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**Class B.**

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**EAST COAST OF AFRICA.**

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**CORRESPONDENCE**

**RESPECTING**

**THE SLAVE TRADE**

**AND**

**OTHER MATTERS.**

**From January 1 to December 31, 1871.**

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*Presented to both Houses of Parliament by Command of Her Majesty.*  
1872.

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LONDON :

PRINTED BY HARRISON AND SONS.

C.—657.] *Price 1s.*



LIST OF PAPERS.

Correspondence with British Representatives and Agents abroad.

FRANCE.

No.	Date. 1871	Receipt. 1871	SUBJECT.	Page
1. Lord Lyons to Earl Granville .. ..	Jan. 11	Jan. 17	Note from French Government ..	1
2. Earl Granville to Lord Lyons .. ..	Jan. 28	..	On French attempts to open Trade in Somali Country .. ..	1
3. Lord Lyons to Earl Granville .. ..	Feb. 10	Feb. 14	Action of French in Somali Country as stated in preceding .. ..	2
4. Earl Granville to Lord Lyons .. ..	May 25	..	On evasion of Laws by dhows under French flag .. ..	2
5. Lord Lyons to Earl Granville .. ..	May 31	June 3	Copy of a note to French Govern- ment on above subject .. ..	2
6. Earl Granville to Lord Lyons .. ..	June 6	..	Approves note as stated in pre- ceding .. ..	3
7. Lord Lyons to Earl Granville .. ..	June 12	June 14	Copy of answer of French Go- vernment to his note .. ..	3
8. Mr. West to Earl Granville .. ..	Nov. 14	Nov. 15	French traffic on East Coast. Note from the Government .. ..	4
9. Earl Granville to Mr. West .. ..	Nov. 18	..	To thank French Government for above .. ..	4
10. " " .. ..	Nov. 23	..	Slave Trade on West Coast of Madagascar. Copy of Consul Pakenham's No. 3 .. ..	5
11. Mr. West to Earl Granville .. ..	Dec. 2	Dec. 3	Answer of French Government to his note on Madagascar Slave Trade .. ..	5

MADAGASCAR.

12. Consul Pakenham to Earl Granville	1871 Aug. 24	1871 Nov. 20	On the traffic on the West Coast of the Island .. ..	6
---------------------------------------	-----------------	-----------------	---	---

ZANZIBAR.

13. Consul Churchill to Earl Granville ..	1870 Nov. 8	1871 Jan. 24	Attempt of French to open up trade in Somali Country .. ..	7
14. " " .. ..	Nov. 17	Jan. 24	Dhows taken by "Teazer" .. ..	8
15. " " .. ..	Nov. 18	Jan. 24	Provisions and men sent to Dr. Livingstone .. ..	8
16. Earl Granville to Consul Churchill ..	1871 Jan. 31	..	Regret at his ill-health .. ..	9
17. Earl Granville to Dr. Kirk .. ..	Feb. 21	..	Sanctions his taking charge of Consulate .. ..	9
18. Earl Granville to the Sultan of Zanzibar ..	Mar. 9	..	Congratulations on his accession ..	9
19. Dr. Kirk to Earl Granville .. ..	Jan. 1	Mar. 11	Half-yearly list of cases before Vico-Admiralty Court .. ..	10
20. " " .. ..	Jan. 8	11	Seizure of slavers in Zanzibar port	10

## LIST OF PAPERS.

No.	Date. 1871	Receipt. 1871	SUBJECT.	Page
21. Dr. Kirk to Earl Granville	Jan. 14	Mar. 11	Copy of Administrative Report sent to Bombay .. ..	11
22. " " "	Jan. 16	Mar. 11	Dhow boarded in port by "Nymphe." Vice-Admiralty Court proceedings .. ..	20
23. " " "	Feb. 18	May 5	Dr. Livingstone's stores. Visit to Bagamoyo to hasten despatch of	26
24. " " "	Feb. 22	May 5	Slave Trade at Pemba .. ..	27
25. " " "	Feb. 23	May 5	Attempt of Sultan to re-open an old slave dhow claim .. ..	28
26. " " "	Feb. 28	May 5	Part expenditure of Livingstone grant .. ..	28
27. " " "	Mar. 8	May 5	Recent cases of Kutchee Slave Trade .. ..	30
28. " " "	Mar. 10	May 5	News of Livingstone .. ..	30
29. Earl Granville to Dr. Kirk	May 10	..	Approves his conduct in matter of old dhow claim .. ..	31
30. Dr. Kirk to Earl Granville	Mar. 20	May 15	Slave dhow taken by "Columbine"	31
31. " " "	Mar. 28	June 26	Depôt for slaves near Socotra is advisable .. ..	33
32. " " "	Mar. 28	June 26	As to interpreters for Her Majesty's cruizers .. ..	33
33. " " "	Mar. 28	June 26	White men said to be in Gallas Country. Can not corroborate report .. ..	35
34. " " "	Apr. 1	June 26	Capture by Muscat pirates of British Indian dhow .. ..	35
35. Earl Granville to Dr. Kirk	June 10	..	Kutchee slave dealing. Approves proceedings .. ..	37
36. Viscount Enfield to Dr. Kirk	June 17	..	Aden better than Socotra as captured slave depôt .. ..	37
37. Dr. Kirk to Earl Granville	Apr. 4	June 17	Dhow taken by "Wolverene." Vice-Admiralty proceedings .. ..	37
38. " " "	Apr. 8	June 17	Release of an Indian slave girl .. ..	38
39. " " "	Apr. 11	June 17	Dhows detained by "Wolverene." Vice-Admiralty Court proceedings .. ..	39
40. " " "	Apr. 18	June 17	Condemnation of two dhows in Vice-Admiralty Court .. ..	39
41. " " "	Apr. 20	June 17	Seyd Burgash's complaint of search of his ships .. ..	40
42. " " "	Apr. 20	June 17	Petition against condemnation of a dhow by Mr. Churchill in 1870	41
43. " " "	Apr. 24	June 17	Dr. Livingstone supposed to be safe .. ..	41
44. Earl Granville to Dr. Kirk	June 23	..	Landing of slaves at Zauzibar. Copies correspondence .. ..	42
45. Dr. Kirk to Earl Granville	May 27	July 8	Forms of contract for slave labour	42
46. " " "	June 1	July 8	Slaves taken by "Dryad." Vice-Admiralty Court proceedings .. ..	43
47. Viscount Enfield to Dr. Kirk	July 14	..	Approves proceedings respecting capture of dhows by "Columbine"	44
48. Earl Granville to Dr. Kirk	Aug. 8	..	Owners of dhow destroyed off Brava are not entitled to compensation .. ..	44
49. Dr. Kirk to Earl Granville	June 20	Aug. 26	The Lamoo Slave Trade and action of French Consul .. ..	45
50. " " "	June 27	Aug. 26	Return of Lamoo Slave Trade for last five years .. ..	45
51. " " "	July 18	Aug. 26	Probable conduct of Seyd Burgash	52
52. Earl Granville to Dr. Kirk	Aug. 29	..	Zanzibar labour contracts are illegal .. ..	52
53. Dr. Kirk to Earl Granville	July 25	Sept. 23	Regular communication with Seychelles proposed by Sultan .. ..	53
54. " " "	Aug. 12	Nov. 6	List of cases in Vice-Admiralty Courts up to June 30th .. ..	53
55. " " "	Sept. 5	Nov. 13	Report on distribution of slaves .. ..	54
56. " " "	Sept. 7	Nov. 13	Ilas remonstrated with Sultan against continued Trade .. ..	56
57. Earl Granville to Dr. Kirk	Nov. 22	..	Dhow under French flag. Copy Mr. West's No. 12 .. ..	57
58. Viscount Enfield to Dr. Kirk	Nov. 23	..	The whole East Coast question is under consideration .. ..	58
59. Dr. Kirk to Earl Granville	Sept. 20	Dec. 4	Sultan's answer to his remonstrances .. ..	58
60. " " "	Sept. 22	Dec. 4	Observations on landing of freed slaves in Zanzibar .. ..	59
61. " " "	Sept. 22	Dec. 4	Disturbances in interior close road to Ujiiji .. ..	62

