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Class B.

EAST COAST OF AFRICA.

CORRESPONDENCE

RESPECTING

THE SLAVE TRADE

AND

OTHER MATTERS.

From January 1 to December 31, 1870.

Presented to both Houses of Parliament by Command of Her Majesty.
1871.

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EAST COAST OF AFRICA.

CORRESPONDENCE WITH BRITISH REPRESENTATIVES AND AGENTS ABROAD.

FRANCE.

No. 1.

Lord Lyons to the Earl of Clarendon.—(Received March 23.)

(Extract.)

Paris, March 18, 1870.

I HAVE the honour to inclose an extract from a note which I received yesterday from Count Daru, and which contains the answer of the French Government to the representations made to it respecting the rapid increase in the number of native craft under the French flag on the East Coast of Africa, and the presumption that the flag is abused to protect the Slave Trade.

Your Lordship will perceive that the French authorities deny the accuracy of the information received by Her Majesty's Government.

Inclosure in No. 1.

Count Daru to Lord Lyons.

M. l'Ambassadeur,

Paris, le 12 Mars, 1870.

VOTRE Excellence a, dans le courant de l'année dernière, entretenu mon Département de l'accroissement rapide qu'aurait pris le nombre des embarcations Arabes naviguant à la Côte Orientale d'Afrique sous le pavillon Français et qui seraient soupçonnées d'en abuser pour se livrer à des opérations de Traite. Ainsi que mon prédécesseur vous en avait informé le 27 Juillet, M. le Ministre de la Marine avait eu soin de prescrire à ce sujet une enquête. Il vient de me communiquer les éclaircissements qu'il a recueillis, d'après lesquels il semblerait que MM. les Officiers de la Marine Britannique dont les rapports avaient appelé l'attention du Gouvernement de la Reine sur cette question auraient été inexactement renseignés sur l'état réel des choses, et que leurs appréhensions seraient loin d'être fondées.

En effet l'Administration Coloniale de Mayotte et de Nossi-Bé n'a cessé de se conformer exactement aux instructions du Gouvernement de l'Empereur, qui recommandent d'apporter une grande prudence dans la remise des actes de francisation aux embarcations Arabes, qui n'accordent la permission de battre pavillon Français qu'aux boutres dont les propriétaires établis dans le pays y exercent leur commerce et sont reconnus incapables de compromettre leurs intérêts dans des opérations illicites. A Nossi-Bé on exige même que le propriétaire soit imposé comme industriel au rôle des patentes. Cette autorisation ne constitue pas d'ailleurs à elle seule le droit de naviguer sous les couleurs Françaises. Les boutres acquis ou construits par les Arabes fixés à Mayotte et à Nossi-Bé sont rigoureusement astreints pour naviguer à l'étranger avec notre pavillon, à se munir d'un acte de naturalisation, d'un rôle d'équipage, et d'un congé qui n'est valable que pour un an, et que les propriétaires doivent renouveler à l'expiration sous peine d'être déchus des privilèges résultant de la francisation. Avant le départ ces embarcations sont assujetties, comme les boutres étrangers, à un permis de départ.

Le nombre des boutres autorisés à arborer les couleurs Françaises, tout en ayant

augmenté, est bien loin, d'autre part, de s'être accru dans la proportion indiquée par M. le Capitaine de la Marine Britannique Meara, qui estimait en avoir rencontré dernièrement cinquante là où il n'en avait vu que cinq l'année précédente.

Les documents officiels établissent qu'en 1858 vingt boutres seulement ont renouvelé leur congé, et ils n'ont évidemment jamais pu être réunis sur un même point.

M. le Capitaine Meara a signalé aussi la présence d'un certain nombre de noirs qu'il a remarqués sur un boutre francisé, comme autorisant le soupçon d'opération de Traite; mais c'est là un fait qu'expliquent aisément les habitudes des habitants de ces contrées. Suivant la mousson, les populations nomades des Comores et de toutes les côtes avoisinant les possessions Françaises de Mayotte et de Nossi-Bé se déplacent régulièrement, et préfèrent prendre passage sur les boutres portant le pavillon Français, qui leur offrent plus de sécurité. L'accroissement des relations commerciales rend de plus en plus actif ce mouvement des indigènes; aussi les boutres partant de Mayotte ont-ils constamment à bord, outre l'équipage composé en moyenne de quinze hommes, un nombre à peu près égal de passagers. Ces derniers sont comme les matelots parfaitement connus, et l'inscription de leurs noms à la suite du rôle d'équipage est un moyen de contrôle efficace. En dehors des précautions prises pour éviter les abus, les bâtiments de la Marine Impériale qui croisent dans les parages fréquentés par les boutres auxquels a été accordée la faculté de porter le pavillon Français ont pour mission de les visiter afin de vérifier s'ils sont en règle. En outre les croiseurs Britanniques sont autorisés par les instructions communes adressées aux officiers des deux Marines à procéder, lorsqu'ils soupçonnent que les couleurs Françaises sont arborées illégalement, à une inspection des papiers de bord dont les embarcations qui s'en couvrent doivent être munies, ce qui leur permettrait de découvrir les actes frauduleux qui se produiraient. Mais il ne semble pas qu'ils en aient constaté, car les autorités Françaises auxquelles ils les auraient certainement dénoncés n'ont reçu aucun avis à cet égard.

Je vous serai obligé, M. l'Ambassadeur, de vouloir bien faire part des explications qui précèdent au Gouvernement de Sa Majesté Britannique. Il reconnaîtra, j'aime à le croire, que la circonspection avec laquelle la permission d'arborer les couleurs Françaises est accordée à des boutres indigènes, bien moins nombreux en réalité que ne le laissent supposer les informations parvenues à Londres, les formalités exigées pour que ceux-ci puissent profiter de cette faculté, et la surveillance dont ils sont l'objet, offrent les garanties les plus sérieuses, et qu'il n'y a pas à redouter des abus, que le Gouvernement de l'Empereur est fermement résolu du reste à ne pas tolérer.

No. 2.

Lord Lyons to Earl Granville.—(Received July 14.)

My Lord,

Paris, July 13, 1870.

I HAVE the honour to inform your Lordship that I have this day addressed a note to the French Government in the terms of your Lordship's despatch of the 5th instant, respecting the assumption of the French flag by native craft on the East Coast of Africa.

I have, &c.
(Signed) LYONS.

No. 3.

Earl Granville to Lord Lyons.

My Lord,

Foreign Office, November 24, 1870.

I TRANSMIT to your Excellency herewith two copies of the Report which has been drawn up by the Committee on the East African Slave Trade, and presented to Parliament.

I have more particularly to call your Excellency's attention to the 30th paragraph of this Report which treats of the too indiscriminate issue of French papers to Arab vessels, and of the manner in which the protection thus afforded by the French flag has been abused for Slave Trade purposes. Your Excellency will recollect that the practice in this respect of the French authorities at Mayotta and Nossé Bé has already formed the subject of a correspondence between the two Governments. I have only, therefore, now to instruct you again to call the attention of the French Government to the statements contained in the Report as to the evil effects attending these proceedings; and, in communicating to them the tenor of the recently-issued Admiralty instructions herewith inclosed, prohibiting the destruction of captured slavers before being taken to a Court of Adjudication, you will

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urge this point as a reason for the issue of instructions to the French authorities at Mayotta and Nossé Bé to provide, as far as lies in their power, against any such abuse of the protection of the French flag as is referred to in the Report of the Committee.

Your Excellency should also invite the general co-operation of the French Government in the proposed measures for the suppression of the Slave Traffic on the East Coast of Africa, which are framed as much for the protection of the innocent trader as for the punishment of the Slave Traders.

I am, &c.
(Signed) GRANVILLE.

No. 4.

Lord Lyons to Earl Granville.—(Received December 20.)

My Lord,

Bordeaux, December 15, 1870.

I HAVE the honour to inclose a copy of a note on the subject of the East African Slave Trade, which I have addressed to the French Government in pursuance of the instruction contained in your Lordship's despatch of the 24th ultimo.

I have, &c.
(Signed) LYONS.

Inclosure in No. 4.

Lord Lyons to M. Jules Favre.

M. le Ministre,

Bordeaux, December 15, 1870.

COMMUNICATIONS have for some time taken place between the British and French Governments on the subject of the East African Slave Trade, and the attention of the Government of France has been directed to the large issue of French papers to Arab vessels, and to the abuse which has been made for Slave Trade purposes of the papers so issued.

In a Report addressed to Her Majesty's late Secretary of State for Foreign Affairs by the Committee on the East African Slave Trade, the following paragraph occurs:—

“One point remains to be noticed in connection with this part of the subject,—namely, the practice recently adopted by Arab slave-traders of sheltering themselves under the French flag. We observe that your Lordship has already called the attention of the French Government to the subject, but it might be well to inform the French Government of the nature of the instructions recently issued by the Admiralty regarding the seizure of vessels on suspicion of being slavers, which will, it is hoped, protect the legitimate trader from detention or annoyance; and to urge this point upon the French Government as a reason for instructing their authorities at Mayotta and Nossé Bé to use the strictest precautions against any abuse of the protection of their flag in issuing French papers to Arab vessels, whose claims to be owned by French subjects are probably in most cases fictitious.”

In conformity with the recommendation thus made by the Committee, I am directed to inform your Excellency that stringent instructions have, in fact, been issued by the Admiralty to guard against any proceedings on the part of Her Majesty's naval officers employed in the suppression of the Slave Trade which might lead to undue interference with vessels engaged in legitimate commerce. Positive orders have in particular been given to those officers with regard to the power of destroying a vessel engaged in or equipped for the Slave Trade, if, after survey held, it appears that she is not in a sufficiently seaworthy condition to be sent to a port of adjudication. The officers are informed in the strongest terms that such destruction of a vessel is only to be resorted to as an extreme measure, and that nothing will excuse them in not sending in the vessel to a port of adjudication, except facts showing satisfactorily that doing so would involve serious danger to the lives of the prize crew.

I am instructed to submit these matters to the consideration of the French Government, in the hope that it will see in them a reason for the issue of instructions to its authorities at Mayotta and Nossé Bé, to provide, as far as lies in their power, against any abuse of the protection of the French flag. I am moreover directed to express to your Excellency the satisfaction which it would afford Her Majesty's Government to receive the general co-operation of the French Government in the proposed measure for the suppression of the Slave Trade on the East Coast of Africa, which are framed as much for the protection of the innocent trader as for the punishment of the slave trader.

I have, &c.
(Signed) LYONS.

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No. 5.

The Earl of Clarendon to Consul Pakenham.

Sir,

Foreign Office, February 25, 1870.

I INCLOSE a copy of a Report from Commander Colomb, of Her Majesty's ship "Dryad,"* of his proceedings during his recent visit to Majunga for the purpose of surrendering to the authorities a fugitive slave who had escaped to the "Dryad" on the occasion of her previous visit to that port.

The facts reported by Commander Colomb show that the local authorities have connived at the introduction of slaves on the coast of Madagascar in violation of the stipulations of the Treaty of 1865, and that the Governor, while professing his ignorance of this fact and his desire to observe in good faith the Treaty stipulations, took every precaution to defeat the inquiry which he had agreed should be made as regards the origin of the slaves in the possession of the natives.

In communicating these facts to the Hova Government you will state that Her Majesty's Government are well aware that the Treaty is being violated and that slaves are constantly imported in small numbers at a time along the coast of Madagascar. The only proof that the Hova Government can give of their sincere desire to observe the Treaty is to make a strict inquiry into cases like the present, and to cause the offenders, especially when they are Government officers, to be severely punished.

It should also be publicly notified that the importation of slaves into Madagascar on any pretence is forbidden, and that the Hova Government are determined to punish any person engaged in it, and that they will render no support or assistance to a master in recovering a fugitive slave imported under such circumstances.

I am, &c.
(Signed) CLARENDON.

No. 6.

Consul Pakenham to the Earl of Clarendon.—(Received March 15, 1870.)

My Lord,

Tamatave, August 18, 1869.

I HAVE the honour to report, for your Lordship's information, certain acts committed by Hova officers on the 26th ultimo, which appeared to me to constitute a direct violation of Her Majesty's Consulate, and to call for the most ample reparation.

On the morning of that day, whilst I was absent, certain Hova officers and soldiers entered the Consular premises, and forcibly carried off from the verandah of my office a liberated African female slave, engaged as servant at Mauritius to a foreign trader residing at Tamatave, who had come to complain of the bad treatment to which she had been subjected at the hands of her employer.

On my return, on hearing what had taken place, I at once called on the Governor, and protested against the conduct of his officers, which, as I fully expected, his Excellency endeavoured to excuse on different grounds, and more particularly on the plea of ignorance of Consular privileges on the part of the guilty parties.

As I have always considered it my duty, my Lord, in the interest of the Malagasy themselves, in order to prevent conflicts with the natives, to maintain the inviolability of the premises of British subjects; and as this point had been more than once insisted upon by me with the present Governor of Tamatave, I felt that I could not, with any degree of

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propriety, pass over the outrage which had been committed on Her Majesty's Consulate, and I therefore claimed that the following reparation should be made:—

1. That within a couple of days, and at the same hour at which the female slave had been forcibly carried off, she should be reconducted to Her Majesty's Consulate by the same officers, and placed in the same place she had been taken from.

2. That the officers who had entered Her Majesty's Consulate without authority should be punished.

3. That the Governor of Tamatave, accompanied by his Staff, should wait upon me, and, personally disavowing the acts of his officers, express his regret for what they had done.

I am happy to be able to report that these conditions having been complied with, I felt justified in allowing the matter to drop.

I have, &c.
(Signed) T. C. PAKENHAM.

No. 7.

The Earl of Clarendon to Consul Pakenham.

Sir, *Foreign Office, March 18, 1870.*
I APPROVE the course which you pursued, as reported in your despatch of the 18th August last, with reference to the proceedings of the Hova authorities towards a liberated African slave who had taken refuge at Her Majesty's Consulate.

I am, &c.
(Signed) CLARENDON.

No. 8.

Consul Pakenham to the Earl of Clarendon.—(Received May 10, 1870.)

My Lord, *Tamatave, October 18, 1869.*

I HAVE the honour to submit herewith, for your Lordship's information, copies of the proceedings and my decision in a case of five negroes who took refuge on board Her Majesty's sloop "Dryad" at Majunga last month, referred to me by Commander Colomb on the 13th instant, and which is the first tried before me, as Judge in Vice-Admiralty, under the provisions of Her Majesty's Order in Council of the 4th February, 1869.

I beg also to transmit the copy of a letter on the same subject, addressed by me to his Excellency the Prime Minister of Madagascar.

The point which I have had to decide involves a very important question of right, viz.:—Whether the Commanders of British cruisers are justified in receiving on board their vessels, in Malagasy waters, slaves escaped from the shore, and in granting to such slaves the protection of the British flag, and I shall, therefore, be glad to learn that my opinion that such right extends only to slaves introduced to Madagascar from beyond sea since the conclusion of the English Treaty, and not to domestic slaves, is approved by your Lordship and held to be sound in a legal point of view.

Your Lordship will observe that the Acting Lieutenant-Governor of Tamatave, as well as a large staff of Hova officers, were present, at my solicitation, during the investigation, and were thus furnished with an opportunity of objecting, not only to the validity of the proceedings, but also to the value of the depositions taken. They, however, confined themselves to admitting that four of the slaves were, what they represented themselves to be, Mozambiques lately introduced into Madagascar.

I do not, therefore, apprehend that any question can be raised by the Hova Government as to the perfect fairness with which the case has been conducted.

I have, &c.
(Signed) T. C. PAKENHAM.

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Inclosure 1 in No. 8.

Proceedings and Decision in the case of Five Negroes who took refuge on board Her Majesty's sloop "Dryad."

(Extract.)

In Her Britannic Majesty's Court of Vice-Admiralty, Madagascar.

IN the matter of five escaped slaves received on board Her Britannic Majesty's sloop "Dryad," Commander Colomb, at Majunga.

Commander Colomb's Report.

Sir,

"Dryad," Tamatave, October 9, 1869.

I have the honour to inform you that during my recent stay at Majunga five Mozambiques, representing themselves to be escaped slaves, found their way on board Her Majesty's ship under my command and claimed protection, which I granted. The Governor remonstrating in very proper terms, referring me to a stipulation of the Treaty of 1865, whereby no subject of the Queen of Madagascar was to be permitted to come on board a British ship without a passport. I said I could not consider a slave to be subject in the terms of the Treaty, and that a British man-of-war was so far English soil that a slave reaching that asylum was henceforth free. The Governor replied that perhaps I was right, but requested an acknowledgment from me which I gave him in these terms:—

"During the stay of Her Majesty's ship 'Dryad' up to date hereof, five (5) slaves escaped from the shore to the ship, and are now detained by me pending the decision of the Consul at Tamatave.

(Signed)

"P. H. COLOMB, Commander.

"'Dryad,' Majunga, September 18, 1869."

2. These slaves being still on board I have the honour to request you will, in your capacity as Judge of the Vice-Admiralty Court for Madagascar waters, proceed investigation of the case.

(Signed)

P. H. COLOMB, Commander.

On the 13th day of October, 1869, Commander Colomb was duly sworn to the truth of this report.

Before me,

(Signed)

T. C. PAKENHAM,

Her Britannic Majesty's Consul for Madagascar.

This case, referred to me for my decision by Commander Colomb, R.N., has been inquired into by me this day, Wednesday, the 13th October, 1869, in his presence and that of the Acting Lieutenant-Governor of Tamatave and several Hova officers.

The following facts are established by the Report of Commander Colomb and the depositions of the men who took refuge on board the "Dryad."

During the recent stay of that vessel at Majunga, on the West Coast of Madagascar, last month, five men, representing themselves to be escaped Mozambique slaves, found their way on board and claimed British protection, and shortly afterwards the Hova Commandant of Majunga requested their surrender, on the plea of their being subjects of the Queen of Madagascar, and their not having been furnished with passports in accordance with terms of the Treaty between Great Britain and Madagascar (Art. IX); Commander Colomb declining to admit this plea, the matter was referred by him to me for my opinion, which I now give.

Considering that it has been proved by the depositions of Morjakibo, Sabouri, Semaquail, and Majan, that the said parties are Mozambiques and consequently not Malagasy subjects, and further that they are slaves illegally introduced into Madagascar from beyond sea, within the last four months, in direct violation of the stipulations of the Treaty concluded with Madagascar on the 27th June, 1865 (Art. XVII), I am of opinion that the said Morjakibo, Sabouri, Semaquail, and Majan were entitled to British protection, and that, under the circumstances, Commander Colomb was fully justified in receiving them on board the "Dryad" and refusing to surrender them. I therefore order the manumission of the said parties and their embarkation on board the British barque "Perseverance," about sailing for the Mauritius.

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As regards the case of Mahomed, who himself admits that he is a Malagasy subject, I have no alternative but to direct his return to Majunga.

(Signed) T. C. PAKENHAM,
Her Britannic Majesty's Consul for Madagascar.

Inclosure 2 in No. 8.

Consul Pakenham to the Prime Minister of Madagascar.

My dear Sir,

Tamatave, October 18, 1869.

WHILST Her Britannic Majesty's sloop "Dryad" was at Majunga, last month, five negroes representing themselves to be escaped Mozambique slaves found their way on board and claimed British protection which was granted them by Commander Colomb pending a reference to me.

The case of these men, which was referred to me by Commander Colomb on the recent arrival of the "Dryad" at Tamatave, was investigated by me on the 13th instant, in his presence and that of the Acting Lieutenant-Governor and several other Hova officers, when it was proved that four of the men who took refuge on board the "Dryad" were Mozambiques introduced into Majunga within the last five months, in open violation of the stipulations of the English Treaty (Article XVII), but that one of them was a Malagasy subject. The latter I directed to be returned to Majunga and the four Mozambiques I transmitted.

It certainly surprises me to find at the very time that flagrant infractions were being committed, the Hova Government, on the information lately furnished by the Commandant of Majunga, should have taken credit to itself for the strict fulfilment of its Treaty engagements in regard to the suppression of the Slave Trade; and I much fear that the inquiry which is being instituted into the circumstances which gave rise to your Excellency's complaint against the proceedings of Commander Meara, of Her Majesty's sloop "Nympe" will disclose facts tending to give a very different character to those proceedings to that colouring which it has been sought to impart to them.

As a friend, I must advise your Excellency to give your most serious consideration to the infractions of the English Treaty lately committed at Majunga and to take immediate steps to prevent their recurrence; for your Excellency cannot fail to observe the spirit of good faith in which Her Britannic Majesty's officers carry out the conditions of the Treaty as evidenced by the return to Majunga of the Malagasy subject who lately took refuge on board the "Dryad."

I remain, &c.
(Signed) T. C. PAKENHAM.

No. 9.

The Earl of Clarendon to Consul Pakenham.

(Extract.)

Foreign Office, May 16, 1870.

I HAVE received your despatch of the 18th of October last, reporting your decision in the matter of some slaves who had escaped from Madagascar and were carried away by Her Majesty's ship "Dryad;" and I approve your proceedings in this case.

I was not aware that it could be proved that any of the escaped slaves had been imported into Madagascar in violation of the Treaty, which would doubtless give them a claim to British protection; but I am of opinion that the commanders of Her Majesty's cruisers are not justified, where slavery is legal, in receiving fugitive domestic slaves on board their vessels or in carrying them away in spite of the local authorities, and in cases where naval officers are made aware that an escaped slave has been imported in violation of the Treaty, it would be better that they should communicate the facts to you with a view to a proper inquiry being made into the case, than that they should carry off the slave on their own responsibility.

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No. 10.

Consul Pakenham to the Earl of Clarendon.—(Received July 4.)

My Lord,

Tamatave, January 8, 1870.

I HAVE the honour to acknowledge the receipt, on the 4th instant, of your Lordship's despatch of the 16th September, 1869, instructing me to express to the Hova Government the best acknowledgments of Her Majesty's Government for the vigour displayed by the local authorities at Majunga in capturing certain slave dhows at that port. In obedience to those instructions and also in connection with the future disposal of the crews of captured dhows I have addressed the following notes to the Prime Minister of Madagascar, copies of which I beg to inclose for your Lordship's information.

I am happy to be able to report to your Lordship that my application for a vessel of war for the conveyance of the liberated slaves from Majunga to Mauritius was acceded to by Commodore Heath, and that Her Majesty's sloop "Dryad," Commander Colomb, performed this service in September last.

In conclusion and with reference to your Lordship's inquiry as to the practicability of permitting captured slaves in future to reside in Madagascar as liberated Africans, I beg to transmit for your Lordship's information the inclosed Report on the subject. At the same time I am glad to be able to state to your Lordship that I had rightly judged the labour requirements of the Mauritius when I recommended that the slaves captured at Majunga, whose liberation I had effected, should be sent to that colony; as on arrival they were immediately engaged to employers at the Government scale of wages and rations; and I have reason to believe that a still greater number could have been disposed of in the same manner.

I have, &c.
(Signed) T. C. PAKENHAM.

Inclosure 1 in No. 10.

Consul Pakenham to the Prime Minister of Madagascar.

My dear Sir,

Tamatave, January 7, 1870.

REFERRING to my letter addressed to the Hova Chief Secretary of State, on the 25th March last, on the subject of the seizure of two dhows containing 194 Mozambique slaves by the Governor of Majunga, in which communication I mentioned the pleasure it would afford me to report this successful capture to Her Britannic Majesty's Secretary of State for Foreign Affairs, I have now the honour to state that I have been instructed by the Earl of Clarendon to express to the Hova Government the best acknowledgments of Her Britannic Majesty's Government for this act of vigour on the part of the Hova authorities.

I remain, &c.
(Signed) T. C. PAKENHAM.

Inclosure 2 in No. 10.

Consul Pakenham to the Prime Minister of Madagascar.

My dear Sir,

Tamatave, January 8, 1870.

I AM instructed by the Earl of Clarendon to recommend to the Hova Government that, for the future, the Malagasy authorities should themselves deal with the crews of Arab slave-vessels captured introducing slaves into Madagascar, as in the case of the two dhows seized at Majunga the commencement of last year.

I remain, &c.
(Signed) T. C. PAKENHAM.

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Inclosure 3 in No. 10.

Report on the proposed Residence of Liberated Africans in Madagascar.

IN obedience to the instructions conveyed to me in Earl Clarendon's despatch of the 16th September, 1869, to report whether liberated Africans might safely be permitted to reside in Madagascar, I beg most respectfully to submit the following opinion:—

The safety of liberated Africans in Madagascar would, in a great measure, depend on the stringency and faithful execution of the measures adopted to secure for them full protection and perfect immunity from forced Government labour; very great care would also have to be taken to prevent their being again reduced to slavery, or shipped by Arab dhows to other countries where slavery exists. These ends would, I believe, be attained by an effective system of registration.

The next important points would be to provide for such liberated Africans an honest livelihood and suitable status. This, I apprehend, might be effected by allotting them under engagement, during the first five years of their residence in Madagascar, and at the Mauritius Government scale of wages and rations, to employers of known respectability and solvency—British employers having the preference. During the period of their industrial residence in Madagascar, liberated Africans would acquire that experience which would enable them, at the expiration of their engagement, to work on their own account and support themselves; and I may here mention that a portion of the British community of Tamatave has urged upon me the desirability of such an arrangement, both in regard to domestic service and agricultural pursuits, and as likely to afford to enterprising persons the means of profitably engaging in undertakings which cannot at present be carried on for want of hands.

In conclusion, I beg to represent that the changes involved in the foregoing recommendations can only be made with the co-operation of the Hova Government, and as their authority, more especially on the West Coast of Madagascar, is merely nominal, I feel by no means sanguine of success. Under the circumstances, therefore, and pending the adjustment of all preliminary points necessitated by the new arrangement, I consider it my duty to recommend the continuance of the present system of sending liberated Africans to the Mauritius.

(Signed) T. C. PAKENHAM,
Her Britannic Majesty's Consul for Madagascar.

*Her Majesty's Consulate, Madagascar,
Tamatave, January 8, 1870.*

No. 11.

Mr. Otway to Consul Pakenham.

Sir,

Foreign Office, July 9, 1870.

I AM directed by the Secretary of State to acknowledge the receipt of your despatch of the 8th of January last, and, with reference to your report as to the possibility of employing liberated Africans as free labourers in Madagascar, I am to transmit to you, confidentially and for your own information only, a copy of the Report of a Committee on the East African Slave Trade,* in which their views upon the general question of the disposal of slaves captured on the East Coast of Africa are stated.

You will perceive that the Committee recommend that Zanzibar should be selected as the chief depôt to the South to which the slaves should be sent, with the view of gradually supplanting slave by free labour there, but, as this object is equally important in Madagascar, which keeps up a constant trade in slaves with the coast, the Secretary of State thinks it would be a wise measure to encourage the settlement of liberated Africans in that island, provided proper employment can be found for them, and strict precautions are taken against their ill usage or relapse into slavery.

In the arrangements for this purpose, which you are at liberty to concert with the Malagasy Government, and which should ultimately be embodied in a Treaty, the probable effects of this measure upon the prosperity of the island should be pointed out to them, and care should be taken to provide against the Africans being allotted to employers who would abuse the privilege, or being located in places where efficient protection could not be given to them.

