; but it is said to be 150 miles from the sea, by the tortuous channel of the Benin. Several of the English schooners have gone up to Warré notwithstanding; and lately a steamer belonging to a Hamburg Company, has towed up one of the barques, and is making regular trips. Shortly before my visit, John H. Louche, Esq., of Glasgow, thinking that the Forcados might be a shorter path to Warré, explored it in his boat from Warré to the sea, and found abundance of water, and a straight channel. He mentioned this to the Hamburg Captain, who came down in his steamer in five hours. The Benin channel took twelve hours with the tide. He found a good bar with 20 feet of water, and fit for sailing-vessels. There is a capacious harbour inside the bar.

The Forcados belongs to Chinomé, son of Queen Dolo of Warré. He is willing to have the river used, and offers to protect any trader who may go to it.

I have, &c.

(Signed) CHARLES LIVINGSTONE.

No. 15.

Consul Livingstone to the Earl of Clarendon.—(Received December 29.)

My Lord,

Fernando Po, November 24, 1869.

I HAVE the honour to report that I landed at Whydah on the 15th ultimo. This must be done in a surf-boat, and is not without danger. Eight trading establishments adorn the beach, viz. :—one English, three French, and four Portuguese. No one remains in the beach houses at night; all must sleep in the town of Whydah, two miles inland; and yet the traders are not troubled with thieves—their goods are safe without a guard.

The exports are palm-oil, and palm-nut kernels. As the headman of Whydah had started on an expedition against Great Popo, and no means of crossing the deep lagoon between the beach and town could be had before evening, I did not deem it necessary to go to the town.

This headman having given ample notice of the approaching war to the English house in Great Popo, so that they had removed their goods to a place of safety, I left the message that Her Majesty's Government would be pleased with his friendly conduct towards the English trader, and that I hoped to pay him a visit shortly.

I have, &c.

(Signed) CHARLES LIVINGSTONE.

AFRICA. (*Consular*)—*Niger District.*

No. 16.

Consul McLeod to Lord Stanley.—(Received January 1, 1869.)

My Lord,

Madeira, December 15, 1868.

I REGRET to state that continued ill health has prevented my hitherto forwarding to your Lordship the following account of my recent visit to His Highness King Massaba, at his capital of Bida Nupé.

On the morning of Thursday, the 27th August last, I went on board Her Majesty's ship "Investigator" which, in company with the "Pioneer," immediately weighed and preceded for Egga, a distance of about ninety miles, which we reached on the forenoon of Saturday the 19th.

Early on Monday morning the Boat Expedition, consisting of the "Investigator's" gig containing Her Majesty's Consul, together with the Commander, the Assistant Paymaster and the carpenter of that vessel; the "Pioneer's" gig containing Lieutenant H. Stair Sandy, R.N., Commanding the Niger Expedition, together with the Commander of the "Pioneer," and Lieutenant Dixon, R.M.L.I., accompanied by the gig of the "Thomas Bazley," containing Mr. Thomas Lewis, the General Manager of the West Africa Company (Limited), together with the Bishop of the Niger and Mr. Daniel Crowther—started for Wunangi on the Tchentshaga, which we reached on Wednesday the 2nd September.

Wunangi is the port of Bida and is about seven miles from that town.

Immediately on our arrival a messenger was dispatched to the King and, in the meanwhile, one of the King's eunuchs, who was awaiting our arrival, led us to the huts which had been prepared for our reception, informing us that early the next morning horses would arrive to convey the party to Bida.

On the morning of Thursday, the 3rd September, 143 bearers arrived to carry the Queen's presents, together with our baggage and supplies. Soon after these had started, about 1 P.M., the horses made their appearance, and after a hot ride of about two hours, we reached Bida-Nupé, entering that town by the principal gate, outside of which a most revolting spectacle presented itself in the remains of two refractory Chiefs (still in the position in which they died) who had been impaled by order of the king during the late rebellion.

An escort of cavalry had accompanied us from Wunangi, and soon after we entered the gates of Bida, we were met by Damaraki, the Commander-in-chief and First Councillor to the King. He was accompanied by about 200 horsemen and escorted us up to the palace, where we arrived about 4 o'clock and were immediately ushered into the presence of King Massaba, who received us, surrounded by some of his Chiefs, very graciously; saying that he would not detain us after our long ride in the sun, and had us at once conducted to a large compound in which we found ample accommodation in huts which were provided with a supply of fine clean mats. In this compound we found sheep, turkeys, fowls, pumpkins, yams, rice cooked and uncooked, sufficient to supply our party for more than a week; and hardly were we in the compound before the King made his appearance satisfying himself that all our wants were attended to and that his kind intentions for our hospitable reception were fully carried out.

At 10 A.M. on Friday the 4th, the King received me officially when, in uniform, I was accompanied by the naval officers and the rest of the party. As we entered the Hall of Audience, Massaba was reclining on a handsome mat placed in front of a comfortable sofa. On his right hand were ranged his principal Councillors (conspicuous among whom was Damaraki), Generals and Chiefs; and sitting the first on his right was his nephew and successor, Prince Hamoru, who alone was introduced to us, when the King said, "that his nephew was his right hand and his right foot, for without him he could do nothing."

In consequence of numerous messages from King Massaba as to the great risk of forwarding the presents for 1867 to Bida, owing to the unsettled state of the river, I had retained them at Lukoja and did myself the honour of presenting them on this occasion in the name of the Queen, informing His Highness that I was instructed to state that Her Most Gracious Majesty, in appointing a Consul for the Niger, had especially in view

the drawing closer the bonds of friendship, which happily had so long existed between the Queen and His Highness, and between the people of England and the subjects of King Massaba. In which the King replied, that he duly appreciated the honour conferred upon him by appointing a British Consul in the Niger, and that he would do all in his power to protect and support him. He then referred to the long defence of Lukoja, and complimented me in having driven away the pirates, who had invested that town before the arrival of Her Majesty's ships "Investigator" and "Pioneer." He expressed great concern as to the state of my health, and a hope that, like Dr. Baikie, I would remain with him three, five, or seven years, saying how much pleased he was for my kindness to his troops and the different Kings and Chiefs sent to my assistance. I thanked His Highness for the assistance he had given me, and expressed my gratitude in warm terms for his constant support at Lukoja.

Lieutenant Sandys, R.N., then presented the presents for this year, when I informed the King that Her Majesty's Government had also forwarded a sword for presentation to His Highness, but that it had not reached Lagos when the steamer left that port. That I would see to its being forwarded to him by a safe opportunity. This further mark of kindness on the part of the British Government appeared to be very gratifying to the King.

On the next day, accompanied by the same party, I visited Prince Hamoru, the King's successor, and presented him with the articles sent for his acceptance, having previously shown them to the King, in compliance with the custom of the country.

The Prince, who is a very intelligent man, and handsomer even than Massaba, gave us a most cordial reception, and on our departure presented us with some very handsome mats. I had an interview with the King daily while at Bida, and took the opportunity of drawing the attention of the King to the great advantages which would accrue to himself and his successors by the extensive cultivation of cotton, and he assured me that he would use his utmost exertions in producing cotton and also Shea butter.

In my final interview, after presenting Lieutenant Dixon, R.M.L.I., as the officer who would remain at Lukoja in charge of the Consulate in the event of my being compelled to invalid, I drew the King's attention to the expenses incurred at Lukoja, when he at once stated that, in consideration of the very handsome presents forwarded to him, for the future, he would support any troops sent by him for the defence of Lukoja, and again urged upon me the necessity of having a small steamer always at my disposal at the Confluence.

He requested me to forward to your Lordship his anxious wish that the death of the late Mr. Fell, and also the attack by the pirates of Inhamblane on Her Majesty's ship "Investigator" in the previous year should be avenged, as I had informed His Highness that, in the absence of instructions from England, I did not feel myself justified in making such a requisition to the Senior Naval Officer.

During the defence of Lukoja, a man and two women were captured by some of the Lukoja people, and I at once gave these prisoners their freedom. Some days afterwards these people were brought to me by Galadimo and other Chiefs belonging to King Mussaba, with a request that I would redeem them by paying 5*l.* redemption money for each of them. This I refused to do, as I had already freed them. Galadimo, despite my remonstrances, allowed these people to be forcibly taken out of the Consulate, and had them sold into slavery. Having stated the case to the King, he at once offered me every redress in his power, and assured me that these people should be restored to me at Lukoja, and, to mark his sense of the gross insult that had been offered to Her Majesty's Consul by forcibly removing them from the Consulate, he would immediately recall Galadimo: which he did by a messenger that very night.

The King said that, after I had punished the pirates at Beaufort Island, who he knew were preparing for another attack on Lukoja on the departure of Her Majesty's ships, he would remove his troops to Bida, as they would be then no longer required at Lukoja.

During our stay at Bida the King presented each of us with a tusk of ivory and some handsome mats, together with native dresses called tobés. To the Senior Naval Officer he intrusted his presents to the Queen, consisting of two very fine ostriches and some Niger sheep. These presents he insisted should be taken on board at Egga, as that was his own territory, saying, "Egga belongs to me, and Lukoja belongs to the Queen of England."

To the vessels of war at Egga he sent down in canoes buffaloes, sheep, yams, pumpkins, &c., in abundance, and treated our party to the last with great kindness and courtesy.

On Wednesday, the 9th September, we had our final interview with His Highness, when he informed me that he was so much pleased with our visit, and every member of

the party, that he would himself accompany us out of the town. Surrounded by his body guard and band, he rode with us to his farm, where there were about 400 persons variously employed under the King's personal superintendence. He then escorted us one-third of the way to Wunangi, when he saluted us with his guard and band and with kindly expressions dismissed us.

On Thursday the 10th of September we reached Egga, and two days later the presents for the Queen were placed on board Her Majesty's ships, together with a letter in Arabic from His Highness King Massaba to Her Most Gracious Majesty, which I have already done myself the honour of forwarding to your Lordship.

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

No. 17.

Consul Mc Leod to Lord Stanley.—(Received January 1, 1869)

My Lord,

Madeira, December 15, 1868.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch dated 9th June last, informing me that your Lordship had directed a case, containing a sword as a present from Her Majesty's Government, to be forwarded to me for presentation to King Massaba, with suitable expressions on the part of Her Majesty's Government.

In reply, I have the honour to state that, on my recent visit to King Massaba, I informed His Highness of the kind intentions of Her Majesty's Government; but that, I regretted to say on the departure of Her Majesty's ships for the Niger, this year, the case containing the sword had not arrived at Lagos, and that I should arrange for its safe keeping until a favourable opportunity occurred for its presentation to the King, with which His Highness seemed much pleased.

I have further to add, my Lord, that on my arrival at Lagos, in September last, I learned from Captain Glover, R.N., administering the Government of that Settlement, that the case referred to had reached Lagos, and his Excellency agreed to take charge of the same until the departure of the Expedition for the Niger next year.

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

No. 18.

Mr. Murray to Consul Mc Leod.

Sir,

Foreign Office, May 13, 1869.

I AM directed by the Earl of Clarendon to state to you that Her Majesty's Government have decided to suppress the Consulship of Lukoja, and, under these circumstances, I am to desire that you will not return to that post.

Lord Clarendon has inquired of the Lords of the Treasury what compensation can be granted to you on the abolition of the Consulate, and their Lordships have informed him that a compensation of 50*l.* a year will be given to you.

Your half-salary as Consul will be continued to you until the 30th of June next, and your compensation allowance will commence on the 1st July.

I am, &c.
(Signed) JAMES MURRAY.

No. 19.

Mr. Murray to Lieutenant Dixon, R.M.

Sir,

Foreign Office, May 24, 1869.

HER Majesty's Government having determined to abolish the Consulate for the Niger Districts, I am directed by the Earl of Clarendon to desire that you will bring away with you from Lukoja the Consular archives; and that you will deposit them yourself at Lagos, or remit them to the care of the Administrator of the Government of that Colony.

I am further to desire that, should there be any Government property at Lukoja, you will dispose of the same and account for the proceeds to this office.

I am, &c.
(Signed) JAMES MURRAY.

No. 20.

The Earl of Clarendon to Lieutenant Dixon, R.M.

Sir,

Foreign Office, June 9, 1869.

HER Majesty's Government having, as you have already been informed, determined to abolish the Consulate at Lukoja, it will be right that King Masaba should be officially informed of the determination come to by Her Majesty's Government in this matter, and of the reasons which have induced them to take this step.

I have accordingly to instruct you to seek an interview with the King before taking your departure from Lukoja, when you will thank His Highness, in the name of Her Majesty's Government for the kind courtesy and for the protection which he has for the last ten years extended to Her Majesty's Agents and to the British subjects who have been resident within his territories.

You will assure the King that, in withdrawing the Consulate, Her Majesty's Government are not actuated by any unfriendly feeling towards him, but that, on the contrary, it is their earnest wish that the friendship which has now for upwards of ten years so happily subsisted between His Highness and the British Government should be perpetuated.

You will state to the King that, as His Highness is doubtless aware, the low state of the water in the Niger during the greater portion of the year, prevents Her Majesty's cruisers from ascending that river except when it is in flood; and that it is not possible, therefore, for Her Majesty's Government to afford that protection to a British Agent which the events of last year prove is sometimes required, notwithstanding the friendship and powerful influence of His Highness; and you will add that it is chiefly on this account that it has been deemed expedient, in order not to compromise the King, to withdraw the Consulate.

You will, in conclusion, request the King to continue to afford his powerful protection to British traders and others who may remain at Lukoja, or may find it to their interest to establish themselves in other portions of the territories under his rule; and you will point out to His Highness the benefits that cannot fail to accrue both to him and to his people by encouraging an interchange of the productions of his country between the native and European traders.

You will request the King to accept the presents which the officer in command of the expedition will deliver to you on the part of Her Majesty's Government, and you will state that it will at all times afford Her Majesty's Government much pleasure to hear of his health and prosperity.

I am, &c.
(Signed) CLARENDON.

No. 21.

Lieutenant Dixon, R.M., to the Earl of Clarendon.—(Received October 26.)

My Lord,

Lagos, September 30, 1869.

I HAVE the honour to inform your Lordship that, in compliance with instructions contained in Foreign Office despatch dated June 9, 1869, I embarked on board Her Majesty's ship "Lynx," at Lukoja, and proceeded to Bida to visit King Massaba, and inform him officially of the determination come to by Her Majesty's Government to abolish the Consulate at Lukoja.

I have much pleasure in informing your Lordship that the King gave me a most gracious reception at every interview I had with him.

I informed His Highness of the determination come to by Her Majesty's Government to withdraw the Consul, but thanked him for the courtesy and protection which he had always extended to Her Majesty's subjects, and assured him that it was the wish of Her Majesty's Government to perpetuate the friendship which had so long subsisted between himself and the British Government, in proof of which Her Majesty had sent him a token of her regard. The King begged that a white man might be left at Lukoja, but on my pointing out that Her Majesty was anxious not to compromise His Highness by leaving an Agent in such a position as precluded the possibility of communicating with him at all times of the year, he made no further objection, and assured me that the smallest article left by a British subject in his country should be protected as if it were his own. I also pointed out the benefits which must accrue to him and his people by an interchange of the

CLASS A.

productions of his country with European productions, which His Majesty acknowledged at once; and assured me that he would send orders to Dameraki, his Head General in command of the troops at Lukoja, to take charge of the town and protect all British subjects and their property.

I have further the honour to inform your Lordship that, in compliance with the instructions sent to me in Foreign Office letter dated the 24th May, 1869, on my return to Lukoja I disposed of all Government property there by public auction, an account of the proceeds of which sale I beg to inclose. I also visited Dameraki, King Masaba's General of the district, who received me with the greatest courtesy, and promised protection to all British subjects and interests.

Her Majesty's ships "Lynx" and "Pioneer" having been obliged to leave the river in haste because of sickness having broken out on board, I was compelled to remain behind to wind up as well as possible all public affairs at Lukoja; and I finally left that place in the steamer "Thomas Bazley," belonging to the West Africa Company, on the 16th September, 1869.

On my arrival at Lagos I handed over, in compliance with your Lordship's instructions, the archives of the Niger Consulate to the Administrator, whose receipt for the same I beg to inclose.

I regret, my Lord, that, in consequence of indisposition since my arrival here, I have been unable to complete my annual report, but I hope to be able to forward it to your Lordship by the next mail.

I have pleasure in hoping that your Lordship will approve of my proceedings so far I have been able to detail them in this despatch.

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

Inclosure 1 in No. 21.

ACCOUNT of the Disposal of Government Property at Lukoja, River Niger.

	£	s.	d.
One dwelling-house surrounded by a mud wall inclosing a court-yard containing several small huts	25	0	0
Three small cannons, dangerous to fire, and one old rifle in the same state ..	5	0	0
Two small cannons and two old rifles, all in a dangerous condition			
Total	£30	0	0

I certify that the whole of this money was expended in paying off Interpreters and other Government servants, and providing for the children who had been redeemed by Government.

(Signed) W. DIXON, Lieutenant, R.M.
Late Her Britannic Majesty's Acting Consul, for the Niger, and Districts bordering on the Chadda.

Inclosure 2 in No. 21.

LIST of Books received from the Niger Consulate.

1 General Instructions to Her Majesty's Consuls.	1 Index Book.
1 Instructions to Consuls, Merchant-Ships, and Seamen.	1 Guard Book.
1 Foreign Office List, 1867.	2 Commercial Reports, Part I.
1 Acts of Parliament relating to Merchant Ships.	2 Commercial Reports, Part II.
2 Mercantile Navy List and Maritime Directory, 1867 and 1868.	8 Class A, Correspondence relating to Slave Trade, 1859-67.
1 Blank Record Book.	7 Class B, Correspondence relating to Slave Trade, 1859-67.
1 Letter Book.	

(Signed) JOHN H. GLOVER, Administrator.
Government House, Lagos, September 30, 1869.

(19)

FRANCE.

No. 22.

The Earl of Clarendon to Lord Lyons.

My Lord,

Foreign Office, July 7, 1869.

WITH reference to your Excellency's despatch of the 27th October last, I have to instruct you to take an early opportunity to remind the French Government that no reply of the nature promised in the Marquis de Moustier's note to you of the 26th October last has been received from them regarding the claims preferred by certain British traders in the Nunez River Territory on account of losses alleged to have been incurred through the bombardment by the French of the Bokeh Factory.

I am, &c.

(Signed) CLARENDON.

No. 23.

Lord Lyons to the Earl of Clarendon.—(Received July 14.)

My Lord,

Paris, July 13, 1869.

I HAVE the honour to inclose a copy of a note in which, in execution of the instruction contained in your Lordship's despatch of the 7th instant, I have reminded the French Government of their promise to communicate to me information respecting the losses alleged to have been incurred by British traders in the River Nunez Territory, through the bombardment by the French of the Bokeh Factory.

I have, &c.

(Signed) LYONS.

Inclosure in No. 23.

Lord Lyons to the Marquis de Lavalette.

M. le Ministre,

Paris, July 12, 1869.

IN a note dated the 26th October last, your Excellency's predecessor, the Marquis de Moustier, informed me that the Minister of Marine had called for information from the Governor of Senegal respecting the claims preferred by certain British traders in the Nunez River Territory, for losses alleged to have been incurred through the bombardment of the Bokeh Factory.

M. de Moustier was so good as to add, that he would not fail to make me acquainted with the result of the inquiry thus set on foot; and I am now directed by Her Majesty's Principal Secretary of State for Foreign Affairs to remind the Government of the Emperor of the case, and to express the hope of Her Majesty's Government that the promised information will soon be forthcoming.

I have, &c.

(Signed) LYONS.

Lord Lyons to the Earl of Clarendon.—(Received August 14.)

My Lord,

Paris, August 13, 1869.

WITH reference to my despatch of the 13th ultimo, and to the previous correspondence respecting the losses alleged to have been suffered by British traders in the River Nunez Territory, I have the honour to transmit to your Lordship copies of a note and its inclosures, which I received yesterday from the Prince de la Tour d'Auvergne.

Your Lordship will see that the Prince expresses the belief that the information contained in these papers shows clearly that the complaint of the traders against the French authorities is unfounded.

I have, &c.
(Signed) LYONS.

Inclosure 1 in No. 24.

The Prince de la Tour d'Auvergne to Lord Lyons.

M. l'Ambassadeur,

Paris, le 7 Août, 1869.

A LA date du 12 Juillet dernier, vous vous êtes adressé à mon prédécesseur, pour obtenir quelques informations au sujet des réclamations formulées par certains négociants Anglais établis dans le Rio Nunez, et qui s'étaient plaints des dommages qu'ils auraient essayés à la suite de coups de canon tirés à Bokeh. Je me suis empressé de rappeler cette affaire à M. l'Amiral Ministre de la Marine, et je viens de recevoir de lui une communication dont j'ai l'honneur de vous transmettre ci-joint copie, avec ses annexes. Il en résulte, comme votre Excellence le verra, que les actes de répression auxquels le Lieutenant Cauvin se vit obligé de recourir eurent pour but et pour résultat de protéger tous les commerçants Européens voisins du poste de Bokeh; qu'au moment où il jugea nécessaire d'employer l'artillerie, il en fit prévenir tous les traitants, Français et Anglais, en leur offrant un asile au poste pour eux et les marchandises; que les six coups de canon tirés le 15 Mai, 1867, furent tous dirigés sur la cime du Mont St. Jean, où n'existait aucune factorerie; qu'enfin si un sujet Britannique a pu éprouver quelques dommages, ces dommages ont été commis par la bande des Foulahs, qui auraient tout détruit sans notre protection.

Je me plais à croire, M. l'Ambassadeur, que les éclaircissements contenus dans les pièces communiquées par M. l'Amiral Rigault de Genouilly vous paraîtront, comme à moi-même, assez nets pour ne pas laisser de doute sur le peu de fondement des plaintes que vous m'avez fait l'honneur de me transmettre.

Agréez, &c.
(Signé) PCE. DE LA TOUR D'AUVERGNE.

Inclosure 2 in No. 24

Admiral Rigault de Genouilly to the Prince de la Tour d'Auvergne.

M. le Prince et cher Collègue,

Paris, le 26 Juillet, 1869.

PAR lettre du 14 de ce mois votre prédécesseur m'a fait part d'une nouvelle demande d'informations adressée par le Gouvernement Britannique à Londres au sujet du préjudice qu'auraient occasionnée à certains négociants Anglais du Rio Nunez des coups de canon tirés contre les indigènes par le commandant du poste de Deboké.

Je trouve dans une lettre du Gouverneur du Sénégal, qui s'est croisée avec ma communication du 23 Octobre dernier, et dans un rapport du commandant actuel du dit poste annexé à cette lettre, quelques indications qui me paraissent pouvoir suppléer à la réponse spéciale que j'attendais de M. le Colonel Pinet Laprade.

Il résulte de la lettre de cet officier supérieur, dont je crois devoir joindre ici un extrait, et de la copie également ci-annexée du rapport de M. Bascans, que les plaintes dont il s'agit sont réellement sans fondement.

Si votre Excellence ne jugeait pas ces explications suffisantes, j'écrirais de nouveau à M. le Colonel Pinet Laprade en le priant de me fournir un complément de renseignements à cet égard.

Agreez, &c.
(Signé) RIGAULT DE GENOUILLY.

Inclosure 3 in No. 24.

Colonel Laprade to Admiral Rigault de Genouilly.

(Extrait.)

St. Louis, le 30 Octobre, 1868.

DOUKA pendant son séjour à Sierra Leone adressa au Consulat de France un mémoire destiné à Sa Majesté l'Empereur. Ce mémoire et la lettre qui l'accompagne sont annexés à la présente dépêche sous le No. 4. Les documents ont été évidemment conçus et écrits par des personnes intéressées à nous susciter des embarras dans le Rio Nunez, et peut-être aussi pour être mis à l'appui de la réclamation que le Gouvernement Anglais se propose d'élever au sujet de prétendus dommages causés à ses nationaux par les deux ou trois coups de canon tirés par le poste de Boké pour protéger le commerce contre des bandes qui se disposaient à attaquer nos établissements. Votre Excellence trouvera dans le dossier ci-joint sous le No. 5 les explications précises fournies à ce sujet par le commandant actuel du poste de Boké; elles prouvent que les actes du Lieutenant Cauvin eurent pour but et pour résultat de protéger le commerce en général établi sous les murs du poste, et que si un traitant Anglais a éprouvé quelques dommages il a été produit par les bandes des Foulahs qui auraient tout détruit sans notre protection.

Inclosure 4 in No. 24.

Lieutenant Bascans to the Governor of Senegal.

M. le Gouverneur,

Boké, le 13 Août, 1868.

J'AI l'honneur de porter à votre connaissance les renseignements que vous m'avez demandés par votre lettre No. 80, que j'ai reçue par le vapeur la "Tactique."

Lorsque M. le Lieutenant Cauvin, mon prédécesseur, fut obligé de tirer quelques coups de canon dans la direction du Mont St. Jean pour dissiper les rassemblements de Foulahs, il ne fut causé aucun dommage aux factoreries Anglaises. Tous les traitants Wolofs et autres qui étaient présents à Boké 15 Mai, 1867, m'ont donné les renseignements suivants.

"Lorsque M. le Commandant Cauvin jugea nécessaire d'employer l'artillerie du poste pour dissiper les Foulahs qui s'étaient réunis en grand nombre sur le Mont St. Jean, et que Foulahs et Landoumahs réunis menaçaient d'attaquer le poste de Boké et de piller les factoreries, il fit préalablement prévenir tous les traitants Anglais et Français qu'il allait tirer des coups de canon et qu'il leur offrait asile au poste pour eux et pour leurs marchandises. Les traitants Français s'empressèrent d'abandonner leurs factoreries et de se rendre à l'invitation du Commandant avec tout ce qu'ils purent enlever de leurs magasins. Les traitants Anglais jugèrent à propos de ne pas se réfugier au poste, transportèrent à la hâte ce qu'ils avaient dans leurs magasins à bord de leurs embarcations et quittèrent Boké au plus vite.

"Ils avaient déjà poussé au large avant le commencement du feu, n'ayant pas mis longtemps à enlever le peu de marchandises ou de produits qu'ils avaient dans leurs magasins, la traite de l'année touchant à sa fin.

Ainsi que je l'ai dit plus haut les six coups de canon qui ont été tirés le 15 Mai, 1867, furent tous dirigés sur la cime du Mont St. Jean, où n'existait aucune factorerie, ni Anglaise ni Française.

"Un des traitants Anglais, qui était déjà parti avec ses camarades au moment du feu, n'ayant pu prendre avec lui tout ce qu'il avait dans sa factorerie, laissa," ajoutent les témoins, "quelques produits et quelques marchandises dans ses magasins, et sans en confier la garde à personne. Les produits et ces marchandises furent enlevés pendant la nuit du 15 au 16 Mai par les Landoumahs.

Je crois, M. le Gouverneur, que les détails que je donne sur cette dernière question suffisent pour prouver que la réclamation dont vous avez eu connaissance n'est nullement fondée, ou du moins si les maisons de commerce de Sierra Leone ont eu à signaler un déficit dans les opérations de traite de leurs employés noirs à Boké, elles ont eu tort de la mettre sur le compte des coups de canon que M. Cauvin a tirés plutôt que sur le compte de la négligence et de l'indiscrétion des noirs auxquels elles avaient confié leurs marchandises.

(Signé) BASCANS.

The Earl of Clarendon to Mr. West.

Sir,

Foreign Office, October 5, 1869.

I INCLOSE a copy of a letter from Messrs. Lucas, Brothers, of Bristol, merchants engaged in the African trade, complaining of the heavy charges recently levied upon two of their vessels by the French authorities at Grand Jacque and Half Jacque; and I wish you to communicate their letter to the French Government.

If this statement is true, it would appear that the exactions of which they complain are at variance with the promise made by the French Government to Lord Cowley in 1844, that trade with the possessions acquired by the French on the African coast should continue open to all nations, and that no attempt would be made to impose duties or restrictions upon vessels resorting to their ports for purposes of commerce; and you will state that Her Majesty's Government are convinced that it is not the wish of the French Government to sanction any departure from an engagement which has been hitherto faithfully kept.

Her Majesty's Government disclaim any desire to obtain exclusive privileges for British trade on the African coast, but they have a fair right to expect that British traders should be allowed to resort freely to ports occupied by the French, and to share on equal terms in a commerce which England has so greatly helped to establish by sacrificing life and money in suppressing the Slave Trade.

The effect of such heavy exactions as those complained of would be to drive away British trade from ports in the occupation of the French, and as Her Majesty's Government are well aware that the French Government would never sanction such a policy, they are convinced that the matter will be properly investigated, and that instructions in this sense will be sent to the French authorities; and you will state that Her Majesty's Government will be gratified at receiving an early assurance to this effect.

I am, &c.

(Signed) CLARENDON

 Inclosure in No. 25.
Messrs. Lucas Brothers and Co. to the Earl of Clarendon.

My Lord,

Bristol, September 21, 1869.

IN the year 1844, our then firm (Lucas, Gwyer, and Lucas) had a correspondence with the Earl of Aberdeen in reference to the occupation by the French of certain points on the Western Coast of Africa, and their interference with the trade carried on there by ourselves and other merchants of Bristol.

This correspondence was printed among that for 1844 on the Slave Trade with foreign Powers (Class C), presented to both Houses of Parliament by command of Her Majesty in 1845.

At page 88 of this publication is a letter, No. 149, from Lord Cowley to Lord Aberdeen, who states M. Guizot informed his Lordship the "French had occupied these points for the convenience of their own trade, but not at all with the intention of interfering with or opposing any obstacle to that of other nations; that the trade would continue as heretofore free to all nations, and that I (Lord Cowley) might be assured that no attempt would be made by the French to impose duties or restrictions of any kind upon ships resorting to those stations."

Since the above period we have continued to carry on our trade with the West Coast of Africa without (until the occasion which we have now to bring under your Lordship's notice) interference on the part of the French authorities, although, as we are informed, the French have erected a fort behind Half Jack, called Dabou, and taken possession of a very considerable extent of territory there.

Two of our ships, the barques "Ibis" and "Fanny Chapman," were, in May last, trading at Half Jack or Grand Jack, and we have just had presented to us and have paid for the honour of our Captain's signatures, two drafts upon us payable to the Collector and Comptroller of the French Custom-house, one for 15*l.* 11*s.* 1*d.* dues charged on our barque "Ibis," and the other for 29*l.* 12*s.* 8*d.* fer dues charged on our barque "Fanny Chapman;" these drafts are severally indorsed "Gaboon, le 13 Juillet, 1869, le Chef du Service des Douanes, H. Ribeiro," and we send annexed the same drafts respectively.

The circumstances under which these drafts were given are detailed in a letter

FRANCE.

23

written to us by the Captain of the "Fanny Chapman," dated Half Jack, May 22, 1869, as follows :—

"Yesterday, the Commander-in-chief for the French Government out here called on all ships here and made a demand for 16 francs per ton for all palm-oil received from this beach, and all ships here having no cash, were compelled to draw bills on the owners for amounts demanded, and I have drawn a bill on you to the order of Collector and Comptroller of French Customs for the sum of 29*l.* 12*s.* 8*d.* Captain Holder will explain to you the reason my bill is heavier than other ships, and the drawback when ship is full I shall be allowed; they have also planted Custom-house officers at Grand Jacque (one also to be at Half Jacque in two weeks hence), who is to hold us to the following rates :—namely, permits to trade and land goods, 1 franc; permits to export oil and African produce, 100 francs; security to be paid on arrival and delivered on sailing for England, 500 francs. Export duty on all palm-oil, 16 francs per ton of 250 gallons; and a duty *ad valorem* on all other African produce. Permits to transfer cargo of any sort from ship to ship not settled yet, but think 5 francs. They have made no demand of any sort on the natives, but have promised them their good-will and friendship; also guaranteed us protection, and, in case of bad debts, the Commandant promises to make them pay. Such a duty levied on all ships will considerably increase the price of palm-oil, and will on this ship, taking a franc at 9½*d.* (which they demand) make 189*l.* 16*s.* 7½*d.*, or nearly 13*s.* per ton, being another blight on my hopes of a cheap cargo. Will do my best to keep price down and relieve the blow."