## LIST OF PAPERS.

No.	Date. 1871	Receipt. 1871	SUBJECT.	Page
62. Earl Granville to Dr Kirk .. ..	Dec. 8	..	To make serious representations respecting dhows taken by "Columbine." Copy Commander Tucker's report of October 23rd	63
63. " " " " .. ..	Dec. 13	..	Copy of Mr. Layard's memorandum respecting East Coast steam route to South Africa ..	63

---

## Reports from Naval Officers.

---

### EAST COAST OF AFRICA STATION.

	1871	1871		
64. Rear-Admiral Cockburn to the Secretary to the Admiralty	Mar. 3	..	Strong force necessary to prevent Slave Traffic ..	71
65. Commander Blomfield to Captain Parish ..	Nov: 17	..	Capture of three dhows by "Teazer." All condemned ..	71
66. Commander Tucker to the Secretary to the Admiralty	Mar. 23	..	Capture of "Salamater" bugalow by "Columbine." Condemned. Abuse of French flag ..	74
67. " " " " ..	Mar. 23	..	Small dhow captured and released for want of proofs ..	74
68. Captain Wratishlaw to the Secretary to the Admiralty	Apr. 3	..	Capture of dhow by "Wolverine." Condemned ..	75
69. " " " " ..	Apr. 13	..	Capture of dhow off Intoney. Released ..	75
70. " " " " ..	Apr. 13	..	Capture of two dhows. Released ..	75
71. " " " " ..	Apr. 18	..	Capture of two dhows with slaves kidnapped from the Sultan. Condemned ..	76
72. Rear-Admiral Cockburn to the Secretary to the Admiralty	May 31	..	Slave trade rampant. Proposals for checking. Present system impotent ..	78
73. " " " " ..	..	..	Capture of dhow by "Dryad." Condemned ..	78
74. " " " " ..	June 3	..	Two slaves rescued from a dhow and emancipated ..	81
75. Commander Doughty to the Secretary to the Admiralty	June 11	..	Proceedings of "Magpie" off Ras el Had ..	81
76. Captain Wratishlaw to the Secretary to the Admiralty	July 20	..	Capture of dhow off Bembatooka Bay ..	82
77. Rear-Admiral Cockburn to the Secretary to the Admiralty	Aug. 30	..	Visit to Johanna and Mozambique ..	82
78. Rear-Admiral Cockburn to the Secretary to the Admiralty	Nov. 17	..	Laudatory comments on the above ..	83

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## Class B.

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### CORRESPONDENCE WITH BRITISH REPRESENTATIVES AND AGENTS ABROAD, AND REPORTS FROM NAVAL OFFICERS RELATIVE TO THE EAST AFRICAN SLAVE TRADE.

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#### FRANCE.

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No. 1.

*Lord Lyons to Earl Granville.—(Received January 17.)*

My Lord,

*Bordeaux, January 11, 1871.*

I HAVE the honour to inclose a copy of a note which I have received from the French Government respecting the East African Slave Trade.

I have, &c.  
(Signed) LYONS.

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Inclosure in No. 1.

*The Comte de Chandordy to Lord Lyons.*

M. l'Ambassadeur,

*Bordeaux, le 5 Janvier, 1871.*

PAR votre communication en date du 15 Décembre, votre Excellence a bien voulu appeler mon attention sur l'abus qui serait fait des couleurs Françaises par les barques Arabes de la côte orientale d'Afrique. Ainsi que vous le savez, M. l'Ambassadeur, nous nous sommes déjà plusieurs fois préoccupés d'apporter un remède à cet état de choses, et, dans les deux dernières années particulièrement, les instructions les plus précises ont été envoyées à ce sujet à nos autorités coloniales et maritimes de la côte orientale d'Afrique. J'ai du reste porté de nouveau à la connaissance de M. le Ministre de la Marine les observations que vous m'avez fait l'honneur de m'adresser en le priant de prendre toutes les mesures qu'il jugera nécessaire.

Agréé, &c.  
(Signed) CHANDORDY.

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No. 2.

*Earl Granville to Lord Lyons.*

My Lord,

*Foreign Office, January 28, 1871.*

I INCLOSE, for your Excellency's information, a reply of a despatch from Her Majesty's Consul at Zanzibar\* containing an account of the French expedition to the Juba River for the purpose of opening up trade in the Somali country.

Your Excellency is authorized to communicate the substance of this despatch to the French Government.

I am, &c.  
(Signed) GRANVILLE.



## FRANCE.

No. 3.

*Lord Lyons to Earl Granville.—(Received February 14.)*

My Lord,

*Bordeaux, February 10, 1871.*

THIS morning, in obedience to the instruction contained in your Lordship's despatch of the 28th ultimo, I gave to the Comte de Chandordy a paper containing the substance of Mr. Churchill's despatch to your Lordship, of the 8th November last, respecting the French expedition to the Juba River.

I have, &c.  
(Signed) LYONS.

No. 4.

*Earl Granville to Lord Lyons.*

My Lord,

*Foreign Office, May 25, 1871.*

I INCLOSE an extract of a despatch from the Acting British Consul at Zanzibar,\* reporting the circumstances under which a dhow, carrying the French flag, was boarded by an officer from Her Majesty's ship "Columbine," and a slave was voluntarily given up to him, who, on the approach of the "Columbine," had been transferred from an Arab dhow sailing in company with the French dhow; and I have to request that your Excellency will direct the attention of the French Government to this case, as the master of the Arab dhow subsequently admitted when his vessel was condemned in the Zanzibar Court, that he was sailing in company with a French consort for the purpose of evading the Slave Trade Laws, and making use of the flag for protection in case of a visit from a cruiser; while the master of the French dhow connived at these proceedings, and stated that he considered that French dhows were privileged to carry slaves.

I am, &c.  
(Signed) GRANVILLE.

No. 5.

*Lord Lyons to Earl Granville.—(Received June 3.)*

My Lord,

*Versailles, May 31, 1871.*

I HAVE the honour to inclose a copy of a note, in which, in obedience to the instruction contained in your Lordship's despatch of the 25th instant, I have directed the attention of the French Government to the case of the two dhows, one French and the other Arab, which were boarded from Her Majesty's ship "Columbine" near Cape Delgado, and which appeared to be sailing in company in order to evade the Slave Trade Laws, by means of the French flag.