* Presented to Parliament, August 10, 1870.

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All slaves captured by Her Majesty's cruisers should be under the special protection of her Majesty's Consul, although amenable to the laws of Madagascar. A register should be kept of them at the British Consulate. They should be provided with proper certificates of freedom, and the Malagasy Government should declare their intention to punish severely any attempt to molest them; and if they should hesitate to enforce their declaration the landing of liberated slaves in Madagascar should be immediately stopped.

You will be good enough to report to the Secretary of State the manner in which you carry out these instructions, and the plan will of course require the sanction and cordial co-operation of the Malagasy Government.

I am to add that a copy of the report of the Committee, as finally adopted and sanctioned by Her Majesty's Government, will be eventually sent to you.

I am, &c.

(Signed) ARTHUR OTWAY.

No. 12.

Consul Pakenham to the Earl of Clarendon.—(Received July 30.)

My Lord,

Tamatave, April 4, 1870.

I HAVE the honour to acknowledge the receipt of Mr. Hammond's despatch of the 16th September, 1869, covering an address signed by the Representatives of the Anti-Slave Trade Societies of Europe and the United States, and addressed to the Queen of Madagascar, calling Her Majesty's attention to the dreadful effects of Slave Trade, and appealing to her to abolish slavery in her dominions; also instructing me to forward this address, unofficially, to its destination.

In obedience to your Lordship's instructions, I duly transmitted this document, unofficially, to the Prime Minister to be laid before the Queen of Madagascar; and I have now the honour to inclose a sealed cover containing his Excellency's reply, addressed to the Presidents, Vice-Presidents, and Honorary Secretaries of the Anti-Slave-Trade Societies, Paris, accompanied by a copy of the copy I have received, for your Lordship's information.

I beg to add that, fearing that the request contained in the address to the Queen of Madagascar to abolish slavery in her dominions might create unnecessary alarm at Tananarivo, and perhaps cause a revolution, I sent, in the same cover as the address, a private note to the Prime Minister, of which I beg to submit a copy, and which, I am happy to say, had the effect of allaying the irritation felt by Her Majesty and the Prime Minister on receipt of the address.

I have, &c.

(Signed) T. C. PAKENHAM.

Inclosure 1 in No. 12.

Consul Pakenham to the Prime Minister of Madagascar.

(Private.)

My dear Sir,

Tamatave, November 11, 1869.

THE accompanying Memorial, addressed to Her Majesty the Queen of Madagascar by the representatives of the Anti-Slave Trade Societies of Europe and the United States, explains itself. But as I am aware that it treats a very momentous question, out of friendship for Her Majesty and yourself I have kept this document strictly private, in order not to cause the Hova Government unnecessary embarrassment, so that if anything respecting it transpires it can only emanate from Hova sources, or those unauthorized and irresponsible vazaha (foreigners) to whom, I am given to understand, certain members of the present Hova Government are constantly referring for advice in regard to the affairs of Her Britannic Majesty.

One duty, however, clearly devolves on Her Majesty as well as yourself, viz. :—

The immediate adoption of effectual measures for the entire prevention of the introduction of slaves from beyond sea to Madagascar for the future.

I have, &c.

(Signed) T. C. PAKENHAM.

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Inclosure 2 in No. 12.

The Prime Minister of Madagascar to the Presidents, Vice-Presidents, and Honorary Secretaries of the Anti-Slave Trade Societies.

Gentlemen,

Antananarivo, February 8, 1870.

I HAVE received the Memorial which you forwarded to Her Majesty the Queen of Madagascar under date August 1869, and have laid it before Her Majesty. In reply to which I beg to state that, with regard to the liberation of slaves in Madagascar, it is a thing which is at present an utter impossibility, on account of the want of knowledge among the people. To make the attempt would revolutionize the country, and cause no end of bloodshed, and bring misery upon all the people. If you, who have signed the Memorial, were acquainted with Madagascar and had known its real condition, we should consider you very blameworthy for sending such a petition as, should the people hear of it, would be the cause of disturbance and much bloodshed. But as you were not so acquainted, but were animated by love towards mankind, we must overlook it. Nevertheless, your Memorial has caused me some trouble, inasmuch as I dare not show it to the people or the members of the Government, for if they heard of it, although Treaties have been made with other Sovereigns, they would break them. For although such an act might lead to their destruction, they would prefer that rather than consent. The Queen is sincerely attached to the Christian religion, but she cannot do impossibility.

But with regard to the Slave Trade from the adjacent islands beyond the sea, we are now doing our utmost to prevent the landing of slaves on Her Majesty's dominions; and should any of Her Majesty's subjects be guilty of carrying on this wicked Traffic, the Queen will be exceedingly displeased with them, and put them at once in heavy chains for breaking the Treaty concluded with the Sovereigns of England and France and the Government of the United States of America; and should people from other nations land with slaves they shall be captured immediately, if discovered, and the slaves liberated. For when Her Majesty has concluded a Treaty with other nations she will always feel herself bound to do all in her power to fulfil its stipulation.

I have, &c.

(Signed) RAINILAIARIVONY.

No. 13.

Earl Granville to Consul Pakenham.

Sir,

Foreign Office, August 6, 1870.

I APPROVE the manner in which you communicated to the Prime Minister of Madagascar the address from the Representatives of the Anti-Slave Trade Societies of Europe and the United States of America, as reported in your despatch of the 4th April last; and I have caused the reply of the Prime Minister to be forwarded to the memorialists.

I am, &c.

(Signed) GRANVILLE.

No. 14.

Earl Granville to Consul Pakenham.

Sir,

Foreign Office, November 24, 1870.

I INCLOSE, for your information, two copies of the Report, as laid before Parliament, of the Committee appointed to inquire into the question of the East African Slave Trade.

You will invite the cordial co-operation of the Hova Government in the proposed measures for the suppression of this Traffic, which have been framed as much with the view of protecting innocent traders from detention and annoyance, and of preventing the destruction of prizes before they have been taken before a proper Court of Adjudication, as for the punishment of the Slave Trader, and you will urge the Government to show their sense of their obligations under the Treaties with this country, by giving public notice of their intention to carry out, to the fullest extent, the stipulations of those Treaties regarding the punishment of the subjects of the Queen of Madagascar who may be found to be engaged in the Slave Trade.

As I do not consider it expedient to abolish the Vice-Admiralty Court at Tamatave, an extended jurisdiction will probably be given to it as well as to the Courts of Zanzibar, Aden, and Muscat, as recommended in paragraph 71 of the Report of the Committee.

I am, &c.

(Signed) GRANVILLE.

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No. 15.

Earl Granville to Sir C. Murray.

Foreign Office, October 1, 1870.

I TRANSMIT to you for your information copies of a correspondence, respecting the result of an inquiry into certain proceedings complained of by the Portuguese Government, of Captain Sullivan, of Her Majesty's ship "Daphne," off the coast of Mozambique.

The particulars of this case will be found at pages 98 to 101 of Class B of the Slave Trade papers laid before Parliament last Session.

I am, &c.
(Signed) GRANVILLE.

Inclosure 1 in No. 15.

The Earl of Clarendon to Viscount de Seisal.

M. le Ministre,

Foreign Office, May 31, 1870.

WITH reference to the letters which I had the honour to address to you on the 17th of March and 21st ultimo, respecting the proposed Court of Inquiry into the conduct of Captain Sullivan, of Her Majesty's ship "Daphne," in regard to some negroes whom he carried off from Mozambique, I now beg leave to request that you will be good enough to acquaint your Government with the result of that inquiry as communicated to me by the Lords of the Admiralty.

1st. Their Lordships have disapproved of Captain Sullivan's conduct in not having communicated with the nearest British Consular authority regarding the negroes who came on board his vessel, more particularly when their surrender was demanded by a person who visited the ship for that purpose.

2nd. Their Lordships have informed Captain Sullivan that they do not consider as satisfactory the answer he gave to the question put to him by the person who visited his vessel whether he had any negroes on board.

I trust that His Most Faithful Majesty's Government will agree with that of Her Majesty that the circumstances of the case are sufficiently met by the disapproval of Captain Sullivan's conduct, which has been made known to that officer; and I beg leave to add that instructions have recently been issued to the Commanders of Her Majesty's cruisers on the East Coast of Africa regarding the reception of negroes on board their ships which will, it is hoped, prevent the recurrence of the proceedings of which your Government have complained.

I am, &c.
(Signed) CLARENDON.

Inclosure 2 in No. 15.

Viscount de Seisal to Earl of Clarendon.

My Lord,

Portuguese Legation, London, June 3, 1870.

I HAVE the honour to acknowledge the receipt of your Excellency's letter of the 31st ultimo, requesting me to inform the Government of Her Most Faithful Majesty that

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a Court of Inquiry having been instituted to judge into the conduct of Captain Sullivan, of Her Majesty's ship "Daphne," in regard to some negroes whom he carried off to Mozambique, the Lords of the Admiralty have disapproved of Captain Sullivan's conduct, and that this has been made known to the said officer. Your Excellency further states that instructions have recently been issued to the commanders of Her Majesty's cruizers on the East Coast of Africa regarding the reception of negroes on board their ships, which will, it is hoped, prevent the recurrence of the proceedings of which His Most Faithful Majesty has complained.

In compliance with your Excellency's request I shall not fail to make known to my Government the contents of your Excellency's letter, and I have no doubt they will be considered as a new proof of the friendly feelings towards Portugal of Her Britannic Majesty's Government.

I have, &c.
(Signed) SEISAL.

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No. 16.

Dr. Kirk to the Earl of Clarendon.—(Received January 8, 1870.)

My Lord,

Zanzibar, October 6, 1860.

I HAVE the honour to inclose a copy of my despatch of the 4th instant, addressed to Mr. Secretary Gonne, Bombay, in continuation of my despatch of the 21st September.

I have, &c.

(Signed) JOHN KIRK.

Inclosure 1 in No. 16.

Dr. Kirk to the Secretary to Government, Bombay.

Sir,

Zanzibar, October 4, 1869.

HAVING reference to the subject of my despatch of the 21st September, I have the honour to state that on the 22nd September I addressed a letter to the Zanzibar Government containing a formal demand for the liberation and delivery to me of the Turkish slave boy brought here under the English flag, in contravention of Article III of the Muscat Slave Treaty of the 2nd October, 1845.

His Excellency has already been made aware that my request has been declined on the alleged ground that the Treaty did not prohibit the importation of slaves, and applied only to the African Slave Trade.

His Highness Seyd Majid being still at Dar Salam, on the African mainland, where he intends spending three or four months, my letter was given to the Wuzeer, Sheikh Suliman bin Ali, who laid it before Seyd Suliman bin Hamed, the local Governor, next in rank to the Sultan in the Durbar, and father of the lady whose doings are now in question.

I herewith annex in translation the reply made by Seyd Suliman to my letter, also the substance of a conversation that took place on this subject between us at the British Agency, which I think will be considered by his Excellency as not only a confirmation of what I have advanced, but also a confession of wholesale slave dealing, of which, although well aware, I had not previously charged the lady.

As yet I have received no official reply from the Sultan to my letter of the 22nd September.

His Highness is, however, more than usually warm in his expression of what I believe to be his real liking for the English in all except Slave Trade suppression, replying personally to all communications relating to current business, and inviting me to visit Dar-Salam and enjoy his hospitality.

The Wuzeer, who has now returned from attendance on His Highness during the recent official visit of the French Consul, has informed me that the Turkish slave boy has been freed by His Highness, and that it is the Sultan's wish I should now call upon him to say whether he prefers remaining with his present mistress on returning to Turkey; also that His Highness is anxious to discuss the whole question with me privately, but that he will not as yet consent to make over the boy unconditionally into my hands, or openly repudiate his thoughtless claim to import Abyssinian and Georgian slaves.

In fact, His Highness, although conscious of the scandal brought home to his own family, has not the courage to draw back, because it affects the supply for the harems of a few of his favourites.

I have, in the same unofficial manner in which His Highness has made known to me

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his will, told the Wuzeer that, while I am glad to know that any remonstrance has ensured the boy's freedom, his choice of residence now has no bearing on the case; that before he came under my notice he was left to pick up food where he might, with slaves on board the yacht; whereas after His Highness' visit, he was dressed out in gold lace, and sent to eat on the quarter-deck with the Arabs.

Having at present a large amount of pressing local business, and the promise of several of Her Majesty's ships in port, probably bringing slave captures for adjudication before this Vice-Admiralty Court, I cannot now meet His Highness; but I shall avail myself of the invitation at the earliest possible opportunity.

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

Inclosure 2 in No. 16.

Sheikh Suliman bin Ali to Dr. Kirk.

(Translation.)

(After the usual compliments.)

16 *Jamad el Awal*, 1286 (*September 23, 1869*).

I HAVE the honour to acknowledge the receipt of your letter and have understood it, and I have written to Seyd Suliman bin Hamed on the subject, and herewith inclose his reply. I shall now lay it before His Highness and await his instructions.

(Signed) SULIMAN BIN ALLI.

Inclosure 3 in No. 16.

Seyd Suliman bin Hamed to Sheikh Suliman bin Ali.

(Translation.)

YOUR honoured letter has reached, and your friend has understood its contents, and with it was inclosed a letter from the honoured Agent of the exalted Government, and I have understood what he mentioned, which is that Bin Suliman shipped slaves under the English flag. She says it is not so, for after completing the pilgrimage (Haj) she freed all the slaves she had bought at Mecca and at Jedda; she freed those there previous to chartering the vessel, and having taken the ship she wrote all the passengers free before witnesses, and gave this paper to the Captain, and on reaching Hodaida she also bought two or three Abyssinians and freed them before the Kadi of Hodaida and had this sealed by the Pasha and given to the Captain, and this was done not that she might pass them while under the flag (afloat), but as a permanent freedom, and to save her from the fire, and to let the Consul know this.

Inclosure 4 in No. 16.

Memorandum.

ON the 23rd September Seyd Suliman bin Hamed called at the British Agency to express his thanks for my exertions in saving his daughter.

In reference to the slaves on board the "Hydrabad," he mentioned that his daughter, on setting out on the pilgrimage, freed the seventeen slaves who accompanied her, whose deeds of freedom were attested by me in October last. These slaves had served her during the journey, and returned with her to Zanzibar. When at Mecca she bought a fine collection of Georgians and added to these at Jedda; at Hodaida she obtained several Abyssinians, and all these she freed, but forced to accompany her. The Turkish boy of whom I had written, he said he was of Mohammedan parents, and by law "hoor" or free; when bought and carried off he cried very much, but still he was forcibly taken. The sum spent on these slaves was very great, several thousand dollars. He confessed that here their price is very great, from 500 to 1,000 dollars each; still the old man held that having gone through the form of freeing them was enough to acquit his daughter.

True note of conversation.

(Signed) JOHN KIRK.

Dr. Kirk to the Earl of Clarendon.—(Received January 8, 1870.)

My Lord,

Zanzibar, October 11, 1869.

I HAVE the honour to transmit herewith the proceedings before me as Judge of the Vice-Admiralty Court in the case of Commander E. Lodder, commanding Her Majesty's ship "Bullfinch," against a native vessel, name and nation unknown, that was stranded to avoid capture on the African Coast near Angoxa, the crew of which having escaped, opened fire upon the boats of Her Majesty's ship "Bullfinch."

In this case I have condemned the native vessel above designated as a lawful prize to the officers and men of Her Majesty's ship "Bullfinch."

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

Inclosure in No. 17.

Report of Proceedings in the Vice-Admiralty Court of Zanzibar.

COMMANDER EDWARD FRANCIS LODDER, R.N., commanding Her Majesty's ship "Bullfinch," against a native dhow, name and nation unknown, destroyed by stranding on the African Coast in south latitude 16.45 when chased by Her Majesty's ship "Bullfinch."

Appeared personally, the said Edward Francis Lodder, commanding Her Majesty's ship "Bullfinch," and made oath that the said ship is one of the Royal Navy of Great Britain, and that on the 10th day of September, 1869, when steaming along the coast he sighted a dhow coming down towards the ship on the starboard bow. On sighting the ship the dhow ran before the wind toward the shore, altering her course; he tried to cut her off, and on nearing her fired a blank cartridge, which was taken no notice of; he then fired a shot which also was unnoticed by the dhow. Being close in shore the boats were lowered, when before the boats could board her, the dhow beached herself. The boats were distant about three miles at the time the dhow was beached. The crew escaped to the shore and ran into the bush; no colours were shown by the dhow, and no records of any description were found when the wreck was examined. She appeared to be sharp at the stem and stern, without any high poop, and had no cargo; a little rice was found on board. From twelve to fifteen persons were seen to land from her, and the boats nearing the beach they were fired upon from the bush. No town or settlement was in sight at the time.

(Signed) E. LODDER.

Her Majesty's ship "Bullfinch" *versus* a Dhow, name unknown.

In the Instance Court of Vice-Admiralty at Zanzibar, in the matter of Her Majesty's ship "Bullfinch" *versus* a dhow, name unknown, before John Kirk, acting Political Agent, Judge of the said Court on the 11th October, 1869, Commander Edward Francis Lodder, Sub-Lieutenant Charles Kerr Hope, all of Her Majesty's ship "Bullfinch," personally appeared and produced before the said Judge the declarations hereto annexed, and which set out the circumstances under which the dhow, name unknown, of the following dimensions—viz., length, 50 feet, breadth, 15 feet, girth, 35 feet, 53,125 tons, with a crew of *nil* besides *nil* on board, was captured on the 10th day of September, 1869, by the said ship "Bullfinch," being in latitude 16° 45' south, and longitude 39° 18' east; and after examining the said officers concerning the said declaration, and the said officers having prayed that the said Court should proceed to adjudicate in the matter, and whereas it appears to the said Judge of the Vice-Admiralty Court that there is sufficient proof that the said dhow, name unknown, of the dimensions herein before certified, was actually engaged in the Slave Trade, and was therefore lawful prize to the said ship "Bullfinch;" and whereas it further appears to the said Judge that it was impracticable to bring the said vessel into port for adjudication; that the aforesaid dhow was lawfully captured by the said Her Majesty's ship "Bullfinch," and was a lawful prize to the said vessel; and that it is further decreed and adjudged for the captain and officers of the said vessel that they were justified in destroying the said dhow.

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In testimony whereof I have signed the present Decree, and caused the seal of the Vice-Admiralty Court to be affixed hereto.

(Signed) JOHN KIRK, *Acting Political Agent, and Judge of the Vice-Admiralty Court.*

No. 18.

Dr. Kirk to the Earl of Clarendon.—(Received January 8, 1870.)

My Lord,

Zanzibar, October 23, 1869.

AGREEABLY to your Lordship's request, I have the honour to inclose copies of further instructions, dated 4th August, received from the Bombay Government, relative to the holding of slaves in Zanzibar by British subjects.

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

Inclosure in No. 18.

Proceedings of Government of Bombay in Council.

Bombay Castle, August 4, 1869.

THE Secretary to the Government of India No. 960, dated the 13th June, 1869.

States in reply to this Government letters Nos. 113, 132, 143, and 144, of 1869, that the Government of India approves generally of the views of this Government on the subject of slave dealing and slavery at Zanzibar, and that it does not think it necessary to issue any further instructions for Mr. Churchill's guidance on the subject.

Suggests an intimation being made to the Political Agent that while using all legitimate influence in the discouragement of the Slave Trade, he should avoid as much as possible the expression of opinions as to purely domestic or household Slavery when practised in Zanzibar by Kutchees or others.

Resolution.—Copy should be forwarded to Dr. Kirk for information.

No. 19.

Mr. Churchill to the Earl of Clarendon.—(Received January 19.)

My Lord,

January 18, 1870.

THE papers transmitted to me by your Lordship's direction for my perusal and opinion show that in consequence of the instructions received at various times from the Government of Bombay by the Agency at Zanzibar, an understanding has been arrived at with the Sultan to the effect that all trafficking in slaves by Kutchees and other natives of India in Her Majesty's dominions shall henceforward be put a stop to; that Her Majesty's Agency shall not interfere with the slaves held by the Kutchees under the Sultan's protection, provided the said Kutchees do not engage in the Slave Trade; and that the Sultan shall take upon himself to punish such persons engaging in the Slave Trade in his dominions, failing which Her Majesty's Agency shall be entitled to interfere. Further the Rao or Ruler of Kutch, by a proclamation recently issued has declared to his subjects residing abroad, that they are to consider themselves as being under the jurisdiction of Her Majesty's Government, and the Rao's subjects have been informed that they are amenable to British law.

The correspondence relating to the Kutchees possessing slaves in Zanzibar offers, it will be readily admitted, a striking instance of the inconvenience arising from the duplex authority under which the affairs of Zanzibar have hitherto been placed.

In the time of Colonel Rigby, in compliance with the general tenour of the instructions received by that officer, the whole of the Kutchees and other natives of India established in the Sultan's African territories were deprived of their slaves, and Colonel Rigby's proceedings received the approval of Her Majesty's Government.

Later, the Sultan was allowed to take under his protection those natives of Kutch who did not seek British protection, and since that permission was granted few Kutchees have applied for British protection, preferring the Sultan's rule, under which they can buy

CLASS B.

slaves. The Order in Council of the 9th August 1866, seemed, moreover, to confirm this arrangement by declaring all natives of India and others to have forfeited their right to British protection who had not entered their names in the Consular Register. It is undoubtedly, on official declarations that the Sultan and the Kutchees base the right of the latter to buy and sell slaves.

Soon after my arrival in Zanzibar, taking my stand on the broad views suggested in the instructions from the Foreign Office I called on the Sultan to cause all the slaves held by the Kutchees under his protection to be emancipated, but His Highness Seyd Madjid demurred at my request, and urged me to refer the matter to the Government of Bombay. The instructions received from Bombay by the agency led to the understanding referred to in the early part of this despatch, whence it will be observed that while all trafficking in slaves has been strictly prohibited the holding of slaves for domestic purposes has been sanctioned by the Government of India; and in one of the latest communications from Bombay (4th August, 1869) the Political Agent is enjoined to avoid, as much as possible, the expression of opinions as to purely domestic or household slavery when practised in Zanzibar by Kutchees or others.

I look upon this question as one of great importance. It is a question of consistency, from two different points of view; namely, whether, while Her Majesty's Government is calling on the Sultan of Zanzibar to put a stop to the Slave Trade they can allow natives of protected States of India to hold slaves in Her Majesty's dominions or elsewhere; and whether, not having checked these proceedings from the commencement, but rather having tolerated them, Her Majesty's Government can now come forward and prevent Kutchees from holding slaves. And if they do allow them to hold slaves, the next question that arises is, as to how far Her Majesty's Government would be justified in preventing the said individuals from buying and selling slaves, or, in other terms, from engaging in the Slave Trade in the Sultan's dominions.

In my humble opinion the less we countenance the holding of slaves by the Kutchees the better, but the difficulty will be to conciliate this view with that already taken by the Government of India, and communicated to the Sultan by their agent.

I have, &c.

(Signed) H. A. CHURCHILL.

No. 20.

Dr. Kirk to the Earl of Clarendon.—(Received January 29, 1870.)

(Extract.)

Zanzibar, November 29, 1869.

I HAVE the honour to bring before your Lordship for final decision the important question of the flag under which vessels, the property of British Indians, carrying the Consular pass, may sail.

Your Lordship is well aware that the Political Agent here issues in his Consular capacity provisional certificates of registry, in accordance with the Merchant Shipping Act of 1854, and also boat passes, by virtue of the Consular circular No. 132 of October, 1860, the provisions of which have been extended, with the sanction of the Board of Trade, to this Coast also.

No questions can arise as to what flag such vessels are entitled to carry, but these have hitherto been issued only to English-born subjects of Her Majesty, of whom there are very few residing in Zanzibar, whereas the whole of the trade of this place passes through the hands of our British Indians, natives of Bombay and Kutch. It is on behalf and at the request of these men—the most respectable, industrious, and wealthy class in Zanzibar—that I now desire to be informed what flag their vessels are entitled to fly, when engaged in the coasting trade, and provided with the Consular pass?

I may here mention, for the information of your Lordship, that such passes were first granted to our Indian subjects at this Agency in 1861, by Colonel Pelly, then Acting Political Agent. The practice was, however, temporarily forbidden last year, but again resumed under sanction of the Indian Government, communicated in the Bombay Government Resolution No. 3061 of November, last year, on it being known that the merchants refused to charter vessels not provided with a pass.

Before the practice was resumed many of our vessels had passed over to French and Arab protection.

By the Government of India Resolution of the 5th January, it was decided that Zanzibar did not come within the legislative powers of the Government of India, so that the provisions of Act X, 1841, could not be applied to that place, or the Consul

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empowered to admit ships of British protected subjects to the privilege of British ships, under 3 & 4 Vic., cap. 56, sec. 54.

Notwithstanding, while our Indian subjects hold so much of the commerce of Zanzibar, we must be prepared to issue to them boat passes and an acknowledged flag, or suffer the whole carrying trade to pass from our hands into that of the French, who, by placing every facility in the way of obtaining passes and colours, have already spread their influence widely in these seas.

Seeing, then, that the pass must continue to be granted, but not by virtue of any of the Indian Statutes, I cannot see what reason there can be for refusing to such vessels the English colours.

To the Arab flag they have no claim: its use is distasteful to Seyd Majid, and obviously injurious to our subjects, who indignantly protest against being compelled to use a flag under which every East Coast slaver sails, and which is looked on with so much suspicion by our cruisers.

In addition to the above considerations, it must be kept in mind that while by Treaty the Zanzibar State is bound to admit all imports in English and French vessels at an *ad valorem* duty of 5 per cent., yet 15 is often charged on articles carried under the red Arab flag; and while our vessels use these colours it is extremely difficult to protect the rights of our subjects, or place them on the same footing as their countrymen who have obtained the French pass and colours. For example, the firm of H. A. Fraser and Co. bring certain articles free of duty from the north of the island and from Pemba, for which the owner of the Consular pass and Arab flag now pays 5 per cent. Again, the French house of Marseilles established here pay 5 per cent. on Orchella weed imported in their vessels, for which our British Indian now pays 15.

Add to this the additional security against the consequences of any petty slaving act by the native captains, and we will easily understand why the French flag is desired by the natives, and placed at a premium by the foreign merchants.

I venture, in conclusion, to express it as my opinion that the granting of the flag to the English Consular pass when given to our Indian subjects, would materially assist in the suppression of the Slave Trade, and diminish the work of our cruisers. At all events I must solicit (for the case is a pressing one) instructions as to what flag these 5,000 of our Indian subjects in Zanzibar are required to fly when sailing under the Consular pass.

No. 21.

Mr. Otway to Dr. Kirk.

Sir,

Foreign Office, February 25, 1870.

WITH reference to Mr. Churchill's despatch of the 18th of December, 1868, I transmit to you herewith copies of a despatch and its inclosure* from the Commander of Her Majesty's ship "Star," containing his explanations respecting the destruction of certain dhows off Brava and Marka in November 1868, and particularly of one belonging to the Sultan's sister.