As the imposition of these charges by the French authorities is entirely new, and may be the forerunner of other restrictions and impositions to the serious prejudice of a trade valuable to this country, which has been carried on hitherto free from such exactions, we beg respectfully to call your Lordship's attention to the matter, and to request the favour of your informing us, either after investigation or otherwise, whether any protection can be given us and other merchants against claims of this character made and enforced by the French Government; or whether, on trading to Half Jacque, Grand Jacque, or elsewhere on the coast of Africa, we must submit to duties and restrictions, the intention to impose which the French Government, in the correspondence above referred to, formally disclaims.

We have, &c.
(Signed) LUCAS BROS. AND Co.

No. 26.

Lord Lyons to the Earl of Clarendon.—(Received December 1.)

My Lord,

Paris, November 29, 1869.

I HAVE the honour to transmit to your Lordship herewith copies of a note from the Prince de la Tour d'Auvergne, and its inclosure, which convey the answer of the French Government to the representation made by Mr. West, in obedience to the instruction contained in your Lordship's despatch of the 5th October, 1869, respecting export duties levied at Grand Jacque and Half Jacque.

The French authorities maintain that the levying of these duties affords no ground for complaint.

I have, &c.
(Signed) LYONS.

Inclosure 1 in No. 26.

The Prince de la Tour d'Auvergne to Mr. West.

Monsieur,

Paris, le 23 Novembre, 1869.

VOUS m'avez fait l'honneur de m'écrire, le 7 Octobre dernier, pour m'entretenir d'une réclamation à laquelle a donné lieu, de la part de négociants Anglais, la perception de certains droits prélevés par les autorités Françaises de Half Jacques et de Grand Jacques sur la côte occidentale d'Afrique. J'ai communiqué cette réclamation à M. l'Amiral Ministre de la Marine, et je m'empresse de vous transmettre en copie la réponse qu'il vient de m'adresser.

Il en résulte, comme vous le verrez, que la taxe perçue dans nos établissements, surtout si on les compare à certains droits en vigueur dans les comptoirs Anglais de la

même côte, est très modérée, qu'elle n'altère en rien le régime de libre commerce, puis qu'elle s'applique indistinctement à tous les pavillons, frappe nos nationaux à l'égal des étrangers, et est destiné à fournir des ressources aux travaux publics, ainsi qu'à des dépenses de protection générale profitable aux habitants de tous les pays qui fréquentent nos établissements.

En ce qui concerne les engagements pris par la France en 1844, et sur lesquels se fonde particulièrement la réclamation de MM. Lucas Frères, de Bristol, je me suis moi-même reporté à ce qui s'est passé à cette époque; et je crois pouvoir conclure des documents dont j'ai pris connaissance que la régularité de taxes décrétées le 12 Septembre, 1868, ne saurait être valablement contestée. C'est ce que vous reconnaîtrez vous-même, je n'en doute pas, si vous voulez bien vous faire représenter une dépêche adressé par M. Guizot à Lord Cowley, le 11 Novembre, 1844, et dont voici le dernier paragraphe:—

“L'intention du Gouvernement du Roi est de ne rien changer sur ces points à l'état actuel des choses, et d'y maintenir la liberté de commerce. C'est bien là en effet notre intention, et elle règlera notre conduite. Mais il est bien entendu que l'assurance que je vous donne ne porte aucune atteinte au droit de souveraineté que nous avons acquis sur ces points de la côte d'Afrique, et que si dans l'avenir nous nous tronvions dans la nécessité d'exercer ces droits en matière commerciale nous serions libres de le faire.”

Agréez, &c.

(Signé) PCE. DE LA TOUR D'AUVERGNE.

Inclosure 2 in No. 26.

Admiral Rigault de Genouilly to the Prince de la Tour d'Auvergne.

M. le Prince et cher Collègue,

Paris, le 8 Novembre, 1869.

VOTRE Excellence m'a fait l'honneur de m'entretenir dans une lettre du 16 Octobre dernier, d'une réclamation à laquelle a donné lieu de la part des négociants Anglais, la perception du droit de 4 pour cent *ad valorem*, établi dans tous nos comptoirs de la Côte d'Or (Côte Occidentale d'Afrique) sur les marchandises qui en sont exportées.

A l'appui de leur réclamation les intéressés ont invoqué, et le Gouvernement Anglais a rappelé, des assurances émanées de l'Administration Française en 1844, et en vertu desquelles il ne devait “être apporté aucune entrave aux opérations commerciales sur les points de la Côte Occidentale d'Afrique occupés par nous.”

Je commencerai par rappeler à votre Excellence les conditions dans lesquelles a été rendu le Décret du 12 Septembre, 1868, qui a ouvert à tous les pavillons nos établissements de la Côte d'Or, sous la réserve de l'acquiescement du droit de 4 pour cent sus-indiqué. Depuis quelques années des nécessités financières ont provoqué une réduction générale dans les subventions attribuées par la métropole à nos diverses colonies; par suite de cette mesure, l'économie de leurs budgets s'est trouvée profondément atteinte, et elles se sont vues dans l'obligation de pourvoir à l'entretien de leurs services locaux, au moyen de taxes modérées sur leur mouvement commercial. La réclamation soulevée par les négociants Anglais ne pourrait être recevable qu'autant que les droits imposés la frapperaient exclusivement ou qu'ils seraient exagérés. Or, il n'en est rien; la taxe atteint indistinctement les marchandises exportées par nos nationaux comme par les étrangers, et si on les compare à celles qui sont perçues à Sierra Leone et dans d'autres comptoirs Anglais de la Côte d'Afrique, elle doit être considérée comme extrêmement modérée. En effet, votre Excellence sait qu'à Sierra Leone notamment nos vins sont frappés d'un droit de 1s. 6d. par gallon, soit 80 pour cent; et nos eaux de vie de 2s. par gallon, soit plus de 50 pour cent.

J'ajoute que sur certains points de la côte occupés par l'Angleterre nous sommes tenus à la fois d'acquiescer des droits à l'importation et des droits à l'exportation, indépendamment de taxes d'ancrage et autres, tandis que dans nos comptoirs de la Côte d'Or et du Gabon, il n'est perçu qu'un droit de 4 pour cent sur les marchandises exportées.

D'autre part, M. le Contre-Amiral Dauriac m'a fait connaître par une lettre du 18 Juin dernier que ce droit n'avait été considéré comme trop élevé ni par les chefs et traitants, ni par les capitaines de navires Anglais trafiquant sur cette côte.

Voici comment il s'exprimait à cette occasion:—

“L'installation de la douane a eu lieu avec une certaine solennité en présence des principaux chefs et traitants tacks et des capitaines de huit navires Anglais mouillés sur rade. Ces derniers ont même signé un procès-verbal, et se sont empressés venir acquiescer de suite les droits acquis depuis le 1 Mai, date fixée antérieurement pour la mise en vigueur. Tous se sont montrés satisfaits du nouveau régime, qui, moyennant le paye-

ment des taxes qu'ils se sont accordés à trouver très légères, leur offre des garanties des protection, de sûreté d'affaires et de correspondances régulières par la poste Française de Grand Balsam.

En résumé la taxe perçue dans nos comptoirs est très modérée et indistinctement appliquée aux produits de toute sorte exportés par tous pavillons, et la mesure dont le Gouvernement Anglais se plaint n'a rien qui touche au régime du libre commerce, puisqu'elle s'applique indistinctement à tous les pavillons, frappe nos nationaux à l'égal des étrangers, et est destinée à fournir des ressources aux travaux publics ainsi qu'à des dépenses de protection générale profitables aux négociants de tous les pays qui fréquentent nos établissements.

Agréez, &c.
(Signé) RIGALT DE GENOUILLY.

PORTUGAL.

No. 27.

The Earl of Clarendon to Mr. Doria.

Sir,

Foreign Office, August 5, 1869.

I TRANSMIT to you herewith, for your information, a copy of a note which I addressed, on the 17th May last, to the Portuguese Chargé d'Affaires at this Court with reference to a claim preferred by the owners of the Portuguese barque "Dahomey" on account of the detention of their vessel by a British cruiser in the Congo River in the month of March 1866.

From a further correspondence, copies of which are inclosed, you will see that M. Figanière e Morão has been instructed by his Government to make a proposal to the effect that the Treaty for the prevention of the Slave Trade concluded in 1842 between the two countries be annulled; and you will learn also the spirit in which this overture has been met by Her Majesty's Government.

I am, &c.
(Signed) CLARENDON.

Inclosure 1 in No. 27.

The Earl of Clarendon to Senhor Figanière e Morão.

M. le Chargé d'Affaires,

Foreign Office, May 17, 1869.

WITH reference to the letter which I had the honour to address to you on the 9th ultimo, I now beg leave to acquaint you that the agents in this country of the owners of the Portuguese barque "Dahomey" have consented to accept the sum of 3,204*l.* 17*s.* 9*d.*, with interest thereon amounting to 453*l.* 6*s.*, in full discharge of the claims on Her Majesty's Government of the owners of the "Dahomey," on account of the detention of their vessel by a British cruiser in the Congo River in the month of March 1866.

You will see, on referring to the letter addressed by Count Lavradio to my predecessor on the 16th November last, that the sum claimed in this case by the Government of His Most Faithful Majesty for the owners of the "Dahomey," amounted to 22,072 milreis, equivalent in English currency to 4,904*l.* 17*s.* 10*d.*; and as this amount had actually been awarded to the claimants by a decision of the Portuguese Commissioner and Arbitrator, it will be right that I should explain to you, for the information of your Government, the circumstances under which Her Majesty's Government have felt themselves justified in paying to the claimants a smaller sum than that awarded to them, and I will also avail myself of the opportunity to make a few observations respecting this case.

The "Dahomey," a barque-rigged vessel of about 300 tons burthen, belonging to Messrs. Pereira and Medeiros, of Aghwey, having been detained by Her Majesty's ship "Espoir" on the 3rd March, 1866, on the ground that she was engaged in the Slave Trade, was sent to Loanda for adjudication, and, on the case being brought before the British and Portuguese Commission Court established at that place, in conformity with the stipulations of the Treaty of July 1842, a difference arose between the British and Portuguese Commissioners, the former being of opinion that there were sufficient grounds for condemning the vessel, whilst the latter maintained an opposite opinion, and held that the vessel should be released.

In this state of things recourse was had to an Arbitrator, in conformity with the provisions of Article IV of Annex B to the Treaty of 1842, and the lot having fallen on the Portuguese Arbitrator, that officer, in conjunction with the Portuguese Commissioner, on the 5th of June following pronounced a decree for the restitution of the vessel.

A claim for compensation was thereupon preferred by the owners of the "Dahomey," amounting to no less a sum than 41,631,315 reis, equivalent in English money to about 9,251*l.* 8*s.* or nearly the full value of the vessel and her cargo.

The British Commissioner objected to any claim for compensation being entertained by the Court for the following reasons:—

1st. Because the captor had been led into error by the conduct of the master of the detained vessel; and,

2ndly. Because the "Dahomey" had on board at the time of her detention some of the articles prohibited by the IXth Article of the Treaty of 1842; both of which grounds, under the terms of the Treaty, precluded the Court from entertaining the claim; but Mr. Vredenburg's objections having been again overruled by the casting voice of the Portuguese Arbitrator, the British Commissioner withdrew from the Court, and the Portuguese Commissioner and Arbitrator proceeded to assess the damages in his absence, and ultimately, on the 30th July, 1866, awarded the sum of 22,072 milreis, or 4,904*l.* 17*s.* 10*d.*, as compensation to the claimants.

Her Majesty's Government have no intention of denying the competency of the Portuguese Commissioner and Arbitrator to proceed to adjudicate in this case in the absence of the British Commissioner, who acted under a mistaken notion of his duty in withdrawing from the Court; but I cannot help observing, with regard to this claim, that not only have the losses occasioned to the owners of the "Dahomey" by the detention of their vessel been estimated at a most exorbitant rate, but, on examining the several items of which the award of the Portuguese Commissioner and Arbitrator is composed, I feel it my duty to point out—and I cannot doubt that the Government of His Most Faithful Majesty will, on examination, concur in the views of Her Majesty's Government on this point—that, in regard to some of the charges, the Portuguese Commissioners, in allowing them, exceeded the authority given to them by the Treaty.

The following statement will show the amounts claimed, and the sums awarded by the Portuguese Commissioner and Arbitrator:—

	Amount Claimed.	Sum Awarded.		
			£	s. d.
<i>Depreciation of Hull and Rigging.</i>				
1. For cloth spoiled and deck destroyed by having the cargo on it for three months	5,000\$000	3,000\$000 =	666	13 4
2. For 1 jib-boom, 1 maintop-yard, 1 topmast, which the English burnt for want of firewood, on the voyage to Loanda; and 1 boat, which they set adrift	500 000	400 000	88	17 9
<i>Damage to Cargo.</i>				
3. For 8 bales, 2,000 lbs. each, of Virginia tobacco, exposed on the deck, and spoiled by delay in sale, price per lb., 380 reis	6,080 000		Nil	
4. For waste in 200 pipes of oil, from the impossibility of examining them when the hatches were closed, 6\$000 per pipe	1,200 000	1,000 000	222	4 5
5. For leakage of 32 pipes of spirituous liquors, exposed to the weather on deck, being a loss and leakage of 15 pipes at 76\$000 each	1,140 000		Nil	
6. For boxes of biscuits, also spoiled on deck	80 000		Nil	
<i>Loss on Insurance.</i>				
7. For premium on the sum of 60,000\$000 in which the ship and cargo has to be insured again, as the insurance effected by the owner from Costa da Nuna to England has become void, and of no effect	1,200 000	1,200 000	266	13 4
<i>Loss of Profits.</i>				
8. For the freight which the barque would have earned during the time of detention	5,000 000	3,000 000	666	13 4
9. For the difference in the price of oil, according to the prices then and now	3,654 000	2,000 000	444	8 11
<i>Extraordinary Expenses.</i>				
10. Fee to the counsel for the defence	900 000	450 000	100	0 0
11. Fee to the doctor, for his attendance on board	90 000		Nil	
12. For the stoppage of trade for the owners, during the detention, and until the barge arrived at Aqué, which is not less than one-third of a-year; and besides that, the intermission of employment of funds for Costa da Mina, if the barque had arrived safely and in time in an English port	6,000 000	4,000 000	888	17 10
13. Medicines for use on board	9 815		Nil	
<i>Ordinary Expenses.</i>				
14. For demurrage or indemnification for the ordinary expenses of the barque during the detention, at the rate of the Table of Annex B of the Treaty of July 1842, according to the tonnage of the barque given in the Royal Passport, 93 days, at 15 <i>l.</i> , or 7\$500 per day	6,277 500	5,022 000	1,116	0 0*
<i>Individual Damages.</i>				
15. For injuries to the claimant from his absence from home, and from his business, travelling, and other expenses	4,500 000	2,000 000	444	8 11
	41,631 315	22,072 000 =	4,904	17 10

It will be seen from the foregoing statement that, for the detention of the "Dahomey" and her cargo of palm-oil for a period of only three months, a claim of 9,251*l.* 8*s.*, or nearly the whole value of the ship and her cargo was preferred, and that the Court actually awarded the claimants the sum of 4,904*l.* 17*s.* 10*d.*

The items, however, to which I would particularly call your attention, are the 8th, 12th, and 15th.

No. 8 is for "freight which the barque would have earned during the time of detention."

Under this head a sum of 5,000 milreis is claimed, and the Portuguese Com-

* Allowing a tonnage of 244 tons for 93 days, at 12*l.* a-day.

missioner and Arbitrator actually awarded 3,000 milreis, equivalent to about 666*l.* 13*s.* 4*d.* in English money.

Her Majesty's Government are at a loss to understand on what ground the Portuguese Commissioners allow this item, seeing that a sum of 5,022 milreis (about 1,116*l.*) is awarded by the 14th item to the owners of the "Dahomey" under the head of demurrage. Now demurrage is the compensation to which an owner is entitled for the unlawful or improper detention of his vessel from whatever cause. It is given to the owners as a full compensation for the loss of the services of their vessel, and is universally estimated to cover not only all freight which the vessel might possibly make during the detention, but any wages that the owners might pay to the crew during that period, their maintenance, interest on capital, the wear and tear of the vessel, and any other expenses which they might incur, in regard to the vessel, during the period of her detention. Amongst merchants it is usual to compute the amount of this compensation, in the case of a sailing vessel fully manned and equipped and with all her crew on board, at the rate of 4*d.* per ton per day, but in the case of a vessel without any crew on board, at the rate of only 2*d.* per ton per day. The demurrage, however, allowed by the Treaty, (Annex B. Article VII.) is estimated for a vessel of from 271 to 300 tons at 15*l.* a day, or rather more on the average than 1*s.* per ton per day; that is to say, three times the amount that is considered a full compensation to the owner for all losses which he might incur in the case of a vessel fully manned and equipped.

This compensation must be held, therefore, to be, as it unquestionably is, much more than sufficient to cover any freight that the "Dahomey" could, by any possibility, have carried during the period of her detention;—yet, as I have before shown, the Portuguese Commissioner and Arbitrator awarded a sum of 666*l.* 13*s.* 4*d.* to the owners of the vessel for "freight which the barque would have earned during the time of detention," in addition to 1,116*l.* for demurrage, thus in fact allowing the same charge twice over.

The agents, in this country, of the owners of the "Dahomey" have, however, on the unjustifiable character of the award being pointed out to them, readily consented to withdraw the claim, and the sum of 666*l.* 13*s.* 4*d.* is therefore one of the items that has been deducted from the amount awarded by the Portuguese Commissioners.

Item No. 12 is "for the stoppage of trade for the owners of the "Dahomey" during the detention of the barque, and until she arrived at Aqué, which is not less than one-third of a year; and, besides that, the intermission of employment of funds for Costa da Nima if the barque had arrived safely and in time in an English port," and on this account a sum of 6,000 milreis was claimed, and 4,000 milreis equivalent to about 888*l.* 17*s.* 10*d.* in English money was awarded by the Portuguese Commissioners.

In making this award the Commissioners were granting compensation for a purely imaginary loss, and one which could by no possibility have had any real existence, and in this case also the agents of the owners of the "Dahomey," on becoming aware of the objectionable nature of the claim, at once withdrew it.

Item No. 15 is for "injuries to the claimant from his absence from home and from his business, and travelling and other expenses;—and the amount claimed was 4,500 milreis; the sum awarded by the Portuguese Commissioners was 2,000 milreis or about 444*l.* 8*s.* 11*d.* in English money.

Her Majesty's Government readily acknowledge that as the Commissioners are by treaty authorized to award a just and complete indemnification for all costs of suit, this would include the owner's travelling expenses and his maintenance whilst away from his home, and some compensation is therefore due to the owner of the "Dahomey" under this head, but the amount awarded is clearly extravagant in amount, and Messrs. Knowles and Foster, acting on behalf of the owners of the "Dahomey," have consented to reduce this item from 444*l.* 8*s.* 11*d.* to 300*l.*

The deductions then to be made from the award are the following, viz:—

	£	s.	d.
No. 8.—For loss of freight	666	13	4
No. 12.—For stoppage of trade	888	17	10
No. 15.—On account of absence of claimant from home, &c., reduced from 444 <i>l.</i> 8 <i>s.</i> 11 <i>d.</i> to 300 <i>l.</i>	144	8	11
Total reduction	1,700	0	1
And as the total amount of the award was	4,904	17	10
There will remain, after deducting the said sum of	1,700	0	1
A balance of	3,204	17	9

As the amount due to the owners of the "Dahomey," with interest at 5 per cent. per annum from the date of the award until the date of payment.

It is to be hoped, in the altered state of things, owing to the entire cessation for some time past of the export trade in slaves from the West Coast of Africa, that the operations of a blockading squadron on that coast may, at no distant period, be dispensed with, and that the case of the "Dahomey" will be the last that come before the Mixed Commission Court at Loanda for adjudication, but, whether these anticipations are realized or not, Her Majesty's Government trust that the Government of His Most Faithful Majesty will point out to the Portuguese Commissioner and Arbitrator the illegal character of their awards as regards the 8th and 12th items of claim in the case of the "Dahomey," with the view to prevent a recurrence of similar acts in any future case that may come before them for adjudication.

I am, &c.
(Signed) CLARENDON.

Inclosure 2 in No. 27.

Senhor Figanière e Morão to the Earl of Clarendon.

(Translation.)

London, June 22, 1869.

HIS Majesty's Government having before it the note which his Excellency the Earl of Clarendon, Her Britannic Majesty's Principal Secretary of State in the Department of Foreign Affairs, was pleased to address to the Undersigned on the 18th of May last, respecting the trial of the Portuguese barque "Dahomey," detained by a British cruizer in the River Zaire in March 1866, and the indemnification granted by Her Britannic Majesty's Government to the owners of that barque, has just given instructions to the Undersigned, Chargé d'Affaires of Portugal, to address the following statement to his Excellency.

Lord Clarendon's observations in regard to the exaggeration of the sums claimed by those interested, and to the sentence of the Mixed Commission at Loanda, at that time consisting of the Portuguese Commissioner, as well as the Portuguese Arbitrator, being, as they are, exceedingly judicious, His Majesty's Government cannot but give them its full adhesion.

That Government has at different times made similar observations to Her Britannic Majesty's Government, concerning the trials of Portuguese ships by the Mixed Commissions, when the British Commissioner and the British Arbitrator were acting together therein.

Facts of this kind must no doubt be attributed to the defective organization of the Mixed Commissions, a defect for which at present it would be superfluous to seek a remedy, inasmuch as in Lord Clarendon's own note of the 18th of May, his Excellency says as follows:—"It is to be hoped in the altered state of things, owing to the entire cessation for some time past of the export trade in slaves from the West Coast of Africa, that the operations of the blockading squadron on that coast may at no distant period be dispensed with, and that the case of the 'Dahomey' will be the last that will come before the Mixed Court at Loanda for adjudication."

This opinion of his Excellency Lord Clarendon is, in harmony with the official information contained in the printed documents relative to the Slave Trade, presented to the British Parliament in the course of this year 1869.

In the reports of the Mixed Commissions at Sierra Leone, Loanda, Cape of Good Hope, and Havana, relating to the years 1867 and 1868, it is declared that in the course of those years, no case had been brought to those Mixed Commissions for trial.

The Captain-General of the Island of Cuba, in a circular dated the month of December 1867, considers the trade in slaves coming from Africa as at an end for ever in that island.

Commodore Hornby, Commander of the British naval station on the West Coast of Africa, informed the Admiralty in the same month and year, that it appeared to him that the measures taken in Cuba to prevent the importation of slaves into that island had put an end to the exportation of them from the African Coast.

The British Consul at Porto Rico reported in the month of January 1868, that no attempt to trade in slaves had taken place in that island during the whole of the year 1867.

Commander Randolph, Commander of the British naval station at the Cape of Good Hope, wrote in June 1868, that he was certain that for a considerable space of time the trade in slaves had been extinct within the limits of his station; and within those limits is included all the coast of the province of Mozambique.

Commodore Dowell, Commander of the aforesaid station on the West Coast of

Africa, told the Admiralty in the month of July following, that he had much satisfaction in informing the Board that it was the general opinion amongst the persons most competent to judge, that the Slave Trade had ceased to exist as an organized business.

The British Judge Commissioner of the Mixed Commission at Havana observes at the date of the 30th of September of the same year, 1868, that the trade in slaves between Africa and Cuba may be considered as entirely or all but extinct.

It is certain, however, that Arab vessels leave the ports under the jurisdiction of the Sultan of Zanzibar to the north of the province of Mozambique, with slaves whom they take to Arabia and Persia.

The Slave Trade, which was carried on for ages by Christian nations may then be considered as extinct, and among those nations the state of slavery is scarcely tolerated at present by two of them, so that it is to be hoped that in a few years it will be entirely abolished.

In order to arrive at the satisfactory state in which matters are concerning the abolition of the trade, and the abolition of slavery, many efforts and much perseverance have been necessary on the part of Christian nations.

It was the British nation that for the space of sixty years employed these two means to the greatest extent, and put itself at the head of that humanitarian crusade.

Portugal, on her part, has contributed towards the same object in a very distinct manner.

The first Treaty in which there was a stipulation respecting the abolition of the Slave Trade was signed at Rio de Janeiro, on the 19th February, 1810, between the Portuguese and British Plenipotentiaries. This was followed by the Treaty, with the same intent and between the same Powers, of the 22nd January, 1815, and the additional Convention of the 28th July, 1817, their stipulations being applicable solely to the trade which was carried on in the West Coast of Africa, situated to the North of the Equator.

So the Slave Trade remained lawful for the Portuguese in the ports of Western and Eastern Africa, situated to the South of the Equinoctial Line.

The last Treaty concluded between Portugal and Great Britain for the abolition of the Slave Trade was that of the 3rd July, 1842, which included also the seas situated to the South of the Equator.

The Portuguese Government, on its part, did not fail to promulgate at fitting times various important measures.

The first of those measures was the Decree of the 10th December, 1836, by which the importation and the exportation of slaves were prohibited in all the territories subject to the Crown of Portugal.

In order to be able to estimate the importance of that measure, it will be enough to observe that many thousands of negroes were exported every year from the Colonies of Angola and Mozambique, to Brazil and to the Antilla Islands; that that exportation formed the principle branch of the trade of those Colonies, and that the duties arising therefrom constituted the most important item of the public revenue.

The provisions of that Decree therefore caused a great commercial crisis in those two Colonies—a crisis which lasted many years—which, however, has been overcome in latter times by the development of agriculture and lawful commerce.

With the view of preparing the Colonies for the abolition of the state of slavery, the Decree of the 14th December, 1854, was published, which ordered the registration of the slaves; the Law of the 24th of July, 1856, which declared as of free condition all the children of female slaves born after the publication of that Law; the Decree of the 29th April, 1858, declaring that all slaves should be of free condition who should exist in Portuguese territory on the day on which twenty years should be completed, reckoning from the date of that Decree.

The state of slavery was successively abolished in the Colonies of Macao, in the Island of S. Vicente of Cape Verd, and in the part of the province of Angola to the north of the River Lifune, which constitutes the district of Ambriz.

Other measures for the stated purpose were also taken by the Portuguese Government; such as that which declared as of free condition all the slaves who were the property of the State; that which decided that no one could be considered a slave unless he had been registered within the period appointed for registration; that which gave the slaves the right of acquiring their liberty independently of the will of their masters, on their paying the latter an indemnification fixed by arbitrators; that which prohibited the masters, in case of the sale of slaves, from separating wives from their husbands, and young children from their mothers; and that which took away from the masters the right of inflicting corporeal punishment on their slaves.

As complement to this series of measures, the Decree of the 25th of February last was published, the first Article of which is conceived in these terms: "The state of slavery is abolished in all the territories of the Portuguese Monarchy, from the day of the publication of the present Decree."

Thus Portugal, in the period elapsed from February 1810 till February 1869, that is, since she concluded the first Treaty with Great Britain for the abolition of the Slave Trade, up to the day on which she abolished slavery in all her territories, was going progressively onward, during that long period of fifty-nine years, to that end which the spirit of civilization indicated. And if her march was not rapid, nevertheless it was not the slowest, for she was not the last that reached the goal.

In the present state of things, when the exportation of slaves from Africa to Brazil is extinct; when their importation into the Antilla Islands is also considered extinct; when the withdrawing of the British squadrons from the African coasts is under consideration; when the state of slavery is abolished in the Portuguese Colonies: the existence of the Mixed Commissioners becomes completely useless, and the expense which they occasion is superfluous.

In that same present state of things the stipulations of the Treaty of the 3rd July, 1842, which deviate from, or are opposed to, the general rules or international law, also become unnecessary.

That Treaty, concluded for a special purpose, and of an exceptional and transitory nature, ought to cease to exist, since the purpose has been attained for which it was negotiated.

And that the purpose is attained, is proved by the series of testimonials above referred to, furnished by the Mixed Commissions, by the Commanders of the British squadrons, and by his Excellency Lord Clarendon's own note of 18th May last.

In presence, then, of these circumstances, His Majesty's Government thinks that the opportunity has arrived to address Her Britannic Majesty's Government, and to propose, as the Undersigned, in obedience to the instructions which he has received, has the honour to do to Lord Clarendon, that Her Britannic Majesty's Government may be pleased to consider whether it would not now be fitting that the two Governments should, by common consent, declare the stipulations of the aforesaid Treaty of the 3rd July, 1842, for the complete abolition of the Slave Trade, annulled.

The Undersigned will not omit to observe to his Excellency the Earl of Clarendon, that when the said Treaty is declared of no effect, even if there should afterwards occur any case of that hateful Traffic, the ordinary penal laws of Portugal and England would certainly afford the means of punishing it.

The Undersigned, &c.

(Signed)

FIGANIERE E MORAO.

Inclosure 3 in No. 27.

The Earl of Clarendon to Senhor Figanière e Morão.

Foreign Office, August 3, 1869.

THE Undersigned, &c., has the honour to acknowledge the receipt of the note which M. Figanière e Morão, &c., addressed to him on the 22nd of June last, informing him that the Government of His Most Faithful Majesty give their full adhesion to the observations which the Undersigned, in his note of the 18th May last, felt it his duty to address to M. Figanière upon the subject of the exaggerated amounts claimed by the owners of the Portuguese barque "Dahomey," on account of the detention of their vessel by a British cruizer on the African coast, and awarded by the Portuguese Commissioner and Arbitrator to the claimants when the case came for adjudication before the Mixed Commission Court at Loanda; and the Undersigned begs leave to request that M. Figanière will convey to his Government the acknowledgments of Her Majesty's Government for the communication which he has been directed to make in this matter.

The Undersigned will now proceed to make known to M. Figanière the views of Her Majesty's Government upon the very important proposal which M. Figanière, has been instructed to submit for the consideration of Her Majesty's Government, viz., that the British and Portuguese Governments should, by common consent, declare the stipulations of the Treaty which was concluded in July 1842 between the two countries for the complete abolition of the Slave Trade, as annulled.

While fully admitting the correctness of all the authorities quoted by M. Figanière in his note of the 22nd of June last, with the view to show that the suppression of the Slave Trade on the West Coast of Africa has become an accomplished fact, and it is

extremely gratifying to the Undersigned to be able to make this admission; yet the Undersigned is not prepared to admit that the time has arrived when it would be safe to do away entirely with the provisions of the Treaty of 1842.

It is only within the last few months that a large number of slaves who had been collected for exportation at a point on the West Coast, not far distant from the Congo River, have been dispersed, in consequence of the failure of the repeated attempts made by their owner to export them; and although it is believed that the party who owned them has now left Africa altogether, and is engaged in lawful pursuits, yet the fact that the idea of shipping slaves has been entertained up to a very recent period, although no slaves have been actually shipped, would seem to prove that, even as regards the West Coast, it would be premature, for the present at least, to do away entirely with the stipulations of a Treaty which provides such ready means for dealing with slavers, and which would be sorely missed in the event, but which, it is to be hoped, is a highly improbable one, of the Traffic in Slaves again breaking out on the West Coast of Africa.

While, however, there is every reason to hope and believe that the last has been seen of the Slave Traffic on the West Coast, and in proof of the sincerity of this belief on the part of Her Majesty's Government, it may be mentioned that their naval force on that coast has been considerably diminished, and no longer exists as a blockading squadron; yet, on the East Coast of Africa the state of things is very different, and the exportation of slaves from that coast still continues in very large numbers, not only from the territories of the Sultan of Zanzibar, but also, though to a less extent (and Her Majesty's Government regret to have to make this statement), from the Portuguese possessions.

M. Figanière, in his note of the 22nd June last, now under consideration, quotes a report from Commodore Randolph, the officer in command of Her Majesty's Naval Forces on the Cape of Good Hope Station, written in June 1868, in which that officer states that, for a considerable space of time, the trade in slaves had been extinct within the limits of his station; and M. Figanière adds, that within those limits is included all the coast of the Province of Mozambique; and the Undersigned presumes, therefore, that M. Figanière would have it to be inferred from this report that no slaves are exported from the Portuguese possessions on the East Coast of Africa.