I have, &c.  
(Signed) LYONS.

Inclosure in No. 5.

*Lord Lyons to M. Jules Favre.*

M. le Ministre,

*Versailles, May 31, 1871.*

THE Acting British Consul at Zanzibar has reported to Her Majesty's Government the following occurrence in a despatch dated the 20th last March. In the neighbourhood of Cape Delgado two large native vessels were seen from Her Majesty's ship "Columbine," standing out from the Bay of Tongy, and taking a southerly course. One of them was under the French flag, the other carried the Arab flag. The latter was boarded and her crew were found to correspond with her papers, but the examining officer was told by one of the crew, that the captain had bought a slave at Mikindane, and was taking her with him to Madagascar for sale, but that on ascertaining that it was an English man of war in sight, he sent her to the French dhow close at hand which was sailing in company.

\* No. 30.

## FRANCE.

3

The boarding officer learned also, that on a former occasion the owner of this large vessel had sailed slaves from Angoxa to Madagascar, and there seemed reason to suspect that he was about to engage afresh in the same business.

Upon this the officer went on Board the French dhow and inspected her papers, and obtained a copy of them. The master stated on this occasion, that he had three slaves of his own bought at Mikindane, whom he was taking to Nossi Bé, and that he had taken on board a slave from the Arab vessel that morning, when the English cruiser had first been made out. This slave he voluntarily gave up, signing an Arabic paper to the effect that he had been boarded, and had unhesitatingly given up the slave which had come from the Arab vessel. He showed no suspicion as to the legality of his own proceedings, but evidently considered it to be the privilege of French dhows to carry at all events a limited number of slaves.

On the other hand the captain of the Arab dhow, openly boasted of having adopted this plan of evading the laws and carrying his slave under the French flag. Indeed it appeared that it was in pursuance of a preconcerted plan, that these dhows were sailing together, in order to assist each other until a sufficient cargo of slaves could be obtained.

It seems moreover that the captain of the Arab dhow subsequently admitted when his vessel was condemned in the Zanzibar Court, that he was sailing in company with a French consort for the purpose of evading the Slave Trade Laws, and making use of the French flag for protection in case of a visit from a cruiser; while the master of the French dhow connived at the proceeding, and stated that he considered that French dhows were privileged to carry slaves.

Under these circumstances I have been desired by Her Majesty's Government to bring this case to the notice of the Government of France.

I have, &c.  
(Signed) LYONS.

No. 6.

*Earl Granville to Lord Lyons.*

My Lord,

*Foreign Office, June 6, 1871.*

I HAVE received your Excellency's despatch of the 31st ultimo, respecting the alleged evasion of the Slave Trade Laws, by a dhow carrying the French flag, on the East Coast of Africa, and I have to acquaint you that I approve the note which you addressed to the French Government, on that subject.

I am, &c.  
(Signed) GRANVILLE.

No. 7.

*Lord Lyons to Earl Granville.—(Received June 14.)*

My Lord,

*Paris, June 12, 1871.*

WITH reference to your Lordship's despatch of the 25th ultimo, and to my despatch of the 31st ultimo, I have the honour to inclose a copy of a note which I have received from the French Government, relative to alleged breaches of the Slave Trade Laws, on the East Coast of Africa.

I have, &c.  
(Signed) LYONS.

Inclosure in No. 7.

*M. Jules Favre to Lord Lyons.*

M. l'Ambassadeur,

*Versailles, le 9 Juin, 1871.*

J'AI reçu la lettre que vous m'avez fait l'honneur de m'écrire le 31 Mai au sujet d'opérations de traite qui, d'après une dépêche du Consul d'Angleterre à Zanzibar, auraient été dernièrement constatées par le croiseur de la Marine Britannique "Columbine."

## FRANCE.

Ainsi que le comportait la nature de cette communication de votre Excellence je me suis empressé de la porter à la connaissance de M. le Ministre de la Marine.

Agréé, &c.  
(Signé) JULES FAVRE.

No. 8.

*Mr. West to Earl Granville.—(Received November 15.)*

My Lord,

*Paris, November 14, 1871.*

WITH reference to your Lordship's despatch to Lord Lyons of the 25th May last, I have the honour to forward a copy of a note from M. de Rémusat, stating the steps which will be taken by the French Government on the East Coast of Africa, in consequence of the report of the case of the "Columbine."

I have, &c.  
(Signed) L. S. SACKVILLE WEST.

Inclosure in No. 8.

*M. de Remusat to Mr. West.*

Monsieur,

*Versailles, le 11 Novembre, 1871.*

PAR une lettre en date du 31 Mai dernier, son Excellence Lord Lyons a appelé l'attention de mon prédécesseur sur des faits de traite auxquels aurait participé, d'après le rapport du commandant du navire Anglais "Columbine," une embarcation naviguant sous pavillon Français, dans les parages de Zanzibar. M. le Ministre de la Marine a invité à cette occasion le commandant de notre station navale de la Côte Orientale d'Afrique à faire exercer la plus active surveillance sur les boutres à leur arrivée et à leur départ de Mayotte et de Nossi-bé, ainsi qu'en pleine mer, et de sévir contre ceux qui seraient trouvés en faute. Il avait écrit dans le même sens au Commandant supérieur de Mayotte et dépendances, en lui signalant le fait qui nous avait été dénoncé. Dans sa réponse, cet agent expose que les précautions les plus minutieuses sont prises pour prévenir toute opération illicite, et pour qu'aucun travailleur ne soit introduit dans nos établissements sans qu'il soit constaté qu'il y vient volontairement et afin d'y contracter librement, devant l'autorité compétente, un engagement régulier. D'un autre côté, et en vue d'éviter l'abus qui pourrait être fait du pavillon Français par les embarcations Arabes, une nouvelle mesure a été adoptée, en vertu de laquelle des papiers de mer Français ne sont délivrés que si le propriétaire est domicilié dans la colonie, ou si le patron présente une caution responsable résidant à Mayotte ou à Nossi-bé.

Quant aux charges pesant spécialement sur l'embarcation rencontrée par le navire de marine Britannique "Columbine," M. le Commandant supérieur de Mayotte, à qui M. le Ministre de la Marine n'avait pu indiquer le nom de la barque ni celui de son patron, s'est trouvé dans l'impossibilité de recueillir aucun renseignement, et de punir les coupables comme il n'eût pas manqué de le faire, s'il était parvenu à reconnaître le délit, et à en découvrir les auteurs.

Recevez, &c.  
(Signé) RÉMUSAT.

No. 9.

*Earl Granville to Mr. West.*

Sir,

*Foreign Office, November 18, 1871.*

I HAVE received your despatch of the 14th instant, and I have to instruct you to convey to the French Government the expression of the satisfaction with which that of Her Majesty has received the information contained in M. de Rémusat's note to you of the 4th instant relative to the steps taken with reference to the Slave Trade attempted to be carried on under the French flag on the East Coast of Africa, and with reference more especially to the case reported by the commander of Her Majesty's ship "Columbine."

I am, &c.  
(Signed) GRANVILLE.

## FRANCE.

5

No. 10.