It appears from these explanations that the Sultan was mistaken in supposing that the dhow in question was the same as the one previously overhauled by Her Majesty's ship "Daphne;" that there is no reason to doubt that all the dhows captured off Marka on the occasion in question by the "Star," and afterwards destroyed, were engaged in the Slave Trade; that the captures were subsequently duly confirmed in the Vice-Admiralty Court at Aden; and that the place of their capture was beyond the place within which the transport of slaves is permitted.

In communicating these explanations to the Sultan you will state that Her Majesty's Government trust that His Highness will consider them as conclusive and satisfactory; but if he is able to produce evidence that any of the dhows were engaged in legal trade Her Majesty's Government will be prepared to investigate such evidence, and to entertain any claim he may advance; and you will add that instructions have been recently issued to Her Majesty's naval officers directing that, except under very exceptional circumstances, captured dhows should not be destroyed, but brought for adjudication before the proper Vice-Admiralty Court.

I am, &c.

(Signed) ARTHUR OTWAY.

* Inclosures in No. 53.

Memorandum by Mr. Churchill respecting the Landing of Liberated Africans at Zanzibar.

THE correspondence laid before me shows a desire on the part of the Emigration Commissioner and the inhabitants of the Seychelles to have liberated Africans sent to Mahé. The Mauritius authorities on the other hand appear to take a different view, while Mr. S. Ward, whose experience, as late Commissioner at the Seychelles is considerable, protested some months ago against the landing of any more freed slaves at those islands.

But it is not because the Committee for the suppression of the Slave Trade was embarrassed as to the disposal of the said liberated Africans that they recommended Zanzibar as a depôt, although the fact of their not being wanted either at Aden, Bombay, the Seychelles, or Mauritius necessitated the consideration of other measures to secure the welfare of these unfortunate individuals.

The Act of Parliament that made it a crime for a British subject to purchase slaves, even with the object of liberating them, had naturally in view the principle in commerce that wherever there is demand there will be supply, and that to buy a slave is to encourage the Slave Trade. Now, when Her Majesty's cruisers seize dhows with slaves on board, if those slaves are not returned to the port of exportation our efforts to suppress the trade become nugatory; nay, it may be said to be encouraging the traffic by sending them to our colonies, for the demand remaining the same, an increase in the supply will necessarily follow any extensive seizures made by our cruisers, while in sending them to Zanzibar as freed slaves they will eventually replace the slaves that are now required for the cultivation of the soil for which, in a tropical climate, the negro is particularly adapted.

In sending, moreover, liberated Africans to our colonies and making the colonists pay heavy indenture fees, we have laid ourselves open to the imputation of profiting, at the expense of others, by our ostensible zeal to suppress the Slave Trade, and it is as much to close the mouths of such detractors, as to act up to the principles above alluded to that the Committee recommended Zanzibar as a depôt for liberated slaves. Nor was it without the advantage of some local knowledge that the Committee came to that conclusion. It is proposed to take ample measures for the protection of the liberated Africans landed at Zanzibar, and in this Her Majesty's Government must necessarily count upon the active support and sincere co-operation of the Sultan, whose interest it is that such liberated Africans should be sent to Zanzibar to people his dominions.

The fact of these freed slaves being placed amongst their own countrymen held in bondage will not militate against their freedom any more than it does against the freedom of the numerous free negroes now in Zanzibar. They would certainly, to some extent, run the risk of being kidnapped by the northern Arabs, but no more than the inhabitants of the coast of Italy ran, in former days, of being enslaved by the Algerine pirates, or the midnight tortures of London some years ago of being garotted in the most frequented thoroughfares of the capital. This is an evil that has to be counteracted, but it is not in such proportions as to deter Her Majesty's Government from the adoption of one of the measures best calculated to bring about the suppression of the Slave Trade. Besides, past experience is there to show the exaggeration of the fears enunciated, *i.e.*, lest the freed slaves landed at Zanzibar should return to slavery. It frequently occurs there that slaves are liberated at the death of a rich man. The Sultan, a few years ago freed 700 slaves employed on Captain Fraser's estate. General Rigby, some eight or ten years ago, freed 4,000 slaves held by Indian subjects. None of these individuals thus freed have ever returned to slavery in the island. Some of them may have been kidnapped by the northern Arabs and carried away clandestinely, but none of the slaves captured by Her Majesty's cruisers have ever declared the fact of their having been freed before, and then enslaved a second time. Generally speaking those who are kidnapped are unprotected children and youths or the slaves of the poor. It will be the duty of the Consul to see that the slaves liberated in Zanzibar do not fall into bad hands. It is not proposed that they should be under the Consul's jurisdiction, his supervision over them must thence be but nominal, but his protection will not be of the same nature by any means.

It may be well to explain why the inhabitants of the Seychelles are now applying for liberated Africans. It is because if negroes are no longer taken to those islands, Her Majesty's cruisers will cease to go there, and in that emergency the inhabitants of the Seychelles will be deprived of their greatest source of profit. The Seychelles enjoy the well earned reputation in the navy of being a place where Jack has no difficulty in getting rid of his money and of getting more for it than he expected.

The resolution of the Committee with regard to making Zanzibar a depôt for liberated

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Africans should be allowed to stand as it is, and in the want of any very urgent want of labour at the Seychelles, Her Majesty's Consul would be unable to furnish it to the Commissioner of those islands on an application being made to that effect.

March 7, 1870.

No. 23.

Dr. Kirk to the Earl of Clarendon.—(Received March 14.)

My Lord,

Zanzibar, January 3, 1870.

I HAVE the honour to inclose a copy of my despatch of this day's date, addressed to Mr. Secretary Gonne, Bombay, relative to the subject of my despatch to your address of the 21st September.

I have, &c.

(Signed) JOHN KIRK.

Inclosure in No. 23.

Dr. Kirk to the Secretary to the Government, Bombay.

Sir,

Zanzibar, January 3, 1870.

HEREWITH I have the honour to transmit, for the information of the Right Honourable the Governor in Council, the copy of a letter addressed to me by the British Resident at Travancore, regarding an alleged case of kidnapping of an Indian girl for sale from the port of Aleppy, by the master of the Bombay barque "Hydrabad," which was wrecked on the coast, under the circumstances reported by me in my despatches of the 21st September last.

After examination of the girl in question and the master of the "Hydrabad," I find that there is no ground for the above accusation. The girl is perfectly happy to remain as wife of Seyd Futtu Mohammed, who declares that he married her at Aleppy in due form and with consent of her guardians.

I have acquainted the Resident with the result of my investigation.

While examining this case, I found the master of the "Hydrabad" more communicative than formerly regarding the passengers whom he took from Jedda, the attendants of Biret Suliman, the Arab lady who chartered this vessel. On former occasions he denied having taken passengers at Hodaida; now he acknowledges that two Abyssinian slaves were bought there by the Biret Suliman and brought on board his ship, and that only in consequence of his protests, and after a delay of three days, were they taken to the Pasha and certified as free; but they were in the first place bought and taken as slaves.

He asserts distinctly that, in the passenger list made out at Jedda before the English Consul, there were only the names of 6 freed slaves who had followed their mistress, and were then returning with her to Zanzibar; whereas she took with her 17 freed slaves, whose deeds of freedom were attested by me as genuine before their departure. The inference is, that either eleven died at Mecca or were sold there.

The master of the "Hydrabad" solemnly declared that he was not aware that the Turkish boy, whose case I inquired into, had been a slave. The Biret Suliman represented five white boys and girls to be her own sons and daughters, and that it was not until they had left the Red Sea that he discovered they were slaves, and he distinctly asserts that these five white children were not included in the freed slave list, or attested as such before the English Consul at Jedda, as were the 6 old household slaves then returning to Zanzibar.

I have, &c.

(Signed) JOHN KIRK.

No. 24.

Dr. Kirk to the Earl of Clarendon.—(Received March 14.)

My Lord,

Zanzibar, February 1, 1870.

I HAVE the honour to forward, for your Lordship's information, copies of certain official statements of the Zanzibar Government regarding the import and export of slaves

during the last season, so far as that traffic has been carried on openly and in accordance with the rules now in force.

These statistics have not been prepared by the Arab authorities expressly for me; but I have had access to the original books of the Custom-house and of the Sultan's Secretary.

Table A annexed shows the number of slaves imported into Zanzibar during the financial year from the 23rd August, 1868, to the 23rd August, 1869, or from Novooz to Novooz.

The Customs master assures me that but few slaves are smuggled into the island without his knowledge, and that I may place full confidence in the statistics here given. But he also informs me that there were about 3,000 slaves shipped from Quiloa direct for Pemba and Lamo, making the total exports from the slave depôts during the season 14,944. To this we must add a considerable number taken away without license from the coast towns.

Those imported into Zanzibar Island, namely, 11,944, were brought in eighty-one shipments of 147 slaves each on an average.

Table B, which also embraces one slaving year, is not strictly parallel in time with Table A, although for all practical purposes they may be used for comparison without risk of serious error.

In this the authorized export of slaves from the Island of Zanzibar during the slaving season of 1868, or from the 1st May, 1868, to the 1st January, 1869, is given.

It will be seen that permits were issued for the export as far as Lamo of 8,215 slaves, and that the largest exports occur just when it is possible for dhows to pursue the voyage to Arabia and the Persian Gulf, or towards the beginning and end of the south-west monsoon.

In fact the Sultan's concession, stopping all Slave Trade between the 1st January and the 1st May is of very little service towards the suppression of even the Arabian Slave Trade, as these are the very months when slavers least desire to move northwards. No diminution has been effected since the issue of that order, and I would respectfully venture to express my opinion that, nothing short of the total prohibition of Slave Trading by sea will ever enable our cruisers effectually to operate against the system on this difficult coast.

From these two Tables we learn that Zanzibar Island imported in one year 11,944 slaves, and exported during a nearly parallel period also of one year as many as 8,215, leaving apparently for use in the island 3,729, but of these 2,000 are stolen yearly by the northern Arabs or shipped by Zanzibar people without license.

We may safely estimate the present yearly slave requirements of the town and island as not more than 1,729.

In such a season as the present when between 15,000 and 20,000 slaves have died of cholera, it would be more, but the above is a fair ordinary average.

The declared export from Zanzibar to the petty coast towns and Island of Pemba is 8,215, to which we must add 3,000 shipped direct from Quiloa thither, or 11,215, and with the 2,000 taken as contraband from Zanzibar, 13,215 to supply the Coast and the Arabian Slave Trade together.

It will be evident from the above that the present enormous Slave Traffic from this coast is almost entirely owing to the Arabian and Persian Gulf demands.

These statistics being derived from Arab official documents may be thoroughly relied on as not exaggerating the number of slaves transported.

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

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TABLE A, showing the Number of Slaves in each Shipment that entered the Zanzibar Custom-house as Imports from the Coast between August 23, 1868, and August 23, 1869.

Number of Slaves in each Vessel.

142	18	89	194
162	291	116	265
31	172	134	197
129	204	130	155
212	166	302	166
124	124	191	72
43	65	194	46
111	169	84	71
78	161	157	426
3	192	108	268
100	10	63	124
88	120	161	201
102	303	276	215
120	169	167	301
21	74	95	133
120	176	182	55
25	134	129	122
160	193	298	126
60	186	308	
1	127	235	Total 11,944
227	42	232	

TABLE B.—List of Slave Shipments taken from the Island of Zanzibar to the various Ports as far north as Lamo, under the Sultan's Proclamation of December 20, 1862, and January 1, 1864, during the Slaving Season of 1868.

A.H. 1285. Mahometan Date.	A.D. 1868. Christian Date.	No. of Slaves in each Vessel.	A.H. 1285. Mahometan Date.	A.D. 1868. Christian Date.	No. of Slaves in each Vessel.
1.	2.	3.	1.	2.	3.
Mohurrem 14	May 7	57	Rabia-el-awal 11	July 2	7
17	10	49	13	4	38
18	11	200	13	4	9
18	11	23	13	4	27
18	11	116	17	8	21
19	12	16	17	8	11
19	12	21	17	8	28
22	15	104	18	9	35
22	15	4	20	11	8
22	15	95	23	14	51
23	16	5	23	14	8
25	18	46	23	14	20
27	20	251	28	19	23
28	21	14	29	20	141
29	22	105	29	20	83
30	23	111			
30	23	5	Rabia-el-akbir 3	24	20
			3	24	12
Safr 1	24	116	3	24	30
4	27	133	4	25	21
4	27	361	6	27	25
8	31	191	7	28	104
8	31	12			
		2,035			722
				August 4	9
13	June 5	20	14	6	27
13	5	15	16	6	20
18	10	31	18	8	9
22	14	314	20	10	21
23	15	34	20	10	22
26	18	14	24	14	13
			26	16	38
Rabia-el-awal 2	23	12	27	17	46
9	30	83	29	19	52
9	30	14	29	19	51
		537			
			Jemadi-el-awal 1	20	3
			3	22	9

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A.H. 1285. Mahometan Date.		A.D. 1868. Christian Date.		No. of Slaves in each Vessel.	A.H. 1285. Mahometan Date.		A.D. 1868. Christian Date.		No. of Slaves in each Vessel.			
1.		2.		3.	1.		2.		3.			
Jemadi-el-awal	5	August	24	47	Jemadi-el-akbir	26	October	14	15			
	6		25	36		30		18	12			
	6		25	63		Rejeb		2	20	15		
	6		25	219				2	20	22		
	7		26	333				2	20	115		
	7		26	10				6	24	86		
	8		27	230				6	24	101		
	8		27	149				6	24	60		
								1,407	11	29	17	
									12	30	226	
									12	30	190	
									14	31		
										1,657		
	14		September	2		30		Rejeb			November	1	218
16	4	144		3	20							
16	4	153		4	13							
19	7	11		11	5							
19	7	51		13	15							
20	8	35		15	45							
22	10	40		17								
29	17	24		17	19							
29	17	165		18	20							
29	17	8		25	23							
29	17	12		27	24							
29	17			29	25							
29	17				25							
29	17				26							
29	17			28								
				1,091				534				
Jemadi-el-akbir	1	19	26		17	December	3	7				
4	22	112		20	6		61					
5	23	161		21	7		56					
8	26	39		21	7		35					
11	29	60		Ramadan	5		20	13				
12	30	20			11		26	37				
							11	26	23			
15	October	3	26									
16		4	145									
16		4	172									
16		4	83									
17		5	19									
21		9	13									
23		11	13									
23		11	103									
24		12	224									
								232				

ABSTRACT.

								No. of Slaves.	
1868.	May	..	..	..	..	..	..	2,035	
	June	..	..	..	..	..	..	537	
	July	..	..	..	..	..	..	722	
	August	..	..	..	..	..	..	1,407	
	September	..	..	..	..	..	..	1,091	
	October	..	..	..	..	..	..	1,657	
	November	..	..	..	..	..	..	534	
	December	..	..	..	..	..	..	232	
Total		..	..	..	..	..	..	8,215	

P.S.—6th February.—Since writing the above I have been furnished by the Customs Master with a continuation of Table A, bringing the slave import into Zanzibar down to the 1st January, 1870.

During this period of four months and eight days there have been imported 6,382, carried in 42 dhows, being 2,516 slaves in excess of the number introduced during the same period last season.

This is a very large increase when we consider that cholera was raging both on the island and along the slave coast during the month of December, and that in consequence of the high mortality which at Quiloa by last accounts received was 200 daily, slaves were offered for sale at one dollar each without finding purchasers.

J. K.

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No. 25.

Dr. Kirk to the Earl of Clarendon.—(Received April 11.)

My Lord,

Zanzibar, February 15, 1870.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 9th December last, with reference to the importation of Turkish, Georgian, and Abyssinian domestic slaves from ports in the Red Sea to Zanzibar for use in Arab houses and harems.

In future I shall be guided by the instructions contained in your Lordship's despatch.

In the case under reference, His Highness Seyd Majid, having now freed the Turkish slave boy of whom I made particular mention, and having renounced the right conceded in your Lordship's despatch as being untenable under the IIIrd Article of Slave Trade Treaty of 1848, I shall delay making any communication on this subject to the Arab authorities.

I have, &c.

(Signed) JOHN KIRK.

No. 26.

Mr. Otway to Dr. Kirk.

Sir,

Foreign Office, April 19, 1870.

WITH reference to your despatch of the 15th of February last, reporting the concessions made by the Sultan in the matter of the domestic slaves imported into Zanzibar from the Red Sea ports, in the suite of one of his relatives, I am directed by the Earl of Clarendon to state to you that, as the case appears to be satisfactorily settled, it may be allowed to drop; but I am to observe that the IIIrd Article of the Treaty of 1845, and the whole of its provisions, are directed against the Slave Trade, and cannot, as Lord Clarendon thinks, be held to apply to the case of the slaves conveyed in the "Hydrabad" to Zanzibar as domestic servants.

I am, &c.

(Signed) ARTHUR OTWAY.

No. 27.

Mr. Otway to Dr. Kirk.

Sir,

Foreign Office, May 5, 1870.

WITH reference to that portion of your despatch of the 1st of February last which relates to an outbreak of cholera, I am directed by the Earl of Clarendon to state to you that the Lords of Her Majesty's Most Honourable Privy Council have requested his Lordship to obtain for them further information relative to the outbreak of the epidemic in question.

I am consequently to instruct you to endeavour to obtain detailed information on the following points:—

1. The date at which the recent outbreak of cholera commenced at Zanzibar, and whether this was the first outbreak of the disease known to have happened there. If the present outbreak is not the first, you should state at what date the epidemic had previously made its appearance there, and more especially whether it was prevalent either in 1864 or 1865, or in both of those years.

2. You will endeavour to ascertain whether the earliest cases in the recent outbreak occurred among strangers or persons recently arrived in the Island, or among residents who had been recently away from it.

3. You will state what was the nearest place where the disease was known to exist, at the time when, or shortly before, the first cases occurred in Zanzibar.

You will also state any known facts respecting the prevalence of cholera on the mainland, and you will give, as far as you may be able to do so, a history of the spread and progress of the malady, and an approximate estimate of the loss of life which has probably resulted from it.

I am, &c.

(Signed) ARTHUR OTWAY.

ZANZIBAR.

No. 28.

The Earl of Clarendon to Mr. Churchill.

Sir,

Foreign Office, May 31, 1870.

I TRANSMIT to you a copy of a letter to Sir Roderick Murchison, stating the circumstances under which Her Majesty's Government have sanctioned a grant of 1,000*l.* out of the Public Funds to assist Dr. Livingstone, and I authorize you on your return to Zanzibar to draw upon the Chief Clerk of this office, at three days after sight, for such instalments of this sum as you may from time to time require for this purpose.

You will report to me fully all the information you can obtain respecting Dr. Livingstone's progress, which is an object of deep interest to Her Majesty's Government, and you will forward the letter, of which copy is inclosed, by the first safe opportunity to Dr. Livingstone.

I am, &c.
(Signed) CLARENDON.

Inclosure in No. 28.

The Earl of Clarendon to Dr. Livingstone.

Sir,

Foreign Office, May 31, 1870.

I HAVE great pleasure in informing you that Her Majesty's Government, on learning the embarrassment in which you are placed from want of money, have at once authorized a grant of 1,000*l.* out of the Public Funds to provide the supplies and assistance which you require, and they earnestly hope that this money may be the means of relieving you from pressure and of enabling you to return home in safety.

Mr. Churchill, who is returning to Zanzibar, has been authorized to draw bills upon this Office for such instalments of this sum as may be from time to time required for your assistance; and I have also instructed him to keep me acquainted with any information which he may obtain of your progress, which is an object of great interest to Her Majesty's Government and to the public at large in this country.

I can only express to you, in conclusion, my deep sense of the devotion and energy with which you have prosecuted the dangerous and difficult task that you have undertaken, and my earnest hope, which is shared by every Member of Her Majesty's Government, that you may be able ere long to return in safety to this country.

I am, &c.
(Signed) CLARENDON.

No. 29.

Dr. Kirk to the Earl of Clarendon.—(Received June 13.)

My Lord,

Zanzibar, March 7, 1870.

I HAVE the honour to inclose a copy of my despatch of the 4th instant, addressed to the Government of Bombay, relative to the existence of a tax on coast produce against British subjects, now under protest.

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

Inclosure 1 in No. 29.

Dr. Kirk to the Chief Secretary to Government, Bombay.

Sir,

Zanzibar, March 4, 1870.

I HAVE the honour to report, for the information of the Right Honourable the Governor in Council, that some time ago I became aware that a system of gross injustice, highly prejudicial to our Indian interests, has been carried on at His Highness' custom-house for several years.

I delayed, however, carrying out what became my obvious duty, knowing well that Indian merchants could not be relied on to come forward as evidence, even in support of their own interests, so much do they feel themselves at the mercy of His Highness' agents

along the vast extent of coast over which their operations extend, and which has been unvisited for years by an English Consular officer.

I had learned long ago that a transit or import tax had been levied at Zanzibar on all goods the growth or produce of the African Coast.

Of this, however, although possibly an infringement of certain Articles contained in the French and Hanseatic Commercial Treaties with His Highness, I should not have taken notice so long as it was paid by and bore equally upon all. It was only when I came to know that the produce of the coast imported in native dhows under the French flag and pass was admitted at 5 per cent., while the same produce in English vessels was charged 10 and 15 per cent., that it became necessary, in defence of our interests, to demand the rights of equality guaranteed by the first Article of the Treaty of Commerce of 1839.

His Excellency will understand the encouragement given to the spread of the French flag (which is so easily obtained at their settlements of Mayotta and Nosse Beh) by the above-mentioned difference in the Zanzibar duties. Every year the number of such dhows is on the increase; but His Highness was wrong, when complaining of this to Mr. Churchill,* he attributed it solely to the operation of our slave squadron. That undoubtedly has been a great inducement, but it has been equally due to His Highness' own act in giving dhows so protected an advantage of 10 per cent. over all others, the fact of which he kept carefully concealed, and would now deny, did he not know that I held good proof to the contrary.

It is now five years since this system began, and two years since British Indians have commenced to freight coast produce under the French flag.

In order to bring this abuse to an end, and place true English owned shipping on an equality with Arab-owned crafts under the French flag, I desired an Indian trader, on the return of his dhow from the coast, to ask, on landing the goods here, for a written acknowledgment of the tax demanded, and the rate at which it was reckoned.

Thereupon a reference was made to the Agency, and I addressed the Sultan's Secretary, as in the copy of the letter annexed.

Several long interviews ensued between myself, the Customs Agent of His Highness, and the Wuzeer, both of whom acknowledged the injustice complained of—the loss to English traders, and the encouragement given to every one to place their dhows under French protection.

It was urged, however, that the loss to Seyd Majid's revenue would be very great, probably about 20,000 dollars per annum. I replied, that the greater the loss so much greater the injustice complained of, and the more need of my immediate interference, and Ludda Damjee gave his assent, when I remarked that before five years had passed the whole coast trade would be carried on under the French flag, should the present system continue, and the loss to Seyd Majid prove the same in the end.

I am not aware that a single argument worthy of serious answer was brought forward during the interview, unless when it was observed by Sheikh Suliman that many English-owned dhows were not under the English flag, although they carried the English Provisional Pass of Registry. This was at once disposed of by a reference to the Arabic and English versions of all the Treaties, in not one of which was the term flag used, but the privileged vessels defined as the property of the contracting parties.

As, however, I found His Highness slow to adopt the opinion of his Wuzeer and Customs Master, I reminded him that there are very many practices at his Customs here open to serious question, which I did not feel a desire to investigate, so long as other nations submitted equally.

And I instanced the tax levied at the Custom House on produce of this island when conveyed by water from place to place, which I have reasons to suspect is not levied equally on all. Again, the monopoly of the ivory and copal trade is now exercised by His Highness beyond the Treaty limits, a strict observance of which would result in a very serious reduction of his revenue. It is also said that an export tax is raised on goods shipped from the coast towns district for Bombay, which would be clearly illegal. And that were the present injury to our commerce to go for reference home, that His Highness might find the working of the Treaty more closely examined than he could desire.

To exhibit the disadvantage under which our subjects are placed I annex a table showing the duty charged on goods in English and French small crafts brought from the various parts of the coast, and this has been accepted as correct by the Customs Master and Shiekh Suliman.

* Letter dated Shaban 20, 1285 (December 6, 1868).

Whence taken on the Coast.	Import Duty charged at the Zanzibar Custom-house.	
	On English Vessels.	On French Vessels.
From the Somali ports, Lamo, Mombassa, and the Island of Pemba.	5	5
From between Tanoga and Kevale	10	5
From between Kivale and Quiloa	15	5
From Quiloa to Cape Delgado	10	5

P.S., 9th March, 1870.—Up to this date I have received no final reply from His Highness to the above representation, but I was informed to-day at an interview I had with the Wuzeer that the justice of the claim being evident my demand must be granted; he, however, desired me not to press the question now.

I replied that, placed as I am to watch over our commercial interests, I had no choice in the matter, the only thing to be regretted was that our traders had already suffered so severely.

I have little doubt that these questions will be adjusted without reference to his Excellency, but owing to the slow mail communication with this place, I would solicit an expression of the opinion of Government on the subject of the above report.

(Signed) JOHN KIRK.

Inclosure 2 in No. 29.

The Sultan of Zanzibar to Mr. Churchill.

(Extract.)

Zanzibar, Sharban 20, 1285 (December 6, 1868).

AND we are quite sure that Her Majesty's Government have no inclination to force our subjects to quit our protection, as they are doing every year, to avail themselves of the protection afforded to them and to their property by the French flag. If such a state of things is to last much longer, there can be no doubt that every Arab dhow will necessarily be placed under French protection, not that such could be their choice, but that they would be driven to it by the force of things, the ships of our subjects being at present in the sad predicament of either being destroyed by Her Majesty's ships-of-war or of imploring the French to protect them under their flag.

Inclosure 3 in No. 29.

Dr. Kirk to the Sultan of Zanzibar.

(After the usual compliments.)

Zanzibar, February , 1870.

I DO myself the honour to call the attention of the Zanzibar Government to the complaint of Laka Kanjee, a British-Indian subject, whose name is duly registered at this Consulate, against the Customs Master of His Highness.

The case, so far as I have ascertained, is as follows:—An English owned dhow, sailing under the British provisional certificate of registry, granted under authority, has entered this port, from Moufia, a coast station within the dominions of His Highness; having landed coast produce other than ivory, and gum copal, to the value of 105 dollars, a demand of 16 dollars on the above, or at the rate of 15 per cent., has been made in the shape of imports or transit dues at the Custom-house.

I shall not on this occasion enter into any discussion, or open the question as to whether Seyed Majid has a right, by Treaty, to levy any tax whatever on the transit of goods from one place to another within his dominions.

But I simply demand that English subjects be placed on an equality with those of other nations in this respect; and it is doubtless known to you that His Highness has, for several years back, admitted coast produce carried in French dhows from all parts of the coast, at the common rate of 5 per cent. *ad valorem*, while he has systematically charged 10 and 15 per cent. from British owned vessels.

Against the continuance of so unjust a system I now protest, and I trust that this notice may be sufficient to cause orders to be given on this subject for the guidance of the Zanzibar Customs agents.