M. Figanière, however, is mistaken in assuming that the limits of the naval command on the Cape Station include the coast line of the whole of the Portuguese possessions on the East Coast of Africa, the fact being that the limits of the Cape Station extend only to the Tropic of Capricorn in the parallel of 23° 30' south latitude, whilst the limits of the Portuguese possessions lie between the parallels of 10° and 26° south latitude. Speaking in round numbers, therefore, there is a Portuguese coast line of thirteen degrees, or about 900 miles, beyond the supervision of the Commodore on the Cape Station, and from this part of the coast a considerable Traffic in Slaves is carried on both to Madagascar and to the ports to the north of the Portuguese possessions.

Although this traffic is carried on in native vessels which hoist no colours, yet if the Treaty with Portugal for the suppression of the Slave Trade were annulled, these native craft would only have to hoist Portuguese colours to be beyond the action of British cruisers.

Her Majesty's Government feel convinced that the Government of His Most Faithful Majesty, equally with that of Her Majesty, are sincerely desirous to see the export Traffic in Slaves, whether from the West or from the East Coast of Africa, finally extinguished; but there can be no doubt that this object would not be attained if Her Majesty's Government were to accede to the proposal of the Government of Portugal for putting an end to the Treaty engagements of the two countries for the suppression of the Slave Trade.

The Undersigned must therefore request M. Figanière to appeal to his Government not to persist in a proposal which, on deliberate reflection, they will no doubt concur with Her Majesty's Government in thinking is premature; but while requesting the Portuguese Chargé d'Affaires to make this appeal to his Government, the Undersigned, in proof of the desire of Her Majesty's Government to meet as far as possible the wishes of the Government of His Most Faithful Majesty in this matter, will make a counter proposal for their consideration.

As the Traffic in Slaves is now carried on entirely in native craft, and as the Undersigned had the honour of stating to M. Figanière in his letter of the 18th May last, it is very improbable that any European vessels will again be brought before a Mixed Commission Court for adjudication, Her Majesty's Government will be quite ready to enter into an Agreement with the Government of His Most Faithful Majesty for annulling so much of the Treaty of 1842 between the two countries for the suppression of the Slave Trade as relates to the establishment of Mixed Commission Courts.

Such an arrangement, while on the one hand it would relieve the Portuguese Government from the expense attaching to the maintenance of the Portuguese officers in the Mixed Courts at the Cape of Good Hope and at Loanda, would at the same time leave intact the remaining provisions of the Treaty. The agreement would be made to provide for the mutual surrender to the authorities of the respective countries of the vessels belonging to them which might be detained by the cruizer of the other country for being engaged in, or on suspicion of being about to engage in, the Traffic in Slaves.

Her Majesty's Government, at the request of the Government of the United States, are preparing a Convention for giving effect to an arrangement of this nature, and if the Government of His Most Faithful Majesty will consent to a similar arrangement, the Undersigned will have much pleasure in forwarding to M. Figanière the draft of the proposed Convention.

The Undersigned, in conclusion, will only add that nothing would give Her Majesty's Government greater pleasure than to be able to do away entirely with all the Treaties which they have at various times concluded with foreign Governments for the suppression of the Slave Trade; and the Government of His Most Faithful Majesty may rest assured that Her Majesty's Government will not ask for the continuance of those Treaties a single month longer than may, in the opinion of Her Majesty's Government, be necessary for giving effect to the objects for which they were concluded.

The Undersigned, &c.

(Signed)

CLARENDON.

No. 28.

The Earl of Clarendon to Mr. Doria.

Sir,

Foreign Office, August 7, 1869.

I TRANSMIT to you herewith a copy of a despatch which I have received from Mr. Vredenburg, Her Majesty's Judge in the Mixed Commission Court at Loanda,* containing some observations upon the subject of the Portuguese Decree of the 25th February last, abolishing the state of slavery in the Portuguese dominions.

Mr. Vredenburg, you will perceive, states that the effect of the Decree in question is to change the name of slave into that of "liberto," but that it does no more, inasmuch as there is, in reality, no difference between the condition of the slave and that of the "liberto."

It is true that by the 7th Article of the Decree of the 14th March, 1854, which confirms the Regulation of the 25th October, 1853, all slaves imported by land into the Portuguese Possessions are to be considered in the position of "libertos," but this apparent boon is coupled with the obligation that the "libertos;" are to serve for ten years, and with the further condition that their services may be sold for the whole or for a portion of that period.

For ten years at least, therefore, according to the provisions of Portuguese law, there would seem to be no appreciable difference between the condition of the "liberto" and that of the slave; but Mr. Vredenburg adds that, except in the case of some few "libertos" who live in the towns, and have acquired sufficient intelligence to understand their condition, by far the greater majority of them, who live in the country, are detained in forced servitude long after the period has arrived when they are entitled to their full freedom.

Her Majesty's Government do not for a moment doubt that it is the earnest desire of the Government of His Most Faithful Majesty to give full effect to the Decree of the 25th February last, abolishing the state of slavery in the Portuguese dominions; but you will see from Mr. Vredenburg's Report that there can be little doubt that their benevolent intentions are from one cause or other not carried out as they should be, and it will be desirable, therefore, that you should communicate the substance of Mr. Vredenburg's despatch to the Portuguese Government, pointing out, at the same time, that if they wish to have honourable credit for the abolition of slavery in the Portuguese dominions it is necessary that the provisions of the Decree in question should be carried out effectively, and that slaves should be freed in reality and not in name only.

I am, &c.

(Signed)

CLARENDON.

PORTUGAL.

No. 29.

Mr. Doria to the Earl of Clarendon.—(Received August 29.)

My Lord,

Lisbon, August 25, 1869.

I HAVE the honour to inclose to your Lordship a copy of the note I addressed to Senhor Mendes Leal, in fulfilment of your Lordship's instructions, contained in your Lordship's despatch of the 7th instant, regarding the abolition of slavery in the dominions of Portugal.

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

Inclosure in No. 29.

Mr. Doria to Senhor Leal.

M. le Ministre,

Lisbon, August 14, 1869.

UNDER instructions from Her Majesty's Government I have the honour to address to your Excellency, for the consideration of the Portuguese Government, the following observations regarding the abolition of slavery in the dominions of Portugal.

From information transmitted from Loanda to Her Majesty's Government, it appears that the provisions by Decrees of the Portuguese Government, and particularly by that of the 25th February last for the abolition of slavery, are far from attaining that benevolent end for which they were framed. The slave under the new name of "liberto" is virtually kept in the same state of slavery as formerly, and may have the period of ten years' servitude prolonged to the end of his existence—a period of slavery to which he is still condemned by the law; the law also sanctioning, or at least affording the facility of perpetuating slavery. The position of the slave is by no means altered under the name of liberto, as during the period of ten years he may be sold for the whole or a portion of that time, the provisions of the Decree that the liberto should obtain his liberty at the end of ten years being totally disregarded; many thousands who ought now to be free men are still slaves, the number of those who really are free is exceedingly small, and those principally inhabitants of Loanda, who possess more intelligence, and consequently have succeeded in obtaining their freedom. The negroes generally are ignorant and stupid, and having no one to protect them, they will remain, under the present administration, condemned to forced service all their lives.

In support of the above assertions I have the honour to inclose to your Excellency further details on the subject; and I wish to state that Her Majesty's Government do not for a moment doubt the earnest desire of the Government of His Most Faithful Majesty to give full effect to the Decree of the 25th February last, but from the observations contained in the inclosure to my note, your Excellency will perceive that there can be little doubt that the benevolent intentions of the Portuguese Government with regard to the abolition of slavery are not carried out, and that if they wish to have the honour and credit for the abolition of slavery in the Portuguese dominions, it is necessary that the provisions of the Decree in question should be effectively carried out, and that slaves should be freed in reality and not in name only.

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

No. 30.

Mr. Doria to the Earl of Clarendon.—(Received September 10.)

My Lord,

Lisbon, September 8, 1869.

I HAVE the honour to inform your Lordship with reference to the instructions contained in your Lordship's despatch of the 7th of August last, that Senhor Mendes Leal writes to me on the 3rd instant, stating that he has referred your Lordship's observations to the Minister of Marine, and that he will as soon as possible send me a reply regarding them.

I have the honour to inclose translation of his Excellency's note.

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

PORTUGAL.

Inclosure in No. 30.

Senhor Leal to Mr. Doria.

(Translation.)

Foreign Department, Lisbon, September 3, 1869.

I HAVE before me the note which you forwarded to me on the 14th August last, communicating to me, by order of your Government, the information transmitted from Loanda relative to the Decree of the 25th February last, which abolished slavery in the Portuguese dominions.

Having read your note with due attention, as well as its inclosure, I have the honour to state to you that I write this day to the Minister of Marine, in order that his Excellency, in view of what you have stated in accordance with your instructions, may inform me of what he has to say in the matter. I shall not fail, therefore, to address a reply to you upon the matter in question as soon as I shall be able.

I avail, &c.
(Signed) MENDES LEAL.

SWITZERLAND.

No. 31.

Mr. Bonar to the Earl of Clarendon.—(Received October 4.)

My Lord,

Berne, September 26, 1869.

M. ADOLPHUS CHRIST, Counsellor of State of Basle, and President of the Basle Missionary Society, deputed M. Theodore Sarasin to call upon me here in the name of that Society, and to request me to lay before your Lordship the accompanying papers, with a view to soliciting the aid of Her Majesty's Government, so far as that can be afforded by the good offices and influence of the Governors of the British possessions, and by our Consular agents in those parts of Africa, in behalf of certain missionaries, members of the Basle Society, who have fallen into the hands of some of the neighbouring negro tribes and are retained prisoners by them.

Your Lordship will perceive that the inclosed statement applies especially to two of those gentlemen, M. Ramseyer, a citizen of Berne, and M. Külme, a native of Prussia, who, after several years devoted to the labours of their office amongst the people of Anum, have fallen into the power of and are held, with the family of one of them, in captivity by the King of Ashantee. The document is accompanied by detailed maps of the country, and reports of the establishment, and proceedings of the Society.

I inclose further a letter addressed to me by the President of the Confederation introducing M. Sarasin to me.

I promised M. Sarasin that I should forward these several papers to Her Majesty's Government.

I have, &c.
(Signed) A. G. G. BONAR.

Inclosure 1 in No. 31.

M. Welti to Mr. Bonar.

M. le Ministre,

Berne, le 10 Septembre, 1869.

JE prends la liberté d'introduire auprès de votre Excellence et de lui recommander tout particulièrement, M. Theodore Sarasin, neveu de M. Christ, membre du Gouvernement du Canton de Bâle-Ville, qui désire vivement solliciter vos bons offices et votre intervention auprès de qui de droit, en faveur de quelque missionnaires Européens, retenus en captivité par une tribu Africaine.

Je vous serai personnellement très reconnaissant de l'accueil que vous voudrez bien faire à M. Sarasin, qui m'est chaudement recommandé par le Président du Gouvernement de Bâle Ville; et en vous en présentant d'avance mes vifs remerciements je vous renouvelle, &c.

Le Président de la Confédération,
(Signé) WELTI.

Inclosure 2 in No. 31.

Memorandum.

THE Evangelical Missionary Society of Basle, after labouring for more than thirty years among the negro tribes on the Gold Coast of West Africa, formerly under Danish,

now under British Dominion, and establishing seven missionary stations within the Protectorate, in 1864 crossed the River Wolta, which forms the border of the Protectorate, and established a station in Anum, a town belonging to a Chief of the same name, in the independent territory on the left side of the river, with the intention of opening the way for Christianity and civilization to the independent tribes on the slave coast both towards Dahomey and the interior of Ashantee.

Here the missionaries laboured during five years in peace and friendship with the natives and the Chief of Anum. Lately, however, a dispute arose among the Chiefs of the tribes beyond the English Protectorate as to whether the Chiefs of Anum and Pekyi should acknowledge the supremacy of the Chief of Aquambu or not. In the course of these disputes, the King of Aquambu requested help of the King of Ashantee.

In consequence, an Ashantee army crossed the Wolta in two divisions, and advancing, one from the north, the other from the south, eastward upon Anum and Pekyi, endeavoured to surround these tribes, which, however, retired to the east and escaped. The missionaries alone remained in their station Anum, hoping, as unconcerned in the war, to remain unmolested, and after the dispute should be settled, to continue their labours among the population, whoever might obtain possession of the country, as they had reason to believe, that the King of Aquambu would be glad to have a missionary settlement in his territory, for he had frequently invited the Society to establish a station in his country, and also that the Ashantee General would show his gratitude to the missionaries, who with much personal danger, had formerly obtained the release of several Ashantees from captivity and death. Instead of this, when the Aquambus and Ashantees entered the deserted territory and town of Anum, the missionaries were made prisoners, and the property of the Society plundered or sequestered.

The imprisoned missionaries are:—

1. F. A. L. Ramseyer, citizen of Berne in Switzerland, and his wife with their child of one year old;
2. John Kühne, Citizen of Gnadensburg in Prussia.

The first reports were, that the prisoners were allowed to remain at their station, guarded indeed, but otherwise at liberty, and served by their own attendants. But according to the last report from the Agents of the Society residing on the Gold Coast, dated 4th August, an embassy, despatched by the Chief of East and West Krobo to the commander of the Ashantees and the King of Aquambu, to demand the liberation of the captives, brought back the news, that the captives had been removed from Anum to the camp of the Ashantees, and on the King of Aquambu's interceding with the Ashantee commander for their liberation, had been sent back to Nsuta on the Wolta, on the road to Kumasee, the Ashantee capital, to separate them from the King of Aquambu, and in case the King of Ashantee should wish it, to send them to him in his capital.

It is, therefore, possible, that the prisoners will be taken to Kumasee, ill-treated and even killed, as in the camp at Nyankpogoo, prisoners were, according to the old Ashantee custom, beheaded, and many women and children killed. Even if this is not the case, it is to be feared, that the prisoners, especially Mrs. Ramseyer and her child, will sink under the privations and ill-treatment they will meet with, and the constant marching under a tropical sun.

The Committee of the Evangelical Missionary Society are, therefore, constrained most respectfully to beg the English Government will be pleased to send orders to Her Majesty's Governor-General in Sierra Leone, and also to the Governor at Cape Coast, to exert their utmost influence, and especially with the King of Ashantee, for the immediate liberation of the four prisoners.

The acknowledgment which the authorities of the Protectorate have more than once officially made of the services rendered by the missionaries of the Society among the various negro tribes of the English Protectorate, and the benevolent interest which the Evangelical Governments of Europe have ever shown in the diffusion of Christianity and civilization in all the world, and especially in the interior of Africa, encourage us confidently to hope that our respectful request will meet the fullest and promptest attention.

Basle, September 5, 1869.

For the Committee of the Basle Evangelical Missionary Society,
(Signed) ADOLPHUS CHRIST,
Counsellor of State, President of the Committee of the
Basle Evangelical Missionary Society.

SWITZERLAND.

39

No. 32.

Mr. Hammond to Mr. Bonar.

Sir, *Foreign Office, October 6, 1869.*
 WITH reference to your despatch of the 26th ultimo, I inclose for your information, and for communication to the Swiss Government, a copy of a letter which has been addressed to the Swiss Consul-General at this Court, containing the information lately received from the British authorities at the Gold Coast, regarding the capture of two missionaries belonging to the Evangelical Mission Society of Basle; and you should call the special attention of the Swiss Government to the warning given to the missionaries respecting the risk of extending their operations beyond the limits of British protection.

I am, &c.
 (Signed) E. HAMMOND.

Inclosure in No. 32.

Mr. Hammond to the Swiss Consul-General in London.

Sir, *Foreign Office, October 6, 1869.*
 I AM directed by the Earl of Clarendon to inform you that despatches have been lately received from the British authorities on the Gold Coast confirming the report, which formed the subject of your letter of the 11th ultimo, of the capture by the Ashantees at Anum of two missionaries belonging to the Evangelical Mission Society of Basle, and of the wife and child of one of them.

It appears that this unfortunate occurrence took place beyond the River Volta, which forms the limits of the British Protectorate, and that Her Majesty's Government therefore have no power to insist upon the surrender of the missionaries, but the British authorities in the neighbourhood have been instructed to use their best endeavours to obtain their release.

Lord Clarendon is glad to be able to inform you, at the same time, that the Governor of Sierra Leone apprehends no danger to the lives of the captives, and he considers that the only means of obtaining their release will be by friendly negotiation, and the payment of a ransom, which is, in all probability, the only object for which they have been carried into captivity, and his Lordship would be glad to know whether the Swiss Government will authorize such a payment to be made on their behalf.

I am further to point out to you that the zeal of these missionaries has led them to extend their establishments beyond the limits within which British influence can be exercised, and that it is impossible to afford protection to Europeans who venture so far from the seat of Government. The British authorities have been desired to warn the missionaries that such proceedings must be taken at their own risk; and I am to suggest that a similar warning should be given by your Government to the heads of the Missionary Society at Basle.

I am, &c.
 (Signed) E. HAMMOND.

No. 33.

Mr. Bonar to the Earl of Clarendon.—(Received December 6.)

My Lord, *Berne, November 20, 1869.*
 I DID not fail to communicate at once to the High Federal Government a copy of the letter addressed, at your Lordship's desire, by Mr. Hammond to the Swiss Consul-General in London on the subject of the two missionaries belonging to the Evangelical Missionary Society of Basle, held captive by the Ashantees at Anum, on the Gold Coast, and copy of which was inclosed to me in your Lordship's despatch No. 1 of the 6th ultimo; and I have now the honour to transmit to your Lordship, in reply, copy of a note (together with an annex in original and translation) which has been addressed to me by the President of the Confederation, stating that the High Federal Council will guarantee the payment of any ransom-money which, through the kind offices of Her Majesty's Government, may be agreed to be paid for the liberation of the captives.

I have, &c.
 (Signed) A. G. G. BONAR.

Inclosure 1 in No. 33.

*M. Welti to Mr. Bonar.*Berne, le ^{29 Octobre}_{3 Novembre} 1869.

LE Conseil Fédéral s'est empressé de communiquer au Gouvernement du Canton de Bâle-Ville, pour en faire part à la Société des Missions Evangéliques à Bâle, le contenu de la note que M. le Ministre de Sa Majesté Britannique lui a adressée le 10 Octobre dernier, avec annexe, concernant la capture par les Ashantees à Anum de deux missionnaires de la Société des Missions Evangéliques de Bâle, ainsi que de la femme et de l'enfant de l'un d'entr'eux.

Par office du 20 Octobre le Gouvernement de Bâle-Ville, en témoignant sa reconnaissance pour cette communication, transmet au Conseil Fédéral l'original d'une lettre que lui a adressée, le 18 du même mois, la Société des Missions Evangéliques de Bâle, lettre que le Conseil Fédéral a l'honneur de transmettre ci-jointe en copie à son Excellence, et de laquelle il ressort que l'on peut donner au Gouvernement Royal de la Grande Bretagne l'assurance la plus positive que la rançon qui devra être payée pour obtenir la mise en liberté des missionnaires retenus prisonniers sera remboursée.

Le Conseil Fédéral déclare en conséquence répondre du paiement de la rançon dont il s'agit. Il exprime ici sa plus vive gratitude à M. le Ministre de Sa Majesté Britannique, ainsi qu'au Gouvernement Royal, pour les démarches déjà faites en faveur des missionnaires prisonniers, en priant son Excellence de vouloir bien employer ultérieurement ses bons offices dans le sens de la lettre de la Société des Missions; et il saisit, &c.

(Signé) WELTI.

(Signé) SCHIESS.

Inclosure 2 in No. 33.

M. Christ to the Burgomaster and the Little Council of the Canton of Basle.

(Translation.)

Sir,

Basle, October 18, 1869.

BY your friendly mediation a communication of the Swiss Federal Council, dated October 9, relating to the missionaries of the Evangelical Mission Society now in captivity amongst the Ashantees, has been received by the Committee of the Evangelical Mission Society.

This Communication informs the Committee of the favourable reception, on the part of Her Britannic Majesty's Minister for Foreign Affairs, of the application made by the High Federal authority in behalf of the captives, as likewise of the proposition made by the English Governor-General of Sierra Leone to Lord Clarendon for the liberation of the prisoners. A reply is desired from the Committee whether it be their wish that the High Federal Council shall empower the English Ministry to offer a ransom for the prisoners, and at the same time warns the Evangelical Mission Society in a friendly manner against extending missionary stations beyond the limits of the English Protectorate on the Gold or Slave Coast.

In respectful answer to this communication, the Committee of the Evangelical Mission Society begs leave to request you, highly respected Burgomaster, and you, highly respected Sirs, to transmit the following explanation to the High Federal Council:—

The Committee of the Evangelical Mission Society has, before all, the agreeable duty of humbly thanking the High Swiss Federal Council and, through the same, Her Britannic Majesty's Government, for the humane sympathy shown in the fate of the captives, and particularly for the prompt measures taken for their release.

The Committee next beg the High Federal Council again to request the High British Government to proceed in the way which may seem most expedient for the early release of the captives.

As to the course to be pursued, and the determination of the amount of ransom, the Committee desire to request the Minister for Foreign Affairs in London to direct the Governor-General of Sierra Leone to communicate with the Evangelical Mission Society's two Plenipotentiaries in Africa, the Rev. T. G. Widemann at Akropong, senior missionary on the Gold Coast, and Mr. H. L. Rottmann at Christiansburg, Director of the Mission's Affairs on the Gold Coast, and to act in concert with them for the following reasons:—

1. Because there have been already some negotiations opened between the missionaries of the Evangelical Mission Society and the Ashantees for the release and ransom of the

prisoners, and a letter has been written by the Dutch Governor of Elmina to the King of Ashantee. 2. Because, if it should be necessary to send a deputation to the King of Ashantee, it might be desirable that a Basle Missionary should be attached to the British Government Officer. 3. Because the Plenipotentiaries of the Basle Mission Society are able to judge what sum the Society, according to Continental views, and to its means, can devote to the present object.*

With regard to the ransom, the Committee humbly beg the Federal Council to give the British Foreign Office, if it shall have graciously approved the foregoing proposition, full powers to act, making the remark that the Committee binds itself to refund without delay whatever costs may be incurred in releasing the captives, either through its agent in London or through the chief treasurer of their mission at Christiansburg.

As to the warning given to the missionaries and the Committee against new missionary expeditions beyond the boundaries of the British Protectorate, the Committee holds it necessary respectfully to beg the High Federal Council to transmit the following observations to the British Foreign Office:—

1. The Basle missionaries in Africa overstepped the boundaries of the British Protectorate not on their own responsibility, but set up the Anum station by order of Committee.

2. The Evangelical Missionary Society has kept for thirty years within the limits of the Protectorate, and ordered the establishment at Anum, the only station beyond the limits, in 1864, long after the North German Missionary Society had occupied the slave coast, and had in peace and undisturbed tranquility, during twenty years, pushed on their stations nearly to Anum.

Further, that the Basle Committee did not cross the Wolta against the will of the Chiefs of the opposite bank, but on the express invitation of those Chiefs repeated for more than ten years: that is, of the Chief of Aquambu.

The town of Anum had been chosen as a station partly because it was near the frontier, partly because the Anumites and Krepites were on friendly terms, and allied with the tribes of the Protectorate.

3. That the Evangelical Missionary Society took into consideration the fact that the stations beyond the frontier were not protected from the hostilities of the natives in the same way as those within it; but missionary societies have in the course of history had quite as often to precede as to follow the civilizing exertions of Christian Powers. This has been all the more so in Africa, because, as is well known, the European Powers hesitate to extend their territories on that continent beyond their present limits. If, notwithstanding the Evangelical Missionary Society has called on the British Government for help in the liberation of the Anumite missionaries, as well as for its protection of their station within the frontier, it has been in the hope, with respect to the former, that the British Government would not refuse on the ground of humanity its friendly co-operation, and as to the latter, with the consciousness that it is the interest of the British Government to defend the results, now each year becoming more evident, of more than thirty years' labour, by the Basle Missionary Society, in the field of Christian morality, civilization, and culture, against every attack of the barbarous tribes of the interior.

While the Evangelical Missionary Society believes it can demand as a right England's protection within the limits of the Protectorate, on the ground that it owns property worth above 1,000,000 francs, and pays taxes to the amount of several hundred pounds; it, on the other hand, regards the co-operation of the British Government in liberating the captives, as a pure act of friendship which it has to acknowledge, and always will acknowledge, with the most profound gratitude.

The Committee, in requesting you, highly respected Mr. Burgomaster and gentlemen, to lay this statement before the High Federal Council, with a recommendation to their attention, has further to petition that you will give the High Federal Authorities the assurance that the finances of the Evangelical Mission Society can offer sufficient guarantees that the Committee of the same will be in a position to refund at an early date the expenses incurred by the British Government in ransoming the captives.

With, &c.

In the name of the Evangelical Mission Society Committee,
by commission from its President,

(Signed) ADOLF CHRIST, *Tosenhaus (Inspector)*.

* Sic.

REPORTS FROM NAVAL OFFICERS.

WEST COAST OF AFRICA.

No. 34.

Commodore Dowell to the Secretary to the Admiralty.

*"Rattlesnake," at Sea, Lat. 4° 4' N., Long. 6° 57' W.,
December 5, 1868.*

Sir,

I HAVE the honour to report, for the information of the Lords Commissioners of the Admiralty, with reference to your letter of the 9th October, Memorandum No. 335, that, with the view of ascertaining whether the reported cession of the Settra Krow country to Liberia had actually taken place, and whether the interests of British subjects would suffer thereby, I anchored yesterday off Settra Krow on my way to Cape Coast Castle.

2. The Liberian flag was flying at the village, and the information I obtained from the Chief or Headman confirmed the announcement made by the Liberian Government that this slip of territory had been ceded to it some five or six months ago.

3. The Headman complained that the Liberians, who had in the first place been invited to come to Settra Krow for trading purposes, had now placed restrictions on his trade, preventing all exports excepting by canoes to Sinon. I explained to him that this was a question between himself and the Liberian Government, and with which I had nothing whatever to do. It would appear, from the information I could gather, that although Settra Krow was formally ceded to Liberia only in June last, there has been no direct export trade from it for the last five years, in fact since the Liberian Government restricted foreign trade to four ports of entry, viz.: Monrovia, Bassa, Sinon, and Cape Palmas.

4. I am not of opinion that British subjects or interests will be affected in the smallest degree by the transfer of territory, and I would remark that the whole of the seaboard of Settra Krow is only about one mile and a half in extent.

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

No. 35.

Commodore Dowell to the Secretary to the Admiralty.

(Extract.)

"Rattlesnake," Cape Coast Castle, December 8, 1868.

FROM what I can learn, the ill-feeling of the natives towards the Dutch still exists, but the state of affairs at present is tranquil. I have not yet had an opportunity of communicating with his Excellency the Administrator of the Gold Coast, but I shall see him to day, and I will report more fully on this subject by the next opportunity. Should the immediate presence of a man-of-war be desirable to maintain order amongst the natives, I shall send the "Speedwell" to Cape Coast Castle, from the Bights.

On my passage hither from Sierra Leone, I anchored for a few hours off Monrovia, and had an interview with the President of Liberia, who expressed himself gratified with my visit. The United States' corvette "Canandagua" had called at Monrovia just previous to my visit, and had proceeded to the southward.

REPORTS FROM NAVAL OFFICERS.

43

No. 36.

List of Ships furnished with Slave Warrants, specifying the Number of Guns, Names, and Ranks of their Commanding Officers.

North America and West Indies.

	Guns.	
Royal Alfred	18	Captain the Hon. Walter C. Carpenter.
Favourite	10	" John D. M'Crea.
Phoebe	30	" John Bythesea, V.C.
Doris	24	" Henry C. Glyn.
Jason	17	" Chas. M. Aynsley.
Eclipse	6	" Henry Harvey.
Barracouta	6	Commander George D. Bevan.
Niobe	4	" R. G. S. Pasley.
Vestal	4	" James E. Hunter.
Royalist	3	" Loftus F. Jones.
Philomel	3	" Jas. H. Coxon.
Mullet	5	" Edward Kelly.
Dart	5	" The Hon. J. Carnegie.
Britomart	2	Lieutenant Arthur H. Alington.
Heron	2	" Lewis B. Solly.
Cherub	2	" Spencer R. Huntley.
Minstrel	2	" M. B. Medlycott.

South-East Coast of America.

Narcissus	35	Captain John C. Wilson.
Greyhound	5	" Charles Stirling.
Beacon	4	Commander Edward T. Parsons.
Cracker	4	" Hawksworth Fawkes.
Oberon	3	Lieutenant John Shortt.

East India Station.

Forte	28	Captain Basil S. De R. Hall.
Spiteful	6	Commander Arthur Morrell.
Dryad	4	" Philip H. Colomb.
Daphne	4	" G. L. Sullivan.
Nymphe	4	" E. S. Meara.
Star	4	" W. S. De Kantzow.
Bullfinch	3	" Edward F. Lodder.

West Coast of Africa Station.

Rattlesnake	17	Captain W. M. Dowell, C.B.
Danaë	6	" William Graham.
Plover	3	Commander J. A. Poland.
Myrmidon	4	" H. B. Johnstone.
Lee	5	" Chas. W. Andrew.
Speedwell	5	" J. P. J. Parry.
Jaseur	5	" C. F. Hotham.
Pandora	5	" John Burgess.
Pioneer (tender to Rattlesnake) .. .. .	..	Lieutenant Harry F. Yeatman.

Cape of Good Hope Station.

Raccoon	22	Captain R. Purvis.
Peterel	3	Commander Hon. E. Cochrane.

No. 37.

Commodore Dowell to the Secretary to the Admiralty.

(Extract.)

December 19, 1869.

I AM informed by his Excellency Sir Arthur Kennedy, the Governor-in-chief, that during his recent visit to the Gold Coast Protectorate, he proceeded into the River Volta (accompanied by Commander Glover, the Administrator of Lagos, and Commander Andrew, of the "Leo") in the "Eyo Honesty," a small steamer belonging to the Colonial Government of Lagos. Twelve feet of water was found on the bar, with deep water inside. Commander Glover succeeded in making a survey of the bar and entrance of the river, copy of which he informs me he will transmit to the Hydrographer of the Navy.

It is reported that the appearance of the "Eyo Honesty" in the river has had a most salutary effect on the natives, who believed that no vessel could cross the bar; and the

Governor-in-chief succeeded in making peace between the Chiefs on either bank of the river who had been at feud since March 1865.

No. 38.

Commodore Dowell to the Secretary to the Admiralty.

(Extract.)

Fernando Po, December 30, 1868.

THE "Speedwell" proceeded on the 23rd instant, with Her Majesty's Acting Consul to visit the Cameroons River, and returned to Fernando Po on the 26th, the Acting Consul being ill. Commander Parry reports that a "palaver," or general meeting of Chiefs and traders was held on the 24th, and the affairs of the river settled amicably and satisfactorily; but I have just received a report from the master of the English cutter "Marquis," belonging to the African Steam-ship Company, and employed in the river, that, on the 26th instant, his vessel was boarded and pillaged by a large party of natives under Charley Dido, a Cameroons Chief. I have not yet been able to investigate the particulars of the alleged outrage, but I purpose sending the "Speedwell" to-morrow to the Cameroons River with the Consul, if he is well enough, and proceeding thither myself in the "Rattlesnake" the following day.

No. 39.

Commodore Dowell to the Secretary to the Admiralty.

Sir,

"Rattlesnake," at Sea, off Fernando Po, January 7, 1869.

SHORTLY after my arrival at Fernando Po, I received from the master of the cutter "Marquis," belonging to the African Steam-ship Company, and employed in the River Cameroons, a complaint that his vessel had, on the 26th ultimo, been boarded and plundered of fifteen pieces of ivory, besides other articles, by Charley Dido, one of the Cameroons Chiefs.

2. It appeared to me that, before taking any steps in the matter, it should be thoroughly investigated by Her Majesty's Consul, and I therefore communicated with Mr. Frank Wilson, the Acting Consul for the Bights of Biafra and Benin, on the subject. That gentleman coinciding in my view of the case, we arranged that he should proceed up the River Cameroon in the "Speedwell" to institute the necessary inquiries, and, if possible, to settle the matter; and I decided on proceeding myself in the "Rattlesnake" to the mouth of the river.