*Earl Granville to Mr. West.*

Sir,

*Foreign Office, November 23, 1871.*

I TRANSMIT to you a copy of a despatch from Her Majesty's Consul in Madagascar,\* inclosing a letter addressed by him to the Admiral commanding on the East India Station relative to Slave Trade carried on on the West Coast of Madagascar, and I have to instruct you to communicate the substance of this despatch to the French Government.

I am, &c.  
(Signed) GRANVILLE.

No. 11.

*Mr. West to Earl Granville.—(Received December 3.)*

My Lord,

*Paris, December 2, 1871.*

I HAVE the honour to inclose herewith to your Lordship copy of a note which I have received from the Directeur des Affaires Politiques, in answer to the communication which in consequence of your Lordship's despatch of the 23rd ultimo, I addressed to the French Government, respecting the Slave Trade carried on at Maintyrano, in the Island of Madagascar.

I have, &c.  
(Signed) L. S. SACKVILLE WEST.

Inclosure in No. 11.

*M. Desprez to Mr. West.*

Monsieur,

*Versailles, le 1 Décembre, 1871.*

VOUS avez bien voulu transmettre le 27 du mois dernier à mon département des renseignements que le Gouvernement de Sa Majesté Britannique a reçus relativement aux opérations de traite qui s'effectueraient sur une grande échelle à Maintyrano, sur la côté occidentale de Madagascar. Je m'empresse de vous remercier de cette communication, que j'ai eu soin de porter à la connaissance de M. le Ministre de Marine.

Recevez, &c.  
(Signé) H. DESPREZ.

## MADAGASCAR.

No. 12.

*Consul Pakenham to Earl Granville.—(Received November 26.)*

My Lord,

*Tamatave, August 24, 1871.*

I HAVE the honour to transmit herewith, for your Lordship's information, the copy of a despatch which I have addressed to Rear-Admiral Cockburn, Naval Commander-in-Chief on the East India Station, together with the particulars therein mentioned, respecting the Slave Trade carried on on the west coast of Madagascar.

I beg to submit, that as the source from which my information has been derived is deserving of every confidence, I am unable to entertain any doubt as to the correctness of the data furnished.

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

Inclosure 1 in No. 12.

*Consul Pakenham to Rear-Admiral Cockburn.*

Sir,

*Tamatave, August 24, 1871.*

I HAVE the honour to transmit herewith, for your Excellency's information, certain particulars respecting the Slave Trade carried on on the West Coast of Madagascar, at a small town called Maintyrano, which is approached through a pass difficult to discover, unless well inshore, but which, when the tide gives, may be entered by dhows of considerable tonnage.

I had hoped to have been able personally to furnish your Excellency with this information, having been led to hope that the "Forte" might call at Tamatave; but not wishing to delay its transmission any longer, I now forward it by the French mail. I need only add, that the source from which it is derived causes me to place every reliance on the correctness of the data.

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

Inclosure 2 in 12.

*Particulars respecting the Slave Trade carried on on the West Coast of Madagascar.*

MAINTYRANO, ville située environ par 18° 9' de latitude sud sur la côte ouest de Madagascar, est le repaire de tous les Arabes négriers qui font encore la traite sur une vaste échelle. En 1869, il y a en près de 2000 esclaves introduits dans cette ville, mais d'ordinaire l'importation dépasse de beaucoup ce chiffre.

Cette ville, qui est habitée par 500 à 600 Arabes, Comoriens, et Indiens, faisant tous un grand commerce, dont l'article principal est le bois d'ébène, est située dans les états indépendants d'un petit roi, Sakalave Reinongo. Quelques boutres vont bien se perdre çà et là au Ménabé, au Marah, ou autres provinces Sakalaves gouvernées par des chefs entièrement indépendants des Ovas; mais ce n'est guère la peine de s'en occuper. C'est ce Maintyrano qui est le repaire des négriers, et c'est par le travers des îles Barren, hors de vue de terre, qu'il faudrait croiser pour saisir les boutres qui font ce trafic.

Maintyrano est une ville importante, mais on n'en voit pas le moindre vestige de la mer. Elle est bâtie dans l'intérieur d'un petit bras de mer dont la passe étroite tournée vers le nord donne passage aux hautes marées de chaque jour à des boutres de 60, 80, et même 125 tonneaux. Il ne faut pas confondre cette passe difficile à découvrir, à moins qu'on ne soit à côté même de la plage, de celle impraticable située quelques milles plus sud de la bouche de la petite rivière Donko, ou de celle fort belle et fort large d'Ampanikoara, située par le travers de l'île Flinders.

( 7 )

## ZANZIBAR.

No. 13.

*Consul Churchill to Earl Granville.—(Received January 24, 1871.)*

My Lord,

*Zanzibar, November 8, 1870.*

DR. KIRK, in a former despatch, acquainted your Lordship with the attempt made by the French, on the representations made by a certain Mr. Papino, to open up the trade of the Somali country through the Juba River. He also reported to your Lordship the departure of the French Consul for the Juba, when the rumour was spread that three of the crew of the "Explorateur" had been murdered by the Somalis, and I had the honour, two months ago, to acquaint your Lordship with the total want of truth of the whole rumour, and the return of the Consul to Zanzibar. Subsequent to this the "Explorateur" took its departure from the Juba River for Aden, leaving three persons with the steam-launch the "Audacieuse," to collect produce.

Of these three men it now appears that one has been killed, and the other two have come to Zanzibar. The unfortunate man was killed by a Somali whom he had never seen nor heard of before, but who was exasperated at the arbitrary treatment he had received at the hands of the Arab Governor of Kismayo, and attributed it to the presence of the white men.

I learn from the gentlemen who have come to Zanzibar from this expedition, that Mr. Papino, who has pretended to have held an important position amongst the Somalis, is no more nor less than an impostor, and that all he has said regarding the country was groundless. They hunted over the site of the said to be populous city of Juba, and sought in vain for the coal mines, out of which Mr. Papino pretended to have found coal of a quality pronounced by Sir Roderick Murchison to be as good as Newcastle; gold was also said to be found in large quantities on the banks of the river, but they saw none of it.

Kismayo, the village in which the party left behind took up their quarters, is a village of sixty families living in reed huts, in the bay south of Cape Bissell, about fifteen miles to the south of the mouth of the Juba River, and not where it is placed in the chart, viz., thirty-five miles further south, where Kiamma should have been placed. It is of quite recent construction, and acknowledges the Sultan of Zanzibar for its sovereign, although it is inhabited by Soumalis.

On their way to Zanzibar, these gentlemen learned from the natives that some white men were in captivity ten days' journey up country. Interested by this story, and being quite ignorant of the wreck of the steamer "Abbs" in 1858, they made inquiries all along the coast, and learned that although formerly three in number, there were now two Europeans in the Galla country at the back of Tola, that they were under some restraint as they could not get away, but that they are no longer slaves, having slaves of their own, and holding a certain rank in the society of the country in which the live, and being principally engaged in hunting the elephant and the rhinoceros. Former reports placed them much more to the north of their present position.

I have, &amp;c.

(Signed) HY. A. CHURCHILL.

## ZANZIBAR.

No. 14.

*Consul Churchill to Earl Granville.—(Received January 24, 1871.)*

(Extract.)