(Signed) JOHN KIRK.

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No. 30.

*Dr. Kirk to the Earl of Clarendon.—(Received June 13.)**Zanzibar, March 7, 1870.*

My Lord,

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 16th November, 1869, inclosing for my information and guidance the copy of a Report regarding the condemnation of two Arab dhows in this Vice-Admiralty Court.

In reply I have the honour to observe that in every case tried before me as Judge in the Vice-Admiralty Court I have invariably forwarded to the Sultan at the commencement of proceedings a note of the affidavit made by the captors and all the information at my disposal as the owners of the dhow or those interested in the cargo. Thereupon the Sultan has caused his Wuzeer to attend in defence of the interests of his subjects, and whenever that agent has asked for an adjournment of proceedings, decision has been reserved and a time fixed for the hearing of further evidence.

In both cases referred to by your Lordship this took place, and an interval of three months elapsed from the first hearing before decree was given. In the meanwhile I recorded the evidence of such of the crews as returned, and in doing this was invariably assisted by the Sultan's Secretary, re-translating the written deposition myself for verification by the witness and subsequent use in Court.

Such records are voluminous; and while single-handed in the office of Political Agent and Consul it has been impossible to transmit to your Lordship a detail report of any causes other than those under appeal.

The judgments in both those cases being in favour of the captors, and His Highness' Agent having declined to appeal against them, I simply transmitted the formal decree.

With reference to the insertion of the decree particularly noticed by Mr. Rothery that the dhows were at the time of their detention in an unseaworthy condition, I have to state that I only endorsed a part of the evidence for the prosecution, certified to by skilled surveyors, and not questioned in Court by the defendants.

But I beg to observe that in my opinion not one in a hundred of the dhows pronounced unseaworthy are really so when manned by natives. Our officers are, however, correct and I think justified in stating that in their hands, and managed by the small prize crew that could be spared from our cruizers, these vessels would be extremely dangerous. The safe management of such craft requires both a large crew and an intimate knowledge of the coast, so as to take advantage, in case of need, of the shelter of every reef, creek, and anchorage along the coast.

Native and European surveyors never could be at one as to the seaworthiness of a dhow.

To avoid this obvious difficulty and facilitate the operations of our cruizers I proposed, and gained the assent of His Highness, to the arrangement reported in last part of my letter of the 24th August last to the Bombay Government, extract of which I have now the honour to transmit inclosed for your Lordship's information.

In any future cases similar to those above referred to I shall be guided by the opinion expressed by Mr. Rothery, and not simply adopt a Survey Report because its accuracy has not been contested by the defence.

I have, &c.

(Signed) JOHN KIRK.

 Inclosure in No. 30.
Dr. Kirk to the Secretary to the Government of Bombay.

(Extract.)

Zanzibar, March 7, 1870.

AS the standing orders above referred to must of necessity change the system formerly adopted of summary destruction and subsequent trial of suspected vessels, I thought it might have facilitated the action of our cruizers if an arrangement were made authorizing the various Arab Governors along the coast to receive over and give receipt for any vessel detained on suspicion, the Sultan to be himself responsible for the due surrender of the same according to the decision of this Court, and this His Highness was willing to grant. I am, however, told by Sir Leopold Heath, the Commodore commanding, that in his opinion such an arrangement is not desirable. I have therefore not again alluded to the subject, but I fully expect to find that our cruizers will be forced to allow many cases in which the suspicion of slave-dealing is strong to go free from the impossibility of bringing them to a port of adjudication, whereas under the system proposed they might have been left in charge of the Arab authorities, and the crew duly brought to Court.

The Earl of Clarendon to Mr. Churchill.

Sir,

Foreign Office, June 16, 1870.

ON your return to Zanzibar I think it well to acquaint you with my views upon some of the most important suggestions for the suppression of the Slave Trade on the East Coast of Africa contained in the Report of the Committee of which you were a member. You are well aware of the anxiety of Her Majesty's Government to drive this horrible trade from its last stronghold on the East Coast, but I cannot but agree with the Committee in thinking that the process must be gradual; that it would not be practicable to prohibit at once all Traffic in Slaves within the Sultan's dominions; and that the wisest course will be to restrict the coast traffic as much as possible, to regulate the export of slaves from the mainland so as to bring it under proper supervision and control, to limit the numbers exported to the actual wants of the inhabitants, and by gradually substituting free for slave labour, eventually to abolish it entirely.

The Report of the Committee has been referred by the Government of India to the Bombay Government and to the Naval Commander-in-chief on the East Coast. As it may be some time before their replies are received, and I am enabled to send you final instructions upon the whole subject, it will be well, in the meantime, that you should ascertain the Sultan's views upon those proposals with which the Foreign Office is more immediately concerned, and how far His Highness would be disposed to co-operate with Her Majesty's Government in carrying them into effect.

With this object in view I have addressed a letter to His Highness, of which I inclose a copy.

It will be your duty, in delivering this letter, to impress upon the Sultan that while it is the earnest desire of Her Majesty's Government to assist to the utmost of their ability in arresting the progress of the Slave Trade on the East Coast of Africa, they are anxious to interfere as little as possible with vessels engaged in legitimate commerce; to entertain fairly and impartially all claims arising from the capture of vessels suspected of being engaged in the Slave Trade; and, in short, to treat the Sovereign and people of Zanzibar with all the consideration due to an independent and friendly State. You will inform the Sultan generally of the measures which the Committee propose should be embodied in a Treaty, and which, with one exception that I shall presently notice, meet my approval; and you will report to me whether you think it probable that the Sultan will consent to enter into a Treaty with us to the following effect:—

1. To limit the shipment of slaves from the mainland to one point only on the African coast—namely, Dar Selam, and to prohibit entirely their export from any other places. You will explain to the Sultan the advantage of this proposal, as set forth in paragraphs 17, 18, and 19 of the Report of the Committee.

2. To make Zanzibar the only port for the reception of slaves shipped from Dar Selam, but with liberty to transport them thence to Pemba and Mombaza only. Imports of slaves to any other place, or which have not come through Zanzibar, should be declared illegal and liable to seizure.

3. That the number of slaves exported from Dar Selam to Zanzibar, and thence to Pemba and Mombaza, shall be strictly limited to the actual requirements of the inhabitants of those places, to be annually settled by mutual consent between the Sultan and the British Agent, such number to be gradually decreased, so as to cease altogether within a certain time.

4. That every vessel engaged in the transport of slaves shall be liable to capture unless she is provided with a proper pass from the Sultan, which shall be valid only for one voyage, and with distinctive marks on her hull and sails, a heavy penalty being attached to any piracy of these passes or marks.

5. That the public slave-markets at Zanzibar shall be closed.

6. That the Sultan shall engage, from the date of the Treaty, to punish severely any of his subjects who may be proved to be concerned directly or indirectly in the Slave Trade, and especially any attempt to molest or interfere with a liberated slave.

7. That the Kutchees and other natives of Indian States under British protection shall be forbidden, after a date to be fixed by the Government of India, to possess slaves; and that in the meantime they shall be prevented from acquiring or purchasing any fresh slaves.

Lastly, the Treaty should contain a stipulation providing for the eventual entire prohibition of the export of slaves from the mainland.

You will perceive that these proposals embrace the most important recommendations

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of the Committee with which I can deal without the assistance of other Departments of Her Majesty's Government. The questions as to the number and distribution of the naval force; the selection of better interpreters; the rearrangement of the Courts for the adjudication of prizes; the disposal of the prizes and of the liberated slaves; and the future administrative arrangements at Zanzibar and elsewhere, must remain open until I have received the further information which I have sought upon these points: but I must observe that there is one suggestion of the Committee which I cannot concur in, namely, that the Sultan should be urged to authorize the seizure of all vessels, whatever be their nationality, engaged in the Slave Trade, within the waters of his dominions. It is, doubtless, probable that the privilege of exemption from search enjoyed by the French flag is often abused for Slave Trade purposes; but I do not think that this would justify Her Majesty's Government in urging the Sultan to adopt an extreme measure which might involve him and them in a serious dispute with a friendly Power. I have, therefore, only thought it necessary to call the serious attention of the French Government to the reports from our naval officers as to the alleged frequent abuse of the French flag for Slave Trade purposes; and the French Government, while stating that they doubt the accuracy of the report, have promised that due care shall be taken in the issue of French papers to Arab vessels.

The Sultan will probably inquire what Her Majesty's Government can offer in return for the concessions which they ask him to make. You may inform him that instructions have already been sent to the Commanders of Her Majesty's cruisers which will entirely prevent, except in very exceptional cases, the destruction of dhows at the time of their capture; and that every facility will in future be given for a fair and impartial trial of the captured vessels, and for the presence at the trial of the interested parties and witnesses.

You will also inform His Highness that you are authorized to inquire into any claims that he or his subjects may have to make on account of vessels improperly captured, and that in any case where such a claim can be duly substantiated or an arbitrary or unjustifiable act can be proved, proper compensation shall be made for the loss sustained.

It is also my desire to promote the supply of free labour in Zanzibar by sending most of the liberated slaves there, and placing them under the jurisdiction of the Sultan, after they have been registered at the British Consulate; on the understanding, however, that His Highness will undertake to afford them efficient protection against the slave-dealers, and will prevent their again becoming slaves.

You will let the Sultan understand that these concessions on our part are only prompted by justice, and are not offered as a bargain to purchase his assistance in performing a duty dictated by humanity; and I wish you to sound His Highness on the points to which I have referred, and to report to me his views thereupon.

The question of the remission of the subsidy which the Sultan now pays to the Ruler of Muscat is one on which His Highness will probably lay great stress. You are aware that, in view of the altered state of things which has arisen from the recent revolutions at Muscat, Her Majesty's Government have had for some time under their consideration the justice and expediency of releasing the Sultan from the obligation to continue their payment; and you may, on your return to Zanzibar, intimate to His Highness that you have a well-grounded expectation that at no distant period you will receive formal instructions from the Government of India to announce to the Sultan that the arrangements existing under the Arbitration of 1861 are at an end.

Should His Highness hesitate to accept these proposals, you must remind him that he is now the only Sovereign who openly permits the Traffic in Slaves by sea, with all its attendant horrors, to be carried on in his dominions, and that under the cloak of a traffic so legalized, the Slave Trade on the East Coast has increased in activity, notwithstanding all the efforts of our cruisers to suppress it. It must be pointed out to him that the system hitherto pursued is obviously inadequate to cope with this serious evil, and that all our efforts are almost useless without his further assistance and co-operation, and you will claim the fulfilment of the promises which both he and his father have repeatedly made to us.

You will add that Her Majesty's Government earnestly desire to maintain the friendly relations that have for so long existed between the Queen and the Sovereigns of Zanzibar, but that they cannot sacrifice to this policy their abhorrence of a continued Slave Trade.

You will report to me as soon as possible the views of the Sultan upon these important proposals.

I am, &c.
(Signed) CLARENDON.

ZANZIBAR.

Inclosure in No. 31.

The Earl of Clarendon to the Sultan of Zanzibar.

Sir,

Foreign Office, June 16, 1870.

I TAKE advantage of Mr. Churchill's return to your Highness's Court to express a hope that you are in the enjoyment of good health, and to inform your Highness that Mr. Churchill has been instructed to confer with your Government on the whole question of the Slave Traffic within your dominions, and the best means to be adopted to check the abuses arising from it.

Your Highness is well aware of the anxiety of Her Majesty's Government to put an end to the Slave Trade, which has been suppressed, I am happy to say, in every part of the world except on the East Coast of Africa; and civilized Europe now looks to your Highness for assistance in driving it from its last stronghold in your dominions, and Her Majesty's Government trust that their hopes for your cordial co-operation towards this end will not be disappointed.

The firm friendship that has hitherto existed between yourself and your predecessors and the British Government can best be maintained, and your Highness's dignity and independence best consulted, by your adoption of the course of policy we propose, and Her Majesty's Government do not doubt for a moment that you will do your utmost to co-operate with them in bringing about the desired result.

Mr. Churchill has been instructed to explain to your Highness, in detail, the measures which he will propose to you with this object, which I trust will meet with your Highness's approval.

I avail, &c.
(Signed) CLARENDON.

No. 32.

Dr. Kirk to the Earl of Clarendon.—(Received June 27.)

My Lord,

Zanzibar, April 5, 1870.

I HAVE the honour to inclose a copy of my despatch of the 4th instant, addressed to the Bombay Government, relative to a Proclamation of His Highness Seyed Majid against the arrival in future of passengers from Oman.

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

Inclosure 1 in No. 32.

Dr. Kirk to the Chief Secretary to the Government, Bombay.

Sir,

Zanzibar, April 4, 1870.

FOR the information of the Right Honourable the Governor in Council I have the honour to inclose in translation the copy of a notice that has been issued by His Highness Seyed Majid, prohibiting the landing of passengers from Oman within the Zanzibar dominions.

In reply to my inquiry as to the full meaning and extent of this Proclamation, I was told, that it is not intended to interfere with the trading dhows that visit this port yearly from Oman, but to place it within the power of the Zanzibar Government to arrest and detain suspicious persons and prevent their landing, without being thereby liable to subsequent claims for compensation.

This season, in consequence of the timely warning conveyed in your despatch of 9th December last, confirmed by native reports, regarding ambitious designs on the part of Azan bin Kees of Muskat against Zanzibar, all passengers from Oman have been watched, and some arrested; and no doubt the steps taken have served in a great measure to preserve the peace of the place and stop the murmurs of discontent raised by emissaries from Oman.

In carrying out such a measure it was but natural that a few cases of individual hardship should occur, and in one instance I had to interfere and point out the rights of a friendly flag.

With the British, however, there is no danger of a misunderstanding where both parties are bound by self-interest to preserve not only peace but commercial confidence.

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It might, however, be otherwise were Oman agents to arrive next year in Arab dhows under the French flag, and I believe it is to guard against any such misunderstanding that Seyed Majid has now published this Order.

I am glad on this occasion to be able to report that the strong representations made by me to His Highness at the commencement of the north monsoon have had their effect, and not only have the Northern Arabs who at this season used to infest the Sultan's palace been excluded, but the bounties, in past years so profusely lavished upon them, have been entirely stopped. Last year 100,000 dollars were so squandered; this season perhaps not above 5,000 dollars, which is not beyond the requirements of Seyed Majid's high position and his family relations with Muskat.

The saving to the Treasury so effected is a matter of considerable moment, at a time when the abolition of the clove-tax formerly raised on British subjects has cut off about 10,000 dollars yearly, and the proposed reduction of the coast tariff on English owned dhows to a par with those under the French flag, will make an additional loss of 20,000 dollars, to supply which deficiency no steps have as yet been seriously considered.

I have, &c.

(Signed) JOHN KIRK.

Inclosure 2 in No. 32.

Proclamation.

(Translation.)

MAJID BIN SAEED to all whom it may concern.

Be it known that any vessel coming from Oman and bringing to our dominions in the Sowaheil (African coast) the people of Oman as passengers after this monsoon, will be burned, and the owners thereof punished; nor will we be responsible for the consequences after the publication of this notice.

Written by order by his Minister, Suliman bin Ali.

16 *El Haj*, 1286 (*March 19, 1870*).

No. 33.

Dr. Kirk to the Earl of Clarendon.—(Received June 27.)

My Lord,

Zanzibar, April 8, 1870.

I HAVE the honour to inclose a copy of my despatch of the 8th instant, addressed to the Bombay Government, relative to the adjustment of the Customs dues levied on English vessels by His Highness Seyed Majid.

I have, &c.

(Signed) JOHN KIRK.

Inclosure in No. 33.

Dr. Kirk to the Chief Secretary to the Government, Bombay.

Sir,

Zanzibar, April 8, 1870.

IN my report dated 4th ultimo, in which I had the honour to point out, for the information of the Right Honourable the Governor in Council, that, of late years the interests of our British subjects had suffered greatly from a reduction in the Zanzibar Customs duties made in favour of native vessels under the French flag, trading between this and the African coast, I stated, that, in representing the disadvantageous position in which we stood for the consideration of His Highness Seyed Majid, I claimed for our people the same privileges as the French, under the first clause of the Treaty of Commerce of 1839, which guarantees to us all that may at any time be conceded to the most-favoured nation.

In doing this I carefully avoided anything calculated to throw a doubt on the right of His Highness to levy a transit tax on goods passing from place to place within his dominions, so long as the same falls equally upon the whole foreign mercantile community.

At the close of my despatch I further observed, that, in all probability this question would be settled on the spot by His Highness without awaiting the reply of his Excellency the Right Honourable the Governor in Council.

CLASS B.

Equality being so clearly laid down as the common right of all nations having Treaty relations with the Zanzibar State, and this question being to us one of vital importance, seeing that in the last three years we have lost one-fourth the number of British-owned coasting-vessels, and the French flag, formerly unknown, has correspondingly increased, to the injury of our trade and embarrassment of our squadron engaged in the suppression of the Slave Trade, I could not doubt what his Excellency's instructions on this point would be.

This question, of which there were obviously but two possible solutions, has been treated calmly and deliberately on both sides—the one course was to increase the tax now levied on the French; the other to reduce that now charged against the English to a par with the French: to either course I was equally willing to accede, believing that, if not by Treaty, at least by old prescriptive right, His Highness was fully justified in charging a transit tax on the produce of his own dominions.

The first course was, however, impracticable; for, as His Highness remarked, the French, who five years ago claimed and obtained from him a reduction of the duty on coast produce carried in their dhows, would resist any attempt on his part again to raise it, nor should I on other grounds recommend such a course, as this high tax now acts prejudicially to the interests of His Highness' people by discouraging agriculture on the mainland and offering a 10 per cent. premium on rice and corn, the produce of Madagascar.

I am of opinion that the French Consul was wrong in demanding, and His Highness compromised the whole question by conceding this reduction of the tax on coast produce as falling under the Xth Article of the Commercial Treaty with France of 1846, which applies only to imports from abroad, and has no reference to the produce of the coast within the dominions of the Sultan.

I have now the honour to report that, yesterday, I was invited to an audience at the palace, and informed by His Highness that, whatever it might cost, he had determined to place our vessels on an equality with those under the French flag, by reducing the Customs duty, formerly levied against us, from 10 and 15 per cent., according to the part of the coast from whence arrived, to a common duty of 5 per cent.

This, he had been informed by his Customs agent, would involve a loss to his revenue of 20,000 dollars yearly, to which must be added at least an equal sum as the loss on Arab dhows, for His Highness now sees that the whole trade will speedily leave his subjects' hands if he longer persists in raising on them a higher tax than on others.

However distasteful this present loss must be to Seyed Majid, he is now fully aware that it is absolutely necessary, as much in defence of his own interests as of ours, and that for every dhow taken from under the British pass and placed under that of France, he has lost two, and in a few more years would have seen no flag on the coast but that of France.

His Highness now hopes, and I think with reason, that all dhows being treated alike at his Custom-house, and his vessels being completely protected from unlawful seizure by the recent orders issued for the guidance of Commanders of Her Majesty's cruisers, his subjects will not only cease to leave his flag, but return again to his protection; from the English he well knows there is nothing to fear, it being notoriously against our laws to grant a ship's pass or flag to any other than a British-owned vessel.

Independently of the justice thus rendered, I trust that the steps now taken will increase the trade of the coast, particularly of the corn-producing regions; and so in time compensate His Highness for the immediate loss.

I will conclude by submitting for the favourable consideration of his Excellency in Council, whether the great sacrifice made by His Highness does not merit some special recognition, for the first effect will be to throw into the hands of British Indians a yearly sum of 20,000 dollars,—an amount which few Princes would willingly part with on the representation of an agent, and without reference to head-quarters, however obvious and just the claim might be.

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

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No. 34.

Dr. Kirk to the Earl of Clarendon.—(Received July 4.)

My Lord,

Zanzibar, May 2, 1870.

I HAVE the honour to inclose a copy of my despatch of the 2nd instant, addressed to the Bombay Government, relative to the arrival at Zanzibar of Her Majesty's steam-ship "Cossack."

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

Inclosure in No. 34.

Dr. Kirk to the Chief Secretary to Government, Bombay.

Sir,

Zanzibar, May 2, 1870.

I HAVE the honour to report that Her Majesty's steam-ship "Cossack," under the command of Captain J. E. Parish, Senior Officer Commanding the East Coast Squadron, arrived here from Seychelles on the 30th ultimo, for the purpose of conferring with me as to what could be done by the Navy for the suppression of the Slave Trade, consistently with safety from cholera infection to the crews of the vessels.

I have already communicated through you my opinion that the operations of our fleet on the Zanzibar Coast must be finally abandoned this season; even Zanzibar Harbour is not yet safe, as shown by the return of a German vessel that had loaded cargo and proceeded two days to sea, when she was forced to put back disabled by cholera among the crew, arriving here the same day as Her Majesty's ship "Cossack." But many parts of the coast still suffer more than Zanzibar, and all slave dhows must be sure sources of infection.

The removal of the squadron at this time is the less to be regretted, as slaving, like other operations, has been seriously interfered with by the ravages of cholera, and besides, the season is now over, and all the slave cargoes already gone that will be taken north at present.

I hope that in August, when the dhows again go to Arabia, that the improved state of the health of the coast may justify the return of the cruisers.

I take this occasion to report that on shore there are now very few cases of the disease. Now that the epidemic is over, and we look back to the ravages it has caused, the more we see that estimates formed previously fell short of the truth; anything approaching to accuracy is impossible, but the total number of deaths in town cannot be now less than 13,000 or 14,000,—that is, a fifth of the whole population. The upper classes, as usual, have suffered less; but entire establishments of slaves have been carried off.

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

No. 35.

Dr. Kirk to the Chief Secretary to Government, Bombay.

(Extract.)

Zanzibar, August 24, 1869.

I HAVE the honour to inclose a translation of the letter received from His Highness Seyed Majid on the 22nd instant, relating to the trial of Zanzibar dhows accused of having been engaged in the Slave Trade.

This important question has, in my opinion, been satisfactorily disposed of by the recently issued standing orders for the guidance of Her Majesty's cruisers, of which I have the honour to inclose copies, with correspondence relating thereto.

His Highness is at the present moment so well satisfied with the results of all cases recently tried before the Vice-Admiralty Court here that he now makes no formal protest against the cases here referred to, although there are circumstances connected therewith fairly open to criticism.

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Inclosure in No. 35.

The Sultan of Zanzibar to Dr. Kirk.

(Translation.)

(After the usual compliments.)

I UNDERSTAND that the trial of some of the dhows burned by Her Majesty's ship "Nymphe" has been taken before the Court at Aden, where there was present no one on our part, nor the captains of the vessels destroyed.

I have to ask in what way these cases have been decided; and I trust that the English Government will order the captains of their cruisers to bring any vessel of our subjects before the English Court at Zanzibar, that there may be some one present on our part to note the circumstances and the decision.

(Sultan's Seal.)

No. 36.

Dr. Kirk to the Earl of Clarendon.—(Received July 14.)

My Lord,

Zanzibar, May 18, 1870.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of 29th March last, inclosing copy of correspondence relative to native vessels sailing under the French flag in these seas.

I have, in reply, nothing further to add to previous correspondence, beyond the remark that, at one time, there were thirteen dhows flying the French flag in the anchorage before the town and in view of this Consulate, while others were in the harbour but not in sight; and this fact I used in the late discussion with the Arab Government relative to the inducement given to the Arabs to place their dhows under the French flag, by the low Customs duty levied on cargo brought in them from the coast.

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

No. 37.

Dr. Kirk to the Earl of Clarendon.—(Received July 14.)

My Lord,

Zanzibar, May 20, 1870.

I HAVE the honour to inclose a copy of my despatch of the 20th instant, addressed to the Bombay Government, relative to local Slave Trade.

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

Inclosure in No. 37.

Dr. Kirk to Acting Secretary to Government, Bombay.

Sir,

Zanzibar, May 20, 1870.

I HAVE the honour to report that, a few days ago, Ludda Damji, the Custom-house agent here, called my attention to the crowded state of slave-dhows coming from Quiloa, and danger to the general health from disease thereby engendered, and asked me to represent the following case to His Highness, in order to prevent the repetition of such wanton cruelty.

The Custom-house agent stated, that a dhow had reached the Custom-house after only three days' voyage from Quiloa, where 277 slaves were shipped under the usual Customs warrant; no supply of food or water was provided, and cholera breaking out on board, 90 slaves died before the dhow reached Zanzibar. In so crowding the vessels carrying slaves from the mainland, there can be excuse, as the Arabs are at this season free to carry as many as they please, without being liable to capture.

It is believed to have been from this dhow also that a slave woman, who was found by the French Consul on the beach outside the town, had been thrown, for the purpose of escaping the Customs duty, it being thought that the chances of her recovery were small.

The few isolated cases of cholera that still occur in town, may very possibly be due to its constant re-importation from the mainland; for it has been a singular feature of this epidemic, the tendency shown to an outbreak of the disease whenever a change is made from place to place, especially if made by sea.

His Highness has, in consequence, given very stringent orders to his agent at Quiloa, to use his discretion in detaining slave-dhows; but on no account whatever to allow one to sail without a sufficient supply of food and water, and to see that they are not overcrowded; leaving on him the responsibility, if any other cases such as that now noticed should be brought before him.

Owing to the continued low price of slaves, a few contraband shipments are being made to Arabia; but the above instance shows that it would be still dangerous for our cruisers to resume the usual operations of captures near the African coast.

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

No. 38.

Mr. Otway to Consul Churchill.

Sir, *Foreign Office, August 30, 1870.*
WITH reference to Dr. Kirk's despatch of the 7th of March last, containing explanations of his proceedings in the cases of two Arab dhows captured and destroyed by Her Majesty's ship "Nymphé" in March 1869, I am directed by Earl Granville to transmit to you, for your information and guidance, an extract of a Report by Mr. Rothery upon this subject; and I am to request you to inform Dr. Kirk that his proceedings are entirely approved.

The Lords of the Treasury have stated that, under all the circumstances, they do not propose to withhold any portion of the bounties in these cases, but they have requested that you should be informed that they rely upon your exercising every vigilance with respect to the condemnation of vessels, when cases of this description are brought before the Vice-Admiralty Court.

I am, &c.
(Signed) ARTHUR OTWAY.

Inclosure in No. 38.

Mr. Rothery to the Lords Commissioners of the Treasury.

(Extract.) *Doctors' Commons, July 26, 1870.*
DR. KIRK states that, in every case tried before him as Judge in the Vice-Admiralty Court, he has invariably forwarded to the Sultan at the commencement of the proceedings a note of the affidavit made by the captors, and all the information at his disposal as to the owners of the dhow or those interested in the cargo; that the Sultan had thereupon caused his wuzeer to attend in defence of the interests of his subjects, and whenever that agent had asked for an adjournment of proceedings decision had been reserved, and a time fixed for the hearing of further evidence. Dr. Kirk states that this took place in both the cases referred to above, an interval of three months, as I have already stated, having elapsed from the first hearing before Decree was given. That, in the meantime, he had recorded the evidence of such of the crews as returned, being invariably assisted in doing this by the Sultan's secretary, and had retranslated himself the written deposition for verification by the witness and subsequent use in Court; but that as such records were voluminous, and being single-handed in the office of Political Agent and Consul, it had been impossible for him to transmit to the Foreign Office a detailed report of causes other than those under appeal; and that in both the present cases the judgments being in favour of the captors, and His Highness' agent having declined to appeal against them, he had simply transmitted the formal Decree.