3. The "Speedwell" left for the river on the morning of the 4th instant, and I followed in the course of the day, anchoring in the evening at Green Patch. The next day Mr. Wilson came down the river in the "Speedwell," and informed me of the result of his inquiry. Copy of the minutes of the evidence taken by him is forwarded herewith, and it will be perceived that Charley Dido admits having boarded the "Marquis," and taken from her the fifteen pieces of ivory, but pleads in justification of his proceedings that the ivory was the property of himself and people, and had been pawned to Mr. Lawson, the master and supercargo of the barque "Mary Black," belonging to the firm of Messrs. Ashwall, of Liverpool, in security for goods received from him, but to be redeemed by oil which would form part of the cargo of the "Mary Black," and that Mr. Lawson was shipping this ivory in the mail-steamer contrary to the established custom of the river.

4. From what I could learn, the custom in the Cameroons River in this respect, as understood by the Kings and experienced supercargoes, has always been as follows:—

A vessel arriving from England for a cargo of oil has frequently to remain in the river from twelve to eighteen months before she can complete her cargo; during this time the supercargo supplies goods to the Chiefs and native traders with whom he deals, in payment for the oil. These goods are frequently supplied before the oil is delivered, the native traders depositing ivory with the supercargo as security for the value of the goods advanced, with the distinct understanding, however, that the ivory so deposited or pawned, is not to be shipped to England until the vessel loading has received her full cargo, and that it may always in the meantime be redeemed by oil.

5. This custom, which from its long observance is looked upon as a law, was disregarded by Mr. Lawson, who merely gave Dido notice to redeem his ivory in thirty days, and that in default of doing so it would be shipped. Dido knowing that the "Mary

Black" was not nearly full, did not avail himself of the notice, and on discovering that the ivory had been shipped in the "Marquis" for conveyance to the mail-steamer, he resorted to force to prevent it being taken out of the river.

6. The Consul having requested me to settle the matter, I consented to do so, as I had intended proceeding up the river the following day to endeavour to establish the Equity Court, which had been allowed to fall into disuse; and accordingly, having assembled the Kings and principal Chiefs, and all the supercargoes on board the "Speedwell," I pointed out to Charley Dido, in their presence, that however wrong Mr. Lawson might have been in shipping the ivory, nothing could justify his (Dido's) proceedings on board the "Marquis," the consequences of which might have been extremely serious for him; but that, having taken the whole circumstances of the case into my consideration, I should only adjudge him to pay only a small fine of two puncheons of oil, together with the expenses incurred in making good the damage done by his followers to the "Marquis," and in indemnifying the crew and passengers for their losses, amounting in all to ten puncheons of oil, the whole to be paid in three months' time. I also expressed my opinion of the extreme impropriety of Mr. Lawson's conduct in acting so contrary to the usages of the trade, and, in a measure, breaking faith with the natives, thus affording them a plausible pretext for committing an act of violence.

7. The claims to compensation for loss of money and clothes made by the master, crew, and passengers of the "Marquis," being excessive, I have, after consulting with the Consul, reduced the amounts in each case to what is in our opinion just and equitable.

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

No. 40.

Commodore Dowell to the Secretary to the Admiralty.

(Extract.)

January 12, 1869.

A COMPLAINT having been made to me that a Mr. Gunnell, the Agent at Whydah for Messrs. Swanzy, merchants, had been maltreated by the Whydah authorities, I dispatched the "Jaseur" thither on the 17th ultimo to inquire into the circumstances of the case, and to remonstrate with the authorities for their conduct. Commander Hotham reports that the authorities most emphatically denied the truth of Mr. Gunnell's statement of the ill-treatment he had received at their hands, asserting that he had only been confined in a shed for a few hours on refusing to pay a fine inflicted on him for a breach of their Customs laws.

With these conflicting *ex parte* statements it is hardly possible to arrive at the truth of what really occurred; but it would appear that Mr. Gunnell has made himself personally obnoxious to the authorities, and from the evidence Commander Hotham was able to obtain, the whole affair was attributable to Mr. Gunnell's conduct towards them. The fine imposed by the authorities had been remitted by the King of Dahomey, and affairs were in their usual state. Mr. Gunnell had left Whydah, and I have recommended that he should not be sent back there.

No. 41.

Commodore Dowell to the Secretary to the Admiralty.

Sir,

"Rattlesnake," at Fernando Po, January 10, 1869.

AT the General Meeting of the Kings and Chiefs of the River Cameroons, assembled by me on the 6th instant, as reported in my letter No. 3 of the 7th July, I received from King Bell, one of the principal Chiefs, an earnest request that his son, now in England, in charge of Messrs. King, merchants, of Bristol, being educated, might be permitted to see Her Majesty.

2. King Bell is an hereditary and influential Chief. He has invariably shown himself favourably disposed toward ourselves, and I am of opinion that if Her Majesty would be graciously pleased to permit his son to be presented to her, it would have a very desirable effect in increasing the good feeling which exists between ourselves and King Bell, and also in increasing our friendly relations with the natives generally.

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

Commodore Dowell to the Secretary to the Admiralty.

*"Rattlesnake," at Sea, Lat. 5° 40' S., Long. 1° 23' E.,
February 7, 1869.*

Sir,

IT is with much satisfaction that I am able to report, for the information of the Lords Commissioners of the Admiralty, that during the year ended 31st December last, no attempt has been made to revive the Slave Trade in any part of the station under my command; and I now feel myself in a position to assure their Lordships of my confident opinion that the slave blockade so long maintained by Her Majesty's ships may now be safely abolished.

2. In my letter of the 4th July, 1868, I reported that the last slave dealer on this coast, a Portuguese named Leivas, had retired to Rio de Janeiro, after having been foiled in an attempt to ship a cargo of slaves near Manque Grande in October 1867; and I now learn from Her Majesty's Commissioner at St. Paulo de Loanda that the whole of the slaving establishments belonging to this man have been recently sold or broken up by his agent, who has quitted the coast for Portugal.

3. The petty Traffic in Slaves which was said to be carried on between Cape Lopez and the Islands of St. Thomas and Princes, has, I believe, ceased to exist.

4. The native slave dealers, as well as the Europeans remaining in the country, who were formerly engaged in the Slave Traffic, have, I believe, without an exception, embarked in legitimate trade, in which they find ample employment for their slaves, and realize large profits. Nevertheless, I have no doubt that, if a vessel were to arrive off the coast and attempt to procure slaves for shipment, but little difficulty would be found in obtaining a cargo, by inducing the Kings and Chiefs to sell the slaves they now employ so profitably; and this state of affairs will, I fear, continue for some years to come.

5. Legal trade continues to increase rapidly, both in the Bights and to the southward, but especially at Kabenda, Kinsembo, and in the Congo on the south coast, where the exports of palm-oil, ground-nuts, india-rubber, ivory, and ebony, are considerable, and the trade is still capable of much greater development.

In the Bights, Lagos, under the able government of Captain Glover, has largely increased its trade; the neighbourhood being a cotton-producing country, the growth of that article has been encouraged amongst the natives, and it promises to become an important item in the export trade.

In November last Sir Arthur Kennedy, the Governor-in-Chief of the West African Settlement, accompanied by Captain Glover, proceeded into the River Volta, in the Colonial steamer "Eyo Honesty;" 12 feet of water was found on the Bar, and Captain Glover succeeded in making a survey of the entrance of the river. There can be but little doubt that, situated as this river is, it will eventually become the centre of an important trade.

6. The losses to the squadron (excluding the "Bristol" and "Ranger") from deaths and invaliding, between the 1st October, 1867, and the 30th September, 1868, have been:—

	Died.	Invalided.
Officers	4	22
Men	17	111
Totals	21	133

Many of these were occasioned by accidents, others were the result of diseases contracted previous to arrival on the station, and, on the whole, the squadron has been healthy during the past year.

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

REPORTS FROM NAVAL OFFICERS.

47

Inclosure in No. 42.

RETURN of Vessels Captured on the ground of Slave Trade or Piracy, by the British Squadron employed on the West Coast of Africa, for the Suppression of the Slave Trade, between December 1, 1867, and December 31, 1868.

Name and Description of the Captured Vessel.	Flag under which the Captured Vessel was Sailing.	Names of Masters and Owners of Captured Vessel.	Number of Crew.	Date of Seizure.	Where Captured.	Name and Rank of Captor and Name of Capturing Ship.	Number of Slaves.			Tonnage of Captured Vessel.	Before what Court Adjudicated, and on what Charge.	Decretal part of Sentence, whether Forfeiture or Restitution.	How Captured Vessel was Disposed of.	Remarks.
							Captured.	Died before adjudication.	Emanipated.					
Brig, name unknown	Unknown ..	Unknown	1867 Dec. 10	2 miles north of Blackwater Point	John P. J. Parry, Commander, "Speedwell"	349 tons per measurement	St. Helena. Slave Trade	..	Supposed to be the remains of a vessel run on shore early in November 1867, when in the act of shipping a cargo of slaves, in consequence of an alarm caused by the smoke of a steamer.	

(Signed) W. M. DOWELL, *Commodore*.

Commodore Dowell to the Secretary to the Admiralty.

*“Rattlesnake,” at Sea, Lat. 5° 52' S., Long. 0° 46' W.,
February 8, 1869.*

Sir,

IN the event of the Lords Commissions of the Admiralty deciding to abolish the slave blockade on this coast, in consequence of the total cessation of the Slave Trade, as reported in my letter of the 7th instant, I think it my duty to state, for their information, my opinion that the squadron under my command might be considerably reduced.

2. It now consists of the “Rattlesnake” and seven cruizers, a steam store-ship, the “Investigator” and “Pioneer,” and the stationary store-ships “Flora” and “Vindictive,” at Ascension and Jellah Coffee. I consider that four cruizers, in addition to the flag-ship, would be sufficient, if the blockade is raised, to meet all the requirements of the station, viz., the protection of our settlements from the Gambia to Lagos, and the guarding of our commerce and the interests of British merchants and traders in the Bights, the oil rivers, and on the south coast.

3. I would propose to station and employ this force in the following manner.

One vessel would be required for duties connected with our settlements, principally on the Gold Coast, where the country is still in an unsettled state.

When not required at Cape Coast, she would be available for the Gambia once or twice a year.

Two vessels (which might with advantage be of the composite class of gun-vessel, on account of their light draught of water), would be required, one for occasional service in the oil rivers, in the Bights of Biafra and Benin,—the other as a relief.

One of these might be employed in the annual Niger Expedition during the months of August and September.

One vessel should be constantly in the neighbourhood of the Congo River, for the protection of the cargo and increasing trade existing there, which would probably be again subjected to piratical attacks, as in former years, if our cruizers were entirely withdrawn. This vessel should also visit occasionally the other places on the South Coast at which factories have been established.

4. These four cruizers, with the periodical visits of the flag-ship to every part of the station, two or three times in each year, would suffice to perform all the duties which would in ordinary times be required of our squadron on the West Coast of Africa, and still admit of each vessel visiting St. Helena once in twelve months for recreation.

5. It would, however, be advantageous for purposes of discipline that one of the cruizers should be commanded by a captain, in order that Courts Martial might be assembled when necessary.

6. With a steam store-ship on the station, such as the “Supply,” I should be prepared to maintain the squadron in an efficient condition without the “Vindictive” at Jellah Coffee; and I would also dispense with the depôt at St. Paul de Loanda, making an arrangement with the coal contractors at Banana Point for the shelter and security of the small reserve of provisions we shall be likely to require,—about ninety days’ consumption for eighty men.

7. I should wish to retain the “Pioneer;” she will be useful to accompany the gun-vessel proceeding up the Niger, and also in the Lagos Lagoons. The “Investigator” is unserviceable.

8. The reductions therein contemplated are—

Three gun-vessels;

One depot ship, “Vindictive;”

“Investigator;”

And the depôt at St. Paul de Loanda.

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

Commodore Dowell to the Secretary to the Admiralty.

*“Rattlesnake,” at Sea, Lat. 7° 28' S., Long. 10° 58' W.,
February 12, 1869.*

Sir,

I FORWARD herewith, for the information of the Lords Commissioners of the Admiralty, a letter from Commander Johnstone of the “Myrmidon,” the senior of the

REPORTS FROM NAVAL OFFICERS.

49

south division, reporting the measures he had adopted to chastise the natives of a village in Mellala Creek, River Congo, for an act of piracy committed by them on a boat belonging to an European firm at Banana Point.

2. I consider Commander Johnstone was justified in taking prompt action in the matter, as delay would merely have encouraged the offenders to commit further acts of the same nature; and, considering that this was the first case of piracy which has occurred in the Congo for upwards of two years, it was expedient for the sake of example that the punishment should not be delayed; I have accordingly approved of Commander Johnstone's proceedings, which were happily conducted without loss of life.

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

Inclosure 1 in No. 44.

Commander Johnstone to Commodore Dowell.

Sir,

"Myrmidon," River Congo, December 9, 1868.

I HAVE the honour to report, for your information, that on my arrival here on the 30th ultimo, it was represented to me by Mr. Kurz, the Dutch Agent at Banana Creek, that some days previously a launch with a cargo of gunpowder belonging to him had been seized by the natives on its way to Punta do Seque, when at the mouth of the Creek near the French factory at Menala, about ten miles below Punta do Seque.

The launch was detained and carried up the Creek, the cargo taken out and carried off, and the crew (Kabenda men) made prisoners.

Being then on my way to Loango to keep a rendezvous with the "Pandora" on the 2nd instant, I was unable to investigate the matter thoroughly, but on my return here on the 7th instant, in company with the "Pandora," I did so, and found the facts as stated.

This being the first case of the kind that has occurred for the last two years, and apparently an attempt to renew the old system of robbery that used to exist, I deemed I should be acting in accordance with Article VIII of the Addenda to the senior officer's instructions by administering a summary punishment on the offenders, and thereby check any further attempts of the same kind for some time to come.

I consulted the agent of the French factory at Mellala as to whether any risk would occur to his factory there by retaliation on the part of the natives, but he, in common with all the other European traders on Banana Point, seemed very desirous that these people should be punished.

Having been joined by the "Plover," and taking with me the French Agent, Signor Netto, the Portuguese owner of the launch, Captain Frederick, the Dutch master of the "Ster," and two of the Kabenda men who had been captured in the launch (they had all been ransomed), I proceeded in the "Plover," with the boats of "Myrmidon" and "Pandora" in tow, soon after daylight on the morning of the 9th (this day) and anchored off the mouth of Mellala Creek.

I landed at the French Factory for the purpose of communicating with the natives, but they took to the bush in alarm and refused to come near; I therefore made no further delay, not wishing to give them time either to remove their goods or organize any resistance. I therefore left the "Plover," and, with three boats from each ship, proceeded up the creek for about three miles, and then reached a smaller creek, which the Kabenda men said led to the town.

This creek was too narrow to admit of our rising our oars, but we hauled the boats in by the branches of the trees overhead and the roots of the mangroves. I ordered the "Pandora's" boat, armed with the rocket tube, to lead in, and followed in my whaler. After pushing in about 200 yards we reached a landing-place with a number of canoes, and close above it was the town. We had heard great firing, and tomtoms beating, for some time previously, but having directed the "Pandora's" boat to fire a rocket into the town, we landed and set fire to the town, which covered a considerable extent of ground.

We also destroyed their crops of Indian corn, and broke up their canoes, one of which was large enough to carry twenty-five or thirty people. We then embarked without having seen a single native, but the houses had evidently only just been deserted, and there were several goats, fowls, &c., that I presume they were afraid to remain to catch.

Thus far everything had been satisfactory, but after pulling a short distance on our return, they fired from the bush, and wounded Lieutenant Alleyne slightly, and five men belonging to the cutter of this ship—two slightly and three rather severely.

CLASS A.

REPORTS FROM NAVAL OFFICERS.

The fire was returned by the Marines and from the "Pandora's" rocket-boat, but no one was visible, and the bush too thick to allow of landing, even if desired. We then returned on board the "Plover," and to this anchorage, and the boats rejoined their respective ships.

The officers and men employed on this service conducted themselves to my satisfaction, and Lieutenant Alleyne reports very favourably of the conduct of the men in the "Myrmidon's" cutter; that although five out of the ten men were wounded at one discharge, no confusion took place; that the wounded men pulled as long as they were able.

Commander Poland accompanied me in my whaler, and from first to last afforded me the most cordial and zealous assistance in the management of the affair, his Chinese experience in similar cases proving invaluable.

I have subjoined a list of the boats, and of the officers and men employed in them.

Trusting that my proceedings in this matter will meet with your approval,

I have, &c.

(Signed) H. B. JOHNSTONE.

Inclosure 2 in No. 44.

LIST of Boats composing the Expedition :—

<p><i>"Myrmidon."</i> Whaler—Commander H. B. Johnstone. Commander J. A. Poland, "Plover." 5 seamen.</p> <p>Cutter—Lieutenant H. N. Alleyne. 12 seamen. 4 marines.</p> <p>Gig—Mr. J. M. Hunter, Assistant-Surgeon. Mr. Thos. Hawkins, gunner. 5 seamen. 2 marines.</p> <p><i>"Pandora."</i> Cutter—Rocket-boat—Lieutenant Wm. C. Shuckburgh. 7 seamen. 2 marines.</p>	<p>1st Whaler—Navigating Sub-Lieutenant Wm. Savage. 5 seamen. 1 marine.</p> <p>2nd Whaler—James Byrne, gunner's mate. 5 seamen. 1 marine.</p> <p><i>"Plover."</i> Cutter—Lieutenant H. L. Veitch. 13 seamen. 6 marines.</p> <p>2nd Whaler—Mr. P. O. M. Presgrave, Assistant-Paymaster. 5 seamen.</p> <p>3rd Whaler— 4 seamen. 1 petty officer.</p>
--	--

Inclosure 3 in No. 44.

Mr. Hunter to Commander Johnstone.

Sir,

"Myrmidon," River Congo, December 9, 1868.

THE following is a list of those wounded during the expedition up Mellala Creek on December 9, 1868 :—

Mr. H. Alleyne, Lieutenant, wound of side, slight.

William Debuau, A.B., wound of right arm, severe.

Henry Hawkins, A.B., wound of chest, severe.

George Howell, ordinary, wound of chest, severe.

William Pearce, A.B., wound of forehead, severe.

John Partridge, 2nd captain fore-castle, wound of scalp, slight.

The wounds are gunshot wounds, produced by oblong iron slugs of various sizes. All the patients are likely to do well, the cavity of the chest not being penetrated.

I have, &c.

(Signed) JOHN M. HUNTER,

Assistant-Surgeon and Medical Officer in Charge of Expedition.

Inclosure 4 in No. 44.

Commander Johnstone to Commodore Dowell.

Sir,

"Myrmidon," River Congo, December 28, 1868.

WITH reference to my letter of the 9th instant, I have the honour to report that, of the five men wounded, three have returned to duty, and the other two will probably do so at the end of this week.

REPORTS FROM NAVAL OFFICERS.

51

I have received a letter from Mr. Kirz, thanking me, in the name of himself and the other traders, and expressing his belief that the Expedition will have the greatest effect upon the natives, and that it will keep the river quiet for a long time.

I have, &c.
(Signed) H. B. JOHNSTONE.

No. 45.

Commodore Dowell to the Secretary to the Admiralty.

Sir, "Rattlesnake," at Ascension, February 16, 1869.
WITH reference to my letter of the 25th November last, and your reply dated the 30th December, on the subject of the release of Manuel Vacca, a Congo pirate, who is now detained as prisoner of war at Ascension, I request you will be pleased to acquaint the Lords Commissioners of the Admiralty, that, as a case of piracy has recently occurred in the River Congo, as reported in my letter of the 12th February, I have deemed it advisable to retain Manuel Vacca at Ascension for the present, instead of releasing him immediately, as I had intended.

2. In my return here in May next, when I shall have again visited the Congo, I shall be enabled to decide whether he can be permitted to return thither without endangering the commerce of the river.

3. It will not be possible to obtain any guarantee for his future good conduct.

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

No. 46.

Commodore Dowell to the Secretary to the Admiralty.

(Extract.) "Rattlesnake," March 22, 1869.
THE "Speedwell," having conveyed Her Majesty's Consul for the Bights of Biafra and Benin on his periodical visit to the Oil Rivers, had returned to her station in the Bights. She sailed on the 20th instant for Rio de Janeiro to join the squadron under the command of Rear-Admiral Ramsay, calling at Ascension *en route*.

The "Lee" has just returned from her visit to the River Gambia, having proceeded as far up as McCarthy Island. Commander Andrew reports that, on the requisition of his Excellency the Administrator of the Gambia, who proceeded up the river in the "Lee," he had chastised one of the Chiefs in the neighbourhood of McCarthy Island, whose followers had kidnapped three children from the island, one of whom they had subsequently murdered, by destroying his stockaded town of Kenikenitendo, having first disarmed the natives. No casualty occurred to any of the men engaged. The "Lee" remained in the river from the 12th February to the 5th March (twenty-one days), the crew continuing healthy the whole time. The trade of the river, which is chiefly carried on by French merchants, has been very injuriously affected by the wars and dissensions between the neighbouring tribes.

The visit of the "Lee" would, however, appear to have had a good effect, as, during her stay, a truce had been agreed to, and negotiations for peace entered into.

The state of affairs on the Gold Coast is quiet at present, but I am informed that considerable apprehension is felt of an approaching invasion of the Ashantees into the Fantee country. I have as yet received no official intimation to this effect, but I hope to have an interview with the Acting-Administrator to-morrow. In the event of a vessel being required for the protection of our settlements, the "Fly" will probably be detailed for this purpose.

No. 47.

Commodore Dowell to the Secretary to the Admiralty.

Sir, "Rattlesnake," at Lagos, March 30, 1869.
THE Acting Administrator on the Gold Coast has represented to me that the Ashantees are threatening an invasion of the Protectorate,—he believes with the view

of obtaining possession of the country and sea-coast to the eastward of the River Volta, and he appears, to think, that should they gain their point, it would interfere with the freedom of the trade of the Volta.

2. In November last, Sir Arthur Kennedy, the Governor-in-chief, entered the Volta, in the Colonial steamer "Eyo Honesty," with the view of opening up the trade of the river, and concluded Treaties of peace and commerce with the native tribes on both banks of the river,—but I am not aware that any Europeans have as yet taken advantage of these Treaties, certainly no vessels have entered the river.

3. The Acting Administrator expresses an opinion, that it would be very desirable that a man-of-war should periodically visit the higher branches of the Volta. I have acquainted him that such visits could only be made with the sanction of the Lords Commissioners of the Admiralty, and at present I am not prepared to advocate such an expedition being undertaken. The "Eyo Honesty," drawing considerably less water than any vessel at my disposal, reached a point some 40 miles from the entrance, when she was stopped by the shoalness of the water; and although I have little doubt that a deep water channel might be found, I am of opinion that the visit of a man-of-war could have no beneficial effect beyond the immediate banks of the river, and would not materially assist trade. When the country is more settled it would doubtless be very beneficial to send an expedition to survey the river.

4. I am informed that the two European factories at Quitta have been called upon to pay a tribute of 100 dollars each, for permission to continue their trade, and for the protection of the Ashantees when they take possession of the country. And it appears from a letter received from the Agent of the Bremen Factory at Quitta, that the Ashantees are coming there at the invitation of the tribes now settled there.

5. There are no English subjects at Quitta, but I have given directions for the Europeans living there to be received on board the "Vindictive" or any other ship of the squadron, should they consider themselves in danger.

6. I have sent the "Fly" to visit Cape Coast Castle, to communicate with the Acting Administrator, and to remain there, or at Accra, if actually necessary for the protection of those settlements, but I anticipate no danger, particularly if the object of the Ashantees is, as surmised, the country to the eastward of the Volta.

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

No. 48.

The Secretary to the Admiralty to Mr. Hammond.

Sir,

Admiralty, May 10, 1869.

WITH reference to recent correspondence on the subject of the naval force to be maintained on the West Coast of Africa, I am commanded by my Lords Commissioners of the Admiralty, to request that you will represent to the Earl of Clarendon, that their Lordships having already decided to amalgamate that squadron with the Cape of Good Hope squadron, are of opinion that the following ships will be sufficient for the purposes of the station, viz.:—1 corvette (Commodore's flag), with 275 men; 1 paddle-wheel steamer commanded by a Post Captain, and available for transport services with 205 men; 1 sloop also commanded by a Post Captain with 145 men; 5 gun-vessels with 355 men; 2 tenders for oil river service, &c., with 80 men; 3 store ships with 240 men: in all 13 ships and about 1,300 men.

This force will enable arrangements to be made for constant reliefs between the Coast and the Cape, so that while five men-of-war, at least, will always be upon the Coast, no vessel will remain there above eighteen months at the outside.

My Lords will be glad to receive Lord Clarendon's concurrence before orders are given for carrying out this arrangement.

A similar communication has been made to the Colonial Office.

I am, &c.
(Signed) W. G. ROMAINE.

REPORTS FROM NAVAL OFFICERS.

53

No. 49.

Commodore Dowell to the Secretary to the Admiralty.

Sir,

"Rattlesnake," at Simon's Bay, June 3, 1869.

IN reply to your letter of the 9th March last, conveying to me the direction of the Lords Commissioners of the Admiralty to report in what manner I propose to station the ships under my command, and also the arrangements I have made, would suggest for their relief, repair, and provisioning—especially as regards their calling at St. Helena, the Cape of Good Hope, or Ascension for these purposes.

I have the honour to report that I have stationed the vessels under my orders, in the following manner:—

"Danaë."—Senior Officer on the Coast (during my absence at the Cape). Head-quarters the Bights, to visit the South Coast occasionally.

"Myrmidon" and "Fly."—Cruizing in the Bights, these vessels are available to meet any contingency which may arise, either on the Gold Coast or at Sierra Leone, or to convey the Consul to the Oil Rivers when necessary.

(Until the slave blockade is raised, one of these three vessels is always to cruise in the Bights.)

"Lynx."—Now at Ascension will be employed on the Niger Expedition, which, leaving Lagos early in July, should return in September. Her crew will then probably require change of climate, and I propose to send her to St. Helena for a time.

"Pioneer" (tender to Rattlesnake).—Stationed in the Lagos Lagoons, will accompany the "Lynx" up the River Niger.

"Plover."—Congo District and South Coast generally,

"Pandora."—On passage to the Cape from the South Coast, *vid* Ascension, will take the place of the "Peterel."

"Peterel."—Now at the Cape. Will be dispatched to the West Coast on the arrival of the "Pandora," to relieve the "Myrmidon."

The "Myrmidon," when relieved in the Bights, will be ordered to the Cape, and on her arrival, the "Pandora" would return to the Coast, and relieve some other cruiser; and I calculate that in this manner each Commander's command of the Squadron will, in rotation, experience the benefit of three or four months' stay in the healthy climate of the Cape, and that it will not be necessary to send them to St. Helena at all for purposes of recreation, except in exceptional cases.

2. Their Lordships are already aware that, to carry out the duties on the United Stations of the Cape of Good Hope and West Coast of Africa, and to provide the necessary reliefs for the cruisers on the Coast, so as to enable them to have each a turn of service on the Cape Station, at least seven vessels will be required, in addition to the flagship and her tender, and that it is highly desirable that two ships of the squadron should be commanded by Post Captains. But as it is desirable that one of the ships stationed at the Cape should be capable, in case of emergency, of conveying the wing of a regiment from one part of the Colony to another—for which service the vessels usually employed on the Coast of Africa are entirely unfitted. I would beg leave to suggest that a paddle steamer be stationed at the Cape, in addition to the seven vessels required for ordinary duties. I would respectfully recommend that she should be commanded by a Captain, who should, if possible, be of some standing, and who would undertake the duties of Senior Officer at Simon's Bay, in my absence on the Coast.

The other Post-ship would probably be a screw-vessel, and would not be of much service at the Cape, owing to her want of troop accommodation; and I would therefore propose that she should be considered as for duty on the Coast solely, and that she be relieved from England at the end of eighteen months.

Advantage would be taken of the Commodore's presence on the Coast to detach her for a month to St. Helena for recreation, and to recruit the health of the ship's company.

The six cruisers (Commander's command) should remain on the Station three years; about six months of which would be spent either at the Cape, or on the passage there and back.

3. The Cape to be considered the head-quarters of the Station. No repairs or extensive refit to be undertaken elsewhere, Ascension being merely a hospital and coal and provision depôt.

4. The vessels employed on the Coast would be provisioned by the store-ship, from the depôt at Ascension every three months, or oftener, if necessary. The store-ship would on each trip receive for conveyance to Ascension, men requiring hospital treatment, and take back all convalescents.

REPORTS FROM NAVAL OFFICERS.

5. The "Industry" left Ascension on the 10th ultimo, with provisions, to meet the wants of the squadron for four months. Immediately on her return to Ascension, she will ship a cargo of naval stores for transfer to the Dockyard at Simon's Bay, whither she will be directed to proceed. Having discharged the stores, she will be filled up with provisions, &c., and sent up the Coast to complete the depôts, and return to Ascension to await orders.

I consider that the "Industry" could effect the transport of the whole of the stores which it would be advisable to send to this yard from Ascension, and that it will not be necessary to make any other arrangement.

6. Until the naval stores at present at Ascension are either expended or removed, vessels will complete from thence. Subsequently, I shall not propose to maintain any depôt, excepting for provisions, clothing, and coals, with a sufficient supply of ground-nut oil (which would always be procured on the Coast by the store-ship), to meet the urgent demands of passing steam-vessels.

7. With regard to Ascension, I do not consider that any further reduction in the Establishment, beyond that already effected and reported in my letter of 9th May, could be carried out without materially injuring, if not destroying, the efficiency, as a hospital and a victualling and coaling station.

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

No. 50.

Commodore Dowell to the Secretary to the Admiralty.

Sir,

"Rattlesnake," in Simon's Bay, June 12, 1869.

WITH reference to your letter of the 24th March, and to former correspondence on the subject of the release of Manuel Vacca, a Congo Chief, who has for a considerable period been detained at Ascension as a prisoner of war, I request you will be pleased to inform the Lords Commissioners of the Admiralty that, being firmly of opinion that the return of this Chief to the Congo would, from the changed state of affairs in that river, be perfectly innocuous, I have given directions for him to be sent to the senior officer's ship on the coast, as a prisoner at large, with a view to his being landed at the Congo, should the senior officer find on his arrival there, probably early in August, that the river is quiet, and that no acts of piracy have been attempted recently.

The lesson which his three years' imprisonment has taught Manuel Vacca will, I think, deter him from again resorting to piratical practices, and he fully understands that any attempt of the kind would be summarily punished by the destruction of his village by Her Majesty's cruisers. As a precautionary measure, a cruizer will remain in the immediate vicinity of the river to encourage and protect the legal traders from any aggressive act on the part of the natives; but I do not apprehend that her active assistance will be required.

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

No. 51.

The Secretary to the Admiralty to Mr. Hammond.

Sir,

Admiralty, August 6, 1869.

WITH reference to your letter of the 4th instant, transmitting copies of correspondence on the subject of the outrages committed by the Liberian authorities on British subjects in the Manna River District on the West Coast of Africa, and the measures to be adopted to procure redress from the Liberian Government, I am commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Earl of Clarendon, that Her Majesty's corvette "Sirius," a Captain's command, will be ready to sail for Sierra Leone early next week, where she could embark the Governor-in-chief and convey him to Monrovia.

My Lords would be glad to receive more definite instructions as to the coercive measures to be taken in the event of non-compliance with Sir A. Kennedy's demands.

A mail will be dispatched from this country to the West Coast of Africa on the 13th

REPORTS FROM NAVAL OFFICERS.

55

instant, so that a communication might be sent to Sir A. Kennedy informing him of the proposed arrangements.

I am, &c.
(Signed) VERNON LUSHINGTON.

No. 52.

The Secretary to the Admiralty to Mr. Hammond.

Sir,

Admiralty, September 2, 1869.

I AM commanded by the Lords Commissioners of the Admiralty to acquaint you, for the information of the Earl of Clarendon, that the senior officer of Her Majesty's ships on the West Coast of Africa, in his letter 7th August, reports that the Niger Expedition, consisting of the "Lynx" and "Pioneer," under the command of Commander East, of the former vessel, left Lagos on the evening of 21st July, and that a letter had since been received from that officer, dated Cape Trotter, River Niger, 24th July, reporting the safe passage of the expedition across the bar, and the general good health of the ships' companies.

I am, &c.
(Signed) VERNON LUSHINGTON.