*Zanzibar, November 17, 1870.*

HER Majesty's ship "Teazer," commanded by Captain Blomfield, came in on the 11th instant, from the Seychelles after a cruise on the east coast in the neighbourhood of the line. She went into the Ports of Merka and Brava, and overhauled upwards of sixty dhows of which she captured and destroyed three, as being engaged in the illicit trade.

In examining these cases, I took particular pains to show the new Sultan the impartiality of the Vice-Admiralty Court of Zanzibar. I gave His Highness' delegate every opportunity of cross-examining the witnesses, and eliciting the truth. With regard to the first dhow there was no shade of doubt as to her calling, she had sailed from Kilwa ten days previous to her capture, with a cargo of about 300 slaves, had touched at Monfia for water, and had proceeded on her journey north, when in the neighbourhood of Brava she caught sight of the "Teazer" and made for the land immediately. On approaching land her cargo with the exception of fifteen slaves was turned out into the sea and managed to escape, with the Captain and the crew. I caused those poor wretches who were rescued to be landed at Zanzibar, and after giving Bishop Tozer his pick of them for his Church Mission, I sent the remaining fourteen to the Catholic Mission. In the present unsettled state of affairs with Seyed Burgash, I deemed it unadvisable to distribute any liberated slaves in the plantations.

The second dhow belonged to a Banyan British subject established at Fazy, two of the crew who were brought to Zanzibar, took their oath that they were not engaged in the Slave Trade, and that all told they were no more than fourteen on board, the same with the third dhow belonging to an Arab of Lamoo. Neither had any papers, but they each, according to the testimony of the crew, had twelve crew and two passengers. The testimony of the Officers and men of Her Majesty's ship "Teazer," on the other hand, was clearly to the effect that each dhow contained from fifty to sixty souls. They all at the approach of the ship's boats jumped overboard. It would have been a difficult matter to have come to a decision, had it not been for the impartial testimony of the captain of a Hamburg schooner who happened to be on the spot with his vessel when these dhows were captured, and that of the United States Consul at the Seychelles, who was a passenger on board the "Teazer." They both testified to the number of people who jumped overboard as being over thirty-five in each dhow, and I thence gave a decree in favour of Her Majesty's cruiser.

I have twice asked Seyed Burgash to punish the crews of these two dhows, but I have little confidence in His Highness doing anything that is right.

No. 15.

*Consul Churchill to Earl Granville.—(Received January 24, 1871.)*

My Lord,

*Zanzibar, November 18, 1870.*

AFTER a vast amount of delay, that will appear unnecessary to those who are not acquainted with the country, I have succeeded in sending off to Dr. Livingstone a reinforcement of seven men, who have engaged to place themselves at the disposal of the Doctor, as porters, boatmen, &c., and a quantity of beads, cloth, and provisions for his use. He will receive by the same opportunity the letters and papers confided to me by Lord Clarendon and the Geographical Society, together with some wearing apparel sent by the Doctor's relatives. I am in hopes that these will reach Ujiji in the month of February, but nothing certain can be said about it.

In a future despatch I will do myself the honour to send in an account of the expenditure attending this expedition.

News was received about a month ago of the arrival at Unyanyembe in June last of the men and supplies sent up in October, 1869, by Dr. Kirk. Seven of the men had died of cholera, and the remainder, having consumed the provisions forwarded for them, had, with the advice of the Governor of Unyanyembe, drawn upon the supplies of which they were the bearers for their subsistence. This, at first sight, appears preposterous; but on consideration it may be explained by the fact that without supplies from some source or other the progress of the caravan would have been stopped, and, in the absence

## ZANZIBAR.

of an authority to that effect from the Sultan, the Governor of Unyanyembe refused to grant the necessary subsistence money.

The latest accounts from the interior state that Dr. Livingstone, after visiting a place called Manine, had returned to Ujiji.

Vague rumours have also reached of Sir S. Baker's expedition. A party of Khar-toom ivory traders under the command of one Ibrahim bin Musa, had reached Sunna's capital in Karaguiey, and had reported the arrival of 12,000 men, the remnant, it was said, of an expedition of 30,000 sent into the country by the Pasha of Egypt. The story goes on to say that the Egyptians succeeded in fighting their way through Nubia, where they lost the greater part of their army, but that their enormous losses had not stopped them. It is very possible, that what with fever, desertion, and opposition from the natives, Sir S. Baker's expedition may have been reduced to 1,200 men, taking it for granted that he started with 3,000 men.

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

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No. 16.

*Earl Granville to Consul Churchill.*

Sir,

*Foreign Office, January 31, 1871.*

I HAVE learnt with great regret from your despatch of the 12th ultimo, that the state of your health has compelled you to leave Zanzibar, and that it is unlikely that you will be able to return there; and I regret it the more because I am aware that when you undertook to return to Zanzibar to perform a public duty it was at the risk of your health, which was then in a precarious state.

I have, &c.  
(Signed) GRANVILLE.

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No. 17.

*Earl Granville to Dr. Kirk.*

Sir,

*Foreign Office, February 21, 1871.*

WITH reference to your despatch of the 12th December, 1870, reporting the departure of Mr. Churchill from Zanzibar on account of ill-health, and that the affairs of the Consulate have been left in your charge as Acting Consul during his absence, I have to acquaint you that I recognise your acting in that capacity provided the Bombay Government see no objection thereto.

I have, &c.  
(Signed) GRANVILLE.

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No. 18.

*Earl Granville to the Sultan of Zanzibar.*

Sir,

*Foreign Office, March 9, 1871.*

I HAVE had the honour to receive your Highness' letter announcing the death of your brother, Said Majid, the late Sultan, and your succession to the Throne of Zanzibar, and while congratulating your Highness in the name of Her Majesty's Government upon your accession to this dignity, I am deputed to express their deep regret at the loss of a faithful and valuable ally to this country in the person of Said Majid.

Her Majesty's Government are glad to learn that your Highness intends to observe faithfully the Treaties and Engagements concluded from time to time between Her Majesty and your Highness' predecessors, and your Highness' loyal adherence to this promise will serve to consolidate the existing bonds of friendship between our two countries, which it is the desire of Her Majesty's Government to render firm and lasting.

Your Highness is aware that it is Her Majesty's earnest wish to assist in suppressing the traffic in slaves, which is still carried on in your Highness' dominions, and Her Majesty's Agent at Zanzibar, is instructed to make certain proposals to you with this

CLASS B.



object, and also with the view of providing better security for the protection of innocent traders.

I earnestly recommend these proposals, which are dictated by a due regard for your position as a friendly and independent Sovereign, to your Highness' attentive and favourable consideration, and in assuring your Highness of the friendly feeling entertained for you by Her Majesty's Government.

I have, &c.  
(Signed) GRANVILLE.

No. 19.

*Dr. Kirk to Earl Granville.—(Received March 11.)*

My Lord,

*Zanzibar, January 1, 1871.*

I HAVE the honour to inclose to the Lords Commissioners of Her Majesty's Treasury a list of all cases that have been adjudged in the Vice-Admiralty Court here during the half year ending the 31st December, 1870.

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

Inclosure in No. 19.

LIST of Cases adjudged in the Vice-Admiralty Court at Zanzibar during the half-year ending December 31, 1870.