With reference to the insertion in the Decree of the statement that the dhows were at the time of their detention in an unseaworthy condition, Dr. Kirk states that he "only endorsed a part of the evidence for the prosecution, certified to by the skilled surveyors and not questioned in Court by the Defendants;" that in his opinion "not one in a hundred of the dhows pronounced unseaworthy are really so when manned by natives, but that our officers are correct and, he thinks, justified in stating that in their

hands, and managed by the small prize crew that could be spared from our cruisers, these vessels would be extremely dangerous," the safe management of such craft requiring "both a large crew and an intimate knowledge of the coast, so as to take advantage in case of need of the shelter of every reef, creek, or anchorage" along it; and that native and European surveyors never could be at one as to the seaworthiness of a dhow.

In order, however, to obviate this difficulty it seems that Dr. Kirk had, so long since as the 24th of August last, in a despatch to the Bombay Government, an extract from which is annexed to his letter, suggested that the various Arab Governors along the coast should be authorized to receive over and give receipts for any vessel detained on suspicion, the Sultan to be himself responsible for the due surrender of the same, according to the decision of the Court, an arrangement to which His Highness had assented, but that Sir Leopold Heath, the Commodore commanding, being of a different opinion, he had not again alluded to the subject.

He adds that, in any future cases similar to those which are now under consideration, he will be guided by the opinion expressed in my former report, and not simply adopt a survey report because its accuracy has not been contested by the defence.

With regard to these explanations of Dr. Kirk, I may be permitted to say that they confirm the impression which I had derived from the documents previously transmitted by him, of the care and deliberation with which the proceedings in the Vice-Admiralty Court at Zanzibar have been conducted, and of the extreme importance of having all cases of this description, if practicable, tried at that place, where every opportunity is afforded to the parties implicated of justifying themselves, if they can do so, and where the Sultan can see that justice is done to his subjects.

As to the arrangement suggested by Dr. Kirk for authorizing the Arab Governors on the coast to take charge of captured vessels pending their adjudication, it will be seen that this was one of the recommendations made by the Committee of the East African Slave Trade in their Report to the Secretary of State for Foreign Affairs, to prevent the wholesale and indiscriminate destruction of the native dhows. On what grounds it was objected to by Commodore Heath does not appear from these papers; I cannot, however, but think that it would, as Dr. Kirk suggests, prevent the escape of guilty vessels, which our cruisers might be forced to set free from the impossibility of bringing them to a port of adjudication, and would also prevent the destruction of vessels and the consequent liability for damages which, in most cases, ultimately have to be defrayed by Her Majesty's Government, where a seizure may have been made on insufficient grounds, and a decree of restitution pronounced.

On another point your Lordships will, I think, entirely approve of the course which Dr. Kirk proposes to adopt. Where a vessel has been destroyed by the captors as unseaworthy, there can be no question that the Decree of the Vice-Admiralty Court ought not simply to endorse the opinion of the surveying officers of the capturing vessel, who are in effect parties to the suit, but should express so far as may be the independent opinion of the judges as to whether the destruction of the vessel was necessary or justifiable. In the two present cases it appears to have been Dr. Kirk's opinion that the vessels might have been preserved. On the other hand the captors in destroying the dhows seem to have followed what has hitherto been the almost invariable practice. Under these circumstances your Lordships will probably not think it necessary to defer any longer an award of the usual bounties; but should any similar cases occur, after the full warning that has been given, it would be a matter for serious consideration whether the bounties ought not to be withheld.

No. 39.

Dr. Kirk to Earl Granville.—(Received September 10.)

My Lord,

Zanzibar, July 12, 1870.

I HAVE the honour to report, for the information of your Lordship, that news, the general accuracy of which cannot be doubted, has just reached us of the murder of four Frenchmen, the crew of a steam-launch that had proceeded for trade up the Juba River.

In consequence, the Sultan has already sent his steam yacht to convey to the scene of the accident his Wuzeer, Sheikh Suliman bin Ali, accompanied by the French Consul and Chancellor.

While nothing is yet known of what immediately led to this lamentable accident, the circumstances that preceded it seem to be as follows :—

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The "Explorateur," a French steamer, about 300 tons, having passed in April through the Suez Canal and Red Sea, commenced trading on the African Coast, between Lamo and the Somali settlements, being provided with a steam-launch for entering the creeks and rivers, in the hope of thus reaching a market hitherto open to only native agents. Having entered the Juba, up which river, five years ago, Baron Vonder Decken was murdered, the "Explorateur" anchored a little distance inside the bar, while the launch proceeded to ascend in search of ivory, hides, sesam seed, &c. ; but getting fast on shore, help was sent for from the vessel. On the arrival of the asked-for assistance, no Europeans remained in the launch, which was occupied by natives only, and it is said that the clothes of the murdered men were subsequently taken to the ship.

The "Explorateur" was, by the latest news, still detained inside the river, awaiting a high tide to cross the bar.

Besides being a country peopled by wild Somalis, the present time was ill-chosen for a renewed attempt to ascend the Juba. About two years ago, a few Soumalis of the north, from the west of Cape Gardafui, said to be of the Mejerleyn tribe, formed the idea of settling for trade near the Island of Kismayo ; strengthened by large parties coming overland, they at last found themselves able to attack and drive off the Somalis of Brava, and the Gallas who hitherto had enjoyed the profits of the trade of that part. Last year this led to a lengthened struggle in which the Brava people were beaten ; but having subsidized Ahmed Yoosoof, of Geledi, a Somali Chief, who commands about 40,000 men, and who formerly overran the whole country from Mogdeesha to Berdera, on the Juba ; they again returned this year, and drove back the new settlers upon the stone fort at Kismayo. These, however, having been reinforced by Arab soldiers sent by the Governor of Lamo, who has throughout, for his own ends and private trade, favoured the settlement of Kismayo, the attacking party seem to have retired, and in this position of affairs the steamer arrived for the purpose of peaceable trade.

A more ill-judged adventure could not possibly have been planned ; ignorant of the languages and the local feuds, it would probably be no difficult matter for the one side to lead the strangers to act so as to compromise themselves with the other ; but the exact place where and by whom the murder has been committed is as yet unknown, only it would seem not to have occurred far from the coast, and therefore in the centre of the troubled region.

I have long tried to induce His Highness to take an active interest in the affairs of those parts, and by the judicious use of his money, combined with a little force to regulate such disputes as damage the commercial prosperity of what will one day be the richest, as it is one of the healthiest, fields of Eastern Africa.

On this occasion, His Highness expressed a wish that I should have accompanied his secretary and assisted him with my experience in dealing with African Chiefs ; but I found that, at the present moment, on so short a notice, it would be impossible for me to do so, nor would the time at my command have been sufficient to effect anything satisfactory ; but it is a matter of great moment to our Indian subjects, who are the chief traders on the coast, that some settlement should be made, and a stop put to those wars by which they are so often the losers.

I have, therefore, advised His Highness to organize and assist the new colony of Soumalis at Kismayo, and define the limits between them and the Brava people ; this he can easily do, both being stationed on the coast, and in his hands, when they arrive to sell their produce in Zanzibar, while the more distant inland Chiefs, such as Ahmed Yoosoof, may always be influenced by presents and marks of attention.

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

No. 40.

Dr. Kirk to Earl Granville.—(Received September 10.)

My Lord,

Zanzibar, July 28, 1870.

SINCE writing my Report of the 12th instant relative to the departure of His Highness's Wuzeer and the French Consul and Staff to the River Jubb, where four Frenchmen were reported to have been killed by the natives, I have received letters of a later date from that quarter, from native traders, in which no mention is made of such an occurrence, and I now question very much the authenticity of the first reports, which, however, were sufficiently circumstantial to induce His Highness to send, at great inconvenience to himself, his steam-yacht off on a voyage that will occupy fully one month.

It is not likely that any trustworthy information can reach us on the subject before the return of the French Consul and party, but I have hopes there may have been exaggerations in the first reports.

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

No. 41.

Mr. Otway to Consul Churchill.

Sir,

Foreign Office, September 23, 1870.

I AM directed by Earl Granville to transmit to you, for your information, an extract of a Report addressed to the Lords of the Treasury by their legal adviser upon Slave Trade matters upon the case of the slaver "Salama;" and I am to call your particular attention to Mr. Rothery's exposition of the law of this country, and of our treaties with foreign countries, regarding the question of the forfeiture of cargoes found on board vessels condemned for being engaged in the Slave Trade, which will serve for your guidance in any case of the kind that may arise at Zanzibar.

I am, &c.
(Signed) ARTHUR OTWAY.

Inclosure in No. 41.

Mr. Rothery to the Lords Commissioners of the Treasury.

(Extract.)

Treasury, July 16, 1870.

BY most of our Treaties with foreign Powers, if a vessel is found equipped for, and engaged in, the Slave Trade, not the vessel only, but the cargo also is liable to condemnation. Thus, in our Treaty with Portugal of 1842, at the end of Article V, it is provided that in case of illegal equipment "the vessel and cargo shall be adjudged and condemned;" and in Annex B to the same Treaty, Article VI, it is said, "if the detained vessel shall be condemned, she shall be deemed lawful prize, together with her cargo, of whatever description it may be." Again, in Annex B to the Treaty with Spain of 1835, Article VI, it is said, "If the detained vessel shall be condemned, she shall be declared lawful prize, together with her cargo, of whatever description it may be." So also in the VIth Article of Annex B to the Treaty with the United States of 1862, and in the VIth Article of Annex D to the Treaty with Sweden and Norway of 1824. This principle that the condemnation of the cargo follows the condemnation of the vessel, is no doubt derived from the old rule of the Prize Law (a rule, however, which was never adopted in this country), that "Enemy's ships make enemy's goods."

If, however, we now turn to the Treaty with Madagascar, it will be found that the provisions on this point are somewhat different. The IIInd Article of the Treaty with that State, of the 31st of May, 1823, provides that all vessels belonging to subjects of Madagascar, or in Madagascar waters, which shall be found engaged in carrying on the Slave Trade, shall, if seized and detained, be delivered over for adjudication to some Madagascar authority, or "shall and may be otherwise dealt with, as the laws of Great Britain now or hereafter shall authorize and direct." It further provides, that if given up to the Madagascar authorities, "the ships or vessels shall be confiscated and forfeited, together with their cargoes, guns, tackle, and furniture, for the benefit of the King of Madagascar;" but, if otherwise, they are to be dealt with as the laws of Great Britain now or hereafter shall authorize and direct.

Now, in the case in question, the vessel was not given up to the Madagascar authorities, but was brought before the British Consul at Zanzibar for adjudication; and what we have therefore to ascertain is, what is the law of Great Britain upon the point? What the law is, has been very clearly laid down in successive decisions of the Judicial Committee of the Privy Council, I will refer but to two cases.

The first, that of *Sherwill v. the Queen* (2 Moore's P. C. Cases, page 1), was an appeal from the Vice-Admiralty Court of Gibraltar; in that case their Lordships reversed the decision of the Court below, which had condemned the cargo, holding that in order to render a party liable to the penalties for shipping goods to be employed in the Slave Trade, he must be shown to have had a *guilty knowledge* of the object of the vessel. The other, which is the more important case, that of the "Newport," reported

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in 11 Moore, page 155, was an appeal from the Vice-Admiralty Court of Saint Helena, which had condemned the vessel for being engaged in the Slave Trade, and had ordered the cargo to be detained as security for payment of the penalties in which the owners thereof had been condemned. In this case also the Judicial Committee reversed the Decree of the Court below, and ordered both vessel and cargo to be restored; and Lord Kingsdown, when Mr. Pemberton Leigh, in giving judgment, said (page 165), "In order therefore to sustain the sentence in the Court below, it must be shown, as to the ship, that she was employed in contravention of the object of the Act, and that she was so employed with the knowledge of the owner; and as to the shippers, that the goods had been shipped by them *wilfully* and *knowingly*, for the purpose of being so employed."

There can, therefore, I think, be no doubt that the cargo in this case was not liable to condemnation.

No. 42.

Consul Churchill to Earl Granville.—(Received September 27.)

My Lord,

Zanzibar, August 17, 1870.

I HAVE the honour to inclose a copy of my despatch of the 17th instant, addressed to the Bombay Government, relative to the reappearance of cholera at Bagamoyo on the coast opposite Zanzibar.

I have, &c.
(Signed) HY. A. CHURCHILL.

Inclosure in No. 42.

Mr. Churchill to the Acting Secretary to Government, Bombay.

Sir,

Zanzibar, August 17, 1870.

I HAVE the honour to inform you that cholera has reappeared at Bagamoyo on the coast opposite Zanzibar, and that although the town and island of Zanzibar are free from the disease, it is very likely that we shall be afflicted once more with a return of it here.

All communication between Bagamoyo and Zanzibar has been ordered to be stopped, but such orders are scarcely ever carried out in this country. The deaths at Bagamoyo are reported to be from thirty to forty daily, principally among the porters coming from the interior. The caravan route within three days' journey of the coast appeared to be the locality mostly infected.

Under these circumstances I shall abstain, for the present, from granting Clean Bills of Health.

I have, &c.
(Signed) HY. A. CHURCHILL.

No. 43.

Consul Churchill to Earl Granville.—(Received September 27.)

My Lord,

Zanzibar, August 18, 1870.

REFERRING to the Acting Political Agent's despatches of the 12th and 28th ultimo, relative to the reported murder of four Frenchmen in the Juba River on the East Coast of Africa, I have the honour to state, for the information of your Lordship, that on the 14th instant, M. de Vienne returned to Zanzibar, having satisfied himself with the utter groundlessness of the report.

I have, &c.
(Signed) HY. A. CHURCHILL.

ZANZIBAR.

No. 44.

Consul Churchill to Earl Granville.—(Received September 27.)

My Lord,

Zanzibar, August 18, 1870.

I HAVE the honour to report, for your Lordship's information, that on my return to Zanzibar I took an early opportunity to confer with the Sultan on the subject of the suppression of the Slave Trade as pointed out in Lord Clarendon's despatch to me of the 16th June, withholding, as a matter of course, the latter part, which I will reserve to make use of in the event of His Highness showing any hesitation in accepting the proposals of Her Majesty's Government.

Seyed Majid has not yet let anything transpire with regard to his intentions, nor has he called his Council together, to have the opinion of his courtiers on this important question, but I expect, from his language, that the French Consul has been consulted, for he appears to be acquainted with the general tenor of the proposals of the British Government.

I shall give His Highness full time to realize the benefits likely to accrue both to Her Majesty's Government and to himself from his acceptance of the proposals made to him, and it will be my endeavour to put forward those benefits in as prominent a light as possible before I press him to decide as to the course of conduct he will pursue.

I have, &c.
(Signed) HY. A. CHURCHILL.

No. 45.

Consul Churchill to Earl Granville.—(Received September 27.)

My Lord,

Zanzibar, August 18, 1870.

WITH reference to the Earl of Clarendon's despatch of the 31st May relative to the grant of 1,000*l.* sterling out of the public funds to assist Dr. Livingstone in prosecuting his researches in Central Africa, I have the honour to state that all the expenses hitherto incurred by this Consulate on account of Dr. Livingstone have been settled, partly by the Government of Bombay, and partly by Mr. Young of Greenock, who had latterly authorized Dr. Kirk to draw on him for any amount expended on account of Dr. Livingstone.

The Doctor, in his last letters, dated the 30th May, 1869, had asked for sundry supplies and fifteen men, all of which were sent to him by the Acting Political Agent in October last year, but owing to the prevalence of cholera on the way, out of the above number five had died before they reached Kootu, and the remainder are supposed to have gone on. Nothing positive, however, is known of their movements.

Under these circumstances I had determined to send up a second Expedition, consisting of ten men, with a fair quantity of cloth, beads, and supplies for the Doctor, and had requested Ludda Damji, the chief of the Sultan's Customs, to get me the men together, but the recent breaking out of cholera at Bagamoyo and on the caravan route leading to the Interior will, I fear, delay for a time this second Expedition, for all communication between that part of the coast and Zanzibar has, as I have had the honour to report, been stopped. I shall, however, do my utmost to send on this Expedition as soon as it becomes safe once more to travel in the interior of the country.

I have, &c.
(Signed) HY. A. CHURCHILL.

No. 46.

Earl Granville to Consul Churchill.

Sir,

Foreign Office, October 5, 1870.

I ENTIRELY approve the language which you have held to the Sultan of Zanzibar, as well as the conduct which you intend to pursue regarding the measures to be taken for the suppression of the Slave Trade within the Sultan's dominions, as set forth in your despatch of the 18th of August last.

I am, &c.
(Signed) GRANVILLE.

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No. 47.

Earl Granville to Consul Churchill.

Sir,

Foreign Office, December 2, 1870.

WITH reference to my despatch of the 30th ultimo I inclose, for your information, and for any observations that you may have to offer thereupon, a copy of a letter from the Admiralty, stating their objections to the proposal of the Committee upon the East African Slave Trade that a depôt ship for liberated slaves should be established in the neighbourhood of Socotra.

I am, &c.
(Signed) GRANVILLE.

Inclosure in No. 47.

The Secretary to the Admiralty to Mr. Otway.

Sir,

Admiralty, November 23, 1870.

WITH reference to your letter of the 5th instant I am commanded by my Lords Commissioners of the Admiralty to request you will inform the Secretary of State for Foreign Affairs that copies of the Report of the Committee on the East African Slave Trade have been forwarded to the Naval Commander-in-chief on the East Indian station for issue to the Commanding Officers of cruizers under his orders.

2. My Lords have again given consideration to the proposal of the Committee to establish a depôt for liberated slaves at Ab-el-Kury or Socotra.

3. With regard to Ab-el-Kury I am to request you will call Earl Granville's attention to the letter from this Office of the 17th May, 1867, by which it will be seen that Admiral Hillyar, then in command on the East India station, and Colonel Merewether, the Resident at Aden, both reported against the establishment of such a depôt at that island, as it was little better than a barren rock, with two small wells of brackish water, and would require a strong garrison to protect it from the Northern Arabs.

4. These objections cannot perhaps be urged in the case of Socotra, where a depôt might be established on shore with the permission of the Sultan, but against the adoption of that course must be considered the necessity for the removal of the Court of Adjudication to that place from Aden.

5. The establishment of a floating depôt would be very inconvenient and expensive, and the vessel would have to be removed to Aden, a distance of 500 miles, every season, as soon as the south-west monsoon was over.

6. It appears that the evil which the Committee's recommendation is intended to meet, is the advantage taken by slave-dhows of the absence of cruizers when conveying captured slaves to Aden.

7. This evil could be guarded against by adding to the number of cruizers on that part of the station, which would enable a vessel after a capture to take her prize to Aden without leaving the coast unguarded; and my Lords are in hopes that the reinforcements lately sent out to the East Indian station will enable the Commander-in-chief to meet the difficulty.

8. There appear to be many reasons why Aden should continue to be the depôt for captured slaves, and great objections to the establishment of a floating depôt, if any other solution of the evils named by the Committee can be arrived at: and, under all the circumstances, my Lords would propose to defer coming to any decision on the question of establishing a depôt until Rear-Admiral Cockburn has had an opportunity of judging of the working of the plans proposed by the Committee after the arrival of the additional vessels now on their way to his station, observing that the Rear-Admiral himself was of opinion that this was the best course which could be adopted.

I am, &c.
(Signed) THOS. S. WOLLEY.

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EAST COAST OF AFRICA STATION.

No. 48.

Commander De Kantzow to the Secretary to the Admiralty.

Sir, *"Star," Zanzibar, October 1, 1869.*
 IN obedience to the Station orders I have the honour to inclose a copy of a letter addressed by me to the Commodore-commanding on the subject of the East African Slave Trade.

I have, &c.
 (Signed) W. S. DE KANTZOW.

Inclosure in No. 48.

Commander DeKantzow to Commodore Sir L. Heath.

Sir, *"Star," Zanzibar, October 1, 1869.*
 BEARING reference to my sailing orders, which direct me to cruise between the southern limit of the Sultan of Zanzibar's dominions and Mozambique for the suppression of the Slave Trade, I have the honour to report my observations on the Slave Trade to be as follows:—

1. Between the town of Mozambique and Cape Delgado, a coast line of 262 miles, including its adjacent islands, &c., the country is under the sovereignty of Portugal, the seat of Government being at Ibo (subject to Mozambique). Portuguese authority is but faintly exercised on the main land, armed dhows cruise to collect the revenue and look after the coasting trade, which is carried on in native small craft, chiefly in European goods from Mozambique and Ibo, in exchange for cowries, ivory, and other produce of the country, which is afterwards re-shipped in European ships.

Directions have been given to these armed dhows, in good faith, to suppress slave-dealing.

2. The whole coast has been searched by our ship and boats, without observing a slave dhow, and it is but fair to add, without a sign of slave-trading.

3. Portugal having issued a Decree abolishing the status of slavery in her colonies, it was published in the "Mozambique Gazette," of the 14th July, a copy of which I beg to inclose. This proclamation is a death-blow to the revival of the Slave Trade here. Its continuance must speedily cease; and its limited existence now, with any vitality of bad influence or mischief, may be considered at an end—a thing of the past.

4. From all I can gather from personal observations and conversation with the Portuguese, and the reading of their trade returns, &c., it would appear the legitimate trade is increasing, and the Slave Trade rapidly becoming extinct. The Portuguese subjects who have engaged in it have now turned their attention to honest commerce.

5. To the southward of Mozambique, however, a great exception must be made. I am told slaves are still shipped off to Madagascar in small Arab dhows from the different rivers and creeks, and it is likewise a fact that the worst class of Portuguese convicts and criminals from the Mozambique are to be found still engaged in slave-trading, jointly with

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the Arabs, in the slave-holding districts of the Nyosta and other slave-hunting grounds. But these men, I am assured by the Portuguese Governor, are outlaws, and their occupation precarious and dangerous to themselves.

6. Between Cape Delgado (or Tonghy Pass, as it is called by the Arabs) and Quiloa Kioniya, under His Highness Seyd Majid's Government, a privileged coast line of 124 miles with its rivers, &c., for our cruisers to stop the Slave Trade, has a considerable legitimate trade in ivory, grain, &c. No dhow was found fitted for the Slave Trade in all its bays, rivers, creeks, &c., and I am of opinion that no slave-trading is in active operation. Slaves domesticated to the Arabs were found to exist on shore, and I was informed recruited occasionally from Quiloa Kioniya (when a chance offered of our cruisers being away), which is the great mart of the Slave Trade here, and the grand route and highway from the interior and the slave-hunting grounds.

During the visit of our cutters to this place it was found full of slaves waiting shipment to Zanzibar and the north. Full dhows leaving daily, the value of the slave high and the trade brisk, the freight to Zanzibar for an adult slave being from 1½ dollars and upwards.

7. At Zanzibar I observed the slave market filled daily with these unfortunate creatures, the prices given being about 25 dollars for an adult male slave, 17 for a growing lad, and women in proportion to usefulness, age, &c.

The Northern Arabs were still purchasing slaves before I left.

I have, &c.

(Signed) W. S. DE KANTZOW.

No. 49.

Commander De Kantzow to the Secretary to the Admiralty.

*"Star," at Sea, Lat. 4° 13' N., Lon. 56° 0' E.,
November 10, 1869.*

Sir,

IN obedience to the Station orders I have the honour to inclose a copy of a letter addressed to the Commodore commanding by myself on the subject of the East African Slave Trade.

I have, &c.

(Signed) W. S. DE KANTZOW.

Inclosure in No. 49.

Commander De Kantzow to Commodore Sir L. Heath.

*"Star," at Sea, Lat. 4° 13' N., Long. 56° 0' E.,
November 10, 1869.*

Sir,

WITH regard to my last sailing orders, which direct me to cruise and coast along from Zanzibar to Ras Hafoon for the suppression of the Slave Trade, I have the honour to submit my observations on the Slave Trade to be as follows.

1. Zanzibar slave-market which has been kept full this year with newly-imported slaves from the interior of Africa, has been continually supplying slaves to the Sultan's various Northern ports along the coast, where they command a higher price than they do at Zanzibar.

2. Beyond the limits of this slave dealing and selling coast (as defined by Treaty), there is even a stronger demand and value for the slave, and where he can, on the change of the monsoon, be more conveniently and safely shipped off to Arabia than at Zanzibar and other Southern ports where it is interdicted; but the danger and the risk of getting him moved North (by the coast slave-market system for this purpose), has alarmed the Arabs by the magnitude of the English cruisers' captures of last year; and while the greatest caution has been observed by them to prevent capture, and no dhow boarded by this ship carried slaves, I found, nevertheless, that this year slaves were smuggled in large quantities along as far as they dare go; while a cruiser was off the coast many hundred slaves were run into Port Durmford, and-at the back through the Tola Reefs to many of the islands which fringe that part of the coast, and where they claim and receive protection as domestic slaves, when once landed.

3. On our boats searching the Matépi dhows at anchor inside the reefs they were found gutted, and completely cleared out, to afford no evidence of their guilt; while several hundred slaves were stored at Tola and Thoala Islands, and over 300 at Kismayo ready

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for reshipment to Brava, Marka, Torra, Magadoxa, &c., and a large number had reached Juba before our mast heads had been reported seen in the offing.

4. At Brava there was a great demand for slaves (all last year's stock having been sold off). The slave dealers, however, were enabled to send relays of camels up the coast in time to warn their comrades of the danger of capture by us; and the action of this ship and boats has now stopped the traffic proceeding further North coastwise this season. I cannot but feel that were it possible to annihilate this coast traffic altogether, much of the slave transport to Arabia would cease or become crippled, as the importation of slaves from Zanzibar and the other ports to Arabia and the Gulf of Aden, even though it may be evaded, is nevertheless forbidden under severe penalties by the Sultan.

I have &c.
(Signed) W. S. DE KANTZOW.

No. 50.

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

Sir,

"Forte," December 28, 1869.

IN obedience to their Lordships' orders conveyed in your letter of 19th July last, I have given directions that liberated Africans are not for the present to be sent to the Seychelles.

2. I have now received the duplicate of a Memorial dated 22nd of November last, from the principal inhabitants of Mahé to their Lordships complaining of that order, and urging its reconsideration. The original has doubtless reached their Lordships, and I request instructions in this matter.

3. With respect to that portion of the Memorial which prays for a continuance of the visits of Her Majesty's ships to the Seychelles, I beg to say that I have never intimated any intention of ordering the cessation, as I think the health of ships' companies has been much promoted during my command by their sojourn at Mahé in the months of July and August.

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

No. 51.

Commander Lodder to Commodore Sir L. Heath.

Sir,

"Bullfinch," Zanzibar, October 11, 1869.

I HAVE the honour to report that a dhow, name unknown, which was captured by me on the 10th September last, has this day been condemned as a lawful prize at the Vice-Admiralty Court at Zanzibar.