No 53.

The Secretary to the Admiralty to Mr. Hammond.

Sir,

Admiralty, September 14, 1869.

I AM commanded by my Lords Commissioners of the Admiralty to acquaint you; for the information of Earl Clarendon, that Commodore Dowell in his letter of the 18th July reports that the "Pandora" left the South Coast on the 20th May, and Ascension on the 17th June, and that she brings no news of interest except the report that the Portuguese were about to send an expedition up the River Congo to punish the natives of some villages situated near Embomma, who had recently fired into a Portuguese trading launch, and killed a merchant who was on board.

2. The Commodore also reports that the "Jaseur" had conveyed Mr. Vredenburg, Her Majesty's Commissioner at St. Paul de Loando, to Mossamedes, calling at Lobito; Benguela, and Elephant Bay, to collect information in regard to the Slave Trade, which from Commander Hotham's report appears to be extinct.

I am, &c.
(Signed) VERNON LUSHINGTON.

No. 54.

The Secretary to the Admiralty to Mr. Hammond.

Sir,

Admiralty, September 29, 1869.

WITH reference to former correspondence relative to the concentration of Her Majesty's troops on the West Coast of Africa, and the substitution of gun-boats for the protection of British settlements, I am commanded by my Lords Commissioners of the Admiralty to transmit, for the information of the Earl of Clarendon, a copy of a letter from Commodore Dowell, dated the 3rd August, in reply to their Lordships' directions to him to report whether the force which it had been arranged with the Secretary of State for Foreign Affairs, and for the Colonies, would enable him to meet the wishes of the Governor-in-chief of the West African Settlements.

2. My Lords request that you will move Lord Clarendon to state his present opinion as to the necessity of sending an annual expedition up the Niger, and also as to the discontinuance of the slave blockade of the coast.

I am, &c.
(Signed) JOHN HENRY BRIGGS.

Inclosure in No. 54.

Commodore Dowell to the Secretary to the Admiralty.

Sir,

"Rattlesnake," in Simon's Bay, August 3, 1869.

I BEG leave to acknowledge the receipt of your letter of the 17th June, transmitting for my information copy of a letter from the Colonial Office, and of its inclosures, relative to the concentration of Her Majesty's troops on the West Coast of Africa, and the substitution of gun-boats for the protection of our settlements; also copy of a letter from the Lords Commissioners of the Admiralty to the Foreign Office and Colonial Office, specifying the naval force which it has been arranged to maintain on the Cape of Good Hope and African station, and conveying to me their Lordships' direction to report whether I could meet the wishes of the Governor-in-chief of the West African Settlements with the force proposed.

2. In reply, I have the honour to acquaint you, for their Lordships' information, that the proposed force would enable me to provide for the general duties of the station, and admit of the employment of two gun-vessels in the manner indicated in the Governor-in-chief's letter, if their Lordships will sanction the entire abolition of the slave blockade.

3. To meet the Governor-in-chief's wishes, I should propose to station one vessel on the northern division of the station, with Sierra Leone as her head-quarters, for the six months between December and June, with orders to visit the Gambia at least once during that period, and generally to comply with any requisitions received from the Governor-in-chief to convey him to any of the outlying ports. I should be unwilling to keep a vessel on this part of the station during the remaining six months of the year, unless actually necessary, as the climate at that season is usually very unhealthy, and the numerous mail-steamers which ply almost weekly between Sierra Leone and the Bights, would, in all emergency, enable the Governor-in-chief to obtain services of a gun-vessel in fourteen days at the furthest, by requisition to the Senior Officer of the Bights Division.

The other vessel I should station on the Gold Coast, with Cape Coast Castle as her head-quarters, to comply with the requisitions of the Administrator.

It is on this part of the station that the services of the man-of-war would be most frequently required for police duties, and for the arrangement of petty disputes and quarrels at, and in the neighbourhood of, the several settlements. The climate of the Gold Coast is almost invariably eminently unhealthy on shore, and I would, therefore, submit that under no circumstances, excepting for the actual protection of life, should any portion of the crews of Her Majesty's ships be called upon for service on shore.

4. The services to be carried out by these two vessels, on the requisition of the Governor-in-chief, or of the Administrator, must almost necessarily be performed under steam, as the currents, and light and baffling winds usually experienced on the coast would entail great delay in making the passages,—thus, an exceptional consumption of coal would be occasioned, and it might be a question for their Lordships' consideration, whether the coal expended in carrying out the requisitions of the Colonial Authorities should not be borne by the Colonial Governments.

5. With reference to the Lagos River and Lagoons, I would respectfully suggest that the small vessel stationed there, the "Pioneer," should be transferred altogether to the Colonial Government. The employment of white crews in the Lagoon, when they are sometimes for months entirely away from the supervision of the senior-officer, who has never time for more than a flying visit to Lagos, cannot fail to be demoralizing to them in point of discipline and efficiency, whilst the pestilential nature of the climate to which they are subjected ruins their health and constitution, as is fully exemplified by the numerous cases of death and invaliding from the "Investigator" during the last few years. If the "Pioneer" were attached to the Lagos Government, she would be no source of expense to it, but rather the contrary, as when not required for actual service, she could be usefully and profitably employed in towing vessels over the bar,—and when required, by placing a party of Houssa troops on board in charge of a Colonial Officer, she would be rendered perfectly efficient for any service she might be called upon to perform.

6. I consider that the services of the two small tenders for the "Oil Rivers' Service," can now be dispensed with, as the gun-vessels of which the squadron under my command will be principally composed ("Lynx" class), are of such light draught as to be able to enter nearly all the rivers and I presume that, as the Consulate at Lukoja has been abolished, the annual visit of a man-of-war to the upper branches of the Niger will be discontinued.

REPORTS FROM NAVAL OFFICERS.

57

7. Their Lordships will have observed by my letter of the 3rd June, 1869, the manner in which I propose to station the eight cruising vessels at my disposal, supposing that the slave blockade is still to be considered in force.

Should the blockade be raised—I should station them in the following manner.—

One corvette (Commodore's Flag), general duties; 1 paddle-wheel steamer, to be stationed as a rule at the Cape of Good Hope. 1 sloop, senior-officer on the coast during the absence of the Commodore, head-quarters, Jellah Coffee? Five gun-vessels,—1 for Sierra Leone; 1 for Gold Coast; 1 for Bights and Oil Rivers; 1 for South Coast (River Congo, &c.); 1 for Cape of Good Hope, relief: the stations to be changed occasionally so as to admit of each vessel having her fair share of service on all parts of the station.

I have, &c.

(Signed) W. DOWELL.

No. 55.

Commander Cochrane to Commodore Dowell.

Sir,

"Peterel," Sierra Leone, September 20, 1869.

I HAVE the honour to inform you that Her Majesty's ship "Sirius," Captain D. Miller, arrived at this port from England on the 3rd instant, and that Captain Miller had full instructions from home to carry out the claims of our Government on that of Liberia.

In pursuance of instructions received from him, I left Sierra Leone for Mourovia on the 8th instant, to await his arrival there.

I arrived at Monrovia at 6 A.M. on the 10th instant, and the "Sirius" at 11.45 A.M., having the Acting Governor, Mr. A. Kendall, and staff on board.

The demands made by our Government were at once sent to the President, and after some little time were complied with, and I was ordered to take charge of the schooner "Elizabeth" on Monday the 13th instant, and to load her with palm oil and cam wood, which was to be offered in payment with money to complete the value up to 500*l.*, the same being the first instalment of 3,395, to be paid by instalments of 500*l.* every six months till the sum is cleared off. I loaded the schooner with palm oil and cam wood on the 15th instant, and what was wanted to complete the value of 500*l.* was paid in specie.

Her Majesty's ship "Sirius" left at 6 P.M. on the 14th instant for Sierra Leone, with the Acting Governor; and I proceeded, after loading the schooner, for Sierra Leone, anchoring off the Gallinas River to communicate with Prince Manna to ascertain if any of the bodies of the four men and Navigating Lieutenant of the "Sparrow" had been recovered, and if so where they were buried, with a view to erecting a monument to their memory, they having been lost while on service by the capsizing of the "Sparrow's" cutter when sent on a mission to that Prince.

Leaving Gallinas on the 18th instant I arrived here this day, meeting the "Sirius" outside, on her way to the Bights.

The object for which you despatched this ship from the Cape Station being now happily accomplished, and our relief having arrived on the 21st August, I have the honour to request you will be pleased to authorize me to proceed to England to pay off.

I have, &c.

(Signed) ERNEST G. L. COCHRANE.

No. 56.

Commander East to the Secretary to the Admiralty.

Sir,

"Lynx," Lagos, September 15, 1869.

IN compliance with my orders, I have the honour to report to you, for the information of the Lords Commissioners of the Admiralty, the safe return of the Niger Expedition to this anchorage at 11 P.M. last night.

I regret to say that three of the crew of the "Lynx" have died, viz., one stoker, one assistant sick-berth attendant, one ward-room officer's servant. The sickness increasing amongst the ship's company, I proceeded to leave the river on the 1st September, but unfortunately got ashore five days, otherwise I should have been out of it a week since. My orders permitted me to remain until the 20th instant.

CLASS A.

I am thankful to say that no more deaths have occurred; and the sick, though suffering from debility, are all recovering.

I arrived at Lukoja on the 7th August, and delivered the despatches from the Foreign Office to Lieutenant Dixon, Royal Marine Light Infantry, of Her Majesty's ship "Rattlesnake," Her Majesty's Acting Consul for the Niger. I was glad to find that he had so conducted the affairs of the Consulate as to win the esteem and good-will of all the surrounding tribes. Everything was quiet in the river, and I am glad to report that there was no necessity in any case for hostile proceedings, though there are one or two tribes in the Delta who require to be looked after.

Trade was improving in the river, the two merchant companies that trade in the river having every prospect of a full freight in ivory, oil, &c.

I had the honour, on the 27th August, at Biddah, to present the sword sent by Her Majesty the Queen to King Massaba, Chief of the Nupe Country. He was greatly pleased, and desired me to assure Her Majesty how greatly he valued her friendship and that of the British Government. He regretted very much the withdrawal of the British Consulate, but promised to protect all British interests, trade, and missionaries. He hoped that he would still continue to be visited by Her Majesty's officers from year to year. He received the Expedition with great hospitality, and sent large quantities of live stock to the ships.

The conduct of the officers and men of the Expedition has been very satisfactory, no cause of complaint having arisen.

Lieutenant Wiseman, of the "Pioneer," has conducted the duties of his ship much to my satisfaction, and rendered me much assistance when ashore in taking invalids, stores, &c., to Lukoja, and returning, performing this service with much promptitude.

I have endeavoured to correct the charts of the river as much as time and opportunity permitted; and had I not been obliged to leave in consequence of the sickness of the crew it was my intention to have surveyed parts of the river above Lukoja that very much want re-survey.

The track of the "Lynx" inserted in dotted lines will, I hope, prove useful in future expeditions. Mr. Smith, now Sub-Lieutenant, has done the principal part of this work, and I would have done more had he not been attacked with sickness. It will be my duty specially to bring this officer to the notice of the Commodore for favourable mention to their Lordships, he having conned and navigated this vessel, by far the largest that has ever ascended the Niger, with great care and judgment.

The charts, when corrected, will be forwarded from Ascension, with the remarks on the navigation of the Niger, to the Hydrographical Department.

Considering the distance the "Lynx" was taken up the river—nearly 400 miles—and the uncertainty of the shoals, that are constantly shifting, she touched the ground much less than I expected, and, I believe, has not received the slightest damage. Certain suggestions that I have to make with reference to future Niger expeditions, I deem it more proper to submit first to the Commodore Commanding.

I offered Lieutenant Dixon, Her Majesty's Consul, a passage in the "Lynx" to Lagos, but he was unable to wind up the affairs of the Consulate in time.

I have the honour to forward by this mail specimens of native cloth, sent by King Massaba to Her Majesty.

Her Majesty's ships "Fly," Acting Commander Hives, and the "Myrmidon," Acting Commander Alleyne, are here, but neither have any orders for "Lynx." I shall therefore, after coaling at Tellah Coffee, repair to Ascension for the benefit of the health of the crew, and to refit the ship. I expect to meet the Commodore there.

Trusting that all my proceedings, specially with reference to the measures that were taken to prevent the sickness from increasing, will meet with their Lordships' approval,

I have, &c.
(Signed) J. W. EAST.

Present State of Health of Her Majesty's Ships "Lynx" and "Pioneer."

No. of men on sick list ("Lynx")	16
" only fit for light duty	None.
Total number of fever cases that have occurred in "Lynx" during expedition	33
Crew of the "Pioneer" have been generally healthy, though she has now a few cases of fever not of a serious nature.	

Dr. Boyle, Assistant-Surgeon, has paid the most unremitting attention both day and night, until himself knocked down by the severity of his duties.

(Signed) J. W. EAST.

Inclosure in No. 56.

Journal of the Niger Expedition.

"Lynx," Lagos, Wednesday, July 21, 1869.

HAVING received final orders from Captain William Graham, Her Majesty's ship "Danaë," Senior Officer of the ships belonging to the Bights and Southern Division of the squadron employed on the West Coast of Africa, I took command of the Niger Expedition, 1869.

7 P.M.—Weighed under sail, "Pioneer" in company under sail and steam.

Midnight.—"Pioneer" on starboard beam. At the request of the Governor of Lagos, and in compliance with my orders, I received on board as passengers, twenty-one subjects of King Massaba, for passage to their country; also an Arab, charged with an important mission to the chief people at Rann, for opening up trade in Central Africa by the River Niger, and his wife.

Thursday, July 22.—"Pioneer" in company; latitude $5^{\circ} 23'$ north, $4^{\circ} 35'$ east.

Friday, July 23.—1 A.M.—Wind falling light, lit fires.

2 A.M.—Went on under easy steam.

Daylight.—Stood in for land.

8 A.M.—Leugana River, north four miles.

8.30 A.M.—Observed new entrance of the Niger.

9.45 A.M.—Anchored in five fathoms on the bearing for crossing the bar, and waited for flood tide to make.

1 P.M.—Ordered "Pioneer" to proceed across the bar, and signal least water.

1.15 P.M.—Weighed and proceeded, crossing the bar in 13 feet water.

2.10 P.M.—Came to with best bower in 5 fathoms, off the English factory, inside Point Trotter; commenced coaling "Pioneer" from the stores of the West African Company. Visited mission station Akussa, near Palm Point.

Saturday, July 24.—Oponoma, King of Akassa, came on board, gave him his present from the Queen; but he was not very well pleased, saying that England was a poor country not to send him a coat.

N.B.—Old clothes, and old uniforms, would be the very best things to send to these people.

Employed shifting weights to trim ship. Merchant-steamer "Myrtle" arrived at noon, and anchored, drawing 8 feet 4 inches aft. Proceeded in galley with naval Sub-Lieutenant Smith, and sounded through Louis Creek, and two miles beyond, least water 9 feet; completed coal to 102 tons on board, and 7 tons in pinnace; weather very fine and cool; crews of both ships in good health.

Sunday, July 25.—Draught of water aft 9 feet 3 inches, forward 7 feet 9 inches.

5.30 A.M.—Weighed, "Pioneer" in company, and merchant-steamer "Myrtle."

6.30 A.M.—Set through Louis Creek, least water $10\frac{1}{2}$ feet. Proceeded at an average speed of 90 revolutions to enable "Pioneer" to keep company.

10.45.—Stopped off Siambre, and gave present to King, who appeared very well pleased. Passed several cultivated spots, and detached huts on both sides.

Noon.—Stopped off Akedo, and gave present. "Pioneer" considerably astern; asked, "if she was at her utmost speed;" she answered "Yes." We at the time proceeding at the rate of $5\frac{1}{2}$ knots through the water.

2.45 P.M.—Stopped off Opupurama, and gave present. Natives very friendly, and apparently unarmed, merely engaged in tilling the ground to supply their wants, and in fishing.

3.30.—Stopped off Augiama. King came off in great state, dressed in a white and green-striped silk dressing-gown, came on board, and seemed to take great interest in heavy guns. Some time elapsed before he could be persuaded to leave, after drinking nearly half-a-bottle of rum. Observed that these people had two small brass guns, mounted in a war canoe. Find that the black man shipped as a kind of pilot and interpreter for the river, is quite useless; and I therefore trust to my own judgment, and that of Mr. Smith, Naval Sub-Lieutenant, for pilotage.

5.0.—Anchored in mid-stream in 5 fathoms, about half-a-mile above Oguburi River.

5.15.—"Pioneer" anchored; had Divine Service.

Number on sick list, 3; ditto, "Pioneer," none. Coal expended, 1 ton 15 cwt., ditto, "Pioneer," 2 tons 3 cwt. Distance made good, 46 miles. Weather fine and cool.

REPORTS FROM NAVAL OFFICERS.

Monday, July 26.—5:10 A.M.—Weighed, "Pioneer" following.

6:0—Stopped at Asasi, and gave present to Chief. Numbers of natives came out on the banks to look at us; but no houses to be seen detached from the large villages at this part of the river.

7:15.—Observed merchant-steamer "Myrtle" on shore between Tuesday Island and left bank; ordered "Pioneer" to sound passage between Tuesday Island and right bank; stopped to let "Pioneer" pass ahead; and on going on again, pinnace's maintainer fouled port screw; stopped and anchored in 5 fathoms. Employed clearing screw.

8:15.—"Pioneer" returned, not having found a passage, Lieutenant Wiseman reporting that the natives, to the number of 200, came down to the banks of the river, armed with bows and arrows and muskets, with evident hostile intentions.

8:30—Sent "Pioneer" to the assistance of "Myrtle."

10:0—Having cleared screw, weighed, and proceeded to the assistance of "Myrtle;" anchored, and sent hawsers to her; weighed occasionally as found necessary to assist "Myrtle," which vessel was becoming gradually embedded in a bank of sand formed along her port side by the action of the stream.

4:30 P.M.—After continual heaving got her off, with the loss of our own stream anchor, and 18 fathoms of cable, run buoy, and 20 fathoms of buoy rope. Crept for stream anchor but unable to find it owing to strong current, and its being probably sunk deep in the mud. Banked fires, up all boats, and placed sentries. In consequence of hostile appearance of the natives, I deemed it right to stop and assist this vessel, her master particularly requesting me to do so, he having but two white men on board besides himself. Weather fine and cool. Number on sick list, 3; ditto, none; coal expended, 19 cwt.; ditto, "Pioneer," 19 cwt.; distance made good 5 miles.

Tuesday, July 27.—6:20 A.M.—Weighed, "Pioneer" in company. This part of the river is very dangerous, the water shoaling very rapidly a short distance from the left bank.

7:0—Passed village of Ekebre.

9:15—Passed Ekole.

11:0—Passed Kpetima.

11:20—Passed Taylor's Creek.

12:50 P.M.—Stopped at Labor Gregor, a large picturesque village, and waved to the inhabitants to come off. The King came, dressed in a cocked hat, and a marine officer's old coat. Gave him small present. These people seemed friendly, but would not come on board. Current very strong; increased speed to 100 revolutions. "Pioneer" astern half a mile.

2:0—Passed several large trading-canoes, place called Paranberi not seen. Village opposite large with many canoes fitted with bamboo awnings, current 4 knots; a country beautifully and variously wooded; very large cotton trees abounding.

3:0.—Passed the Gamater villages; stopped, but no one would come off. Threw a piece of Manchester goods into the water, when the people rushed to their canoes, and raced for it. As they did also further on when passing the Ruijama villages.

6:0.—Anchored between Stirling Island and the left bank in $2\frac{3}{4}$ fathoms.

6:20.—"Pioneer" anchored. Weather continuing fine and cool. Number on sick list, 1; ditto "Pioneer," none; coal expended, 1 ton 14 cwt.; ditto "Pioneer," 1 ton 19 cwt.; distance made good, 36 miles.

Wednesday, July 28.—5:30.—Weighed and proceeded, "Pioneer" in company. First flight of birds observed, probably parrots.

7:30.—Stopped and anchored off upper village of Amblama to inquire about a krooman, who was left here as a hostage by Her Majesty's ship "Investigator" when she got ashore at this place in 1867. The people came alongside in canoes, and a few ventured on board. I tried to get them to send for their Chief, but directly they were told what we wanted, they were much alarmed, and got out of the ship, some jumping overboard, and swimming ashore in their anxiety to get away, thinking we were going to exact reprisals. They commenced removing their women, children, and goods, but as I had no orders with reference to this matter I weighed and proceeded. These Amblama people are the pirates of the river, and levy toll on the canoes of all other tribes passing, and do not hesitate to murder and eat their captives. If the trade of this river is to be rendered secure, these people should be compelled to engage in lawful trade, or they should be dispersed by continually destroying their dwellings and canoes.

Observed merchant-steamer "Myrtle" on shore again, about a mile above these

REPORTS FROM NAVAL OFFICERS.

61

villages. Water shoaling very fast. Sent "Pioneer" and boats a-head to sound: it was close work with us, "quarter less 2," and the chart in this part of little use. As we passed her, "Myrtle" floated and followed us up the river; she had been on shore since 5 o'clock the previous evening.

10-25.—Observed "Myrtle" on shore again, with union down; stopped and anchored in $3\frac{1}{2}$ fathoms, about 2 miles above Amblama. Master of "Myrtle" came on board, and employed me to help him, as the lives of himself and crew would not be safe while on shore, so close to these hostile people who had surrounded him the previous night, and only left him on our approach. Under these circumstances, though unable, in consequence of the shoalness of the water and rapid current to let either ship return down the stream, I sent a cutter with hawser and kroomen of both ships, in charge of Mr. Johnstone, Sub-Lieutenant of the "Pioneer," to her assistance, who got her off at 4 P.M. Though extremely annoyed at this delay, I felt it impossible to do otherwise. I told Captain Croft, of the "Myrtle," that in future he had better follow us, as I could not delay the expedition any more. The "Myrtle" is drawing 1 foot less water than the "Lynx." Being too late to proceed any further, I remained for the night. No. on sick list, 1; ditto, "Pioneer," none; coal expended, 15 cwt.; ditto, "Pioneer," 17 cwt.; distance made good, 7 miles.

Thursday, 29th July.—5-30 A.M.—Find by mark on the bank that I placed last night, that the river rose 3 inches during the night. Trimmed weights on board, and brought vessel to 9 feet $0\frac{1}{2}$ inches aft and 8 feet 0 inches forward.

5-45 A.M.—Weighed "Pioneer," and "Myrtle" following. This part of the river does not agree very well with the charts. Current very nearly 4 knots.

7-5 A.M.—Passing Agberi, people wearing many rings of ivory on their legs and arms. Upper village large, and the land much more cleared in the rear.

8-0.—Passing Truro Island, keeping left bank; crossed over where chart shows 4 fathoms, water suddenly shoaled to 2 fathoms; ship touched the mud; reversed engines full speed, sent all hands aft; she hung for a minute, when she came off into 3 fathoms anchored—sent "Pioneer" and boats to sound.

10-0.—Weighed, backed astern, crossed to right bank in $2\frac{1}{4}$ fathoms.

10-55.—Water shoaling, suddenly anchored in $2\frac{1}{2}$ fathoms, sent boats to sound, found a bank right across river with only 9 feet on it, sent all hands forward, weighed, went on full speed and cleared bank.

Noon.—Water shoaling suddenly towards left bank, anchored, and sounded.

1-30 P.M.—Sent "Pioneer" ahead to sound.

1-40.—Weighed and proceeded, carrying 3 fathoms toward right bank, then crossed to left, feeling our way.

2-0.—Passed Wari Creek.

2-20.—Passed Osodoni, and large plaintain plantations.

3-10.—Passed Opuninunga.

4-15.—Passed Epatani, and crossed to right bank; river here very like the reaches of the Thames. Passed the villages of the Egabo, Adiani, and Olumpa, villages themselves not seen, being hidden from sight by the plantations; but their inhabitants swarmed through the tall rushes on the banks to look at us. These villages appeared to have only one canoe apiece; natives evidently engaged in cultivating the soil.

5-45.—Crossed to left bank.

6-15.—Anchored in 9 fathoms in mid-stream, "Pioneer" and "Myrtle" in company—weather very fine and cool. Had one smart shower about noon, which lasted a few minutes only.

Number on sick list, 2; ditto, "Pioneer," none; coal expended, 1 ton 17 cwt.; ditto, "Pioneer," 1 ton 18 cwt.; distance run, 21 miles.

Friday, 30th July.—5-40 A.M.—Weighed and proceeded, "Pioneer" and "Myrtle" in company.

7-30.—Observed "Myrtle" touch the ground lightly; kept left bank with good water, noticed many shoal places, so anchored in $3\frac{1}{2}$ fathoms, and sent boats away sounding for connection of chart. Found channel by left bank, good water until suddenly stopped by a bank of sand at mark *a*. Sent "Pioneer" to sound right bank, proceed on to Abo, and anchor.

9-30.—Weighed, and crossed over to right bank; found deep water right along to the creek near Abo, $3\frac{1}{2}$ fathoms least water.

Noon.—Anchored off Abo. Had an interview with King and Chiefs, who wished very much that the merchant steamers would stop and trade with them, and would be

very glad if Bishop Crowther would build a church there. But since the burning of Mr. Laird's factory, the African traders have avoided this place. Gave the King and principal chiefs presents.

1.45.—Weighed and proceeded, "Pioneer" in company.

2.20.—Passed Cedoni, a pretty-looking village at the entrance of a small creek on the left bank. Current, 3 knots.

2.30.—Crossed to left bank.

3.30.—Crossed to right, $2\frac{1}{2}$ fathoms least water.

5.0.—Abreast of Ogur Village. Kept mid-channel 3 fathoms least water. Exercised at five quarters.

5.15. Ship struck on a hidden swag, thought she was ashore, reversed engines, found $4\frac{1}{2}$ fathoms all round, let go anchor, but weighed again immediately, and went on easy, water suddenly shoaled to $1\frac{1}{2}$ fathoms, "hard a port," and found 5 fathoms. Soundings being so irregular, though proceeding by proper channel, anchored at 5.30 P.M. and remained for the night.

"Pioneer" and "Myrtle" in company. Sent boats away to sound for the correction of chart. Found a bank with 1 fathom for a considerable distance in mid-channel, where the chart gives 4 fathoms, from 6 to 8 fathoms on left bank, and 3 fathoms close to right. We anchored just below Embana. The chart up to this time has been, on the whole, very correct. Weather fine, nights cool. Number on sick list, 2; ditto, "Pioneer," none. Coal expended, 1 ton 12 cwt.; ditto, "Pioneer," 1 ton 12 cwt. Distance run, 15 miles.

Saturday, 31st July.—Too foggy to get away until 7.20 A.M. Sent "Pioneer" ahead to sound, kept left bank for half-a-mile, and then crossed to right.

8.0—Abreast of Embana, good water.

8.30.—Passing north end of Green Island, chart quite 3 miles out in this part.

9.30.—Passed Akra Ugidi, a village on left bank by very large cotton tree, saw some very fine bullocks at this place, village dressed with pieces of Manchester goods hung from the trees.

10.30.—Passed opening, not shown in chart, on right bank. Went up main rigging, and saw a large lagoon extending some 4 miles, we were just at the north-east end of it.

Noon.—Anchored at Osomari, gave small present to principal Chief, no king having been elected for some time.

12.30.—Weighed and proceeded, crossing to right bank, found deep water close to bank.

1.30.—Passed Oshutshi, and crossed to left bank, observed the high land of Monte Video 500 feet high.

3.0.—Passed Alenso villages. People more decently clothed, mostly wearing petticoats.

4.10.—"Pioneer" being ahead, and signalling soundings, shoaled to sand 6 feet, stopped, reversed engines, lightly touched the mud, steered for left bank, where there was plenty of water.

4.50.—Passed to right bank to Ako Village.

5.40.—Came to in Onitsha Bay in 13 fathoms.

5.45.—Anchored.

On the occasion of our last touching the "Pioneer" was keeping too near the centre of the stream. The channel marked in chart gives good water, and there is a good channel at this part, between the small grass island and the left bank.

Number on sick list, none. Ditto, "Pioneer," none. Coal expended, 1 ton 19 cwt. Ditto, "Pioneer," 2 ton 16 cwt. Distance run by chart, 35 miles.

Sunday, 1st August.—Had Divine Service. In the afternoon went with Mr. Goodwin, Assistant-Paymaster, and visited the school of the Church Missionary Society, and attended Divine Service at the Mission Church, where the Rev. Mr. Taylor, native clergyman in charge of mission, officiated. There are about 25 children in the school. About 50 natives attended service, and were most attentive. The service was performed in the Eboe language. Had an interview with Mr. Taylor, native missionary, and Mr. George, Agent for the African Steamship Company. The former complained of the annoyances to which the mission was subjected, which I promised to bring to the notice of the King. Mr. George informs me that trade is improving here, and that he has a large quantity of oil ready for shipment when the steamer "Thomas Bazley" arrives.

Number on sick list, none; ditto, "Pioneer," none.

Monday, 2nd August.—Exercised at general quarters, firing shot and shell at a

REPORTS FROM NAVAL OFFICERS.

63

target, the native Chief having been previously informed of my intention. By mark placed on left bank yesterday morning find that river has risen $5\frac{1}{4}$ inches in the last 24 hours.

4:0 A.M.—Started with several officers of the "Lynx" and "Pioneer," and a party of seamen and marines, accompanied by the Agent of the West African Company and the Rev. M. Taylor, to visit the King of Onitsha. In the interview with the King and his Chiefs, which lasted about an hour, after the usual formal compliments I told the King that I hoped he and his Chiefs would do all in their power to encourage trade, which he promised to do. I then told him of certain complaints made against his Government by the Rev. Mr. Taylor, and Mr. George, Agent for the West African Company, specially with reference to the abduction of a young girl who was being brought up by the missionaries. I told him that Her Majesty the Queen took a great interest in these children, and that she would be very much displeased to know that one had been taken away. Having first consulted with his Chiefs, he said that I had quite taken him by surprise, and that, as this was a matter in which the whole town was concerned, he must have some little time to consider of and arrange about it. I then told him that I had on board a present for him from the Queen, but that I could not give it until I had some satisfactory answer, and that therefore I should withhold the present until my return, but if I found the girl was restored I should add something to the present. He answered that I "had spoken well," and so the interview ended with the usual formalities.

Number on sick list, 1; ditto, "Pioneer," none. "Pioneer" completed with wood.

Tuesday, August 3.—Draught of water, 8 feet 11 inches after; 7 feet 11 inches forward. River risen by the shore 3 inches.

6:0 A.M.—Weighed; "Pioneer" in company; current $3\frac{1}{2}$ to 4 knots.

7:40.—Passed Assaba. Human sacrifices are reported to be frequent here.

8:35.—"Pioneer" astern 1 mile; burning wood, and apparently unable to keep steam; reduced speed to enable her to come up. Water suddenly shoaled from $3\frac{1}{2}$ to 1 fathom. Stopped, reversed engines, sent all hands, shot, and deck load aft.; ship still hung, 5 feet on port bow, $2\frac{1}{2}$ fathoms astern; stopped engines and sounded, laid out anchor right astern, hove taut and reversed engines.

9:0.—Ship came off into 3 fathoms; anchored and sent boats to sound. "Pioneer" came up and anchored, weighed kedge.

1:15 P.M.—Weighed, and crossed to left bank, "Pioneer" sounding right bank; crossed to right bank, "Pioneer" leading by Long Island, which is certainly not more than 1 mile long, though marked 2 in chart.

2:45.—Abreast of north end of Long Island.

3:50.—Abreast of Swan River opening; river full of shoals.

4:45.—Passing Lake Island passage.

6:0.—Anchored in $2\frac{1}{2}$ fathoms; veered to 36 fathoms $1\frac{1}{2}$ mile above Lake Island; "Pioneer" in company.

6:30.—Heavy rain, thunder and lightning.

This day's portion of chart incorrect, making the distance between this and Onitsha too long.

Number on sick list, 1; ditto, "Pioneer," 1. Coal expended, 1 ton 13 cwt.; ditto, "Pioneer," 4 cwt.; wood, ditto, 5 furs.

Distance run, 17 miles.

Wednesday, August 4.—Draught of water, 9 feet aft, 7 feet 11 inches forward. Heavy rain, thunder and lightning all night.