Date of seizure.	Property seized.	Seizer.	Date of sentence.	Decretal part of sentence, whether forfeiture or restitution.	Whether property condemned has been sold or converted, and whether any part remains unsold and in whose hands the proceeds remain.
1870. 5 November	Dhow and fifteen slaves.	Her Majesty's ship "Teazer."	1870. November 15.	Forfeiture.	One sail sold at public auction. Proceeds used to defray Court expenses, as per statement. Dhow destroyed on the spot by the captors.
6 November	Dhow.	"	"	"	Dhow and cargo of wood destroyed on the spot by the captors.
6 November	"	"	"	"	" "

*Zanzibar, January 1, 1871.*

(Signed) JOHN KIRK.

No. 20.

*Dr. Kirk to Earl Granville.—(Received March 11.)*

Extract.)

*Zanzibar, January 8, 1871.*

I HAVE the honour to report that on the 6th instant I called the attention of Captain Adams commanding Her Majesty's ship "Nympe" to the fact that the time granted for transporting slaves from the coast to Zanzibar under Proclamation of 1st January 1864 had expired after the 31st December, and that a reasonable time had now been given for the last slave dhow to come up, and I instructed him that although I had received no official information from the present Sultan of his having re-issued the Proclamation alluded to, I was ready to condemn in the Vice-Admiralty Court here any dhows shown to have contravened the provisions thereof leaving it open to his Highness to appeal against my decree should he feel aggrieved.

Accordingly last night (7th January) Captain Adams reported to me that he had detained a dhow carrying 268 slaves entering the harbour.

I at once had the master of this dhow brought before me and closely examined him

myself as to his voyage, and having carefully compared the Custom permit and invoice of slaves shipped with the endorsement by the Arab Government of Quiloa, being fully satisfied that the dhow had sailed on the 31th December and before the expiry of the legal time, I accordingly ordered her release, informing his Highness of my proceedings.

The answer returned by his Highness was couched in the most polite terms with thanks that the dhow and slaves had been released.

No. 21.

*Dr. Kirk to Earl Granville.—(Received March 11.)*

My Lord,

Zanzibar, January 14, 1871.

I HAVE the honour to forward for the information of your Lordship copy of the Administration Report of this Agency addressed to the Secretary to Government, Bombay, showing the state of things in Zanzibar immediately previous to Seyed Majid's death.

Annexes 4, 5, and 6, have been omitted as treating on subjects more fully reported to your Lordship elsewhere.

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

Inclosure in No. 21.

*Administration Report of the Zanzibar Agency, 1870.*

*Rendered July 18, 1870.*

THE Administration Report of the British officer resident at Zanzibar, an independent State outside and distant from the Indian Empire, which holds equal relations with various civilized countries, must necessarily be little more than a report of the trade and chief political events with more detailed information regarding that part of the community placed under his care, whose rights it is his duty to watch over, and among whom he has to administer justice.

The British Community in Zanzibar consists of natives of India and born subjects of Great Britain, together with the Goanese who in the absence of an accredited Portuguese officer, are here treated in all respects as English subjects.

The three classes above named consists as follows :—

					Number.
1. Natives of India	..	..	..	..	3,657
2. Natives of England	..	..	..	..	22
3. Goanese	..	..	..	..	31
Total	..	..	..	..	3,710

making a total population under this Agency of 3,710, exclusive of engineers, Indian Sepoys, and Goanese bandsmen in the Service of the Sultan. More detailed information regarding these various bodies is contained in Annex Nos. 1, 2, and 3. The political Agent at Zanzibar is also *ex officio* Her Majesty's Consul and Judge in the Vice-Admiralty Court for the trial of slave captures made by Her Majesty's cruisers, on which subject he is under the immediate orders of the Secretary of State for Foreign Affairs. Information regarding Slave Trade matters is contained in Annex Nos. 4 and 5

During the past year no change has taken place in the relations of Zanzibar with any of the European or American powers with the exception of the recognition of the Consulate of the late Hanseatic Republic as that of the North German Confederation.

The different Governments here represented are :—

1. Great Britain :—John Kirk, Acting Political Agent and Her Britannic Majesty's Consul.
2. France :—Ch. de Vienne, Consul.
3. United States :—F. R. Webb, Consul.
4. North German Confederation :—F. Oswald, Acting Consul.

#### *Customs and Revenue.*

In Zanzibar where there is no public Treasury distinct from the private income of the Sultan it is impossible to obtain an accurate account of the Expenditure. The following is, however, a sufficiently exact statement of the receipts :—

## ZANZIBAR.

				\$
1. Paid by Jairam Sewji, as farmers of the revenue	..	..	..	310,000
2. Capitation tax paid by the Wahadimu of Zanzibar	..	..	..	10,000
3. Produce of the Sultan's estates	..	..	..	25,000
				<hr/>
Total income in 1869	..	..	..	345,000
Being equal to	..	..	..	£72,842

No subsidy having been paid last year to Muskat, and the question of the continuance of this annual charge being still under consideration, the above sum has been at his Highness' sole disposal.

On the other hand, this year there will be a considerable loss exceeding the amount of the subsidy, being as follows:—

				\$
1. Clove tax, of 5 per cent., previously levied on Indians and now abolished	..	..	..	10,000
2. Loss in consequence of the reduction of the coast duties on produce	..	..	..	30,000
3. Loss from deaths among the Wahadimu from cholera and diminish of capitation tax	..	..	..	2,000
				<hr/>
Estimated loss in 1870	..	..	..	42,000

Thus leaving an available balance of 303,000 dol. or 63,789*l*.

But it is extremely probable that the greater part of this loss will be taken by the farmers of the revenue whose profits are considered to be very great.

Ludda Damji, Manager of the Customs and Agent for Jairam Sewji, who for upwards of forty years has been a confidential servant of that house, has given the following information relative to the sums paid at different times for the good will of the Zanzibar revenue.

In the time of Seyed Sultan, the coast of Zanzibar yielded 50,000 dol. per annum, derived chiefly from the Slave Trade.

The Banian house of Wat Bima first rented the Customs at 70,000 dol., two years afterwards it was raised to 84,000 dol. and passed into the hands of Sewji, then to his son Jairam at 110,000 dol., it has since advanced at the expiry of five yearly terms to 140,000 dol., 180,000 dol., and 240,000 dol. reaching the present amount 310,000 dol.

This includes every sort of Custom or duty, such as that on imports, on coast produce, ivory, copal, &c., and slaves, but not special contribution such as that of the *Wahadimu* or aborijinees of Zanzibar.

The tax paid by the aborijinees of Pemba has for several years ceased, the population having disappeared and been replaced by slaves.