She was observed on the starboard bow. On giving chase, made for the shore. I endeavoured to bring her to by firing a blank cartridge, and afterwards a shot, in accordance with the instructions. Failing in this, I dispatched two boats to detain her; but before they could get to her, she ran ashore through the surf. From ten to fifteen persons were observed to land from her, and make for the bush; and the vessel immediately went to pieces in the surf. On the boats nearing the shore, they were fired upon by the natives, which Sub-Lieutenant Hope returned with one shot, and silenced them. It being dangerous for the boats' crew to land, and the vessel having been destroyed by the surf, I recalled the boats.

I have, &c.
(Signed) EDW. F. LODDER.

"Forte," Bombay, January 7, 1870.

Forwarded for the information of the Lords Commissioners of the Admiralty.

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

The Secretary to the Admiralty.

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No. 52.

The Secretary to the Admiralty to Mr. Otway.—(Received February 18.)

Sir, *Admiralty, February 17, 1870.*
 WITH reference to your letter of the 31st ultimo, transmitting copies of the Report of the Committee appointed to inquire into matters connected with the Slave Trade on the East Coast of Africa, and stating that the Earl of Clarendon will be glad to be favoured with any observations which the Lords of the Admiralty may have to offer thereupon, more particularly with reference to those parts of the Report which relate to matters affecting the Board of Admiralty, I am commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of Lord Clarendon, that the Report of the Committee is under consideration; and my Lords propose to send a copy, confidentially, to Commodore Sir Leopold Heath, for any observations he may have to offer thereon.

2. The principal difficulty in carrying out that proposal of the Committee appears to be the employment of three additional vessels for three months (March to May); but Sir Leopold Heath is now in personal communication with the Government of India, as to the employment of Her Majesty's ships in Indian service; and it may be practicable to arrange for vessels being withdrawn from that service for the period in question.

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

No. 53.

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

Sir, *"Forte," Bombay, January 10, 1870.*
 IN accordance with their Lordships' directions expressed in your letter dated 12th of March, 1869, I forward Commander de Kantzow's explanation as to the destruction of a dhow belonging to a sister of the Sultan of Zanzibar.

It appears that His Highness the Sultan was mistaken in supposing this dhow to have been the same as one previously overhauled by the "Daphne;" and although in this, as in nearly all captures made by the squadron for several years past, the Commander is to blame for disobeying Article 66 of the Slave Trade Instructions, I am of opinion that he is blameless in other respects.

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

Inclosure 1 in No. 53.

Commander De Kantzow to Commodore Sir L. Heath.

Sir, *"Star," at Bombay, January 10, 1870.*
 IN reply to your Memorandum forwarding the correspondence, dated Admiralty, 12th March, 1869, relative to complaints made by the Sultan of Zanzibar of vessels belonging to his subjects being illegally destroyed by Her Majesty's cruizers, and to the destruction of a Bajala dhow belonging to his Highness's sister, I have the honour to inclose the letters of Lieutenant Cameron in charge of the boats at the time of her destruction, detailing the circumstances of the case: and I have to offer the following preliminary statement, with my reply to the objections raised in the protest by His Highness Seyd Majid.

The "Star" left Zanzibar on the 29th October, 1868, employed in the suppression of the Slave Trade, and proceeded off Brava, where a large number of slaves were running up north in Arab dhows. So great and to such an extent was their illegal trade carried on that 15 Arab slave dhows were seized and destroyed by Her Majesty's ship "Daphne," and over 300 slaves taken on board her from them, while many more escaped on shore through the surf before our arrival. On relieving the "Daphne" in the suppression of this traffic, the same state of things followed and took place with us, namely, Arab dhows sailing down, some full and others partly laden with slaves. Some of these dhows successfully landed their living cargo through the surf, while others, being covered by the fire of the ship, were captured, all containing slaves, and the crews of which demanded in every instance to be set free on shore. Several of these cargoes of slaves were destined for Marka, and I was informed slave-trading was as rife there at this time as at Brava.

Proceeding to Marka, I arrived off that small exposed Arab post on the morning of the 13th November, where it was found to be in much confusion; that is, quantities of wooden tanks and other gear from the dhows at anchor were being landed on the beach. There being no anchorage off the post, and a strong tide, and double-reefed topsail breeze setting the ship towards the reefs, I was obliged to lay off the Dhow Harbour under weigh, dispatching the boats in charge of the Lieutenants to search the dhows, proceeding myself into the harbour, when the ship was placed in a position of safety. No protest or even complaint was made to me at Marka previous to my departure on the destruction of the Bagala dhow belonging to His Highness's sister.

I have further to state that—

1. Marka is a port not included in the Treaty limit with His Highness regarding the Zanzibar local Slave Trade; on the contrary, it professes to be independent, and carries on a large Slave Trade in defiance of our Treaty with His Highness the Sultan for its suppression.

2. Ample proof was shown that the dhow belonging to His Highness's sister was equipped for the Slave Trade, from her slave fittings, having large water tanks far exceeding the requirements of her crew.

3. Opportunity was given both before and after destruction to the Captain of this dhow and the Chiefs on shore, to explain any circumstances they wished regarding her lawful calling or otherwise, without any such explanation being given, and without any complaint or protest having been made at her destruction.

4. A slave who gave himself up from this dhow and claimed protection, was taken to Aden and given over to the Admiralty Court, and all the evidence, correspondence, and Reports, and slaves taken in all the dhows captured and destroyed by the "Star," were placed before the Aden Court, where the "Star's" captures were tried and condemned on the 13th January, 1869.

The pass also of this dhow, which was the only document found on board, was carefully preserved and taken to Aden, and placed before the Vice-Admiralty Court.

I have, &c.

(Signed) W. S. DE KANTZOW.

Inclosure 2 in No. 53.

Lieutenant Cameron to Commander De Kantzow.

Sir,

"Star," at Zanzibar, August 9, 1869.

IN compliance with your orders relative to the dhow destroyed by me at Marka on the 13th of November, 1868, said to belong to the sister of His Highness the Sultan of Zanzibar, I beg to forward to you the following extract from my letter of that date concerning her destruction.

1st. I boarded a dhow lying at the entrance of the harbour, which had the annexed papers and flew Arab colours.

She had four water-tanks, six casks, and one scuttle-butt; one tank was a very large one, capable of holding over a thousand gallons of water.

She had sand-ballast on board, and a slave deck partly laid.

Part of the crew landed in their own boat, the remainder I sent on board the ship, and were afterwards sent on board a dhow at sea (with the exception of one slave) by your orders.

I would also bring to your notice the following observations on the depositions of the Captain of the dhow and the Interpreter of Her Majesty's ship "Daphne," and also on the facts connected with the capture.

1st. The large tank measured 5 feet 6 inches by 8 feet by 10 feet, which would give cubic contents 440 cubic feet, and therefore the tank, as 98.3 cubic feet = 600 gallons, would hold (roughly) 2,800 gallons, and the casks and other tanks on board besides would hold at least as much more; therefore, allowing nearly 6,000 gallons of water for a crew not exceeding (at the outside) thirty men. All the tanks and casks had been used for holding water.

2nd. The Interpreter of Her Majesty's ship "Daphne" asserts that the dhow boarded by him, and belonging to the sister of His Highness the Sultan, had only two tanks on board, whereas this dhow had four besides her casks.

3rd. The Captain of the dhow asserts that the papers were destroyed on the spot, when, on the contrary, they were preserved and taken into Court at Aden.

4th. The Captain also asserts that no inquiry was made for him, when I myself asked

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for the nakoda repeatedly on boarding the dhow, until a man was brought to me, who, I was given to understand, was either the Captain or man in charge of the dhow at the time.

5th. The men, who said they were free, went away in their own boat, taking their property with them; those who replied in the affirmative to the question "Are you slaves?" were sent on board the "Star," to the number of six.

When I returned on board you ordered me to take these men on board a dhow coming down from the Northward, but only five could be found, who accordingly I took away.

When I came back the sixth was found, and through the interpreter, and also through "Sambo," a freed slave on board, said he had stowed himself away for fear of being sent back.

Afterwards, on being examined in your cabin, he declared, through the interpreter, that he was bought at Lausoo, and that the dhow had brought up other slaves, who had been sold at Marka.

This slave was easy to recognize, as he had only one eye.

I am, &c.

(Signed) V. LOVETT CAMERON.

No. 54.

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

Sir, "Forte," Bombay, January 22, 1870.
IN accordance with the 7th paragraph, page 11 of the Slave Trade Instructions, I forward for the information of their Lordships the following Report for the year 1869.

2. The ships available in the Spring of that year for service against Slave Traders were the "Forte," "Daphne," "Star," "Nymphe," and "Dryad." These vessels had all wintered at Bombay except the "Nymphe," which proceeded early to Zanzibar to guard the British community against anticipated troubles from the Northern Arabs, and the "Dryad," which had been sent to support the Resident in the Persian Gulf.

3. By the middle of April the squadron was in position as follows:—

"Dryad" guarding from Ras-el-Hadd to Kooria Moorria.

"Daphne" guarding from Kooria Moorria to Maculla.

"Forte" working along the coast between the two.

"Star" guarding from Socotra to Cape Guardafui and down to Ras Haffoon.

"Nymphe" from Ras Haffoon to Cape Durnford.

4. The ships remained on these stations until the monsoon became too strong, and after condemning their captures at Aden most of them proceeded to the Mozambique Channel, where they were joined by the "Cossack" and "Bullfinch."

The "Cossack" was left to watch British interests to the southward, and the remaining vessels returned to Bombay in October and November.

5. The general result of the year's work is given in the following abstract. The officers of the squadron have shown great zeal and energy.

The total number of dhows boarded, including those boarded more than once, exceed 400, and these visits were in many cases made in blowing weather and a heavy sea. The amount of Slave Trading tonnage destroyed is less than last year, but the number of slaves liberated is again larger than usual.

Total Number of Dhows Captured.	Total Tonnage of Captured Dhows.	Total Number of Slaves Liberated.
32	3,431	1,117

6. Believing that my visit to Zanzibar in 1868 had produced a good effect, I repeated it in 1869, and again discussed the Slave Trade question at a private interview with the Sultan. His Highness is, I believe, personally anxious to stop the export trade, but his Government is weak and powerless, and I was informed by the Acting Political Agent that in a slaving dhow recently captured, were found numerous letters showing that persons of the highest position in Zanzibar society were interested in her cargo.

7. The trade in the Mozambique Channel, as measured by the captures, appears to have decreased considerably. A whole cargo hauled at Mojanga has been given up to the English Government, but I am doubtful whether this act was prompted by the known

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vicinity to the spot of Her Majesty's ship "Nymphe," or whether it may really be taken to imply that the Government of Madagascar is in earnest in endeavouring to stop the traffic.

8. On the 14th July a decree of the Portuguese Government abolishing the status of slavery in all Portuguese dominions was published at Mozambique. Under that Decree a sort of apprenticeship of existing slaves to their present masters is to be continued until 1878.

9. What may be called the legislative changes made during the past year have been more than usually important. First in order is the opening of the Vice-Admiralty Court at Zanzibar, which has given great satisfaction to the Sultan who, on my recent visit expressed his confidence in the justness of its proceedings. It seems that its minutes and decisions are reported upon by the Registrar of the Admiralty Court in London. Two of these Reports have been officially forwarded to me, and I have pointed out in my letters of the 12th and 14th instant, what appear in the one, most unfounded statements, and in the other, most unjustifiable and uncalled for imputations against the general conduct of officers in command on this station. I suggest that if these Reports are necessary they should be rendered by a Committee of three (including a naval officer), so that the characters of officers concerned may not be left in the hands of a single individual giving his judgment in private.

10. The instructions (Article 66, page 25) have for many years fallen into disuse.

The nakodahs and crews of captured vessels have generally urgently begged to be landed or transferred to passing dhows, so that they might the sooner reach their homes, and the captors have generally been only too glad to get rid of them; but the result has been that, in the vast majority of cases, condemnation in Court has been decreed without giving the Judge an opportunity of questioning those who sailed in the dhow.

Attention was called by their Lordships, in the early part of the year, to the necessity of strict compliance with the instructions on this head in future; and I anticipate much good will ensue, not only in insuring strict justice for the captured, but as punishing offending crews by their detention from their homes.

11. A suggestion was made in my letter of 31st July, 1869, for obtaining the services of a better class of interpreters for the use of the squadron. No reply has yet been received.

12. On the 6th November, their Lordships issued "Instructions for the Guidance of Naval Officers employed in the Suppression of the Slave Trade." Those instructions forbid the detaining of vessels having slaves on board, if there are attendant circumstances showing that the slaves are not being transported for the purpose of being sold as slaves; and there is added, as an example of the nature of those circumstances:—"Where the slaves found on board are very few in number, are unconfined, and appear to be on board for the purpose of loading or working the ship or attending upon the master or the passengers, and there is no other evidence that the vessel is engaged in, or equipped for, the Slave Trade."

13. I believe that, just as it is said a drunkard can only be cured by total abstinence, so the Slave Trade by sea can only be put down, if at all, by a rigid forbidding of the carrying to sea of any slaves of any description. As I have before remarked, even what is called a domestic slave is not only a saleable article, but an article which is very often sold; and the return of those embarked to the port they originally left depends solely upon whether or no a good offer has been made for them at the ports they have visited in the interval. I attach (Inclosure No. 2) depositions made before me personally by some of the slaves captured by Her Majesty's ship "Forte," as showing how numerous are the domestic slaves carried to sea for sale.

14. As to the other class of slaves, namely, those purchased and shipped with the direct intention of re-sale in other countries, I have to express my fears that, so soon as the nature of these instructions become known to the Arab traders, they will change their present tactics and send forward small shipments in numerous vessels, instead of full cargoes in a smaller number.

To prove the real character of these slaves, and the intention with which they are embarked, will, under these circumstances, be very difficult; and their Lordships' Circular shows so much displeasure as to the past, and is so threatening as to the future, that few officers in command will take any risk in the matter. I trust their Lordships will not think me disrespectful in thus stating my views of the probable effect of their recent Circular. I have had some hesitation as to what was my duty in the matter, and I have come to the conclusion, in which I hope their Lordships will agree, that a Report of this sort was an exceptional document, which would be altogether worthless if my opinions were not freely expressed.

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15. I have but to add that a year's further experience has confirmed me in the impressions which I have before reported as to the inefficiency of all that England has as yet done with the intention of suppressing the East African Slave Trade. I believe still, as I believed when I made my last year's Report, that the most effectual step which could be taken, as also the most economical, would be to purchase the sovereignty of the Island of Zanzibar, where there are already 3,000 or 4,000 Banyans and Hendis, being the most industrious and well-to-do portion of the population, all owing allegiance to the British Crown, and all under the jurisdiction of the British Consul. The Sultan has built a palace at Darra Salaam, possibly with the notion that, sooner or later, he will have to retire to his dominions on the mainland.

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

REPORTS FROM NAVAL OFFICERS.

Inclosure in No. 54.
 RETURN of Vessels Captured on the ground of Slave Trade or Piracy, by the Squadron employed in the East Indies for the Suppression of the Slave Trade, during the Year ending December 31, 1869.

Name and Description of Captured Vessel.	Flag under which Captured Vessel was Sailing.	Names of Masters and Owners of Captured Vessel.	Number of Crew.	Date of Seizure.	Where Captured.		Name and Rank of Captor, and Name of Capturing Vessel.	Number of Slaves.		Tonnage of Captured Vessel.	Before what Court adjudicated and on what Charge.	Decrease of Sentence, whether Forfeiture or Restitution.	How Captured Vessel was Disposed of.	Remarks.
					Lat.	Long.		Captured.	Died before adjudication.					
Arab dhow. No name	None	Not known	7	1869 Feb. 21	0 0 0	Dahyple Bay, Madagascar	Commander Mearns, H.M.S. "Nymph"	...	...	53	Vice-Admiralty Court, Zanzibar. Slave-trading	Forfeiture	Destroyed.	
Ditto	Ditto	Ditto	19	March 1	...	Nos Saunasee Is., Madisc. Majunga, Bembatooka Bay, Madagascar	Ditto	...	...	196	Ditto	Ditto	Ditto	
Ditto	Ditto	Ditto	None	8	...	Ditto	Ditto	...	...	142	Ditto	Ditto	Ditto	
Ditto	Ditto	Ditto	Ditto	8	...	Ditto	Ditto	...	...	91	Ditto	Ditto	Ditto	
Ditto	Ditto	Ditto	Ditto	8	...	Ditto	Ditto	...	...	164	Ditto	Ditto	Ditto	
Ditto	Ditto	Ditto	3	9	...	Ditto	Ditto	...	...	49	Ditto	Ditto	Ditto	
Ditto	Ditto	Ditto	None	14	...	Botaler River, Madagascar	Ditto	...	...	200	Ditto	Ditto	Ditto	
Ditto	Ditto	Ditto	Ditto	14	...	Ditto	Ditto	...	...	146	Ditto	Ditto	Ditto	
Ditto	Ditto	Ditto	10	21	...	Off Ras Madraka	Commander Colomb, H.M.S. "Dryad"	1	1	42-6	Vice-Admiralty Court, Aden. Slave-trading	Ditto	Burnt	Slave being for sale.
Ditto	Ditto	Ditto	9	25	...	Delgado Bay, E. C. of Af.	Commander Mearns, H.M.S. "Nymph"	...	...	55	Vice-Admiralty Court, Zanzibar. Slave-trading	Ditto	Destroyed.	7093 dollars paid at Zanzibar for dhow, equipments, &c.
Ditto	Ditto	Ditto	2	26	...	Keonga	Ditto	...	...	176	Ditto	Restitution	Ditto	
Ditto	Ditto	Ditto	None	29	...	Mungulo River, E.C. of Af.	Ditto	...	...	63	Vice-Admiralty Court, Aden. Slave-trading	Forfeiture	Ditto	
Ditto	Ditto	Ditto	1	30	...	Mikdaany Bay, E.C. of Af.	Ditto	...	...	186	Ditto	Ditto	Ditto	
Ditto	Ditto	Ditto	7	29	...	Ditto	Ditto	7	7	165	Vice-Admiralty Court, Zanzibar. Slave-trading	Ditto	Ditto	
Ditto	Ditto	Ditto	None	31	...	Mungulo River, E.C. of Af.	Ditto	...	...	95	Ditto	Ditto	Ditto	
Ditto	Ditto	Ditto	29	April 3	...	Kisward Harbour	Ditto	...	...	119	Vice-Admiralty Court, Zanzibar. Slave-trading	Restitution	Ditto	Judgment given in favour of owners.
Ditto	Ditto	Ditto	1	6	...	Quiloa Kiawara, E. C. of Af.	Ditto	...	...	110	Vice-Admiralty Court, Aden. Slave-trading	Forfeiture	Ditto	
Ditto	Ditto	Ditto	Unknown	11	...	Zanzibar	Ditto	136	...	47	Vice-Admiralty Court, Zanzibar. Slave-trading	Ditto	Ditto	
Ditto	Ditto	Ditto	12	33	...	15 30 N. | 51 40 E.	Commander Sullivan, H.M.S. "Daphne"	2	2	34-9	Vice-Admiralty Court, Aden. Slave-trading	Ditto	Towed to Aden and given over to authorities.	
Ditto	Ditto	Ditto	6	26	...	Off Ras Madraka	Commander Colomb, H.M.S. "Dryad"	1	1	22-6	Ditto	Ditto	Burnt.	
Ditto	Ditto	Ditto	14	36	...	Ditto	Ditto	1	1	35	Ditto	Ditto	Ditto	
Ditto	Ditto	Ditto	58	28	...	14 10 0 N. | 49 10 E.	Commander Sullivan, H.M.S. "Daphne"	3	3	44-84	Ditto	Ditto	Towed to Aden and given over to authorities.	
Seyl bin Ahmed. Arab dhow	Ditto	Master, Seyid; owner, unknown, of Muscat	27	29	...	14 21 0 N. | 49 1 E.	Ditto	...	...	152-47	Ditto	Restitution	Delivered over to authorities.	
Arab dhow. No name	Ditto	Unknown	Unknown	May 5	...	Off Ras Madraka	Commander Colomb, H.M.S. "Dryad"	60	...	60	Ditto	Forfeiture	Destroyed in surf	Dhow's perceiving ship ran on shore and landed slaves. Sent boats to rescue.
Ditto	Ditto	Ditto	Ditto	5	...	Ditto	Ditto	...	...	estimated at 80	Ditto	Ditto	Ditto	
Ditto	Ditto	Ditto	19 and 5 passengers	16	...	13 21 0 N. | 53 16 E.	Commander Sullivan, H.M.S. "Daphne"	52	52	108-65	Vice-Admiralty Court, Zanzibar. Slave-trading	Ditto	Burnt.	
Ditto	Ditto	Ditto	...	18	...	16 33 0 N. | 52 55 E.	Commandore Sir L. Heath, H.M.S. "Fort"	79	79	48-4	Vice-Admiralty Court, Aden. Slave-trading	Ditto	Sunk.	
Ditto	Ditto	Ditto	80	18	...	Off Ras Madraka	Commander Colomb, H.M.S. "Daphne"	118	113	83	Ditto	Ditto	Scuttled.	
Ditto	Ditto	Ditto	27	22	...	7 3 0 N. | 50 16 E.	Commander Mearns, H.M.S. "Nymph"	4	4	192	Ditto	Ditto	Destroyed.	
Ditto	Ditto	Ditto	11 and 16 passengers	30	...	10 27 46 N. | 51 21 51 E.	Commander De Kantzow, H.M.S. "Star"	236	5	274	Ditto	Ditto	Scuttled.	
Ditto	Ditto	Ditto	Unknown	Sept. 10	...	16 45 0 S. | 39 18 E.	Commander Loider, H.M.S. "Rainfall"	...	...	58-125	Vice-Admiralty Court, Zanzibar. Slave-trading	Ditto	Destroyed by the surf.	
								Total	9	1,108	1,117	3,431-585		

(Signed) L. G. HEATH, Commodore.

REPORTS FROM NAVAL OFFICERS.

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Inclosure 2 in No. 54.

*Extracts from Depositions made by some of the Slaves captured by Her Majesty's ship
"Forte," May 18, 1869.*

Tiada.—Girl about 12 years old; born Nyassa. They fought and she was taken with her brother; another brother was killed at the same time. She was taken to Kilwa, and kept husking rice for one year, then she was taken to Zanzibar and sold in the market. She was bought by a Sehali man, and sold to the owner of the dhow.

Hidiyah.—Girl about 11 years old; born at Nuena. They fought and she was taken; one brother and one sister were taken at the same time; the sister is now in Zanzibar. She was brought over to Zanzibar two years ago, and sold in the market. She was sold three different times, and at last to the owner of the dhow. Was not well treated at Zanzibar.

Chousiko.—Girl about 9 years old; born Hiou. Her whole family were taken when running away from a fight. Her mother was taken to Zanzibar with her, but was sold for the Muscat market some time ago. She has been under three masters, and was at last sold to the dhow.

Zaffaran.—Girl about 10 years old; born Minhiou, captured at a fight. Was at Kilwa about a year, and at Zanzibar three months, when she was sent to the dhow.

Heriango.—Girl about 11 years old; born Hiaou. When the Maviti tribe fought she and two brothers were taken whilst running away. She was brought to Kilwa, where she remained some little time, and was taken to Zanzibar, where she was sold in the market. She has been a year at Zanzibar, and has had two masters; her business was to carry water and go to market. She was put into the dhow by her master, who went to Muscat in another dhow.

Ballideh.—Girl about 18 years old; born Nyamazie. When her father died her brother sold her and her two sisters. She does not know why he sold them; he was not very poor. She was married to a slave belonging to the same master that bought her, but did not like him. She was sold to go to the dhow; her master knew that she quarrelled with her husband. She had not been a slave longer than six months.

Aminha.—A girl about 16 years old; born Hiaou. A Nyassi man stole her from her parents a year ago. She was brought to Kilwa, and then to Zanzibar, where she was sold to the dhow people because she was sick, and her master thought she was going to die. She was employed by her master carrying stones or earth, &c., for other people, and thus earned money for him. She has been married; her husband is at Zanzibar, and she is very fond of him: he is a slave to the same master that sold her.

Ferahan.—A man about 20; born Konougo. Has been a slave about six years. Was taken in a fight and taken to Nyassi, thence to Rissao and Kilwa, and from thence to Zanzibar, where he has been the whole six years. He has had two masters; with the first he went about in a dhow purchasing slaves at Kilwa and other places for the Zanzibar market. He complained to his master that he gave him no clothes or money, and asked him to sell him; he was accordingly sold to the owner of the dhow, whom he call his second master.

Wooledhi.—Man about 20 years old, born Zanzibar, his parents were slaves. When his father and mother died he and his sister were sold. He was bought by Syed Suluman, with whom he stopped one month. He was stolen at night and taken straight to the dhow.

Mablook.—Young man about 18 years old, born at Hiasu, was taken in a fight when quite young. He had two masters. The first employed him in a boat going backward and forwards between Zanzibar and the coast of Africa. His master died, and the master's brother sold him to the owner of the dhow for the Soor market.

Mazzook.—Boy about 16 years old, born Hiaou. There was fighting, and he was taken when quite young. He was taken first to Mungro, where he remained one year, helping his master to keep a shop. He was then taken to Kilna by the same master, and there did the same work. He was then brought, still by the same master, to Zanzibar, where he was sold about three months ago or so, and he was put into the dhow. His master sold him in the market; he does not know why. He was to have gone at first by another dhow, but it was discovered and burnt.

Assinah.—A girl about 17 years old, born Komanza. Was taken away as a small child, does not remember her father or mother, has been many years in Zanzibar. Her master's name is Saed Zagarra. The first one's name was Shimbi. Shimbi sold her to pay a debt with. She was stolen from Zanzibar while she was coming home one evening and kept for ten days locked up in a house and then taken on board the dhow where she was nearly starved.

Maizoumohé.—A girl about 15 years old, born Nyassi, brought over young, remembers her father and mother, there was fighting when she was stolen from them. It was three years ago. She has belonged to the same master all the time. Three months ago she was employed bringing in cocoa-nuts from the country, and was stolen in mid-day and put into a house where she was kept two months and brought straight down one night to the dhow. Her master lives in the town, his name is Hamed Borashed. They nearly starved her in the dhow. There were ten kidnapped slaves left in the house where she was.

Bahaat.—A girl about 12 years old, born Kilna. Brought over last year, having been stolen at Kilna, where her father is still. Was sold at Zanzibar to the owner of the dhow.

Mablook.—A boy about 12 years old, born Nyassa, been two years at Zanzibar. His brother sold him because he was hungry. They were nearly starving and eating grass. Belonged to a Hindi, and when Hindis were no longer allowed slaves; was sold, and then sold again, and eventually to dhow.

No. 55.

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

Sir, *"Forte," Bombay, January 15, 1870.*
FORWARDED for the information of the Lords Commissioners of the Admiralty with reference to my letter of the 24th November, 1869.

I have approved of the return of the one man to Majunga on the ground that, having (although unwittingly) broken the IXth Article of the Treaty of 1865 by embarking him without a passport, it was right that Commander Colomb should make amends for the act as far as possible.