6:30 A.M.—Sent boats away sounding; landed with Mr. Smith on shoal, which is just marked on chart in centre of stream; found it very large, extending fully half way to right bank and half a mile in length; discovered the dung of hippopotami.

8:30.—Weighed and proceeded.

8:45.—Crossed to right bank at three-quarters of a mile below open ground; crossed to village on left bank. This shoal now extends beyond the village in the centre of the river.

11:0.—Anchored to sound between Durodeno and shoal; very little water everywhere; "Pioneer" signalled "Engines disabled."

11:45.—"Pioneer" ready; weighed, and felt our way.

1:15 P.M.—Anchored off Ada Maga; old Chief came off; gave him present, for which he seemed very grateful.

1:45.—Weighed and proceeded, "Pioneer" leading.

2:30.—Current fully $4\frac{1}{2}$ knots.

2:40.—Abreast of Na.

3.0.—Crossed to right bank.

3.15.—Abreast of Onija, a very neat Mahomedan village, with some fine trees in the vicinity; huts circular in form.

4.15.—Passed Oria market; people picturesquely dressed. The right bank of the river here is very beautiful. For a considerable time along this bank we had only $1\frac{1}{2}$ fathoms.

5.0.—Abreast of River Edo.

5.50.—Anchored in 3 fathoms off Abigaga.

6.0.—“Pioneer” anchored.

Number on sick list, 1; ditto, “Pioneer,” 1. Coal expended, 1 ton 7 cwt.; ditto, “Pioneer,” 19 cwt.; wood, ditto, $5\frac{1}{2}$ furs. Distance run, 17 miles.

Thursday, August 5, 6.0 A.M.—Weighed, “Pioneer” in company; crossed to right bank; much deeper water than shown in chart.

7.50.—Passed Deepwater Point; crossing over from this, found that water shoaled very much.

8.45.—Crossed to right bank.

9.0.—Abreast of Abigaga; passed on right bank large number of blasted trees; current about 2 knots.

10.0.—Passing Sander’s Islands.

11.40.—Abreast of upper end of Sander’s Islands.

Noon.—Stopped off south end of Aska Island to let “Pioneer” come up.

12.25.—Proceeded by inner channel, “Pioneer” leading.

1.0.—Passed village of Aska by large tree.

3.20.—Entering passage below English Islands, and getting 6 to 7 fathoms; “Pioneer” so slow that we went ahead.

3.30.—Observed high table-lands in the distance; water shoaling considerably in the bends below Idda; heavy rain.

5.0.—Observed the cliffs and town of Idda.

5.40.—Anchored in 6 fathoms off the landing-place at Idda in mid-stream.

6.0.—“Pioneer” anchored.

Number on sick list, 1; ditto, “Pioneer,” 1. Coal expended, 1 ton 10 cwt.; ditto, “Pioneer,” 1 ton 8 cwt.; wood, ditto, $5\frac{1}{4}$ furs. Distance run, 39 miles.

Friday, August 6, 6.45 A.M.—Weighed, “Pioneer” in company; I tried in vain to persuade the Idda people to come off. They said they had not leave from their King.

7.0.—Passing the high red cliffs of Idda, all the people collected on the summits to see us.

9.0.—Passed Selina Island; the Ultuho Islands are altering considerably; “Pioneer” steaming very well to-day, but using a great deal of coal.

10.30.—Passed Akokim, where Consul Fell was killed. All the people had left the villages evidently expecting that we had arrived to punish them. Country now commences to be very rocky in places.

1.15.—Passed Bird Rock, now about 15 feet out of water.

2.30.—Passing through Maconichie Channel; should have gone by the outer passage, only “Pioneer” led through, and found barely enough water.

3.40.—Passed Beaufort Island, and having been prepared by Lieutenant Sandy’s journal to be prepared for a hostile attack by the natives, got ready for them, but did not perceive a single soul on the island; the natives on the opposite shore appeared friendly and unarmed.

4.30.—Passing Mount Crozier, rocks opposite should be lower down the river. Upper Beaufort Island is a great deal smaller than shown in chart.

5.0.—Observed the confluence of the Niger and Ichadda.

5.45.—Heavy rain coming on, and it being too late to reach Lukoja to-night, anchored nearly abreast of Ghebe; “Pioneer” in company; fired a gun to announce our arrival to Consul.

Number on sick list, 2; ditto, “Pioneer,” 1. Coal expended, 2 tons 5 cwt.; ditto, “Pioneer,” 2 tons 9 cwt.; wood, ditto, $2\frac{1}{4}$ furs. Distance run, 39 miles.

Saturday, August 7, 5.45.—Weighed, “Pioneer” in company. Just above Laird’s Factory found rocks and shoals not marked in chart close to right bank.

7.30.—Passed the Sacrifice Rock.

8.0.—Anchored off Lukoja.

8.10.—“Pioneer” anchored; proceeded to the British Consulate, and delivered to

REPORTS FROM NAVAL OFFICERS.

65

Lieutenant Dixon, Royal Marine Light Infantry, Her Majesty's Acting Consul, despatches from the Foreign Office, and the mail for Lukoja.

Number on sick list, 2; ditto, "Pioneer," 1. Total coal expended since leaving Akassa, 17 tons 16 cwt.; ditto, "Pioneer," 17 tons 4 cwt., and 18 furs, wood. Distance run, 5 miles.

Sunday, August 8.—Performed Divine Service.

Number on sick list, 3; ditto, "Pioneer" 2.

Monday, August 9.—Exercised at general quarters, firing shot and shell at a target; boats away sounding. In the afternoon, I, with a party of officers and men, proceeded with the Consul and visited Demaraki, General of Massaba's army, now encamped near Lukoja with a force of about 500 men; gave him present, and told him I hoped he would do all in his power to maintain peace and order at Lukoja, which he promised to do.

Number on sick list, 3; ditto, "Pioneer," 2.

Tuesday, August 10.—Went away sounding to make plan of Lukoja anchorage. Mustered by open list, mustered ship's company of Her Majesty's ship "Pioneer."

4.0 P.M.—Manned an armed boat, but rain coming on, recalled them immediately. Received a requisition from the Consul to proceed up the River Tchadda to visit an important trading town called Oumasha. Number on sick list, 7; ditto "Pioneer," 2.

Wednesday, August 11.—8.0 A.M.—Consul came on board.

8.15.—Weighed and proceeded for the Tchadda, leaving "Pioneer" behind, she burning so much coal in proportion, and requiring slight repairs to her machinery.

9.1.—Passed Grande.

10.0.—Water suddenly shoaled from 3 fathoms to 5 feet; ship run on a bank; reversed engines, ship still remaining aground; stopped and sounded, found 3 fathoms alongside at gangways, and 5 feet at the fore chains; laid out kedge astern, got bower anchors into pinnace, and chain cables right aft.

12.30.—Ship came off without damage, anchored with kedge in 3 fathoms, and banked fires.

3.30.—After sounding for passage, weighed and proceeded, crossing to left bank, and a mile further up to right bank.

4.30.—Abreast of Adisso; the town burnt last year by "Pioneer" and "Investigator."

5.30.—Water shoaling; anchored in 3 fathoms near left bank, just above a village on an island covered with long grass called "committee;" sent boat away to sound. Number on sick list, 7; ditto "Pioneer," 2; coal expended, 1 ton 18 cwt.; distance run 10 miles.

Thursday, August 12.—5.45 A.M.—Weighed and proceeded.

6.0.—Water suddenly shoaled from 3½ fathoms to 6 feet; ship grounded for half her length, stopped, reversed engines, finding she would not move; banked fires, laid out anchor, and proceeded to lighten her; sent boats away sounding to find passage.

2.30.—Number on sick list, 4; ditto, "Pioneer," 1; Coal expended, 2 tons 3 cwt.; distance run, 2 miles.

Note.—The small chart of this river is now almost useless, in consequence of the great changes in the shoals and islands since it was last surveyed.

Friday, August 13.—6.0.—Weighed and proceeded over to right bank, and found good water to within 1½ miles of the Sander seat range of hills.

8.10.—Water suddenly shoaling to 8 feet, anchored, and sent boats to sound.

9.40.—Weighed and proceeded, there being just sufficient water.

10.15.—Passed Sander Seat, then passed over to north-east end of Woody Island to left bank; then skirted the edge of shoals formed by islands in the centre to right bank.

1.0.—Water suddenly shoaling, stopped, reversed engines; ship touched the mud lightly, but came off immediately; anchored in 3 fathoms, and not being able to find passage to proceed further with safety this afternoon remained for the night.

Took cutter and proceeded with Consul to the town of Oumasha, about 4 miles further up the river. After a long pull against a strong current arrived at the town, which is beautifully situated on a hill overlooking the river and surrounding country. Being situated so near the Ivory Country, this place would become of great importance if trade were protected, but at present a powerful hostile tribe a few miles further up the river prevents any trade from passing down. Visited the King and Chiefs, and gave them small present. They were much delighted to see any white men visit their town.

CLASS A.

REPORTS FROM NAVAL OFFICERS.

8·0.—Returned to the ship. Number on sick list, 6; ditto, "Pioneer," 2; coal expended, 1 ton 2 cwt.; distance run, 12 miles.

Saturday, August 14.—7·0.—Several of the Chiefs and people of Oumasha came on board to see the Consul and the ship.

8·10.—Weighed and went astern, there not being room to turn the ship. Proceeded down the river towards Lukoja at easy speed.

9·15.—Passed Sander's Seat.

10·40.—Passed Adisso.

11·30.—Passed Gande.

11·55.—Anchored off Lukoja, found Her Majesty's ship "Pioneer" all well.

Number on sick list, none serious; ditto, "Pioneer," 2.

Coal expended, 14 cwt.

Total coal in River Ichaddu, 6 tons 4 cwt.

Distance run, 24 miles.

Sunday, August 15.—Performed Divine Service.

11·0.—Attended an ordination at the Mission Church ashore held by Bishop Crowther, when three native catechists were ordained.

Number on sick list, 8; ditto, "Pioneer," 2.

Monday, August 16.—7·0 A.M.—Departed this life, Geo. W. Williamson, W. R. O. Servant; ordered the medical officers of the Expedition to inform me in writing whether the fever that this man died of was of a dangerous nature, and whether it would spread, and so render it advisable for the "Lynx" to leave the river. They reported that it was not.

5·0 P.M.—Sent party ashore to attend the funeral of the deceased, who was buried in the churchyard at Lukoja.

Number on sick list, 5; ditto, on "Pioneer," 1.

Tuesday, August 17.—6·0 A.M.—Consul came on board, weighed, "Pioneer" leading, and proceeded for Egga, using wood in the furnaces, having received twenty-one cords on board for trial.

7·30.—Passed Igivo, then kept centre stream to right bank.

8·20.—Passed Rpakpari, find that we cannot get a greater number of revolutions than ninety-two when using wood. The islands and passages about the Yifo Islands are much altered.

11·10.—Passed Adaganishi, a very large village in a group of palm trees.

11·30.—Passed over to right bank between islands.

12·20.—Passed Pambo.

12·50.—Crossed over to left bank.

2·30.—To right bank, avoiding shoal in the bight.

4·0.—Abreast of Derri, in the Bonnet Mountains.

5·15.—Stopped and anchored off Muya. Sent messenger to King, who was too infirm to come off, with a present of velvet. Distance run by chart, forty miles, but I think the chart makes the distance a great deal too long.

Number on sick list, 5; ditto, "Pioneer," 1.

Coal expended (none), wood, 6½ furs; ditto, "Pioneer," 13 cwt.; wood, 6 furs.

Wednesday, August 18.—6·0.—Weighed, "Pioneer" in company.

8·0.—Abreast of Gori, and crossed to Soko on left bank.

9·40.—Anchored off Budon, sent interpreter to ask King off. I consider the distance between Budon and Muya at least three miles less than noted in the chart. King came at noon, and I gave him his present, with which he seemed much pleased; he has always shown great kindness to white men passing his place.

12·30.—Weighed and proceeded.

2·30.—Heavy rain and thick, water shoaled in centre, and by right bank below Abaka; black pilot says deep water is the other side. Above Abaka the Government charts supplied to us end, and from this we used charts copied by Naval Lieutenant Smith from private ones obtained by Lieutenant Wiseman.

3·30.—Passed Abaka.

5·15.—Anchored in 4 fathoms, half a-mile below the narrow channel off Bukinku. After leaving Muya, the hills on right bank assume a more varied and undulating character, while those on the left bank, though lower, are still of the table-land form.

Number on sick list, 6; ditto, "Pioneer," 1.

Coal expended, 8 cwt.; ditto, "Pioneer," 7 cwt., wood, 3 furs.

Distance run

REPORTS FROM NAVAL OFFICERS.

67

Thursday, August 19.—5·45 A.M.—Weighed and proceeded, "Pioneer" a-head.

6 to 7.—Passing through the narrow channel by Bukinku.

8·0.—Passed Mount Elphinstone, carrying good water.

8·50.—Passed Amba.

9·30.—Observing "Pioneer" shoal her water below Abaku, crossed to left bank, and found good water between Grass Island and left bank until abreast of Chagidi, when suddenly shoaled, and not being able to turn, reversed engines, and went astern, in doing which ship's head paid off to starboard, and the jibboom was carried away by a projecting stump.

10·30.—Anchored in 2 fathoms, and sent boats to sound, ordered "Pioneer" to anchor as convenient off Egga. I kept left bank close by advice of pilot, who said he had passed that way in "Thomas Bazley" last year a month earlier.

11·40.—Having found a good passage, weighed and crossed by end of grass island to right bank. This was doubtless the proper passage.

12·0.—Lieutenant Wiseman came on board, and pointed out the "Pioneer's" track from this point.

1·15.—Anchored in 6 fathoms off creek leading to Egga. I should think river was higher than usual this time of year.

Number on sick list, 6; ditto, "Pioneer," 2.

Coal expended, 1 ton 3 cwt.; ditto, "Pioneer," 7 cwt.; $2\frac{1}{4}$ furs of wood.

Distance run

Friday, August 20.—2·30.—Having obtained a canoe-man well acquainted with the depth of water in the river, weighed and proceeded, "Pioneer" in company. Offered Messrs. Lewis and Croft, agents of the merchant steamers, a passage to Biddah, which they accepted, and went in "Pioneer."

4·0.—Abreast of the Ishanchegga river. This was the route by which the party went last year by boat, but being informed on all sides that the exposure in boats was extremely trying to officers and crews, and Lieutenant Sandys having recommended the Radunia route in his journal, I determined to proceed by that river.

6·10.—Anchored in 4 fathoms in mid-stream.

Number on sick list, 5; ditto, "Pioneer," 2.

Coal expended, 1 ton; ditto, "Pioneer," 9 cwt.; 1 fur of wood.

Distance run, 10 miles.

Saturday, 21st August.—1·0 A.M.—Heavy rain, lasted 3 hours.

6·0.—Weighed, "Pioneer" in company.

6·35.—Passed Momo fishing-village on a grass island near left bank. The inhabitants of this village send their fish to Biddah.

8·30.—Passing Laird's Point, a remarkable bluff forming the end of the Kennell range of mountains; river very much changed since chart was made.

9·0.—Passing island and villages of Toi.

12·30.—Opened the confluence of the Niger and Radunia.

12·55.—Anchored in mid-stream in $2\frac{1}{2}$ fathoms at the confluence. Sent "Pioneer" to obtain information about the Radunia from the people at Muriji, and, if possible, to get a canoe-man who knows the river.

4·0.—Proceeded with Naval Sub-Lieutenant Smith to sound the entrance of the Radunia, and decided that it was inadvisable to take the "Lynx" up.

Number on sick list, 5; ditto, "Pioneer," 2. Coal expended, 1 ton 7 cwt.; ditto, "Pioneer," 1 ton 10 cwt.; $\frac{3}{4}$ furs of wood. Distance run, —.

Sunday, 22nd August.—Bishop Crowther performed Divine Service morning and evening; went in the afternoon and delivered present to Muriji, Admiral of the River, who was much pleased, and sent off fresh meat in return. Got pilot from Muriji to take "Pioneer" up the Radunia.

Number on sick list, 11; ditto, "Pioneer," 1.

Monday, 23rd August.—1 A.M.—Departed this life, Wm. J. Jones, stoker.

Daylight.—Sent the interpreter and kroomen to Muriji to arrange the burial of the deceased. Shifted berth in "Lynx" to more open spot.

9·40.—Bishop Crowther having read the burial service, I left in the "Pioneer," and proceeded up the Radunia. After clearing the shoals at the entrance, found plenty of water.

2·40.—Arrived at the landing-place opposite Ghara, about 13 miles from the mouth of the river. King Massaba's chief slave came off to salute us with large presents of live stock and vegetables.

Number on sick list, 9; ditto, "Pioneer," 2. Coal expended, 8 cwt.; ditto, "Pioneer," 1 ton 10 cwt.

Tuesday, 24th August.—7·0 A.M.—Went on shore with the Consul to make arrangements for carriers. Find that we cannot start till to-morrow morning, the horses not arriving till to-night. Taken unwell with bilious attack.

Number on sick list, 7; ditto, "Pioneer," 3.

Wednesday, 25th August.—Found myself too ill to proceed, and, not wishing to delay the Expedition, ordered Lieutenant Wiseman to present the gifts sent by Her Majesty the Queen to King Massaba.

6·30.—The party for Biddah left, comprising Consul Dixon, Lieutenant Wiseman, Mr. Black, Sub-Lieutenant, Mr. Goodwin, Assistant-Paymaster, Mr. Bryan, Engineer, Bishop Crowther and Secretary, and 2 merchants.

Number on sick list, 6; ditto, "Pioneer," 2.

Thursday, 26th August.—Finding myself much better, landed at daylight with my coxswain and 7 kroomen, who carried me in a cot across several deep swamps, the coxswain riding the interpreter's horse. No horse having been left for me, walked half-way to Biddah.

9·0.—Arrived at the gate of Biddah.

9·30.—Arrived at the compound allotted to us; found that the presents had not been given.

Noon.—Had an interview with the King, who asked after the health of the Queen, and expressed his delight at seeing white men with him again: said he would receive the presents the following day. Had a long palaver about his debts to the West African Company, all of which he promised to pay.

Received a letter from Lieutenant Darwall, in accordance with my orders, containing a very favourable account of the state of the ship's company's health.

Number on sick list, 7; ditto, "Pioneer," 2.

Friday, 27th August.—10·0 A.M.—Proceeded to the King's palace with Consul and the different officers of the Expedition, and presented the sword and other presents to the King in the name of Her Majesty.

He was greatly delighted with the sword. In the evening rode out to see the town.

Number on sick list, 8; ditto, "Pioneer," 2.

Saturday, 28th August.—Noon.—Had an interview with the King, and requested him to allow us to leave as soon as possible, as I was very anxious about the health of my men. I asked him to let us have horses to go away Monday morning, but he said he could not arrange it before Tuesday morning, and then thought our visit was too short.

Number on sick list, 8; ditto, "Pioneer," 2.

Sunday, 29th August.—Heavy rain during the night and forenoon.

4 P.M.—Bishop Crowther held Divine Service in our compound.

4·30.—The King came to salute us.

Number on sick list, 12; ditto, "Pioneer," 2.

Monday, 30th August.—Making arrangements for leaving to-morrow. Had another interview with the King, to ask him to assist us to get away very early in the morning. Visited the King's nephew, heir to the throne, and gave him present.

Number on sick list, 13; ditto, "Pioneer," 2.

Tuesday, 31st August.—After innumerable delays, left Biddah at 10·30, after having thanked the King for his great kindness and hospitality.

2·0—Arrived at Dakomba, find that the river has fallen nearly three feet, but is again rapidly rising; had great difficulty in getting through the lagoon in canoes to the "Pioneer."

4·30.—Left in boat, and arrived on board "Lynx" at 7 o'clock, having ordered Lieutenant Wiseman to bring down the rest of the party on their arrival and the loads.

Coal expended, "Pioneer," 8 cwt. Number on sick list, 16; ditto, "Pioneer," 1.

Wednesday, September 1.—8·30.—"Pioneer" arrived.

9·30.—Departed this life, John Farrell, Assistant Sick Berth Attendant.

9·45.—Weighed and proceeded down the river, "Pioneer" leading.

Noon.—Anchored off Laird's Point and buried the deceased, Bishop Crowther reading the service.

3·0—Weighed and proceeded.

5·30.—Anchored off Egga.

REPORTS FROM NAVAL OFFICERS.

69

Number on sick list, 16; ditto "Pioneer," 2. Coal expended 1 ton 10 cwt; "Pioneer," 1 ton. Distance run, 41 miles.

Thursday, September 2.—2·0. p. m.—Weighed and proceeded down the river, "Pioneer" leading.

5·30.—About three-quarters of a mile below Abuka, "Pioneer" leading down centre of stream, signalled two fathoms, and then "less water," reversed engines full speed, but ship glided on to a shoal, laid out anchor right astern, hove taut and reversed engines, but ship refused to come off. It becoming dark, and being unable, from the strength of the current, and the number of men on the sick list, to do more to-night, I considered it best to wait for daylight, the ship being kept in her present position by the anchor already laid out. The chart for this part of the river shows plenty of water in mid-stream, and in coming up the river a fortnight before, we passed right over this spot, as far as I can judge.

Number on sick list, 21; ditto, "Pioneer," 2. Coal expended, 1 ton; ditto "Pioneer," 14 cwt. Distance run, 18 miles.

Friday, September 3.—5·0.—Got lower anchor out on port quarter, hove taut, got up steam, hove on purchases (deck-tackle brought to threefold purchase), and tried to heave her up against the stream, using steam, as considered best. Took "Pioneer" and got port bower out on port bow, hove on purchases, but ship would not move. Belayed everything; employed coaling "Pioneer;" getting out shot and shell; kept working till dark; hove again on all purchases to prevent ship settling more towards the bank; men being completely fagged stopped working; blew out boilers.

Number on sick list, 22; ditto, "Pioneer," 2. Coal expended, 1 ton, 16 cwt.; ditto, "Pioneer," 8 cwt.

Saturday, September 4.—*Daylight.*—Sounded all round the ship; employed getting coal, shot and shell out; found water had deepened astern; plenty of water all along the port side, but the starboard side the sand keeps silting up; shifted port-bower anchor and cable right astern in ten feet water; got up steam in midship and port boilers; hove on cables, using steam as requisite; moved ship up a little; kept heaving till after dark, then stopped, men being completely fagged. The Bishop informs me that as the river rises the sand will wash away suddenly.

Number on sick list, 23; ditto, "Pioneer," 2. Coal expended, 1 ton; ditto, "Pioneer," 7 cwt.

Sunday, September 5.—*Daylight.*—Got all powder out, and five tons of coal, and put into pinnace; shifted stream chain from port quarter to port bow, then hove alternately on each purchase to move ship off the bank, using steam, as considered best; moved ship's head nearly five points up the stream; belayed everything, men being quite worn out; blew boilers out: ship kept driving her stern against the sand during the night, and her head consequently came further up the stream, so I trust that as the ship is lightened, and we continue to heave on the purchases, she will float.

Number on sick list, 21; ditto, "Pioneer," 2. Coal expended, 1 ton 15 cwt; ditto, "Pioneer," 6 cwt.

Monday, September 6.—*Daylight.*—Commenced getting up coal and throwing it overboard into deep water to leeward, there being no dry ground near enough to land it on. Sent "Pioneer" with worst cases of sick, shot and powder, and a quantity of coal, in pinnace, to Lukuja, Consul proceeding in her to Budon to get canoes to assist in discharging, and whatever other help was available. Men continue to get knocked up, and are obliged to lie down for a time. Sent up to Egga to request the Commander of the "Myrtle" steamer to let me have his big boat. Threw overboard 21 tons of coal from forepart of bunkers, shifted best bower cable from port quarter to port bow, and stream cable to starboard bow, hove taut, and at dark secured for the night.

Number on sick list, 20; ditto, "Pioneer," 1. Coal expended, "Pioneer," 16 cwt.

Tuesday, September 7.—*Daylight.*—Commenced arranging purchases, and hove in on stream cable.

9·0.—Bar boat of West African Company with ten kroomen arrived from Egga; kept heaving on purchases; got ship's head up the stream, and hove her ahead, the current washing the sand clear of her.

10·0.—Employed weighing anchors, and preparing to go down the river.

12·0.—Lit fires in all boilers.

2·30.—Weighed and proceeded.

3:30.—Observed Her Majesty's ship "Pioneer" returning up the river; ordered her to take station ahead.

4:20.—Heavy rain and thick. Anchored for the night between Soko and Muya.

Number on sick list, 19; ditto, "Pioneer," 2. Coal expended, 1 ton 2 cwt.; ditto, "Pioneer," 2 tons. Distance run, 14 miles.

Wednesday, 8th September.—6:15 A.M.—Weighed and proceeded, "Pioneer" in company.

6:30.—Passed Muya.

10:30.—Anchored at Lukaja. Found that the sick, whom the Consul had kindly lodged at the Consulate, were improving. Employed getting on board powder, shot, shell, sails, &c., and preparing to go down the river.

Number on sick list, 18; ditto, "Pioneer," 3. Coal expended, 1 ton 10 cwt.; ditto, "Pioneer" 15 cwt. Distance run, 44 miles.

Thursday, 9th September.—6:30.—Got the sick on board. Offered Lieut. Dixon, Her British Majesty's Consul, a passage to Lagos, but he declined, not being able to leave.

7:20.—Weighed and proceeded down the river, "Pioneer" leading.

9:20.—Passed Beaufort Island.

10:20.—Passed the Bird Rock. I should say the river had risen quite 10 feet.

11:35.—Passed Akakim.

1:0.—Passing Idda.

1:5.—Heavy rain and thick. Anchored below Idda.

1:45.—Weighed and proceeded through the inner channel by left bank, plenty of water. Current, 3 to 3½ knots.

4:0.—Passing Lander's Island.

4:30.—Heavy rain, too thick to proceed. Anchored off lower end of Lander's Island.

Number on sick list, 17; ditto, "Pioneer," 3. Coal expended, 1 ton 18 cwt.; ditto, "Pioneer," 1 ton 2 cwt. Distance run, 73 miles.

Friday, 10th September.—6:0.—Weighed and proceeded.

8:20.—"Pioneer" signaling "little water," anchored in 2 fathoms, and sounded.

8:50.—Weighed and proceeded. This shoal must have formed lately, as we saw nothing of it going up.

12:10.—Anchored at Onitsha. Communicated with the Company's Agent, requesting him to give a message to the King, relative to the presents which will be delivered by the Consul.

2:0.—Weighed and proceeded down the river.

5:0.—Passed Osomari.

5:30.—Anchored off Ayra Ugidi. Weather very wet and thick.

Number on sick list, 13; ditto, "Pioneer," 3. Coal expended, 2 tons 8 cwt.; ditto, "Pioneer," 1 ton 7 cwt. Distance run, 73 miles.

Saturday, 11th September.—6:15 A.M.—Weighed and proceeded.

8:0.—Passing Abo.

11:30.—Passed Ambluma. Heavy rain and thick all day.

4:0.—Passed Asasi.

4:50.—Passed Anyiama.

5:30.—Anchored at the junction of Bassu Creek. Fired a gun to enforce signal to "Pioneer," which, however, she did not hear, owing to the density of the atmosphere.

Number on sick list, 13; ditto, "Pioneer," 3. Coal expended, 3 tons 2 cwt.; ditto, "Pioneer," 3 tons. Distance run, 105 miles.

Sunday, 12th September.—5:30 A.M.—Dense fog, could not see either bank of river.

6:15.—Clearing a little. Weighed and proceeded.

7:0.—Passed Her Majesty's ship "Pioneer," at anchor. Ordered her to weigh.

8:0.—Passed Siambro.

9:15.—Passed Louis Creek. Least water 10½ feet.

10:15.—Anchored at Akussu. Employed coaling and preparing for sea.

Number on sick list, 11; ditto, "Pioneer," 3. Coal expended, 1 ton 4 cwt.; ditto, "Pioneer," 15 cwt. Distance run, 31 miles.

Monday, 13th September.—Weighed and proceeded across the Nun Bar in 2½ fathoms. Bar very good. "Pioneer" in company.

REPORTS FROM NAVAL OFFICERS

71

Signalled to "Pioneer"—"In case of separation, rendezvous Lagos."

Shaped a course for Lagos.

Midnight.—"Pioneer" in company.

Tuesday, 14th September.—Noon.—Lagos N. 50, W. 65 miles. "Pioneer" in company.

9.30 P.M.—Observed the land on starboard beam.

10.40.—Observed the ships off Lagos.

11.15.—Anchored in Lagos Roads. Her Majesty's ships "Fly" and "Myrmidon" at anchor, neither of which, however, have any orders for me.

Wednesday, 15th September.—Gave up command of the Niger Expedition. Fired gun for a pilot for "Pioneer."

(Signed) J. W. EAST,
Commander in command of the
Niger Expedition, 1869.

No. 57.

Captain Lethbridge to Vice-Admiral Sir J. Hope.

"Simoom," at Sea, Lat. 42° 38' N., Long. 9° 19' W.,
November 9, 1869.

Sir,

WITH reference to my letter of the 16th ultimo, stating that I found on my arrival at Ascension, Her Majesty's ship "Lynx" at anchor in the roadstead, I have further to state that nearly all the officers and a great portion of the crew were on shore at the hospital, suffering from fever caught whilst up the Niger, but, with the exception of the death of three of the crew before quitting the river, no further deaths had taken place. There were, however, I am sorry to say, three men dangerously ill when this ship left, otherwise the health of the officers and ship's company was fast improving.

2. At the request of Commander J. W. East, I visited the "Lynx," and found her very clean throughout; the bilges fore and aft and under the engines were particularly so. In making this report I trust their Lordships will in no way consider that I exceeded my duty in visiting a ship under orders of the Senior Officer on the station.

3. Her Majesty's ship "Lynx" arrived at Ascension on the 4th ultimo.

I have, &c.
(Signed) T. B. LETHBRIDGE.

N.B.—Her Majesty's ship "Myrmidon" arrived at Ascension on the morning of the 19th ultimo en route to the Cape from the Coast of Africa.

No. 58.

The Secretary to the Admiralty to Sir F. Rogers.

Sir,

Admiralty, November 15, 1869.

I AM commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of Earl Granville, that, in accordance with the suggestions made in your letters of the 9th and 30th October last, a Conference was held at the Admiralty on the 8th instant, which was attended by Sir A. Kennedy, the Governor-in-chief of the West African Settlements on the part of the Colonial Office, by gentlemen representing the Foreign and War Departments, and by Captain Wilmot, R.N., formerly employed as Commodore on the West Coast of Africa.

2. At this Conference it was agreed that the naval force at present employed on the West Coast of Africa, viz., five cruisers and a small vessel for river service, besides stationary and store ships, was sufficient for the protection of legitimate trade, and for the maintenance of a certain supervision on the coast, not amounting to a blockade, to prevent the revival of Slave Trade.

3. That two of the five above-mentioned cruisers should be stationed between Gambia and Lagos (one of them making Sierra Leone her head-quarters for the six healthy months), with instructions to their commanding officers to attend to any requisition they may receive from the Governor at Sierra Leone for their co-operation and assistance on any necessary service, it being clearly understood that the cruisers, which are not

adapted for troop service, are not at any time to be required to convey more than 50 troops, and that number not beyond any distance which could be reached in twelve hours' steaming, by day, and that the officers and crews of the cruisers are not, under any circumstances, to be landed for service on shore, except for the actual protection of life.

4. That in any operation to be undertaken requiring that a larger number of troops should be embarked for a longer period than twelve hours, the Governor would undertake to convey them either in the Colonial steamer to be attached to the Colony, or find passage for them in a hired or mail-steamer, at the expense of the Colony.

5. That the expense for coal expended by cruisers whilst conveying troops for the limited period above-mentioned shall be borne by the Colonial Governments, and that the same rule should be observed on any occasion of a cruiser proceeding for the seat of a Colonial Government to carry out the requisitions of the local authorities there.