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*Zanzibar Custom Tariff, 1870.*

1. Duty on all foreign goods	..	..	..	..	..	5 per cent.
2. " coast produce, except slaves, ivory, and copal	..	..	..	..	..	"
3. Slaves—						
A. Shipped to Zanzibar	..	..	..	..	..	2 dol. each.
B. " from Zanzibar	..	..	..	..	..	2 "
C. " direct from Quiloa, &c. to Lamoo	..	..	..	..	..	4 "
4. Copal (Animi)—						
A. From Delgado, &c.	..	..	..	..	..	$\frac{1}{2}$ dol. per frasilah.
B. " Quiloa, &c.	..	..	..	..	..	20 per cent.
C. " Bagamoyo, &c.	..	..	..	..	..	$\frac{1}{2}$ dol. per frasilah.
5. Ivory—Hippopotamus	..	..	..	..	..	3 " "
Ivory, Elephants—						
A. Nyassa ivory—						
Brought to Delgado and Quiloa by Arab caravans	..	..	..	..	..	9 " "
" " " " native caravans	..	..	..	..	..	15 " "
B. Unyammezi ivory—						
Brought to Bagamoyo &c. by Arab caravans and taken to Zanzibar	9					" "
" " " " " and sold at the coast	12					" "
" " " " by native caravans	..	..	..	..	..	15 " "
C. Nassai ivory—						
Brought to Membas	..	..	..	..	..	3 " "
If taken to Zanzibar, additional to the above	..	..	..	..	..	1 " "
D. Somali ivory—						
From the Benadir (Brava, Merka, Mogdeesha)..	..	..	..	..	..	2 " "

The above is the authorized tariff which came in force this year under the circumstances already reported fully to the Government.

## ZANZIBAR.

13

N.B. It is extremely doubtful how far Seyed Majid will succeed in enforcing the coast produce tax, should the French and Germans go largely into the coast trade with their own ships.

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*Trade of Zanzibar.*

It is impossible to obtain accurate and reliable statistics of the trade of Zanzibar, every one being interested in representing the imports and exports less than they actually are.

The Customs Master by shewing the true imports from abroad, and from the African Coast, would disclose the amount of his profits and thus draw competition into the field, while the foreign merchants have alike no desire to induce others to think of establishing rival houses.

The statement of imports is however of all others relating to Zanzibar commerce, the most easily obtained, and the following may in general be relied on as an approximate to the truth.

If we exclude from former reports the coast produce we find that there has been a steady increase up to the present time, thus :—

IMPORTS at Zanzibar Custom-house, exclusive of Coast produce.

Year.				Value imported.
				£
1861-2	..	..	..	245,981
1862-3	.	..	..	332,092
1863-4	..	..	..	294,613
1866-7	..	..	..	380,051
1867-8	..	..	..	433,693

The following table shows in dollars the Imports of the year 1866-67 from the 23rd August to 23rd August.

IMPORTS in 1866-7.

From what Country.				Amount.
				dol.
United Kingdom	..	..	..	311,020
British India	..	..	..	408,769
Kutch	..	..	..	266,052
Arabia	..	..	..	71,169
France	..	..	..	66,900
United States	..	..	..	297,160
Hamburg	..	..	..	384,175
Total				1,805,245

The first three items representing the whole British interest, or 985,841 dol., being nearly three times greater than that of any other nation exclusive of the indirect British imports brought in Hamburg and French vessels.

The accompanying table exhibits in detail the value of the chief articles of imports during the year 1867-68, from this an increase of 254,779 dol. worth of imports over the preceding year is apparent, but on the other hand the British interest has fallen 257,642 dol., this being chiefly due to an interruption in the direct trade with Great Britain and the closing of the mercantile house of H. A. Frazer & Co., which for the time limited its attention to the manufacture of cocoanut oil and sugar.

Of late it has been clearly seen that the cotton manufacture of Kutch and Bombay, cannot compete with the cheap cloth of Europe, and the natives ascribe the yearly increasing number of Kutch emigrants to the ruin of the native cotton trade. However this may be the fact of an absolute diminution in the exports from India to East Africa, at the same time that the total trade of this region has increased is plainly evident.

A more accurate estimate of the exports from Zanzibar to other countries may be made from a statement of the produce of the coast and island, than from any return given by the coast traders. Those from the coast for the year 1867-68 are shown in the table annexed, to which must be added cocoanut oil, dried cocoanuts, and coir fibre, the produce of the island itself.

## ZANZIBAR.

## IMPORTS at the Zanzibar Custom-house during the twelve months ending the 23rd August, 1868.

Articles of Importation.	United Kingdom.	British India.	Kutch	Arabia and Persian Gulf.	Madagascar, Comoro Islands, and Mozambique.	France.	United States of America.	Hamburg.	Total.
	dol.	dol.	dol.	dol.	dol.	dol.	dol.	dol.	dol.
Alkali ..						3,500	1,700	2,000	7,200
Arms ..	6,000					2,800		42,950	51,750
Beads ..		3,500				5,100		87,000	95,600
Candles ..						4,200		7,300	11,500
Caps, red ..						7,400		2,100	9,500
Carpets ..									2,000
Cloth Cotton ..	25,000	344,550	204,400	2,000		89,900	237,000	334,000	1,345,850
" Sail ..			2,600	51,000			8,000		10,600
" Silk ..			3,200						3,200
" Woollen ..						1,200		13,850	15,050
Colr ..		250			5,000				5,250
Cordage ..							22,000		22,000
Crockery and Glass ..	10,500	3,100				2,200		13,020	28,820
Coal ..	1,700							29,700	31,400
Coffee ..				4,000					4,000
Ebony ..					11,000				11,000
Fish, Salt ..				8,000					8,000
Fruits, Dried ..		300		5,275					5,575
Gold Lace and Thread ..		1,190	1,100					1,800	4,090
Grains, Cereals, &c. ..		3,500	350	500	55,000				59,350
Gunpowder ..						3,900	10,900	12,200	27,000
Iron Ware ..		2,400				1,100		4,350	7,850
Ivory ..					5,000				5,000
Metals ..		906				4,610	750	11,900	18,166
Miscellaneous ..	8,450	12,500	9,210	4,930		11,330	7,700	14,510	63,630
Oil and Oil Seeds ..						5,300	5,000	2,000	12,300
Opium ..		1,700		1,500					3,200
Paper ..		4,233		1,800				200	2,000
Perfumery Drugs ..								270	6,303
Preserved Meat ..				2,500				7,000	7,000
Salt ..			50						2,550
Sherbet ..						12,000			12,000
Spices ..		7,450	600						8,050
Soap ..		1,560				4,400	9,000	4,000	18,960
Sugar ..		9,750	150			6,400	2,250	720	41,270
Timber ..					1,000			130	1,130
Tobacco Snuff ..									7,100
Tortoise Shell ..					2,000				2,000
Vermicelli ..						3,350			3,350
Wax ..					4,000				4,000
Wines and Spirits ..						14,100		14,500	31,600
Wire, Brass ..						4,000			4,000
" Iron ..								35,760	39,760
Total ..	49,650	396,889	281,660	81,505	105,000	188,590	311,400	641,260	2,055,954

## ZANZIBAR.

15

PRODUCE of the Zanzibar Dominions on the Coast and adjacent Islands, imported  
in Zanzibar in 1867-68.