I have disapproved of Commander Colomb's further proceedings, because I conceive that agents having been mutually appointed under the IVth Article of the Treaty of 1865, a question such as that raised by him should have been dealt with by those agents at head-quarters.

I have, however, no doubt but that good will come from these proceedings, although they may have been irregular.

(Signed) L. G. HEATH.

Inclosure in No. 55.

Commander Colomb to Commodore Sir L. Heath.

Sir, *"Dryad," Bombay, December 31, 1869.*
IN continuation of my letter of proceedings dated 1st October, 1869, left at Mauritius for transmission, I have the honour to report that I left Port Louis in Her Majesty's ship under my command on the 5th October, and arrived at Tamatave on the 8th.

2. I delivered to the Consul there the letter with which you entrusted me, and communicated to him what had passed between me and the authorities at Majunga, requesting him to exercise his powers as a Vice-Admiralty Court for Malagasy Waters, in the matter of the runaways I had then on board.

3. A day being appointed, these men were examined on oath by the Consul in my presence and that of several Hova officers. It turned out that one of five men was a free Malagassy subject, having been born at Maramitz, near Macumba Bay. The remaining four were Mozambique slaves, none of whom had been more than four months in Madagascar, and therefore illegally detained. The fact being proved, the Hova officers admitted the justice of their manumission, and the men were sent to Mauritius in a merchant-ship. As regarded the fifth man, the Consul suggested his return to Majunga, and as I considered it of the greatest importance in respect especially to the previous complaint of the Governor of Majunga to give proof of our respect for the Treaty, as well as of our determination to enforce its provisions, I agreed to return to Majunga and give up the Malagassy subject.

4. I visited the Hova Governor of Tamatave, and was visited by him in return—an unusual courtesy, I understand; but nothing passed between us of a political nature. I left Tamatave on the 15th October, and rounding Cape Ambre on the night of the 19th, reached Majunga on the forenoon of the 21st.

5. In determining to restore the Malagassy subject myself to Majunga I was guided by a wish that nothing on my side should be wanting to show respect for the Treaty; I was also anxious to make an attempt to put the Governor of Majunga in the wrong, and thereby enable you to make a counter-charge, if necessary, to the settlement of the complaint against the "Nymphe," or to obtain either the freedom of illegally-held slaves at Majunga, or to depreciate such property in value by making its security doubtful. The Consul's Decree and the depositions of the escaped slaves were the instruments I proposed to employ.

6. With these objects in view I visited the Governor on my arrival, in company with some of the officers, and informed him in public that four out of five persons who had escaped to me had been freed and sent to Mauritius, and that the fifth, being proved a Malagassy subject, would now be given up to any officer he might depute, on receipt of a written guarantee that he would not be ill-treated. I pointed out I did this in accordance with the Treaty obligations, which I was ordered to carry out most strictly, as well as to report any breaches of it by others. I then handed to him the written opinion of the Consul at Tamatave, telling him he might read it at his leisure, and would then find the reasons why the four persons had been manumitted. I then said I wished a private interview with him, to which he might bring one of his officers, while I would be supported by the First Lieutenant, Mr. Walker.

6. Somewhat surprised, he called the Second Governor, and led the way into another room. I at once opened upon him, charging him and the Hova officers with the knowledge that the poor Mozambiques I took away had been illegally detained at Majunga, and that the town of Majunga abounded in Mozambiques who had been landed and sold in breach of the XVIIth Article of the Treaty of 1865.

7. He made no attempt to deny my first charge; indeed, it was impossible, for I had permitted his officers to examine these five men on board before I took them away. As to my second charge, he said he had been two years Governor of Majunga, and that in his time only two slave dhows had appeared, and those he had captured, as I knew. I replied, acquitting the Hovas of openly permitting the landing of slaves, but pointed out that it was no use attempting to deny that slaves were secretly introduced into the town, as I held in my hands the sworn depositions of four such slaves. He then admitted that before his time slaves might have been introduced, and stated that if it was as I said with reference to very recent introductions, he could only reply he knew nothing of it.

On this admission I said that, giving him credit for his open suppression of the trade, I required some further proof of his zeal, my faith in which was shaken by the recent events. I then called upon him to notify publicly in the town of Majunga that he would not prevent the escape of illegally-detained slaves to my boats. At first he contested my right to make such a demand, saying that he was present himself at the signing of the Treaty of 1865, and that it was not intended to bear the construction I put upon it; that he was answerable with his head to the Queen of Madagascar, should he in any way contravene the provisions of the Treaty, and that his wish was to carry them out thoroughly. I showed him that he was bound not to let slaves from beyond sea be even "landed," and therefore every such landing was a clear breach of the Treaty. That the Queen had already admitted this reading in ordering him to deliver his captured slaves up to me. After some further arguments and replies, he said he would do what I wished, and would besides call on the slave owners in the town to give all Mozambiques who had been less than three years in Majunga up to me. Further, he promised that if I was not then satisfied, he himself would go round the town with me, or such officers as I might depute, and make a capture of every Mozambique who could not be proved to have more than three years' residence in Madagascar. The wide nature of these promises, and some small objections raised to our boats coming on shore to receive runaways as early as daylight in the morning, led me to suppose that there must be some means of evading them. I therefore directed the Interpreter to remain on shore for the night and to carefully watch all that took place.

8. The result furnishes another instance of the childish cunning usually attending the dealings of the semi-barbarous races with ourselves. The beach was lined with Hova troops all night. At midnight word came down from the fort that all Mozambiques found in the town who had been less than three years in the country should be surrendered to the English in the morning, and recommending those who had such to drive them out into the beach. The town was immediately in an uproar, and in a few hours hardly a Mozambique was to be seen where they had previously numbered thousands. When day broke our boats found, wherever they neared the shore, guards of Hova soldiers in attendance, who in some cases were seen to prevent the approach of Mozambiques.

9. At 4 P.M. I visited the Governor, and publicly in the strongest terms upbraided him for his duplicity, and told him he had now given me distinct proof of connivance at breaches of our Treaty. My information was so full regarding what had happened that the Governor and his officers made little or no defence against my charges, and seemed less and less capable of meeting them as the interview proceeded. So soon as I observed them to be thoroughly awake to the position they had placed themselves in, and, I may add, thoroughly frightened, I terminated the meeting, expressing my sorrow that the Hovas should prove themselves so untrustworthy, and my determination to make known their conduct. Declining their customary hospitalities, I then informed them I should sail the next morning. The Governor begged me to stay, begged that I would even stay a day or two longer: but I thought my instant departure would more than anything else deepen the impression I intended to produce, and I therefore left at daylight on the 23rd.

10. I trust it will appear to you that although my proceedings in this matter have not produced any immediately tangible results, yet their effects will be as lasting in suppressing the Slave Trade as though I had made many captures. I have, I think, established the right of Her Majesty's ships to receive and harbour all Mozambique slaves who cannot be proved to be legally held by their masters. I have forced from the Governor of Majunga a sufficiently public admission of the right of illegally imported slaves to escape to us, and have exhibited the Hova authorities in the position of fostering the illegal detention of slaves. Our proceedings immediately created the greatest consternation amongst the slave-holders of Majunga, who now look upon their property as very insecure. At the same time it will be extremely difficult for the Hova authorities to object to a single act of any one belonging to Her Majesty's ship "Dryad."

11. Being fully persuaded that no Slave Traffic in the Mozambique Channel would take place until December at the earliest, and it being certain that I could not pass up the coast of Africa from Zanzibar so early as you supposed I should, I considered I best fulfilled your instructions to me in at once proceeding to the Juba Islands on the chance of falling in with some of that traffic which took place there at the same time last year. I arrived off Kuyhoo on the 30th of October. Here I left two boats under Lieutenant Henn, and proceeded up the coast. Ten miles south of Brava I left two more boats under Lieutenant Walker, and anchored off the town myself on the 1st of November.

12. Here I met Her Majesty's ship "Bullfinch," whose Commander informed me there were orders for me at Zanzibar, and also that there was no Slave Traffic supposed to be going on in the the locality this year.

13. I consequently proceeded south at once, picked up the boats, and arrived at Zanzibar on the 6th November.

14. I found here your orders to wait "Cossack's" arrival, which I accordingly obeyed; that ship arrived on the 26th, thus enabling me to sail for Bombay on the 30th, where I arrived on the 31st December, 1869.

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

No. 56.

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

Sir,

"Forte," Bombay, January 2, 1870.

I INCLOSE for their Lordships' information the explanations called for in your letter of the 26th November, 1869, on the subject of the destruction of a dhow by the "Nymphe" at Keonga on the 26th March, 1869.

2. The compensation agreed upon by those concerned was paid by Commander Meara so soon as its amount was fixed and before the date of your letter, and it would seem that all that could be done was done by that Officer to repair the error that had been committed.

3. With respect to the special point upon which their Lordships have called for a Report, I beg to say I am of opinion that the explanation of Commander Meara is satisfactory.

The certificate in question (form 6 page 114) is drawn up with a view to the circumstances of the West African and Cuba Slave Trades carried on in decked vessels, which when captured were sent under a prize-master to a port of adjudication, and it was therefore necessary that many certificates should be sent for the satisfaction of the Courts, which are valueless where, as in the case of captures made on this station, the captors are themselves always present in Court: the form is, however, still kept up and in every one

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of the very numerous cases on this station, throughout many years past, of the destruction of dhows by boats on detached service, the certificate must have been signed by the Captain, on the strength of the anticipatory orders he had given, exactly in the same way as has been done in this case by Commander Meara.

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

P.S.—I have confined my remarks (made in accordance with paragraph 18 page 260 of the instructions) to the special point raised by their Lordships, but I have also reproved Commander Meara for having given discretionary orders to officers on detached service allowing the destruction of dhows under certain circumstances in direct opposition to Article 53, page 23, of Slave Trade Instructions, and I have called attention to that order in a general Memorandum to the squadron.

It is fair to add, that it has in many cases and for many years been unattended to, and even Mr. Rothery does not remark on its infraction.

L. G. H.

Inclosure 1 in No. 56.

Commander Meara to Commodore Sir L. Heath.

Sir, "Nymphe," Bombay, January 5, 1870.
WITH reference to your Memorandum of the 3rd of January, 1870, I beg to inclose Lieutenant Clark's statement respecting a dhow burnt by him at Keonga on the 26th of March last.

I also beg to forward you a copy of the receipt for the money paid to the owners of the dhow as compensation for loss of vessel and property, which shows he was perfectly satisfied with the sum paid him.

With reference to the certificate alluded to by their Lordships, I beg to state that I gave orders to Lieutenant Clark that when he captured a dhow, and was fully satisfied that it was a slaver taking the opinion of the Officers, and also the Interpreters, she was to be destroyed, if he did not consider her seaworthy to be brought to the ship, which was the case in this dhow, as the boats were fully forty miles away from the ship when she was destroyed.

I beg to return the documents forwarded for my perusal.

I have, &c.
(Signed) EDWARD S. MEARA.

Inclosure 2 in No. 56.

Receipt and Certificates.

RECEIVED this 18th day of September, 1869, from Commander Edward Spencer Meara, commanding Her Majesty's ship "Nymphe," the sum of 709½ dollars, on behalf of the officers and ship's company of Her Majesty's ship "Nymphe," being the value of an Arab dhow, stores, equipments, &c., burnt by Her Majesty's ship "Nymphe" at Keonga (East Coast of Africa), on the 26th day of March, 1869.

(Signed) SALEM BEN SAHEL, his ✕ mark.

Before me:

(Signed) JOHN KIRK.

This is to certify that the above receipt for the sum of 709½ dollars includes all expenses for the above-mentioned dhow, stores, equipments, &c., burnt by Her Majesty's ship "Nymphe" at Keonga (East Coast of Africa) on the 26th of March, 1869, and that no further claim for the same will be made beyond this.

(Signed) SALEM BEN SAHEL, his ✕ mark.

Before me:

(Signed) JOHN KIRK.

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This is to certify that the above-named sum of 709½ dollars has been paid to Salem ben Sahel, the duly appointed agent of Hamed ben Sahel, in my presence, and that the above-named agent has signed this discharge in my presence, and, further, that the above sum of 709½ dollars is full and complete payment and compensation for all claims arising out of a decision in the Vice-Admiralty Court here as Judge, on 6th August, 1869, in the case of Commander E. S. Meara, commanding Her Majesty's ship "Nymphé," versus an Arab dhow destroyed on the 26th March, 1869, being No. 10 on the list of captures, and the property of Hamed ben Sahel; and that the above sum has been accepted under the advice and full cognizance of Sheik Suliman ben Ali, the Sultan's Secretary.

In witness whereof I have this day, the 18th September, 1869, hereunto set my hand and seal of office.

(Signed) JOHN KIRK,
Her Britannic Majesty's Agent and
Consul, Zanzibar.

Inclosure 3 in No. 56.

Lieutenant Clark to Commander Meara.

Sir,

"Nymphé," Bombay, January 5, 1870.

WITH reference to the dhow captured and destroyed by me at Keonga on the 26th day of March, 1869, I have the honour to make the following Report to you.

The ship's Interpreter, in whom I had to trust for information to a great extent (owing to my ignorance of the Arab language), has proved himself, as Dr. Kirk, Consul at Zanzibar, well knows, to be a person from whom no trustworthy evidence can be taken; that fact, however, I did not know at the time.

Having received your authority, whilst detached from the ship in boats, to use my discretion regarding the destruction of slave dhows, I beg to state that, having surveyed her, assisted by a midshipman, I found her to be unseaworthy, so consequently destroyed her. The mere fact of a sail being on shore I did not consider as an obstacle to bringing her to the ship.

The brother of the captain of the dhow has made a false statement. He threatened me with a knife, and his canoe being alongside the dhow with his clothes, &c., I told my coxswain to put him in his canoe, and in so doing his foot caught on the gunwale of the canoe and was partially immersed, but immediately rescued.

I did not burn this dhow merely on the grounds of supposed expiration of pass, although I was influenced by it. I should not condemn a dhow alone on those grounds.

The captain of the dhow did not request to be taken on board, but if he would have returned to the ship with me I should most certainly have taken him.

In the absence of the minutes of the Vice-Admiralty Court, I cannot remember saying, "I therefore decline to take the trouble of taking the dhow alongside the ship;" and I find, on inquiry, that the other witnesses did not hear me say so. I heard you state in Zanzibar Court these words, "On Lieutenant Clark's arrival on board, he reported he had burnt a dhow at Keonga, and stated the case. I approved of his proceedings."

With reference to the man being thrown overboard, I beg to state I have never allowed any personal violence of any kind to take place, which I am ready to prove by the evidence of every officer and man who has been boat-cruising with me. I have always asked them (the Arabs) if they would go to the ship, and treated them with consideration; and I beg further to state that I did not burn this dhow in question at the time of detention, or without deliberation. I judged impartially to the best of my ability.

You have in your possession a receipt in full from the duly-appointed agent of the owners of the dhow, signed before the Consul at Zanzibar, and also a statement to the effect that the amount paid by you is full and complete compensation for loss of ship and property, and that no further claim would be made. Hoping the Report will prove satisfactory,

I have, &c.
(Signed) J. H. CLARK.

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No. 57.

Commander Sullivan to the Secretary to the Admiralty.

Sir,

Flushing, Falmouth, March 24, 1870.

IN reply to your letter of the 22nd instant forwarding copies of letters from the Secretary of the Foreign Office and from the Portuguese Minister respecting negroes who took refuge on board Her Majesty's ship "Daphne," I beg to state that there were sixteen, not thirteen slaves on board. I am not aware that in my letter I stated, that in reply to the person who came on board to inquire, I said there were "no negroes" (nor does it appear so in the copy I have), but that there were no "free" negroes on board; and to show that he understood me, he said, that if they were not free negroes, but slaves, they would require passports, though he had just before stated that slavery in the colony was illegal. I differed with him about the passports being required, and made some remark to the effect that if they were free they would have a right to come on board (but I knew them to be slaves from their own statement); and on subsequently relating the circumstance to Dr. Kirk at Zanzibar, he seemed to think with me, that had they been free they had a right to remain on board.

My inquirer never stated that he was a captain, and being dressed in plain clothes, might, for all I knew at the time, have been the owner of the slaves.

The negroes all positively stated through the interpreters, not only to me but others on board, that they were slaves, and anxious to escape from the tyranny of their owners, exhibiting the lacerations on their backs, which they declared were inflicted by the lash, and, in one case, an iron bar was coiled round the leg and cut off by the blacksmith. It was not in consequence of proceedings on the part of the Authorities that any were sent away from the ship; but owing to some of them having left the ship in the same way many of them came on board (by swimming). I then inquired of the remainder if they wished to go, when some of them said "yes"; others, with more hesitation, said "yes"; but two of them entreated not to be sent on shore, as they feared the consequences, and were retained on board; this was the first time that any had expressed a wish to go on shore, although we had returned to the port once previously. They were never invited or enticed on board; they came of their own accord. Neither were they ever promised payment or retained on board against their will, and the difficulty was to keep them out of the ship after the order was given to allow no more on board; and after trying every means to get on board they would swim off; others pulled alongside in canoes (probably from the Arab towns on the main land, about two miles distance, and forming the other side of the harbour) and let the canoes go. There was never any work given them that I am aware of, excepting to help in getting the ashes up, or cleaning their own deck, which negroes (liberated) always did while on board. They were allowed to go on the first intimation to me that they wished to, which was only when, from the time they had been on board (two months), they became tired and appeared to entertain a fear that they were not to be landed anywhere but kept at sea, but the four or five that left the ship (as most of them came) by swimming had never made any complaint nor expressed a wish previously to leave that I could discover.

There was never any corporal punishment inflicted on them, neither have I any reason to think they were treated roughly by the ship's company, who were invariably excessively kind to all slaves on board, but of course they had to make up their story when they got on shore to escape the consequences of deserting from their owners. It was a constant habit all along the coast for slaves to escape to the ship or boats. One man at Brava swam off against a current when we lay nearly a mile from the shore, and although the Arab Chief wished me to give him up, I refused, and it is more than probable that some escaped to the ship on a former occasion of our being in the vicinity, as they endeavoured to escape to other ships also, and, I believe, to every ship that has been there, but there was no question raised about them at the time, and when on my return to the Mozambiques, after this last occasion of their coming on board, I gave orders that no more were to be received, they endeavoured to get on board the "Star," but Commander de Kantzow, knowing the correspondence that had taken place and my orders on the subject, would not receive them. They subsequently, I believe, tried to get on board the "Bullfinch."

I must own I felt the difficulty of my position under the circumstances after hearing the statements of the negroes, that they were slaves escaping from the tyranny of their master, which I am still certain was true, and having given them that protection which they asked, I felt bound to continue it to them, but, on the other hand, as the authorities assured me that a Proclamation had just then been issued making slavery illegal in the

Colony, I was justified in prohibiting any more negroes from coming on board at that port.

I cannot, however, refrain from adding that whatever the Portuguese authorities may say, slavery exists in the very worst form in that Colony, and that the slavery that exists among the Arabs is as nothing compared with that which exists among them.

The Arabs treat them as one of their family often, but with the Portuguese their lives are practically at the disposal of their owner, who in most cases is a half-caste himself; several instances of cruelty were reported to me by our interpreter, who had been nearly twenty years in our service on that coast, and in confirmation of this statement I would refer you to the narrative of Mr. Young, who was sent in search of Dr. Livingstone. Mozambique is a huge slave market, as Dr. Kirk and others can prove; we always found it filled with negro slaves, and if we had wished it or given any further encouragement we might have filled the ship with fugitives, for they might be seen in crowds on the beach watching their opportunity to escape the vigilance of the police or soldiers; and at this time, as I stated in a former letter, there was a panic amongst them, in consequence, it was said, of a slave having been flogged to death by his master. For further particulars of the Slave Trade in this part of the coast, I would refer you to my Report on the Slave Trade forwarded to the Commodore, dated October 11, 1869, and, in conclusion, would add that the "Daphne" being on her way home through the Suez Canal, Lieutenant Acklom and others on board can verify these statements on her arrival.

I have, &c.

(Signed) GEORGE S. SULIVAN.

No. 58.

Commodore Dowell to the Secretary to the Admiralty.

Sir,

"Rattlesnake," at Sierra Leone, February 12, 1870.

I BEG leave to transmit herewith, for the information of the Lords Commissioners of the Admiralty, the explanation called for in your letters of the 13th and 14th September, 1869 (addressed to the senior officer of Her Majesty's ships and vessels on the West Coast of Africa), in regard to the capture of an Arab dhow by the "Peterel."

2. Their Lordships will, I presume, have received copy of the proceedings in the Admiralty Court at the Cape of Good Hope with reference to this case, which resulted in the condemnation of the dhow as a lawful prize.

3. It is, nevertheless, to be regretted that the commander of the "Peterel" did not comply with Article 66 of the Instructions for the suppression of the Slave Trade, by conveying a portion of the crew of the captured dhow to the port of adjudication.

I have, &c.

(Signed) W. DOWELL.

Inclosure 1 in No. 58.

Commander Cochrane to Captain Miller.

Sir,

"Peterel," Jellah Coffee, November 22, 1869.

I HAVE the honour to reply to your memorandum of the 20th November, calling on me to answer a letter from their Lordships dated the 13th September, asking for full explanation on the points referred to in Mr. Rothery's Report.

1. To state that the "Peterel" captured a dhow for being without papers of any sort, a slave cargo, and slave fittings.

2. The boat that was sent to board the dhow, which was close alongside the "Peterel," and all the proceedings of the boarding officers were watched and seen from the ship by myself and others.

3. Though several times asked for, there were no papers of any sort whatever given to the boarding officer. The captain, through the interpreter, said that they had no occasion for papers, as he was a Madagascar dhow.

4. As for the destruction of the Sultan's pass, it is perfectly untrue, as will be shown by the evidence on oath of the boarding officers, *i.e.*, the Navigating Lieutenant and Sub-Lieutenant of this ship; should this dhow have had a pass, surely a duplicate or some minute of its entry in the official record could have been produced on their return to Zanzibar during the month the "Tynemouth" remained there, or, even after that time, to the Consul.

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5. The "Peterel" had no interpreter, but there were two men on board the dhow who had served as interpreters in Her Majesty's Navy in ships stationed in the Mozambique.

6. Pemba Bay being in sight, we bore up to refit; while so doing the people from the dhow were landed.

7. The dhow's people asked to be landed at Madagascar, which request the service Her Majesty's ship was on would not permit.

8. I consider that my proceedings by taking these people from the dhow to Mozambique, hoping to get them to Zanzibar, and at some trouble getting them all a passage free, an act kind in itself, and tending to show my belief in the legality of the capture. I suspected several of the persons on board were slaves, but could in no way prove it; as for the woman, she was said to be the wife of the supercargo, and certainly appearances bore out that statement.

9. No remonstrance of any sort, or complaint was ever made of any papers having been destroyed by the boarding officers, or ever made by any of the dhow's people against their capture, either at the time of capture, or after, on board the "Peterel:" as soon as the captain of the dhow was told by the boarding officer that he expected the captain of the "Peterel" would take him as a prize for having no papers, a slave cargo and fittings, he at once unbent his sail with his crew, and observed, "It was the will of Allah!"

10. Further, I myself asked him several times if he had no papers, and why he had not. The interpreter told me that they had none, and were going for slaves, but that, when they had been previously employed by some Consul to take cargo from Zanzibar to Madagascar, the Consul gave them not only papers, but a flag as well. That now they were on a voyage on their own account, and had no papers or Sultan's pass.

11. The interpreter further told me that this dhow was one of three dhows, going for slaves to Mognicale; that the two others were already there; and he would, if I would enter him on board the ship, show me where they were: but, as this was in Portuguese waters, I was unable to avail myself of the information.

12. The reasons for capturing the dhow were, firstly, having no papers; secondly, a slave cargo; thirdly, slave fittings; fourthly, a very large water tank, and other vessels to hold water stowed under the cargo; fifthly, the evidence of the interpreter, as to her going for slaves, and the position she was in tends to bear out that statement.

13. Why the slaves were not taken to a port of adjudication is easily answered: the master declared them all to be free men, shipped by himself for the voyage at Zanzibar, that they were free to go or come, and that when he returned to Zanzibar they could go where they liked.

15. The whole of the affidavits and evidence are before the Vice-Admiralty Court at the Cape of Good Hope, and I beg that copies may be sent for to that Court, as I have no further evidence on board this ship.

I have, &c.
(Signed) ERNEST J. COCHRANE.

Inclosure 2 in No. 58.

Commander Cochrane to Captain Miller.

Sir,

"Peterel," Jellah Coffee, December 6, 1869.

WITH reference to the Admiralty letter dated 14th September last, respecting the capture of a slave dhow, I beg to state that the sections of the slave instructions referred to have not been violated, inasmuch as the vessel had no papers of any sort, and consequently claimed no nationality or flag; moreover, they made statements to the effect that she was a Madagascar dhow, and afterwards contradicted this by saying that she belonged to Zanzibar.

I beg to inclose a copy of a letter received from the Admiralty Proctor at the Cape of Good Hope.

I have, &c.
(Signed) ERNEST J. COCHRANE.

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Inclosure 3 in No. 58.

*Mr. Fairbridge to Commander Cochrane.**Admiralty Proctor's Office, Cape Town,
Cape of Good Hope, August 4, 1869.*

Sir,

I HAVE to inform you that the slave dhow captured by Her Majesty's ship "Peterel" under your command on the 11th February, 1869, has been condemned as a lawful prize in the Vice-Admiralty Court of this Colony.

The cargo found on board is in the hands of the Marshal for sale; as soon as the proceeds are realized I will acquaint you with the result.

I have, &c.
(Signed) CHAS. A. FAIRBRIDGE.

No. 59.

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

Sir,

"Forte," Bombay, March 19, 1870.

IN continuation of my Report of the 12th instant, I beg you will inform their Lordships that I leave to-morrow for Colombo.

2. The "Nymphe" sailed for Seychelles and Zanzibar on the 15th. She conveys to Captain Parish orders to confine his efforts in the suppression of the Slave Trade for the present to the Mozambique Channel, and I have directed that no dhows shall be boarded to the northward, or any northern slave-trading ports visited, until Dr. Kirk (the Acting Consul at Zanzibar) shall consider that they are safe from cholera. By accounts dated the 5th March, Zanzibar was nearly free from this disease, but it was raging at Mombas, Melinda, and Lamoo.

3. I expect the "Dryad" and "Star" this evening. There have been no further changes in the squadron.

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

No. 60.

The Secretary to the Admiralty to Mr. Hammond.—(Received April 13.)

Sir,

Admiralty, April 12, 1870.

IN reply to your letter of the 7th instant, in which you inform me that the Earl of Clarendon thinks it advisable that a Court of Inquiry should be held to investigate the complaint preferred by the Portuguese Government of the conduct of Commander Sullivan, of Her Majesty's ship "Daphne," in carrying away some negroes from Mozambique on board that ship, I am commanded by my Lords Commissioners of the Admiralty to request that you will inform the Secretary of State that their Lordships, having carefully examined the Treaty with Portugal, mentioned in their letter, are unable to find that Captain Sullivan's conduct was a breach of any stipulation in the Treaty, or of the Slave Trade Instructions.