6. With regard to the service of conveying the Consul at Fernando Po on his visits to the Oil Rivers, it was agreed that this should be performed by a cruiser, which might be temporarily fitted for his accommodation at an expense not to exceed 15*l.* per annum, the fittings to be retained at Fernando Po in charge of the Consul, to be used by the cruisers from time to time employed on this service. This was thought preferable to employing a special vessel for this service, although the Foreign Office, in their letter of 26th April, 1866, proposed to apply to the Treasury to sanction the expenditure necessary for the construction or purchase of such a vessel.

7. The proposal of Sir A. Kennedy that the officers and men of the two cruisers should be given a Colonial allowance was not gone into; but my Lords are inclined to adhere to the decision come to by the Government in 1862 with regard to the Australian Colonies, and not to sanction such a measure.

8. My Lords concur generally in the views of the officers who met in conference; but, before giving final orders as to the details of these arrangements, they propose to communicate them to Commodore Dowell, authorizing him to act upon them if he sees no objection. With this reservation, they see no objection to the necessary consequent measures being taken by the other Departments concerned.

9. My Lords, in conclusion, have only to draw Lord Granville's attention to the expediency of having the vessel building for the Colony of Sierra Leone fitted for the accommodation of troops.

I am, &c.

(Signed) VERNON LUSHINGTON.

No. 59.

Commodore Dowell to the Secretary to the Admiralty.

Sir,

"Rattlesnake," in Simon's Bay, November 3, 1869.

A STATEMENT having appeared in one of the local papers (the "Cape Standard and Mail") to the effect that one of Her Majesty's ships employed in the Mozambique Channel has been engaged in the Slave Trade, I forward the paper containing the report for their Lordships' information, in case they may consider it advisable to have the matter investigated.

2. The statement is said to have been made by officers belonging to the Portuguese corvette "Infanta Don Juan," recently in Table Bay, *en route* to Lisbon from the Mozambique; but I considered it so ridiculous and improbable that I should not have noticed it had I not heard from Mr. Layard, Her Majesty's Commissioner at Cape Town, that he had mentioned it in his correspondence with the Foreign Office.

3. The "Infanta Don Juan" had sailed for St. Paul de Loanda and Lisbon before the report appeared.

4. The English man-of-war referred to is the "Daphne."

I have, &c.

(Signed) JOHN DOWELL.

CORRESPONDENCE WITH MIXED COMMISSION COURTS.

CAPE OF GOOD HOPE.

No. 60.

Commissioner Layard to Lord Stanley.—(Received February 8.)

My Lord,

Cape Town, January 4, 1869.

WITH reference to instructions given to Her Majesty's Commissioners, to transmit to the Foreign Office a certified copy of the register of emancipated slaves emancipated by decree of this mixed Commission, I have the honour to acquaint your Lordship that no vessel with slaves on board has been brought before me during the year ending December 31, 1868.

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

No. 61.

Commissioner Layard to Lord Stanley.—(Received February 8.)

My Lord,

Cape Town, February 4, 1869.

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 :

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

Second. To the state of the liberated negroes.

Third. 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. 61.

Annual Report of the Mixed Commission.

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

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

Second. To the state of the liberated negroes;

CLASS A.

Third. To every information which they may be able to obtain respecting the treatment and the progress made in the religious and 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, 1868, and that no negroes have been emancipated by decree of this Mixed Commission Court since its establishment.

(Signed) E. L. LAYARD, A. DUPRAT,
Her Britannic Majesty's Commissioner. EDUARDO A. DE CARVALHO.
H. MALLET, Registrar.
Mixed British and Portuguese Commission,
Cape Town, Cape of Good Hope, December 31, 1868.

No. 62.

Commissioner Layard to Lord Stanley.—(Received February 8.)

My Lord,

Cape Town, January 4, 1869.

I HAVE the honour to report to 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, 1868.

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

No. 63.

Commissioner Layard to the Earl of Clarendon.—(Received July 7.)

My Lord,

Cape Town, May 31, 1869.

AT a special meeting of the Mixed British and Portuguese Court of Justice, held on the 18th instant, my Portuguese colleague communicated to me a decree of His Most Faithful Majesty the King of Portugal, relative to the abolition of slavery, published on the 28th February.

I forward a copy of the Minute of the Court, a similar copy being given to the Commander Duprat, at his special request, for the purpose of being sent to his Government.

The Commander Duprat has forwarded a copy of the Decree to his Excellency the Governor of this Colony, which has been published in the Government Gazette, herewith inclosed.

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

Inclosure in No. 63.

Minute of the Session of the Mixed Commission Court.

Mixed British and Portuguese Commission, Cape Town, May 18, 1869.

Present :

E. L. Layard, Esq.

The Commander Duprat.
E. A. De Carvalho, Esq.

H. Mallet, Esq., Registrar.

MINUTE of the last Session read and confirmed.

The Portuguese Commissioner, the Commander Duprat, this day communicated to the Court, a despatch containing a decree dated "Palace, February 26, 1869," of His Most Faithful Majesty the King of Portugal, abolishing slavery throughout the whole

CAPE OF GOOD HOPE.

75

of His Most Faithful Majesty's dominions from the day of the promulgation of the decree.

The British Commissioner desires to record his gratification at the communication made by his colleague the Portuguese Commissioner.

(Signed) H. MALLET, *Registrar.*

No. 64.

Commissioner Layard to the Earl of Clarendon.—(Received August 7.)

My Lord, *Mixed Commission Chambers, Cape Town, July 1, 1869.*

I HAVE the honour to inform your Lordship that no case has been brought before these Mixed Courts of Justice for adjudication during the half-year ending June 30, 1869.

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

No. 65.

Commissioner Layard to the Earl of Clarendon.—(Received September 7.)

My Lord, *Cape Town, July 25, 1869.*

I HAVE the honour to lay before your Lordship the following particulars relating to a dhow condemned in the Court of Vice Admiralty of this Colony on the 21st instant, as a good prize to Her Majesty's ship "Petrel," Commander the Honourable H. E. G. Cochrane.

From the affidavits filed in the case, it appears that on the 11th February last, Her Majesty's ship "Petrel" being in latitude 12° 55' south, and 41° 51' east, and about twelve miles off Pemba Bay, at daylight a dhow was seen running to the southward, and being intercepted about 9 o'clock Commander Cochrane sent Lieutenant Grandy to ascertain her character.

Upon being searched she was found to have Arab colours, but no papers, and to be fully equipped for the Slave Trade. She had a crew of seventeen persons (Arabs), and eleven passengers, apparently natives of Zanzibar. Two of the crew, who had been interpreters on board some of Her Majesty's ships, stated that she had no papers, and was intended to take in a cargo of slaves.

In addition to the slave fittings, 500 kegs of gunpowder, 3 or 4 bales of common trade cloth, and a few beads were found; and stowed away under this cargo several large wooden vessels, and a number of earthen pannikins such as slaves are fed out of.

Commander Cochrane then seized the vessel as engaged in the Slave Trade, and, being unfit for a voyage to the Cape of Good Hope, destroyed her, having first caused her to be measured, and found her to be of the burden of 107 tons.

The passengers and crew were taken on board the "Petrel," and afterwards forwarded to Zanzibar at their own request. The gunpowder and bales also were taken on board and landed in this Colony to abide the judgment of this Court.

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

No. 66.

Commissioner Layard to the Earl of Clarendon.—(Received November 10.)

My Lord, *Cape Town, September 30, 1869.*

DURING the year which has elapsed since I last had the honour to make my Report on the state of the Slave Trade within the limits of this Commission, no case of slavery has come under my notice, or been brought for adjudication in the Mixed British and Portuguese, and Mixed British and United States' Courts.

The British men-of-war attached to this station have not been cruising as in past years, in the active pursuit of slaving vessels, but a dhow said to have been equipped for the Slave Trade, and freighted with 500 barrels of gunpowder, was captured by Her Majesty's ship "Petrel," Commander the Hon. E. L. Cochrane, in one of her visits to the

East Coast, in latitude 12° 55' south, and longitude 40° 51' east. She was condemned in the Vice-Admiralty Court, as I have already reported to your Lordship in my despatch of the 25th July last.

I still continue to receive accounts of slavery being carried on in the Transvaal Republic, where the life, liberty, and property of a native is apparently looked upon entirely at the disposal of any white man who chooses to appropriate it.

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

No. 67.

Commissioner Layard to the Earl of Clarendon.—(Received December 13.)

My Lord,

Cape Town, November 2, 1869.

I HAVE the honour to transmit herewith, for your Lordship's perusal, a statement which has appeared in one of the Colonial newspapers, the "Standard and Mail," which, your Lordship will perceive, has emanated from some officers on board the Portuguese man-of-war, the "Infanta Don Juan."

As the charges therein contained so directly affect the honour of officers in Her Britannic Majesty's Navy, and through them the British name, your Lordship may, perhaps, see fit to take such notice of them as will prevent a repetition of similar calumnies, for such I fully believe them to be.

The name of the vessel, of which no secret is made, is Her Majesty's ship "Daphne."

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

Inclosure in No. 67.

Extract from the "Standard and Mail" of October 12, 1869.

THE MOZAMBIQUE.—SINCE our last issue, we have had a good deal of conversation with the Portuguese officers belonging to the "Infanta Don Juan," and they tell us some queer stories regarding affairs at the Mozambique. The Portuguese turn the tables on us regarding South African slave-dealing, and chaff us very considerably about their "winking" at what Mrs. Beecher Stowe would call "trafficking in human flesh and blood." They say that we do something more than wink, and they who are going to leave in the "Infanta Don Juan" to-morrow morning take home with them the following remarkable story.

They say that the Commander of a British man-of-war (they make no secret of the name), which has been cruising between the Mozambique and Seychelles, has been discovered to have carried off a lot of "niggers" on several occasions—three times distinctly known. The first time the story was circulated about, and the masters of the men found missing made a great row about it. The ship returned, and the Commander in her. The Commander braved it out, and after lying at the anchorage some time, was found to have gone off again, and again a lot of valuable dusky servants disappeared. The Governor was in a towering rage, and vowed all sorts of things. The man-of-war returned again, and a sharp look-out was kept by the Governor and the Portuguese Commodore. Our informant, who was on board the Commodore's ship, says that one morning intelligence was brought on board the ship of the Commodore that there were a lot of niggers on board the British man-of-war lying close by, and he and the Commodore went together on board the ship and told the British Commander what was said, asking him at the same time if it was true. The Commander received them with great civility, and said, "Oh dear, no." There was not a black man on board, he assured them. The Commodore said perhaps there might be niggers on board, either with the cognizance of other persons who concealed it from the Commander, or they might have come themselves. Would he, the Commodore asked, make inquiries of his officers? The Commander said there was no occasion, that they could not be there, but to satisfy the Commodore he would ask. He did so. The officers came forward, and said that there was not a darkie on board the ship. The Commodore and his informant thanked the Commander and his officers for their courtesy, and went back to their own ship, quite satisfied that they had been misinformed. The next morning two niggers jumped over the side of the British man-of-war, swam to

the Commodore's ship, and said that there were twelve others besides themselves who had been decoyed off from the shore. The Commodore put off in his boat, and on his coming alongside, nigger after nigger jumped off the taffrail of the man-of-war into the sea, and were picked up and saved. The Commodore after this pushed on for the shore, and waited upon the Governor; but before anything could be done the Commander of the British man-of-war had weighed anchor and was off to sea again. The captured niggers say that they were selling fruit and small wares of various kinds along the sides of the jetty, and that the Commander came along and asked them how they sold their oranges, &c. They told him, and he said, "Then come and sell them to us on board." He called to the men in his whaleboat, took the unsuspecting fellows in, told them to sit in the bottom of the boat, and then threw some flags over them. When they arrived on board they were shown into the coal-bunkers and locked in. How they made their escape we are not informed. We give the story exactly as it comes to us.

The difficulty of getting letters from Europe is now very great. The mails come to Seychelles, and are kept about sometimes for months. One part of the work of the steamer, late the "Namaqua," now the "Quilimane," will be to make regular trips to Seychelles for the mails.

The traders of Mozambique have discovered that India is the best market for ivory. The greatest part of the best ivory is therefore shipped to Bombay.

No. 68.

The Earl of Clarendon to Commissioner Layard.

Sir,

Foreign Office, November 26, 1869.

I HAVE to inform you that, in consequence of the suppression of the Slave Trade on the West Coast of Africa, Her Majesty's Government have entered into negotiations with the United States and Portugal to do away with the Mixed Commission Courts established by the three Powers at the Cape of Good Hope, Loanda, and New York, and that when these arrangements are completed it will be unnecessary any longer to maintain the staff attached to those Courts.

I am in communication with the Treasury respecting the compensation allowances which must necessarily be granted to the various officers who will unavoidably lose their appointments, and a further communication will be made to you when this question is settled; but in the meantime I think it right to give you and the officers attached to your Court timely notice of the proposed measure, which will take effect as soon as the necessary preliminary arrangements can be completed.

I desire, in conclusion, to express my entire approval of the manner in which the duties of your Court have been conducted, and my regret at the termination of your connection with my Department.

I am, &c.
(Signed) CLARENDON.

HAVANA.

No. 69.

Acting Commissary Judge Crawford to the Earl of Clarendon.—(Received February 1.)

My Lord,

Havana, January 1, 1869.

IN obedience to the Act 6 Geo. IV, cap. 113, directing such returns to be made on the 1st January and the 1st July every year, I have the honour of reporting to your Lordship that there was no case brought for adjudication before the Mixed Commission Court at this place during the last six months.

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

No. 70.

Acting Commissary Judge Crawford to the Earl of Clarendon.—(Received February 1.)

My Lord,

Havana, January 9, 1869.

I HAVE the honour of reporting to your Lordship that General Dulce arrived here from Spain on the 4th instant, and took over the command of this island from General Lersundi the same day.

It is with great satisfaction that I have to state to your Lordship that not a single cargo of slaves has been reported to have been landed in Cuba during the whole term of General Lersundi's government here, and the appointment of so decided an opponent to slavery as the present Captain-General Dulce is to succeed him, is a sufficient guarantee that the Treaty between Great Britain and Spain for the suppression of the Slave Trade will be faithfully observed.

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

No. 71.

Acting Commissary Judge Crawford to the Earl of Clarendon.—(Received February 1.)

My Lord,

Havana, January 14, 1869.

I HAVE the honour of transmitting herewith to your Lordship a translation of a Decree of Emancipation of the Slaves, which has been issued by Don Carlos Manuel de Cespedes, Chief of the Insurgent Cuban Government at Bayamo.

Beyond the declaration in the preamble that the complete emancipation of the slaves ought to be one of the first acts of the Government as soon as Cuba is entirely free from Spanish rule, the Decree is a most miserable farce, for it resolves itself into this, that, if a slave-owner wishes to emancipate his negroes, he is at liberty to do so, handing them over to be made use of by the Provisional Government in such way as may be required for the good of the country, and he will receive, if he wishes it, a certificate which will entitle him to claim the compensation which may be afterwards voted by the people, those who emancipate their negroes first being entitled to a larger indemnity than those who do so later.

There is no obligation, however, on the part of slave-owners to enter into any such arrangement, and therefore the slaves of Cubans favourable to the Revolution, and those

of Spaniards and foreigners who remain neutral, will not be interfered with, whereas the property of traitors and enemies of Cuban independence is to be confiscated.

Here a slave-owner can liberate his negro at his pleasure, and from the moment he does so the negro is as free as his former master, whereas, in the districts under the so-called free Government of Bayamo, a liberated slave becomes a sort of "emancipado" or negro in the service of the Government, to be hired out or made use of as may be required.

So much for the practical working of the Cuban Provisional Government's ideas of liberty.

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

Inclosure in No. 71.

Decree respecting the Emancipation of Slaves in Cuba, issued by the Chief of Insurgent Cuban Government.

(Translation.)

THE Cuban Revolution in proclaiming the independence of Cuba has proclaimed with it all liberties, and it could ill consent to be so inconsistent as to limit these liberties to only one portion of its population.

Cuba free is incompatible with Cuba upholding slavery, and the abolition of Spanish institutions must include and does necessarily and for reasons of the greatest justice include that of slavery, as the most iniquitous of them all. As such, this abolition is consigned among the principles proclaimed in the first manifesto issued by the Revolution.

It must occur to the minds of all truly liberal Cubans, that the complete abolition of slavery must be the first of the acts with which the country will inaugurate its acquired rights. But to the country alone does this act appertain as a general measure, when, in the full exercise of these rights, it can determine, by free suffrage, the best way to realize it with true benefit to the old as well as to the new citizens.

The object of the present measures, therefore, is not, nor can it be, to assume a right with which those who are at the head of the Revolution are far from considering themselves invested, precipitating the solution of so transcendent a question, but, at the same time, the Provisional Government, being unable to oppose the exercise of the right, which by our laws they have, and which numerous slave-owners wish to put in practice, of at once emancipating their slaves, and the convenience of employing these freed men for the present in the service of the country, concurring with the necessity of preventing the evils which a want of immediate employment might entail upon them and upon the country, render it urgent to adopt provisional regulations which may serve to guide the military commanders who are serving in different districts of this department, in determining the questions which may arise on the subject.

Consequently, and in the exercise of the authority with which I am invested, I have ordered that for the present and until it is otherwise determined by the country, the following regulations shall be observed:—

1. Are declared free those slaves who are at once presented by their owners to the military chiefs for this purpose, reserving to those proprietors who may desire it the right of claiming the indemnity which the nation may allow, and with option to a larger amount than that which may be fixed for those who emancipate later. For this purpose proper certificates shall be issued to the owners.

2. These freed men shall be for the present employed in the service of the country, in such manner as may be determined.

3. For this purpose a Commission shall be appointed, whose duty it will be to give them proper employment, conformable to a regulation which will be drawn up.

4. In all other cases, the slaves of Cubans who are loyal to the cause, and of Spaniards and foreigners who are neutral, shall be dealt with in accordance with the principle of respect for property proclaimed by the Revolution.

5. Slaves of persons convicted of being enemies of the country and openly adverse to the Revolution, shall be confiscated along with their other property, and shall be declared free without right to indemnity, their services being made use of by the country in the manner already prescribed.

6. To determine the confiscation alluded to in the preceding article a separate inquiry must be instituted in each case.

7. Proprietors who offer their slaves for the service of the Revolution without

declaring them free for the present, shall preserve their title until the general question of slavery is settled.

8. Shall be declared immediately free all slaves from Maroon settlements who may present themselves to the Cuban authorities, with the right to live amongst us, or to remain in their settlements in the woods, provided they recognize and obey the Revolutionary Government.

9. Isolated runaways who may be captured, or slaves who, without the consent of their owners, present themselves to the military chiefs, shall not be accepted (received) without previously consulting their owners, or without an order of this Government as determined in the above decree.

Country and liberty !

Bayamo, December 27, 1868.

(Signed)

CARLOS MANUEL CESPEDES.

No. 72.

Commissary Judge Dunlop to the Earl of Clarendon.—(Received April 26.)

My Lord,

Havana, March 31, 1869.

I HAVE the honour of transmitting herewith to your Lordship a translation of another Edict of the Cuban Revolutionary Assembly, published at Camaguey the 26th ultimo, abolishing slavery in this island.

This edict, and the proclamation previously issued by Cespedes, clearly indicate that the Cubans have fully determined to carry out the immediate emancipation of the slaves here, but under what regulations remains to be seen.

It is at the same time quite evident that this emancipation does not proceed from any truly philanthropic conviction, but rather from motives of expediency, as a means of captivating the sympathy of foreign nations in favour of Cuban independence, and of gratifying the desire to ruin the island, rather than see it remain as it is under Spanish rule.

Be that as it may, the Cuban leaders have managed to demoralize the negroes in all that portion of the island which has come under their sway; whilst from Puerto Principe to the westward, there has not been any disturbance with the slaves, things going on pretty much as usual, the Negroes exhibiting no disposition whatever to revolt, or to alter their position by violent means.

I have, &c.

(Signed)

A. GRAHAM DUNLOP.

Inclosure in No. 72.

Decree of the Cuban Revolutionary Junta at Camaguey abolishing Slavery.

(Translation.)

THE curse of slavery brought to Cuba by Spanish domination should be suppressed along with it. The Assembly of Representatives of the Centre, taking into consideration the principles of eternal justice, decrees in the name of liberty and the people it represents :—

1. Slavery is abolished.
2. The owners of those who have been hitherto slaves shall be opportunely indemnified.

3. All persons who owe their liberty to this decree shall contribute with their efforts towards the independence of Cuba.

4. For this purpose, those who may be considered fit and necessary for military service shall join our ranks, enjoying the same pay and the same treatment (considerations) as the other soldiers of the liberal army.

5. Those who are not so employed shall contribute whilst the war lasts, by being dedicated to the same labour they now perform, so as to keep up the production of the estates, and thus help towards the maintenance of those who offer their lives for the common liberty, every citizen being under the same obligation, whatever be his cast, and if free from military service.

6. A special regulation will prescribe the details for carrying out this decree.

Country and Liberty!

Camaguey, February 26, 1869.

The Assembly:

(Signed) SALVADOR DE CISNEROS BETANCOURT.
EDUARDO AGRAMONTE.
IGNACIO AGRAMONTE.
FRANCISCO SANCHEZ B.
ANTONIO ZAMBRANA.
General ANGEL CASTILLO.

No. 73.

Commissary Judge Dunlop to the Earl of Clarendon.—(Received July 30.)

My Lord,

Havana, July 1, 1869.

IN obedience to Act 6 Geo. IV, cap. 113, directing such returns to be made on the 1st January and 1st 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) A. GRAHAM DUNLOP.

No. 74.

Acting Commissary Judge Crawford to the Earl of Clarendon.—(Received August 30.)

(Extract.)

Havana, August 3, 1869.

I HAVE the honour of laying before your Lordship a translation of a Decree which appeared in the "Government Gazette" here on the 30th ultimo, abolishing the offices of Registrars of Slaves in this island.

General Caballero de Rodas states in the preamble to this Decree that his reason for doing away with these offices is from a motive of economy, and because they have proved useless as regards the purpose for which they were intended.

I would here remark that the multiplication of offices in this island has always been apparently the chief aim of the Spanish Government, and of its representatives here. There is, therefore, great room for retrenchment in almost every branch of the administration, and the entire suppression of whole departments might be carried out with great advantage to the public service and the Treasury.

It is remarkable, however, that this sudden fit of economy should begin by the suppression of one of the most necessary offices in Cuba.

I do not mean to say that there is any need of keeping up a special set of employes for the purpose of registration, because the duties connected with it can easily be performed by the police; but I consider that the abolition of the office of Registrar carries with it the suppression of the registration of the slaves, which is one of the most necessary checks against the fraudulent introduction of the bozals or negroes freshly imported from Africa.

This step must naturally attract serious attention, for, although a thoroughly accurate return of all the slaves in Cuba may never have been obtained, owing to the duplicity of some owners, and to the venality of the employés, yet the mere fact of there being such a registry had its effect upon the mass of the people, and, if the system employed by the Government has proved unsatisfactory, the Government has had itself to blame, and could have easily remedied its defects.

The Government can have no excuse whatever for not having carried out a careful and accurate registry of the slaves in the island, if that is the reason it now suppresses that registry; but there is a suspicion that a revival of the horrible traffic in African negroes is not unlikely, and there is no doubt that the ultra-Spanish party in Cuba are all slave-traders at heart, and that they will renew it, with all its horrors, should the present struggle for liberty which is now going on in the island be successfully repressed.

Inclosure in No. 74.

Decree of Captain-General abolishing the Office of Registrars of Slaves in Cuba.

(Translation.)

WITH the view of establishing in all the branches of the public administration of this island as many measures as may tend to introduce every economy which may be compatible with the better performance of the service, considering that the office of Registrars of Slaves, created by Royal Order of 23rd November, 1867, far from answering the purpose which presided their institution, have been proved by experience to be a useless wheel introduced into the administration (*Anglice*—like the fifth wheel of a coach), and exercising the extraordinary powers with which I am invested by the Supreme Government of the nation, I have decreed as follows:—

Art. 1. All the Registrars of Slaves in this island shall cease in the exercise of their functions from the 1st August next, delivering up the archives and other effects of the register offices to the Governors and Lieutenant-Governors of their respective jurisdictions until further orders, they themselves remaining suspended from the said date of 1st August.

Art. 2. Inspectors of police who, by virtue of the said Royal Order, exercise the office of Registrar of Slaves, as well as every person who does so from any other cause, shall cease from said date, and shall leave off levying from that day the fee assigned for such service, also delivering up the archives and other property of the registry of slaves to the Governors or Lieutenant-Governors of their respective jurisdictions.

Art. 3. This Superior Government is charged with the execution of the present Decree, reporting it to the Supreme Government of the nation.

(Signed) CABALLERO DE RODAS.

Havana, July 29, 1869.

No. 75.

Acting Commissary Judge Crawford to the Earl of Clarendon.—(Received August 30.)

My Lord,

Havana, August 12, 1869.

WITH reference to my despatch of the 3rd instant on the subject of the Captain-General's Decree, abolishing the offices of Registrars of Slaves in this island, I beg leave to report to your Lordship that General Caballero de Rodas has informed me, in conversation upon the subject, that the registration of the slaves is to be continued as usual, although his Excellency considers it is scarcely necessary since the cessation of the Slave Trade, and that all he has done is to do away with the multiplication of offices, the maintenance of which was only a drag upon the Treasury.

The registers will henceforth be kept at the head-quarters of the Government in each district or separate jurisdiction, presided over by a Lieutenant-Governor or Governor.

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

No. 76.

Acting Commissary Judge Crawford to the Earl of Clarendon.—(Received October 28.)

My Lord,

Havana, September 30, 1869.

I HAVE the honour to transmit herewith to your Lordship a translation of a Decree, dated the 21st ultimo, by which the Captain-General orders free papers to be given to all emancipados belonging to slave-trading adventures captured between the years 1824 to 1842.

Tardy justice is certainly better than none at all; but, when one considers that forty-five years have elapsed since the first of these captures, and twenty-seven since the last of those referred to in the Captain-General's Decree, it requires no comment to expose the system which has been pursued by the Spanish Government towards these poor creatures.

It is difficult to get at any data with regard to the number of emancipados in Cuba; but, from the best information I have been able to obtain, it is safe to estimate it at about 4,500.

These poor wretches are neither more nor less than Government slaves, and have no hope of liberty except from the Captain-General.

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

Inclosure in No. 76.

Decree.

(Translation.)

IN the exercise of the powers which I hold, and in consonance with the Royal Decree of 27th October, 1865, I have just declared exempt from the dependence of the Government the emancipados (captured Africans) belonging to the expeditions comprised between the years 1824 and 1842, which expeditions bear the following names:—Maria de la Gloria, Portugués, Cabaña, Aurelia, Caleta de Barca, Damajayabo, Majana, Macambo, Yumuri, and Punta de Maya.

Therefore the holders of emancipados belonging to the said expeditions will present them at the office of the Secretary of the Superior Government within the term of one month, in order that, after the usual formalities, they may receive their free papers.

Havana, September 21, 1869.

(Signed) CABALLERO DE RODAS.

No. 77.

Acting Commissary Judge Crawford to the Earl of Clarendon.—(Received November 4.)

My Lord,

Havana, September 30, 1869.

IN reporting to your Lordship that there has been no fresh importation of slaves from the coast of Africa during the twelve months ending this day, I consider the landings which were rumoured to have been effected last June in the north-western part of Cuba as uncertain, as I have not succeeded in obtaining any of the particulars as to number and place, which, considering the political condition of affairs, and the eagerness of the anti-slavery party to get hold of anything reflecting upon the Government, would hardly have been the case had any such importations of Africans really occurred.

The march of events in Cuba has been very remarkable since the date of my last annual Report, and has revealed some startling facts as regards the general disposition of the coloured population.

On the 10th October, 1868, the standard of independence was raised by the native Cubans in the Eastern Department. That movement spread itself to the central portion of the island, but met with no reponse in this, the western and wealthiest part of Cuba, so far as any outward manifestation is concerned.

It does not come within the province of this Report to analyze the causes of this rebellion, or to discuss any argument for or against it. Its practical influence with regard to the Slave Trade, and the abolition of that great social evil slavery, must, however, engage earnest attention.

Don Carlos Manuel de Cespedes, head of the insurgent Government of Cuba, issued a Proclamation on the 27th December last, condemning slavery, and providing for the freedom of the slaves under certain restrictions, which were no doubt forced upon him by the exigencies of the moment, but which were irreconcilable with any true principle of liberty.

A much more decided step was taken, however, on the 26th February by the insurgent Assembly of Camaguey, by the publication and circulation of a Decree, the first Article of which is couched in these words:—"Slavery is abolished!" But the final decision of the Cuban insurgents is embodied in their Constitution, voted at Guaimaro on the 10th April last, the 24th Article of which clearly and distinctly lays down that:—"Every inhabitant of the Republic is entirely free." Here we have, therefore, the immediate and unconditional emancipation of the slaves declared in the territory of the so-called "Republic of Cuba," and it follows that, if that Republic comprised the whole of the island, slavery would cease to exist here.

However desirable the extinction of slavery may be, it is to be hoped that it will never be consummated in the manner we have seen in the region occupied by the insurrection.

There the slaves have been hastily torn from their homes and plantations; they have

been armed and forced to erect fortifications, dig trenches, carry burdens, and perform all manner of hard work. They have been taught to live by brigandage, and to fire and destroy after pillaging every place they and their leaders come across. Such a desultory life has led to complete disorganization, and must end in reawakening all the savage propensities of the negro, and in rendering him either unfit or unwilling to comply with the requirements of civilization.

And now comes the most remarkable feature of the whole affair.

Most of the negro slaves who have been forcibly abducted from the sugar estates and other properties bordering on the insurrection, have made their escape, and have returned to their masters. Numerous examples of this fidelity, and I would even say "good sense," of the negroes have occurred in many parts of the island; for it must be borne in mind that all the seaports are held by the Spaniards, and that the neighbourhood within a certain radius of the towns and sea-ports is protected by the Government troops and volunteers.

Negresses who have come here from places which have been visited by some of these predatory bands—mostly composed of whites, blacks, mulattoes, and Chinese—refuse point-blank to return to the country, and relate stories which are too horrible to repeat, and which the pen refuses to record.

What between both parties in campaign there is very little protection for these poor women.

The emancipation of slavery in Cuba must not be wrought by such means or in such a manner.

Public opinion, the civilization of the nineteenth century, and, if not philanthropy, at least political considerations, must awaken Spain to the absolute necessity of grappling with this question at once.

It is hardly possible to conceive that any social reform of such importance could be carried out suddenly without creating violent perturbation in the whole system of labour in the colony, and entailing momentary if not lasting ruin upon the proprietors—indeed such is the experience of the British West Indies, and the Southern States of the North American Union.

Cuba is, in some respects, differently situated from either, and it is possible that the immediate freedom of the slaves here would not be followed by any very serious consequences. The proprietary body reside in the island, and with them their wealth and incomes, which are expended chiefly in the improvement of their estates. The language and customs are totally distinct from those of the Anglo-Saxon race. The general treatment of the negro is different, and there is a certain familiarity between master and slave which is peculiar to Cuba; so that, with all the abjection and ignorance of the plantation negro here, he is attached to his master, and has a cat-like affection for his home and his pen. Instances have occurred lately—and this is another remarkable fact—in which the negroes have turned out for the defence of their master's property, and have driven off those very parties who have come in the name of the insurrection for the avowed purpose of liberating them.

The insurrection, its views and tendencies, are freely and openly discussed in the presence of the negroes from one end of Cuba to the other, so that they know quite well what is going on; and yet there has not been, to my knowledge, any disposition shown on their part to hasten, by violence or by flight, the work of emancipation.

Can it be that they comprehend the meaning of the threat so constantly repeated, that "Cuba shall either be Spanish or a second Santo Domingo," and that, in witnessing the sanguinary and destructive nature of the contest now going on in the island, they are resolved to abide quietly the consummation of that dreadful threat?

The insurgents did not, I am fully convinced, declare the abolition of slavery from any profound conviction of justice, but as a political necessity, and for a political purpose.

Not a single planter or slave-owner outside of the territory occupied by the insurrection has voluntarily emancipated his slaves, which is the most palpable proof that there is no such thing as a general feeling condemnatory of the institution, nor any praiseworthy desire to eradicate it.