My Lords, however, propose to try Captain Sullivan by a court-martial for carrying off Portuguese subjects from Mozambique without passports, contrary to the law of the place, and in defiance of the requisition made upon him by the Governor (such conduct being contrary to the Queen's Regulations), and to add charges for detaining the negroes against their will, and permitting them to be ill-treated.

On the two latter charges my Lords will have no evidence to offer, except evidence in disproof; but with respect to the first charge, the evidence appears to be complete, except as to the material fact of the law of Mozambique. But before ordering the court-martial, my Lords would be glad to know if evidence can be obtained by your Department and laid before the Court, to show that, by the law of Mozambique, no person, or no such negro as those in question, could leave the colony without a passport.

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

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No. 61.

The Secretary to the Admiralty to Mr. Hammond.—(Received April 20.)

Sir,

Admiralty, April 19, 1870.

IN reference to my letter of the 12th instant, relative to the court-martial proposed to be held on Commander Sullivan, of the "Daphne," on the charge of carrying off slaves from Mozambique, and to your reply of the 10th instant, in which you inform me that there is no evidence in your Department as to whether the law of the country prohibits any person, free negro or other, leaving a colony without a passport, I am commanded by my Lords Commissioners of the Admiralty to request that you will state to the Earl of Clarendon that, although their Lordships have no reason to doubt that the law in question has been correctly stated by the Mozambique authorities, and although the point may not, as suggested by the Secretary of State, be disputed by Commander Sullivan, it appears to my Lords, on the other hand, desirable in a criminal procedure, as trial by court-martial, to admit no "evidence by consent."

2. My Lords would therefore suggest that application should be made to the Portuguese Minister to furnish, as he may perhaps be able, the necessary evidence as to the law of Mozambique on the point in question.

3. My Lords request that they may be furnished with an early answer, as the "Daphne" is shortly expected to arrive in England.

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

No. 62.

The Secretary to the Admiralty to Mr. Otway.—(Received May 25.)

Sir,

Admiralty, May 23, 1870.

I AM commanded by my Lords Commissioners of the Admiralty to transmit to you herewith, for the information of the Earl of Clarendon, copy of their Lordships' proposed Minute on the report of the inquiry lately held to investigate the charges preferred by the Portuguese Government against Captain George L. Sullivan, R.N., late of Her Majesty's ship "Daphne;" and I am to request to be informed whether his Lordship concurs therein.

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

Inclosure in No. 62.

Minute.

CAPTAIN SULLIVAN to be informed that their Lordships disapprove of his conduct in not having communicated with the nearest British Consular Agent with regard to the negroes who came on board the "Daphne," more particularly when their surrender was demanded by a person who visited the ship for that purpose.

Also that my Lords do not consider as satisfactory the answer he gave to the question put to him by that person, whether he had any negroes on board, or acquaint Foreign Office, sending copies of Admiralty letter of 12th instant (ordering the inquiry), and of the Minutes and Report of the Court, and stating to my Lords that no further steps can be taken in this case, but that they trust that the instructions which have been recently issued with regard to receiving Africans on board Her Majesty's ships on the East Coast of Africa will prevent any proceedings tending to give any cause for complaint on the part of the Portuguese Government.

(Signed) S. E. D.

No. 63.

*Commodore Sir L. Heath to the Secretary to the Admiralty.**"Forte," at Sea, Lat. 10° 46' N., Long. 75° 12' E.,
March 25, 1870.*

(Extract.)

I THINK the most convenient method of complying with their Lordships' directions contained in your letter of the 17th February, 1870, viz., to transmit any observations I may have to make upon the report recently given in to Lord Clarendon by the Committee on the East African Slave Trade, will be to remark upon the Report paragraph by paragraph, but as there are two distinct subjects mixed up in the Report, viz., recommendations as to the future, and accusations against officers of the squadron under my command as to the past, I will so far diverge from the natural order of the paragraphs as is necessary to keep these subjects distinct.

2. I cordially agree with the recommendations made in the 16th, 17th, 18th, 19th, 20th, 21st, and 23rd paragraphs of the Report, as far as they go.

3. In paragraph 22 the Committee recommend that the shipment of slaves for local markets be prohibited between the 15th February and 15th May, also between the 15th September and 15th November. The Committee has doubtless fixed these dates after consultation with officers of far greater local experience than myself; but the evidence not being attached to the Report, I am unable to say whether it would cause me to change my opinion, which is that the 15th August should be substituted for the 15th September.

4. Paragraph 24.—The recommendations in this paragraph seem to me impracticable. English cruisers may capture French smugglers in English waters; but the English Government could not, I presume, delegate that power to Spanish men-of-war. So the Sultan may capture foreign vessels contravening his laws in his own waters; but he could give no valid permission to English cruisers to do so.

5. Paragraph 26.—It is right that the Sultan should be urged to make the Proclamations recommended in this paragraph; but his Government is so weak, and the slave-traders so strong, that they will have but little effect.

6. Paragraph 27, recapitulating the earlier recommendations of the Committee, is a little obscure in the fifth line. It is desirable that the Traffic shall be confined to the route from Dara Salaam to Zanzibar, and from Zanzibar to Pemba and Mombasa, as suggested in paragraph 21, and that there should be no direct export from Dara Salaam either to Pemba or Mombasa.

7. Paragraph 30.—In addition to the diplomatic action recommended in this paragraph, I would suggest communications being entered into with the Turkish Government with respect to Slave Trade in the Red Sea, which I have recently been informed is very considerable.

8. Paragraphs from 32 to 48 inclusive contain the Committee's recommendations as to the number of ships and their distribution, and it is in this part of the Report that their Lordships call my particular attention. I very much regret that the evidence upon which the Report is based has not been published, because any opinion I may give will be merely that of an individual, and would perhaps have been materially modified had I seen the recorded evidence of others. With this reservation I have to state, that I can in no way agree with the opinion expressed in par. 36, that with three cruisers and one steam-launch, "the Slave Trade will be effectually checked during the greater part of the year." I have frequently recorded my opinion that all that England has done for the last twenty-five years on the East Coast has been of no practical use in the suppression of the Slave Trade, and now that there is an apparent intention on the part of Government to inaugurate a more vigorous policy, I must earnestly hope that the squadron will be largely increased. So long as the existing domestic habits in slave-receiving countries remaining unchanged, so long will there be more or less of Slave Trade. Those habits can only be changed by completely stopping the supply of slaves for a very long period, probably for a whole generation, and any system which stops short of that will fail of complete success. The trade will be scotched but not killed, and will revive whenever the pressure is taken off. I recommend, therefore, that at least ten vessels besides the Flagship should be appropriated to this source, and since the tactics of the dealers vary with the information they receive as to the position of the cruisers, I would leave the officer commanding entirely unfettered in his disposal of them. Steam-launches of the existing pattern are unsafe for distant cruising, but even as boarding boats in the immediate vicinity of an anchored cruiser, their value is enormous as saving the coal of the cruiser. It would be well worth while, even at the expense of moving the funnels and landing the heavy guns (retaining the deck fittings), to place the most improved steam-

launch on board all ships which are to be employed on this service and which are capable of carrying them. It would probably be necessary to supply special hoisting-in-and-out gear.

9. I do not approve of the recommendation in paragraph 45, to keep officers longer than three years on such a station as the East Coast of Africa; nor do I think the proposal to substitute higher pay for bounties a wise one. I anticipate that the effect of their Lordships' Circular Instructions of the 6th November last, "Instructions for the guidance of Naval Officers employed in the suppression of the Slave Trade," will be to diminish the number of captures very largely; and if bounties are withdrawn that number will be still further diminished, and only full slavers, of the condemnation of which there could be no possible doubt, will be captured.

10. Paragraphs 49 to 54 propose to alter the present arrangement as to Vice-Admiralty Courts. It would be well to give the same general powers to Muscat and Zanzibar as exist at Aden; but I see no reason for limiting the number of Courts, or assigning to each the adjudication upon captures made within particular geographical limits.

Under the Committee's proposal a Zanzibar dhow might still be adjudicated upon at Muscat, and *vice versa*, and the owner could in neither case appear in person.

11. Paragraphs 56 to 60 deal with the disposal of crews, and their vessels detained on suspicion. The disposal of the crews has been already settled by their Lordships. As to that of the vessels, the Committee speak in severe terms of the practice of destroying them, and say (paragraph 60), that when a suspected vessel cannot be taken to a port of adjudication, it is the duty of the captor to leave her in some secure place to await the trial. There is no such rule in existence; and the Committee should have written that paragraph in the future tense in anticipation of their proposal being adopted. I cannot think the proposal itself can practically be carried out to any extent, partly on account of the weakness of the Sultan's Government, but principally because the vessels so detained would in many cases have to wait a full season before their fate would be decided, and perhaps another before it was made known to them, for cruizers could not be kept going backwards and forwards for this special purpose. I think that the legitimate trader has now three safeguards which are as much as can be granted to him with safety:—1st. The certainty that his crew will be taken into Court. 2nd. The improvement in the class of interpreters which, having been pressed upon their Lordships last year, and being now again pressed by the Committee, will, it is to be hoped, be carried out. 3rd. The personal liability of the captor and destroyer of a legal trader.

12. Paragraphs 61 to 71 contain proposals for the disposal of captured slaves. To make a depôt of freed slaves at Zanzibar, the very centre of the Slave Trade is a bold, but, I think, in many respects a wise proposal, and particularly advantageous to the cruizers as saving the voyage to the Seychelles; but to remove the depôt from Aden to Socotra or Abdelkuri without at the same time removing the Admiralty Court, would, I think, be the reverse. It is of the greatest advantage to our cruizers that their condemned cargoes should at once be taken out of them, and under this proposal they would have first to proceed to Aden for condemnation, then to return with the cargo still on board to Socotra. Aden has the following advantages as a depôt:—1. The presence of the Vice-Admiralty Court; 2. An island on which small-pox cases can be isolated; 3. Constant communication with Bombay. Abdelkuri as a depôt was reported against by my predecessor, Rear-Admiral Hillyar, and his Report approved by Sir Stafford Northcote, August 9, 1867.

13. I have no remarks to make on the remaining paragraphs except to offer an opinion that the establishment of Vice-Consuls on the coast (paragraphs 76, 77, and 78,) will be of great use to those engaged in the suppression of the Slave Trade; but I wish to add that, notwithstanding my general agreement with many of the proposals of the Committee and my belief that, if carried out, they will make slave-trading more hazardous and tend to reduce its amount, I am yet more and more convinced that the only certain way of stopping the Traffic is by purchasing the sovereignty of Zanzibar, and thus obtaining a central position from which to work upon the neighbouring coast, and ultimately upon the interior of the country.

14. I have now to revert to paragraphs 44, 45, 56, 57, 59, and 82, in which the Committee allude in general terms to "many mistakes and improper seizures" made by officers under my command, and in which they specially make two "grave and serious charges" against them.

15. The Committee have not provided either the evidence on which their Report is founded, or the instructions under which they were assembled. If those instructions gave them authority to report upon the conduct of the squadron, it must most certainly have been their duty to await the replies which had been called for to the complaints made as to that conduct. Had they done so they would have found that the complaints were

against individual officers and were not, like the Committee's censure, accusatory of the whole body; that in all cases but one, justifying circumstances are alleged by those accused; and finally, that in one case, the most serious of the whole, the accusation made by a member of the Committee has been proved entirely unfounded, and still awaits an explanation as to the grounds upon which it was made.

16. It is, perhaps, enough to point to general results in reply to the Committee's general accusation of "mistakes and improper seizures." Those results are, that 98 cases, involving the fate of 98 dhows, with a total tonnage of 10,667 tons, and carrying a total of 2,214 slaves, have been brought before the Courts at Aden or Zanzibar during the years 1868 and 1869, and that of those 98 dhows, one was, with her cargo, released by the Court, and two were adjudged to have been destroyed improperly; but in one of those cases it was admitted by the Judge (Dr. Kirk) that the naval officer was, under the letter of his instructions, "justified in concluding that the vessel was engaged in, or equipped for, the Slave Trade, since slaves were found on board" (page 21 of the Instructions). Out of the 98 cases, therefore, there was but one in which blame was attached to the captors by the Judge.

17. In paragraphs 56, 57, 58 and 59, the Committee refer to two special points, which they term "grave and serious charges." The first of these two points is "the destruction of dhows when there is, in the opinion of the capturing officer, the smallest suspicion of her complicity in slave-trading." The practice of destroying guilty dhows is one that cannot be avoided under existing regulations, and, if I mistake not, I might call Mr. Churchill (a member of the Committee) to witness to the impossibility of having treated in any other way the numerous captures made by the "Daphne" and "Star" in the autumn of 1868. The sting of the Committee's censure lies in their words, "smallest suspicion." Those who destroy dhows have to give some evidence before the Judges, and it rests with the Committee to explain whether the naval officers have sworn falsely, or whether the Judges (Sir Edward Russell, Captain Goodfellow, Mr. Churchill, and Dr. Kirk) have condemned prizes on account of the "smallest suspicion" against them. The charge is, indeed, a grave and serious one. The second point is that of "landing the crew and passengers of vessels that have been destroyed at some out-of-the-way place, and afterwards obtaining the condemnation of the vessel on *ex parte* statement." The Committee state this practice "exists." The practice not of "landing the crew and passengers in some out-of-the-way place," but of allowing them to return to their homes in a passing dhow, or to land in places whence they knew they could speedily obtain passages to their homes, is one of very long standing on this station. It is distinctly against the Slave Trade Instructions, but from its convenience both to captured and captors, and not with a view to fraud, it has grown into a universal custom. My attention was called to the impropriety of the practice by their Lordships, in a letter dated 12th March, 1869. In, and since the receipt by the respective ships of the squadron, of my General Order, issued in consequence, no such case has occurred.

18. In paragraph 82 the Committee speak of "the alarm and distrust inspired by the recent proceedings of our cruisers." Here, as throughout these remarks, I have to regret the absence of the evidence laid before the Committee; but I may state in contradiction of what may have been told to them, that during the last season upwards of 100 legal trading dhows were examined by the boats of Her Majesty's ship "Forte" under my command, many of them by night, and when the presence of the ship was unknown, and that on no single occasion was any alarm or mistrust shown, but the sails were quietly lowered, and the boarding officer was frequently refreshed with coffee in a most friendly manner. This "alarm and mistrust" exist only in the minds of the slave-traders, who have lost, I am proud to say, through the efforts of the squadron under my command, upwards of 10,000 tons of their shipping. It is an "alarm and mistrust" which I should wish to see much increased. I cannot but regret that the Committee should have interspersed throughout their otherwise useful Report, these accusations, which (having been already dealt with by their Lordships in a Circular Order, which they admit they have seen) could lead to no result except that of still further damping the zeal of officers employed on this unpleasant service, and exciting still further amongst them, a feeling that their motives are misunderstood, and that they are unjustly treated.

19. The report of the Committee has already been published to a certain extent, and I trust that wherever copies may have been sent, there also a copy of these remarks may be forwarded; and if the Report should be laid before Parliament, I hope Lord Clarendon will allow this document to be printed and bound up with it.

I have, &c.

(Signed)

L. G. HEATH.

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No. 64.

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

Sir,

Admiralty, June 25, 1870.

WITH reference to the 47th clause of the Report of the Committee on the East African Slave Trade, regarding the advisability of procuring a superior class of interpreters to those hitherto employed, and of excluding interpreters from sharing in prize money, I am commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Secretary of State for Foreign Affairs, that they propose to take steps to obtain in future a more efficient and trustworthy class of interpreters, who are to receive pay at the maximum rate of 5s. a-day; and they further propose to exclude interpreters from sharing in prizes; reserving, however, the right to allow a share of prize money to any interpreter of rank or position, employed under exceptional circumstances, at the discretion of the Admiralty.

My Lords will be glad to be informed whether the Secretary of State for Foreign Affairs will concur in this proposal.

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

No. 65.

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

Sir,

"Forle," at Trincomalee, May 20, 1870.

I BEG you will inform their Lordships that during the recent visit of His Imperial Majesty's ship "Armorique" at Trincomalee, I took the opportunity of discussing the subject of the Slave Trade with Commodore Gisholme, who commands the French naval force in these seas. That officer is an earnest opponent of the Slave Trade, but he complains much, and I think with justice, of two points of our practice in endeavouring to suppress it.

2. The first is that under our Treaties with Eastern nations the condemnation of a dhow for slave-trading involves the condemnation of its cargo to whomsoever belonging. The Commodore pointed out with much force that, although an Arab dhow might be perfectly free from all suspicion when a French cargo was shipped, yet such is the avarice of the Arabs, and such their innate propensity to slave-dealing, that there could be no security against the captain rendering the cargo liable to condemnation by some petty act of that nature whilst on the voyage; and the Commodore said he had reported to his Government that the only safety for his countrymen lay in so multiplying the dhows under their flag as to make it unnecessary for French merchants to employ others.

3. There is a case in point, viz., that of the "*Salama*," freighted by Messrs. Rabaud, and subsequently condemned for slave-dealing, which is still under discussion between the French and English Governments, and there must have been so many similar cases in previous years that I can hardly suppose the question now submitted has not already been discussed; nevertheless, it seems so strange that a neutral as regards our war with the slave traders should be placed in a worse position than would be a neutral in a war between nations parties to the Treaty of Paris of 1856, that I think it right again to raise it. I do so the more readily because I do not see that the abolition of the practice complained of will in any way diminish our offensive powers against slave-dealers.

4. The second complaint made by Commodore Gisholme was that we exercised our right of visiting dhows suspected of fraudulently assuming the French flag, even in the immediate neighbourhood of the French settlements, and that this was perfectly unnecessary, inasmuch that the French authorities at those places were above all suspicion, and that being really unnecessary it was discourteous and hurtful to their feelings. He said, moreover, that our cruisers had sometimes taken up a position apparently for the express purpose of intercepting and examining the dhows and smaller vessels which maintain the communication between Nossé Beh and the mainland. I believe it not only to be our duty but our interest to avoid a course of action which, without being of any real advantage to us, lays us open to the accusation of being wanting in courtesy, and I have therefore issued the attached memorandum to officers under my command.

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

Inclosure in No. 65.

Standing Order No. 78.

"Forte," Trincomalee, May 20, 1870.

THE attention of officers under my command employed in the suppression of the Slave Trade is called to the necessity of using the greatest circumspection when exercising, in the neighbourhood of any of the French settlements, the right of visiting dhows suspected of fraudulently hoisting the French flag. The suspicion of fraud should naturally decrease in proportion to the nearness of the suspected vessel to the settlement to which it claims to belong; and whilst the right of visit ceases altogether within a three miles' range of the land, it would be most discourteous and improper to exercise it when at all in sight of French territory except under very extraordinary circumstances of suspicion.

It is impossible to shut out the neighbourhood of these places from our cruising ground, because fully laden slavers have frequently been taken in Passandava Bay, and the Islands of Comoro and Johanna are under suspicion of slave-trading, but Her Majesty's ships are not to linger over these parts of their cruize, or do anything that might give rise to the notion that they were establishing even temporarily a quasi blockade of either island.

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

No. 66.

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

Sir,

"Forte," at Trincomalee, May 20, 1870.

IN reply to your letter of 5th April, 1870, calling for my remarks upon Count Daru's reply to the complaints made by the English Government as to the increase in the number of dhows navigating under the French flag on the East Coast of Africa, and to the allegations that they were sometimes of doubtful character, and upon Count Daru's complaint that a dhow called the "Jumba Ibinia," under French colours, had been visited in September last "dans les parages" of Nossé Bey by the boats of Her Majesty's ship "Daphne," I have the honour to state, with reference to the first point, that Commander Meara's Report (the foundation of this correspondence) was that where ten dhows with French colours—and not five, as supposed by Count Daru—had been seen in 1868, there he had seen fifty or more in 1869. I now attach an extract from the Journal of Captain Colonel, showing that in twelve days twenty-one dhows with French colours were seen either from the "Dryad" or her boats in the same neighbourhood, and about the same time of the year; and since, I saw myself at about that date, at least six French dhows anchored in Zanzibar Harbour; and since it may be fairly presumed that there were many others besides these twenty-seven dotted about the different ports on the African and Madagascar Coast, and at Mayotta and Nossé Beh, it becomes difficult to believe that there is not some mistake in Count Daru's statement that but twenty dhows received their annual congé in 1868.

2. Upon the second point replied to by Count Daru, viz.,—the allegation that dhows carrying the French flag are occasionally engaged in slave-trading, I have no further evidence to offer. Commander Meara's letter on the subject is very distinct, and it is difficult to believe that the boarding officers of the "Nymphe," having no interest whatever in the matter, should have reported, as stated in the letter, that out of fifteen French dhows visited on one cruize, there should have been eight having suspicious circumstances about them, unless there really was some foundation for the suspicion in at least some of the cases; and it must be remembered that those dhows were boarded only for the purpose of verifying the colours, and that, not having been searched, the suspicions awakened in the mind of the boarding officer could not be followed up.

3. Count Daru's argument for the innocence of these dhows, from the fact of the English officers having made no special complaint to the French local authorities, is hardly conclusive; because, although it may be presumed that no English officer would fail to take a French dhow having a full and indisputable cargo of slaves on board into a French port for the disposal of the French authorities, yet such an act, strictly speaking, would be contrary to the 7th Article of the Mutual Instructions, and such a course would not be justifiable, and would not be practised in the more numerous cases of partial cargoes and less certain guilt.

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4. Before leaving this part of the subject, I beg to bring to your notice that the copies of the "Acte de Francisation," and of the "Congé," sent in your letter of the 20th April, 1868, are not true examples of the documents in use on the East Coast of Africa; and that although, under the instructions conveyed in that letter, both these documents should be produced by a dhow bearing French colours, yet in practice it is quite conceivable that a boarding officer would, on the production of only one of them, be quite satisfied and abstain from search; but as the "Acte de Francisation" is a document given once for all, whilst the congé is renewed annually, it is possible, and indeed certain, that many dhows are in possession of the former document, although, from not having renewed the congé, they are not entitled to carry the French flag; such dhows are in a position to deceive our cruizers; and it would be greatly to our advantage, and tend to prevent the fraudulent use of the French flag, if some arrangement could be made under which the annually renewed congé and the "rôle d'équipage" (which would of course be dated within the year) should be the only documents given to these vessels.

5. With reference to Count Daru's complaint of the boarding of the "Jamba Winea" "dans les parages" of Nossé Beh, by the boats of Her Majesty's ship "Daphne" in September last, I have to express my regret that the officers in command on this station have in general omitted to make the special reports of French vessels visited, ordered in paragraph 11 of the Mutual Instructions. I have now called their attention to the necessity of a strict compliance with this order in future; but the "Daphne" having left the station, and Captain Sullivan being one of those who seems to have neglected this duty, I am unable to give any information in the case, but it is clear that if by "les parages" is meant the territorial waters, viz., those within three miles of Nossé Beh, then the "Daphne" was greatly to blame; but if "les parages" is used in the more common and general acceptation of the expression as the "neighbourhood," then no legal blame would attach to Captain Sullivan, provided he had "legitimate suspicion of fraud."

The neighbourhood of the French settlement should, however, have diminished his suspicions; and the exercise of his right, if within sight of the settlement, would be most discourteous and unjustifiable, except under extraordinarily suspicious circumstances. I beg to refer to my other letter of this day's date on this subject.

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

 Inclosure in No. 66.

List of Dhows seen by the "Dryad," or her boats, between the 8th and 20th of September, 1869.

Seen by Ship.

- September 8.—In Passandava Bay, 1 dhow; French colours.
- September 10.—Off Boyanna Bay, 1 dhow—French colours—from Mozambique.
- September 11.—Off Bembatuka Bay, 2 French and 1 Arab dhows; off Mojunga, 4 French and 2 Arab dhows.
- September 20.—Off Port Dalrymple, 1 French dhow.

Seen by Boats.

- September 8.—Passandava Bay, 2 French dhows.
- September 9.—Rermohoy River, 1 French dhow.
- September 10.—2 French dhows.
- September 12.—Off Nos Jaccain, 1 dhow; Malagassi, 1 French dhow.
- September 14.—Off Barata, Passandava Bay, 2 French dhows.
- September 15.—Passandava Bay, 2 French and 1 Arab dhows.
- September 16.—1 dhow; colours not stated.
- September 18.—Off Rermahony Island, 2 French dhows.

 No. 67.

Commander Meara to the Secretary to the Admiralty.

Sir,
Clarence House, Cheltenham, July 27, 1870.
WITH reference to your letter of the 22nd instant, calling upon me to make any observations I may have to offer respecting the dhow captured by me on April 3, 1869, in

REPORTS FROM NAVAL OFFICERS.

Kisware harbour, East Coast of Africa, I have to report to you that this dhow was captured according to Article 1, section 5 of the Slave Instructions, where no mention whatever is made of domestic slaves. It states, to the best of my recollection (not having the Slave Instructions by me), that if there is one slave on board she is liable to condemnation. In this case there were six, who stated that they were most shamefully treated by their masters, and expressed great pleasure at being released by me.

2. Dr. Kirk, Acting Political Agent, stated to me in the presence of the officers of Her Majesty's ship "Nymphé," who attended the Court, that I was perfectly right in destroying the dhow according to my instructions, but that he had orders not to condemn dhows with domestic slaves on board.

3. These orders appear to have been sent to Dr. Kirk by his Excellency the Governor of Bombay during my absence from Zanzibar cruising for slavers, which I did not know of, as Her Majesty's ship "Nymphé," under command of Captain Barnadiston, captured a dhow with only one domestic slave on board, which was condemned in the Court of Zanzibar by Mr. Churchill, the then Political Agent.

4. Commodore Sir Leopold Heath, K.C.B., approved of my having taken her, and was rather astonished at Dr. Kirk's decision.

5. I was convinced at the time and afterwards that I was properly carrying out my instructions, and it was my intention to make an appeal from the decision of Dr. Kirk, Acting Political Agent, but Dr. Deane's opinion was decidedly adverse. I did not wish to give any unnecessary expense and trouble by persevering in the appeal, although I still beg to state that I acted according to the best of my judgment in carrying out my orders.

6. With reference to that part of Dr. Kirk's letter, stating that I refused to give up the slaves after the decision of the Court, I beg to state that I certainly did, as, in the evidence of the slaves they stated they were slaves, and I considered it my duty to take them to the Seychelles, where they were liberated, and where they now are, according to the best of my knowledge. The slaves also expressed a wish to be taken to the Seychelles on account of the treatment they received from their masters. I cannot see how Dr. Kirk can claim money compensation for them, as I was only acting up to my orders in the cause of humanity.

7. The proceeds of the goods captured and sold at Zanzibar, amounting to 209*l.* 12*s.*, has been paid to the Accountant-General for the Naval Prize Account by the Paymaster of Her Majesty's ship "Nymphé."

Hoping this explanation will be satisfactory to their Lordships I have, &c.,

(Signed) EDWARD F. MEARA.