The bitter hatred which exists between Spaniard and Cuban will eventually lead to the solution of the difficulty, and accomplish what, perhaps, neither party would calmly undertake. If the Cubans succeed in achieving their independence, or in annexing this island to the United States, slavery, being abolished by law, must immediately cease. The Spaniards, on the other hand, will never give up Cuba without a fierce struggle, which they themselves say will only end after a forcible emancipation of the slaves, and the complete destruction of property throughout the island. But, again, should the insurrec-

HAVANA.

85

tion be quelled, the Spaniards will most probably maintain slavery at all hazards, and a revival of the Slave Trade is not at all unlikely.

That the Cuban proprietors would in that case, out of spite, emancipate their negroes is too improbable to be thought of. Such, however, are the eventualities dependent on the result of the present contest in Cuba.

The prices of slaves keep up wonderfully under these uncertain prospects, field negroes being worth from 450 dollars to 550 dollars; domestics and artizans from 500 dollars to 650 dollars.

According to the census of 1857, there were 605,461 coloured people in this island, viz. :—

				Free Coloured.	Slaves.
In the Eastern Department	..	..	..	96,058	66,235
Western ditto	..	..	..	129,880	313,288
Totals	..	..	..	225,938	379,523
				605,461	

but the cholera and the insurrection have made considerable havoc since that time, and have probably reduced these numbers 15 per cent.

There are quite enough left to make any one shudder at the idea of their being let loose and employed as instruments of destruction, merely to satisfy a demoniacal spirit of revenge. That this intention is shared by every Spaniard, from the Captain-General down, there cannot be any doubt, should the tide of war turn against the Spanish cause in this unfortunate island.

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

LOANDA.

No. 78.

Commissioner Vredenburg to Lord Stanley.—(Received March 18.)

My Lord,

Loanda, January 2, 1869.

I HAVE the honour to report that no case has been brought for adjudication before the Court of Mixed Commission established in this city during the half year ending the 31st ultimo.

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

No. 79.

The Earl of Clarendon to Commissioner Vredenburg.

Sir,

Foreign Office, March 25, 1869.

I TRANSMIT to you herewith a copy of a note which I have received from the Portuguese Chargé d'Affaires at this Court, inclosing a translation of a Decree issued by the Government of His Most Faithful Majesty, dated the 25th of February last, abolishing the state of slavery in all the Portuguese Dominions from the date of the publication of the Decree, and directing that the slaves thus emancipated shall pass into the condition of "libertos" or freedmen, whose condition is laid down in a Decree dated the 14th of December, 1854.

I also inclose a copy of a despatch which I have addressed to Her Majesty's Minister at Lisbon upon the subject of this Decree, and I should be glad to receive from you any observations which you may have to offer upon the effect which the Decree of the 25th ultimo may have upon the condition of slaves in the Portuguese possessions on the West Coast of Africa.

I am, &c.
(Signed) CLARENDON.

Inclosure 1 in No. 79.

M. Figanière e Morão to the Earl of Clarendon.

My Lord,

Portuguese Legation, London, March 12, 1869.

WITH reference to the conversation I had the honour to hold with your Excellency yesterday, bearing upon the Decree signed at Lisbon the 25th of last month, abolishing slavery throughout the territories of the Portuguese Crown, I have the honour herewith to transmit to your Excellency a translation of the said Decree, as well as of the Report which precedes it.

Your Excellency will perceive that slavery is put an end to from the very day the Decree was made public, and that all slaves are called to the condition of freedmen (libertos), which intermediate state will cease for them on the 29th of April, 1878.

Your Excellency is aware of the constant efforts on the part of His Majesty's Government, since the year 1854, to bring about this result by providing, in that year, for the registry of slaves; then, in 1856, decreeing the freedom of the issue of female slaves, and subsequently, in 1858, of all such as might still be in a state of bondage on the 29th of April, 1878, at which date slavery was to have become finally extinct. These

important measures embodied other enactments tending to ameliorate the condition of the slave, facilitate self-purchase, and limit the authority of the master in order to prevent its abuse, thus showing the earnest desire of the Portuguese Government to conciliate the claims of humanity with vested interests.

The way having been thus paved, and the change rendered less sudden and prejudicial to the rights of ownership, the present Decree has been issued as a crowning act to this series of measures, anticipating by several years an event previously provided for. The status of the freedman, as determined by the Decree of the 14th of December, 1854, and which is to continue but for nine years, may be compared to that of the Chinaman in English and French Colonies. This limiting clause of the new measure was introduced to prevent the evil effects, as shown by experience, of a too sudden change in the conditions of labour at present existing in some of the Portuguese possessions.

I have, &c.

(Signed) FIGANIERE E MORAO.

Inclosure 2 in No. 79.

Decree, dated February 25, 1869, abolishing Slavery through Portuguese Territories.

(Translation.)

Sire,

Colonial Department, 1st Section.

THE relations subsisting between the slaves and their owners in the provinces beyond sea underwent great modifications in 1854, 1856, and 1858, all tending to ameliorate the condition of the slaves, and to enable the Government to propose to the Cortes, as soon as possible, the complete abolition of slavery throughout the Monarchy. Among the measures taken for this object, the following deserve especial mention:—

- 1st. The Decree of the 14th December, 1854, ordaining the registry of all slaves.
- 2nd. The Law of the 24th July, 1856, which declared the free condition of all children born of women slaves after the publication of that Law.
- 3rd. The Decree of the 29th April, 1856, which ordained that every slave in the Portuguese territory should be in a free condition on the day they completed twenty years from the date of the said Decree. Likewise those measures which abolished slavery in the city of Macan, in the Island of St. Vincent, Cape de Verde, and in all territory of the Province of Angola, situated to the north of the River Lifune, comprising the populations and forts of Ambriz, Bembe, St. Salvador do Congo, and others.

To appreciate the importance of the provisions of the Decree establishing the registry, it will suffice to point out the following:—

- 1st. That which declared free all slaves belonging to the State.
- 2nd. That which ordained that no individual should be considered legally a slave unless it were proved that he was registered within the period marked in the said Decree.
- 3rd. That which conceded to the slaves the right of obtaining their manumission independently of the will of their masters, provided they paid them an indemnity fixed by arbiters.
- 4th. That which deprived owners of the right to inflict on their slaves corporal punishment.

5th. That which prohibited the separation, in case of the sale of slaves, of wives from their husbands, and young children from their mothers.

As to the law which orders that all children born of female slaves should be free, its action is such that, by the simple effect of this disposition, the state of slavery would come to an end even though no other measure should be taken for that purpose. And as regards the Decree of the 29th April, 1858, to estimate its importance it will suffice to recollect that it fixes the 29th April, 1878, as the last day for the existence of slavery throughout the Monarchy.

These measures taken in the space of forty months in behalf of the unhappy class referred to, were great steps taken in the path which leads to the desired end—the abolition of slavery. It behoves us, therefore, to proceed with prudence equal to that hitherto practised, and it is to be attained by considering in a spirit of equity the interest of the individuals who are at present slaves, the interest of the owners, the welfare of the State, and the requirements of Christian civilization. It appears to us that this result may be attained if the project of a Decree which we have the honour to present to your Majesty should be approved of, and in which it is established that slavery shall be abolished throughout the whole Monarchy after the publication of the Law, and that all slaves shall pass into the state of freed men. In that state, and under the conditions

established by the Decree of the 14th December, 1854, they will remain until the day appointed by the Decree of the 29th April, 1858, for the total suppression of slavery throughout the Monarchy. Like the freed men (*libertos*) referred to in the said Decree of 1854, so likewise the slaves will be henceforth considered free, and in circumstances very similar to those of Chinamen, or the labourers in India, who under voluntary contract agreed to work during some years in the English and French Colonies.

In this manner Portugal may bring about the prompt suppression of slavery in all her provinces beyond sea, without the system of labour in use there suffering from sudden changes, thus avoiding occurrences similar to those which happened in foreign colonies after the publication of the Act of complete and immediate emancipation of slaves.

All the European States possessing Colonies have abolished slavery existing in them, with the exception of Portugal and Spain. And in the American continent slaves are only to be found in Brazil.

The Portuguese nation which, among those of Europe who peopled territories beyond sea, was the first to abolish slavery in some of those territories by the Royal Decree of the 16th January, 1773, will certainly not be the last to adopt a measure, having for its object to put an end to a state of things in opposition to the spirit of institutions, which now for more than thirty-two years have formed the basis of all her laws, a state of things which is not sanctioned by her Civil Code, and which is also contrary to the state of civilization in Europe and America, where in less than a century, and especially within the last few years, many millions of slaves have been called to the condition of freemen,

Based on these considerations, we have the honour to present to Your Majesty the following project of a Decree.

Secretary of State's Office for the Navy and Colonies,
February 25, 1869.

(Signed)

MARQUIS DE SA DA BANDEIRA.

ANTONIO, *Bishop of Vizen.*

ANTONIO PEQUITO SEIXAS DE ANDRADE.

CONDE DE SAMODAES.

JOSE MARIA LATINO COELHO.

SEBASTIAO LOPES DE CALHEIROS E MENEZES.

Decree.

Having taken into due consideration the report of the Ministers and Secretaries of State of the several Departments, having heard the Colonial Board, and in virtue of the authority conceded to me by Article 15, paragraph 1, of the Additional Act to the Constitutional Charter of the Monarchy, I am pleased to decree the following:—

Article 1. The condition of slavery is abolished throughout all the territories of the Portuguese Monarchy from the date of publication of the present decree.

Art. 2. All individuals of either sex, without any exception, who on that day may be in a state of slavery will become free, and shall enjoy all the rights, and be subject to all the duties conceded to, and imposed on, freedmen ("*libertos*") by Decree of the 14th December, 1854.

Art. 3. Services to which the said freedmen shall be obliged, conformably to said Decree, shall pertain to the persons to whom, up to such time, they have been slaves.

§ 1. The right to such services shall cease on the 29th April, 1878, being the day on which slavery would have come to an end in virtue of the Decree of 29th April, 1858.

§ 2. On the said 29th April, 1878, the obligation imposed by the present Decree on all individuals hereby made freedmen ("*libertos*") shall cease.

Art. 4. All legislation to the contrary is hereby revoked. The Ministers and Secretaries of State of the several Departments are so to understand it, and to have the same enforced.

Given at the Palace the 25th February, 1869.

(Signed)

THE KING.

(Countersigned)

MARQUIS DE SA DA BANDEIRA.

ANTONIO, *Bishop of Vizen.*

ANTONIO PEQUITO SEIXAS DE ANDRADE.

CONDE DE SAMODAES.

JOSE MARIA LATINO COELHO.

SEBASTIAO LOPES DE CALHEIROS E MENEZES.

LOANDA.

89

No. 80.

Consul Vredenburg to the Earl of Clarendon.—(Received May 13.)

My Lord,

Loanda, February 27, 1869.

I HAVE the honour to transmit translation of a correspondence that has taken place between the Governor-General and myself respecting Manuel Vacca, a black piratical chief of the Congo, who was captured some three or four years ago by Commander Grabbe, of Her Majesty's ship "Jaseur," and sent to the Island of Ascension, for having, as I was verbally informed, robbed a portion of the equipment of the "Jaseur" that had been left on shore.

The Governor-General, after recapitulating what he considers the facts of the case, proceeds to state that Commodore Dowell had intimated to the traders in the Congo his intention to set Manuel Vacca at liberty; and his Excellency concludes by informing me that he had received a protest from the traders in the Congo, without distinction of nationality, against Commodore Dowell and Her Majesty's Government, and that it was his intention to forward that protest to the Portuguese Government.

In my reply, I have explained to his Excellency the circumstances which led to Vacca's capture, and have claimed for Her Majesty's Government the sole right of determining what punishment they may think fit to award for a distinct offence committed against the British Crown.

Commodore Dowell informed me that he had addressed a paper to the traders in the Congo to ascertain their opinions as to the probable effect of the liberation of Vacca; it was scarcely a politic act on his part, as he had fully determined to place that man at liberty, and restore him to his home.

It has resulted—as might have been anticipated—in a unanimous expression of disapproval of the course he intends to pursue.

In this case, my Lord, as in other conflicts that have taken place between Her Majesty's cruizers and the negroes in the Congo and other points to the northward, the only information I have obtained is what I have picked up in casual conversation with the commanders of Her Majesty's ships. That territory is claimed by the Portuguese Crown, and Portuguese interests are seriously involved.

I have consequently received at various times communications, both verbal and in writing, from the Governors-General, to which I have never been in a position to give satisfactory replies.

It would doubtless, as recommended by Commodore Hornby, be advisable to place the coast, from the southern point of the French territory, under the jurisdiction of the Consul for Angola, and include the islands of St. Thomé and Principe in his commission; but, should your Lordship not see fit to adopt that course, I would respectfully suggest that Her Majesty's Consul in this city should receive an official and detailed account of any proceedings which may take place in which Portuguese interests may be involved or compromised.

I have, &c.

(Signed) W. VREDENBURG.

 Inclosure 1 in No. 80.
Senhor Gonçalves to Consul Vredenburg.

(Translation.)

Most Illustrious and Excellent Sir,

*Palace of the Government in Loanda,**February 19, 1869.*

ABOUT three or four years ago, as I have been informed, the negro Manuel Vacca was captured in the Congo by the cruizers of Her Britannic Majesty, under the pretext that his presence injured considerably the legal trade of the Congo, and he was taken to the Island of Ascension where he has been detained.

It appears that lately Commodore Dowell intimated to the traders established in the Congo that that individual would be set at liberty and sent on shore, as he could not be kept a prisoner for ever.

Without entering at present into an appreciation of the fact of the detention of Vacca, I have for sole object to intimate to your Excellency that I have just received a document in which the traders established in the Congo, without distinction of nationality, protest against Commodore Dowell and the English Government for the injuries and prejudices which may result to the very important trade which is carried on in those parts

CLASS A.

by the liberation of Manuel Vacca, an individual generally reputed to be of bad habits and very prejudicial.

That protest sent to this Government I shall bring to the notice of the Government of His Most Faithful Majesty, that they may take such steps as may be necessary.

God preserve, &c.

(Signed)

FRANCISCO ANTONIO G. GONCALVES,
Governor-General.

Inclosure 2 in No. 80.

Consul Vredenburg to Senhor Gonçalves.

Most Illustrious and Most Excellent Sir,

Loanda, February 22, 1869.

I HAVE the honour to acknowledge the receipt of your Excellency's despatch of the 19th instant, in which your Excellency states that, according to the information in your Excellency's possession, the negro Manuel Vacca was three or four years ago captured by Her Majesty's cruisers, and conveyed to the Island of Ascension, and there detained on the pretext that his presence caused considerable prejudice to the legal trade of the Congo; your Excellency also states that Commodore Dowell had lately communicated to the traders in the Congo his intention to place Manuel Vacca at liberty, as he could not be kept a prisoner in perpetuity; and, lastly, your Excellency informs me that you had received a document from the traders of all nationalities, protesting against Commodore Dowell and the British Government for all loss or damage that may result from the liberation of Manuel Vacca, and that it was your Excellency's intention to forward that protest to the Government of His Most Faithful Majesty.

In reply, I have the honour to make known to your Excellency that Manuel Vacca was captured and detained, not solely because he caused considerable injury to the legal trade of the Congo, but he completed a large series of piratical acts by the robbery of a portion of the equipment of one of Her Majesty's cruisers. Her Majesty's Government have decided that he has received an adequate punishment for the offence of which he was guilty, and have determined to release him. Manuel Vacca committed a distinct offence against the British Crown, and it is for Her Majesty's Government alone to decide what punishment they may think proper to inflict.

I hope and believe that the return of Manuel Vacca will not produce the disastrous consequences that the traders in the Congo appear to dread.

I have, &c.

(Signed) W. VREDENBURG.

No. 81.

The Earl of Clarendon to Commissioner Vredenburg.

Sir,

Foreign Office, May 19, 1869.

WITH reference to your despatch of the 23rd August, 1866, containing a Report upon the case of the Portuguese barque "*Dahomey*," which was detained by Her Majesty's ship "*Espoir*" in the Congo River in the month of March 1866, and adjudicated during your absence by the Portuguese Commissioner and Arbitrator in the Mixed Commission Court at Loanda, owing to your having withdrawn from the Court, I now inclose, for your information, copies of a correspondence which has passed between the Portuguese Representative in London and this Department on the subject of the compensation to be paid by Her Majesty's Government to the owners of the "*Dahomey*," on account of the detention of their vessel.

I am, &c.

(Signed) CLARENDON.

Inclosure 1 in No. 81.

Count Lavradio to Lord Stanley.

My Lord,

Legação de Portugal, Londres, le 16 de Novembre, 1868.

TENDO o Commandante do vapor de guerra de Sua Magestade Britannica "*Espoir*" apresado, no dia 3 de Março de 1866, a barca mercante Portuguesa

"*Dahomey*," que se achava na franquia de Agué, Costa de Mina, foi a dita barca logo depois levada pelo apresador perante a Commissão Mixta Portugueza e Britannica estabelecida em Loanda.

A Commissão Mixta, depois de observadas todas prescripções do Tratado de 3 de Julho de 1842, absolveo, por sentença de 5 de Junho de 1866, a barca, e condemnou o apresador a pagar ao apresado a quantia de vinte e dois contos, e setenta e dois milreis (Rs. 22,072\$000). Esta indemnisação, segundo o que foi estipulado no Artigo IV do citado Tratado e no Artigo V do seu Anexo B, devia ter sido paga pelo Governo de Sua Magestade Britannica no dia 5 de Junho de 1867, em que se completava o anno da publicação da sentença da Commissão Mixta, mas não o foi, posto que seião decorridos mais de dezasete mezes depois do prazo fatal marcados nos citados Artigos do Tratado de 3 de Julho de 1842.

Isto posto, e tendo, com muita justiça, os proprietarios da barca "*Dahomey*" requerido o cumprimento da sentença proferida em 5 de Junho de 1866, pela competente Commissão Mixta, recebi eu ordem do Governo de Sua Magestade Fidelissima para á vista do que deixo esposto, reclamar o cumprimento do Tratado de 3 de Julho de 1842, assim como o pagamento dos juros, a contar do dia 5 de Junho de 1867, da somma que deveria ter sido paga no referido dia.

Tenho, &c.
(Assignado) LAVRADIO.

Inclosure 2 in No. 81.

The Earl of Clarendon to M. Figanière e Morão.

M. le Chargé d'Affaires,

Foreign Office, April 9, 1869.

WITH reference to the note which I had the honour to address to you on the 31st ultimo, I now hasten to apprise you that the Lords Commissioners of Her Majesty's Treasury have instructed their Solicitor to put himself in communication with Messrs. Knowles and Foster, the Agents in this country of the owners of the ship "*Dahomey*," with a view to the settlement of the claims preferred by the owners of that vessel.

I am, &c.
(Signed) CLARENDON.

Inclosure 3 in No. 81.

The Earl of Clarendon to M. Figanière e Morão, May 17, 1869.

[See Inclosure 1 in No. 27.]

No. 82.

The Earl of Clarendon to Consul Vredenburg.

Sir,

Foreign Office, May 21, 1869.

I HAVE received your despatch of the 27th February last, inclosing copies of a correspondence which has passed between yourself and the Governor-General of Angola, on the subject of the intended release by Commodore Dowell of the Congo pirate Manuel Vacca, who has for the last three years been detained in the Island of Ascension.

I have in reply to acquaint you that it would appear from a Report received a short time since from Commodore Dowell that that officer has given up all idea of releasing Vacca, at any rate for the present; and, should you not already have done so, you will on the receipt of this despatch inform the Governor-General of the change that has taken place in the Commodore's plans with regard to Vacca.

I am, &c.
(Signed) CLARENDON.

Commissioner Vredenburg to the Earl of Clarendon.—(Received July 5.)

My Lord,

Mossamedes, April 10, 1869.

I HAVE the honour to report to your Lordship that I left Loanda on the 12th of last month on board Her Majesty's ship "Jaseur," for the purpose of inquiring personally into the present state of the Slave Trade on the coast to the southward of that city.

I was prevented by the rollers, which had set in with great violence, from disembarking at many spots that I wished to visit. I landed, however, at Lobito, Benguela, and Elephant Bay; we steamed into Equimina, but landing was perfectly impracticable. At Benguela I had a long and interesting conversation with the Governor. He informed me that about two years ago he had certain suspicions that an attempt might be made to ship slaves from Equimina, and that he had communicated his suspicions to the Governor-General, but he had subsequently satisfied himself that they were unfounded, and had arisen solely from the circumstance of the property being under the management of a person who had been previously a notorious slave-captain.

I was aware before I left Loanda that Quirino, the captain of the "*Santo Antonio*," who had given us so much trouble, was in charge of Equimina; but, as I have already had the honour of reporting, that estate is now the property of a joint-stock company, the shareholders of which are, with one or two exceptions, persons of high and responsible positions, and perfectly incapable of engaging in any Slave Trade speculations.

The general result of my inquiries was such as to satisfy me that, since the "*Aurora*" escaped from Benguela Velha, with a cargo of slaves in October 1865, no attempt has been made to ship slaves on any part of the coast of Benguela and Mossamedes, and that there is no probability of the revival of the Traffic in Slaves in those districts.

I have, &c.

(Signed) W. VREDENBURG.

Commissioner Vredenburg to the Earl of Clarendon.—(Received August 3.)

My Lord,

Loanda, June 12, 1869.

THE observations which, in your Lordship's despatch of 25th of March last, I am desired to make on the Decree issued by the Government of His Most Faithful Majesty on the 25th February last, abolishing the state of slavery in all the Portuguese possessions, may be expressed in very few words. The Decree in question changes the name of "slave" into that of "liberto," but it does no more. I have never succeeded in discovering any difference between the position of the slave and that of the liberto. When, therefore, I mention libertos, I may be understood as speaking of slaves under another name.

The Decree of the 25th February, however, affords me an opportunity of entering into the whole question of the service of libertos; and I have now the honour to submit to your Lordship certain facts, and my observations based thereon.

By the 7th Article of the Decree of the 14th December, 1854, confirming the regulation of 25th October, 1853, all slaves imported by land are to be considered in the condition of libertos, with the obligation of serving ten years; and by the 1st section of that Article, it is permitted to sell their services for the whole or a portion of the time they have to serve.

Now, my Lord, even if the provisions of the Decree were carried out, the institution of slavery would be perpetuated by the constant introduction of fresh libertos from the interior; but, as a matter of fact, the provisions of the Decree, as to the libertos obtaining their liberty at the termination of ten years' service, are totally disregarded. Many thousands ought now to be their own masters; those really so are a few dozens, and those principally inhabitants of this city, who, possessing somewhat more intelligence than the negroes in the country, addressed themselves to Lieutenant Nascimento Sampaio, the chief of police, a most honourable and upright officer, and he brought their cases before the Junta Protectora. It is not till latterly that any attempt was made in the interior to keep the registers with any degree of regularity. The negroes there are ignorant and stupid; they have no one to advise them or protect them, and they will remain, under the present administration of the law, condemned to forced service all their lives.

In what does that differ from slavery? On my way back from Mossamedes, I had some conversation with the Juiz de Direito of Benguela on this subject—Benguela is a place of considerable importance, and the second city in the province. I remarked to the judge that it was probable that very few libertos in Benguela who had completed their term of service had been set at liberty. His answer was, that he was not aware that there was one. There must, nevertheless, be a vast number of libertos in Benguela who ought by law to be free; but it appears to be nobody's business to see that they obtain their liberty.

The "Junta Protectora dos Esclavos e Libertos" have great powers conferred on them by the decree of the 14th December, 1854. If they were to use those powers they would find, I think, that half of the blacks now kept in servitude in this city, and many more in the country, had never been registered, and were therefore free by operation of the law; but in their case, as in the case of most boards, it is nobody's business in particular, so nothing is done. It is easy, of course, to strike out of the register the names that were entered more than ten years ago. But where are the owners of those names? They have been so often sold, resold, and transferred, that it would be impossible to trace them; and in the cases where they can be found, I fear there is no one to tell them that they are their own masters. How many thousands have been shipped to the island of San Thomé, where, it must be noted, they are registered anew, and have to serve ten years, although they may have already served months or years in this province. Indeed, my Lord, as far as I can understand the system of registration, I see no reason why a man should not be perpetually re-registered. If he is too well known in one district, his services can be sold to a person in a neighbouring district ("concelho"), and he may there be presented as having been newly imported from the interior, and have to commence his ten years' period, although he may have already served eight or nine years. It is unnecessary, however, to take that trouble, as he may be kept where he is, and no one will interfere in the matter.

During my absence in the South, Brigadier-General José Rodriguez Coelho do Amaral arrived here as Governor-General, to succeed Admiral Gonçalves Cardoso, the late Governor-General, who had been superseded at his own request. General Amaral had previously governed the province for several years, and may be known to your Lordship as having organized and led the expedition that captured Ambriz. In an interview I had with his Excellency, I told him that I had received instructions from your Lordship to send my observations on the Decree of the 25th February, and I entered with much precision and at some length on the subject of the service of libertos. The substance of my remarks was the same as I have above had the honour to submit to your Lordship's consideration.

I do not remember that the Governor-General took exception to any of my observations. He said that, if it was brought to his knowledge that any one was kept in servitude who ought to be free, he would take steps to have him set at liberty; and he dwelt, as Lieutenant Sampaio had done, on the difficulty of carrying out, in the country, the regulations contained in the Decree of 14th December, 1854. Those difficulties I admit; but I go beyond his Excellency—I maintain that it is impossible to put in force the regulations which provide for the perfect freedom of the liberto after ten years' service. The absence of system, the want of communication and roads between the different districts ("concelhos"), the utter administrative disorganization and immorality, and the facility with which a liberto can be withdrawn from the operation of the law, render the execution of the Decree impossible; the ten years' service imposed by the Decree consequently becomes, in the great majority of cases, forced and unremunerated labour for life. As it is easy to put the law in force when the negro is to be enslaved, and impracticable when he is to be set at liberty, there remains no alternative but to close the registers, modify the 7th Article of the Decree of the 14th December, 1854, and prohibit the introduction into the province of negroes in a servile condition, either under name of slave, liberto, or under any other designation, if the Portuguese Government seriously wish to put an end to slavery, not merely in name, but in fact.

I have, &c.

(Signed) W. VREDENBURG.

LOANDA.

No. 85.

Commissioner Vredenburg to the Earl of Clarendon.—(Received September 16.)

My Lord,

Loanda, July 1, 1869.

I HAVE the honour to report that no case has been brought for adjudication before the British and Portuguese Mixed Commission established in this city during the half-year ended yesterday.

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

No. 86.

The Earl of Clarendon to Commissioner Vredenburg.

Sir,

Foreign Office, November 26, 1869.

I HAVE to inform you that, in consequence of the suppression of the Slave Trade on the West Coast of Africa, Her Majesty's Government have entered into negotiations with the United States and Portugal to do away with the Mixed Commission Courts established by the three Powers at the Cape of Good Hope, Loanda, and New York, and that when these arrangements are completed it will be unnecessary any longer to maintain the staff attached to those Courts.

I have proposed, however, to the Treasury to maintain a Vice-Consul at Loanda for the purpose of guarding against any revival of the Slave Traffic, and of protecting British interests in the legitimate trade which has sprung up there.

I am also in communication with the Treasury respecting the compensation allowances which must necessarily be granted to the various officers who will unavoidably lose their appointments, and a further communication will be made to you when this question is settled; but, in the mean time, I think it right to give you and the officers of your Court timely notice of the proposed measure, which will take effect as soon as the necessary preliminary arrangements can be completed.

I desire, in conclusion, to express my entire approval of the manner in which the duties of your Court have been conducted, and my regret at the termination of your connection with my Department.

I am, &c.
(Signed) CLARENDON.

No. 87.

Commissioner Vredenburg to the Earl of Clarendon.—(Received December 6.)

My Lord,

Loanda, October 1, 1869.

I HAVE the honour to transmit my Report on the Slave Trade during the year ending yesterday.

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

Inclosure in No. 87.

Annual Report on the Slave Trade.

I HAVE the honour to report that, during the twelve months ending yesterday, no attempt was made to revive the transmarine Slave Trade on any part of the coast under my supervision.

Negroes are still occasionally sent from this port to St. Thomé, but, as the present Governor-General has been more particular in exacting that the "settler" who accompanied them shall represent in some degree the character he assumes, the number of those who for some months past have been shipped to that island has been very small.

(Signed) W. VREDENBURG,
Her Majesty's Commissioner.

Loanda, October 1, 1869.

LOANDA.

95

No. 88.

Commissioner Vredenburg to the Earl of Clarendon.—(Received December 6.)

My Lord,

Loanda, October 6, 1869.

WITH reference to Mr. Otway's despatch of the 16th August last, inclosing copy of despatch from Her Majesty's Consul-General at Havana, reporting that two cargoes of slaves were alleged to have been landed in Cuba from the coast of Africa, I have the honour to inform your Lordship that, in contemplation of my Annual Report, I had a few days only before the receipt of Mr. Otway's despatch completed a most searching inquiry into Slave Trade matters during the last twelve months, and I think that I am in a position to assure your Lordship that, should the fact be established that two cargoes or any slaves have been landed in Cuba during the present year, they were not shipped from any part of the coast to the southward of Cape Lopez.

I have, &c.

(Signed) W. VREDENBURG.

NEW YORK.

No. 89.

Commissioner Archibald to the Earl of Clarendon.—(Received January 23.)

My Lord,

New York, January 4, 1869.

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

I have, &c.

(Signed) E. M. ARCHIBALD.

No. 90.

The Earl of Clarendon to Commissioner Archibald.

Sir.

Foreign Office, November 26, 1869.

I HAVE to inform you that, in consequence of the suppression of the Slave Trade on the West Coast of Africa, Her Majesty's Government have entered into negotiations with the United States and Portugal to do away with the Mixed Commission Courts established by the three Powers at the Cape of Good Hope, Loanda, and New York, and that when these arrangements are completed it will be unnecessary any longer to maintain the staff attached to those Courts.

I am in communication with the Treasury respecting the compensation allowances which must necessarily be granted to the various officers who will unavoidably lose their appointments, and a further communication will be made to you when this question is settled; but in the meantime I think it right to give you and the officers attached to your Court timely notice of the proposed measure, which will take effect as soon as the necessary preliminary arrangements can be completed.

I desire, in conclusion, to express my entire approval of the manner in which the duties of your Court have been conducted, and my regret at the termination of your connection with my Department.

I am, &c.

(Signed) CLARENDON.

(97)

SIERRA LEONE.

No. 91.

Judge Kennedy to Lord Stanley.—(Received February 2.)

My Lord,

Sierra Leone, January 5, 1869.

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 on the 31st December, 1868.

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

No. 92.

Judge Kennedy to Lord Stanley.—(Received February 2.)

My Lord,

Sierra Leone, January 5, 1869.

I HAVE the honour to acquaint your Lordship that no slaves have been emancipated, and consequently none have been registered by the Courts of Mixed Commission at this Station, during the half-year ending on the 31st December, 1868.

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

No. 93.

Judge Kennedy to the Earl of Clarendon.—(Received July 6.)

My Lord,

Sierra Leone, June 30, 1869.

I HAVE the honour to acquaint your Lordship that no cases have been adjudicate 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. 94.

Acting Judge Smith to the Earl of Clarendon.—(Received October 26.)

My Lord,

Sierra Leone, September 30, 1869.

I HAVE the honour to report to your Lordship that no cases have been adjudicated, nor slaves emancipated, by the Mixed Courts of Justice established here, during the year ending this day.

In the same period no vessels have been prosecuted in the Vice-Admiralty Court of this place for Slave Trade purposes, nor have any canoes been seized within British waters for being engaged in that Traffic.

Having used all the means in my power, I have been unable to obtain any information respecting Slave Trade operations, either to the north or to the south of this Settlement.

CLASS A

The strict surveillance exercised by Her Majesty's cruizers, the demand made for African produce, the attention now paid by the natives to agriculture and legitimate commerce, and the constant plying of the mail and cargo steamers along the coast, communicating information from one port to another, are circumstances which, in my opinion, render the Traffic in Slaves in this locality impracticable. Hence it does not appear likely that the alleged shipment this year of two cargoes of slaves to the Island of Cuba from the coast of Africa, as reported by Consul-General Dunlop, could have taken place on the West Coast.

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