Articles.	Delgado to Qualy.	Bagamoyo.	Pangani and Tanga.	Pemba.	Mombassa and Lamo.	Somali Ports.	Various parts of the Coast.	Total.
	dol.	dol.	dol.	dol.	dol.	dol.	dol.	dol.
Cassava root .. ..	..	..	..	14,000	..	..	..	14,000
Cloves .. ..	..	..	..	21,000	..	..	..	21,000
Cocoanuts .. ..	..	..	..	12,500	12,500	..	..	25,000
Copal (animi) .. ..	40,000	60,000	..	..	..	..	..	100,000
Cotton .. ..	..	..	..	..	..	..	600	600
Cowries .. ..	..	..	..	..	..	..	98,000	98,000
Copra .. ..	..	..	..	3,000	..	..	..	3,000
Coir and baskets .. ..	7,000	..	..	..	..	..	..	7,000
Cereals .. ..	..	45,000	..	..	..	..	..	45,000
Ebony .. ..	..	1,000	..	..	..	..	..	1,000
Ghee .. ..	..	..	6,000	4,000	..	16,000	..	26,000
Hides .. ..	..	8,000	..	..	..	43,000	..	51,000
Hippoptamus teeth .. ..	..	2,000	..	..	..	400	..	2,400
Horns, rhinoceros .. ..	..	7,000	..	..	..	..	..	7,000
Ivory .. ..	41,600	462,650	124,250	..	15,000	20,000	..	663,500
Molasses .. ..	..	..	..	2,300	..	..	..	2,300
Orchella weed .. ..	..	4,000	..	..	..	46,000	..	50,000
Sesamam seed .. ..	70,000	..	..	..	..	30,000	..	100,000
Slaves .. ..	262,500	..	..	..	..	..	7,500	270,000
Timber .. ..	..	7,000	..	..	..	..	..	7,000
Tobacco .. ..	..	..	..	..	..	..	6,000	6,000
Miscellaneous .. ..	..	..	..	..	..	..	24,000	24,000
Tortoise shell .. ..	..	1,000	..	..	..	..	..	1,000
Wax .. ..	..	3,000	..	..	..	..	..	3,000
Total .. ..	421,100	600,650	130,250	56,800	27,500	155,400	136,100	1,527,800

TABLE showing that part of the Produce of Zanzibar Island exported to Foreign  
Countries in the Year 1867-68.

Produce.	Value.
	dol.
Cloves .. ..	300,000
Cocoanuts .. ..	200,000
Coir fibre .. ..	5,000
Sugar and molasses .. ..	15,000
Red pepper .. ..	5,000
Total .. ..	525,000

ESTIMATE of the Exports from Zanzibar to Foreign Countries.

	dol.
Produce of the Island of Zanzibar .. ..	525,000
" " Coast, not consumed in the Island .. ..	1,213,000
Goods in transit .. ..	118,000
Total exports .. ..	1,856,000

*Law and Justice.*

The four Christian nations having Treaties with the Zanzibar State, enjoy within the Sultan's dominions full jurisdiction both civil and criminal over their respective subjects.

During last year sixty-seven civil suits have been heard in the English Consular Court, fifty-eight of which have been for property valued at 10,833*l.* 5*s.* 7 $\frac{3}{4}$ *d.*, the remainder for rights not estimated in money.

## ZANZIBAR.

At the same time 212 cases in which British protected subjects have been plaintiffs and natives of Zanzibar defendants have been referred to the Arab Court, which is conducted by the Wuzeer in the presence of three of the Kathis as legal advisers.

The number of police and criminal cases before the British Consul is trifling, the former arising in drunken brawls between seamen and Goanese shopkeepers, and the latter from slave dealings, or the receipt of stolen goods by Indians.

## Annex No. 1.

The Mussulman Indian population of Zanzibar consists of three sects, the Khoja, Bohra, and Memon, the last only being Sunni in their faith.

## I. Khojas.

There are now 2,558 Khojas within the Zanzibar dominions, exclusive of those settled in Madagascar and the French Colonies of Mayotta and Nosi-be.

TABLE showing the distribution of Khojas within the Zanzibar Dominions in 1870.

Place of Residence.	No. of Individuals.	Houses.
Zanzibar .. .. .	2,100	535
Pemba .. .. .	59	28
Bagamoyo .. .. .	137	36
Morima villages .. .. .	25	10
Dar Salam .. .. .	43	13
Quiloa .. .. .	176	77
Muungao .. .. .	18	9
Total .. .. .	2,558	703

The accompanying table shows the place of origin in India of the Zanzibar Khoja families.

Place of origin in India.	No. of Families.
Kutch .. .. .	422
Jamnuggur .. .. .	100
Bhownuggur .. .. .	7
Bombay .. .. .	5
Muskat .. .. .	1
Total .. .. .	535

There are 700 married females in the Zanzibar population of 2,100 Khojas. Thirty years ago there were here only 165 families and twenty-six married women, showing that the members of this sect have multiplied six fold in the last thirty years, and the married or settled part have increased in a still greater ratio. This increase has been of late entirely owing to the arrival of emigrants from Kutch.

The Khoja community is governed by a Council of five Elders (the Amuldavi) who on the occurrence of a death vacancy elect the successor.

There are two officers chosen yearly by the Council to attend to routine business, these are the *Muki* and *Kamaria*, but their position is altogether subordinate to the Council or Jemad.

The five members of the Jemad at present are :—

1. Rahutulla Kama of Nuggur.
2. Taria Topin of Kutch.
3. Lalji Thawer of Kutch.
4. Alibhoz Somji of Nuggur.
5. Gullam Hoosein Tidepar of Kutch.

Since the death of Hama father of the first on the above list, there has been no Waris or president nominated by the Aga Khan.

No act is considered binding on the Khoja body, or in any way legal that has not

received the assent either verbal or in writing of every one of the five members of the Amuldavi.

The amount raised by the Khojas for religious purposes and remitted to the Aga Khan in Bombay, was last year 45,000 rupees, this year it will equal 60,000 rupees exclusive of the sum of 12,000 rupees left by will to the Aga Khan.

Every year the number of Khoja pilgrims to Verbulla increases, this season about 150 set out at the beginning of the south-west monsoon in April and May.

The total mortality from cholera during the late epidemic among the Zanzibar Khojas, has been 135 or 6½ per cent of the whole.

Besides the large building or Jemar Khan used for the weekly feasts and on other public occasions, the Khojas are possessed of other property in town and of the neck of land uniting Zanzibar town with the island, this is partly occupied by their cemetery and mosque.

## II. Bohras.

In the middle of the eighteenth century the Bohra Mussulmans people of Surat settled on the north-west coast of Madagascar, about the same as Khojas from Surat settled in Zanzibar. They next formed trading stations on the African coast between Lamoo and Patta, and to this day still hold in their hands the greater part of the trade of that region.

During the past fifty years Bohras of Surat and Rajkote have ceased to arrive, but a great emigration has taken place from Kutch.

The Bohra community in Zanzibar is guided by a Moola, and the chief men of the sect, but possess no well organized Council like that of the Khojas. The orders of the Shief of Surat are in all cases final.

This body possesses separate mosques and burial grounds in Zanzibar.

In 1870 the statistics of the Bohra population of Zanzibar were as follows :—

Place of Residence.	Adults.		Children.	Total.	Houses.
	Males.	Females.			
Zanzibar .. .. .	75	65	110	250	40
Pemba .. .. .	23	13	15	51	16
Lamoo .. .. .	20	14	8	42	11
Melinda .. .. .	37	..	..	37	21
Mabroni .. .. .	4	..	..	4	2
Mombassa .. .. .	39	33	70	142	25
Wassein .. .. .	2	..	..	2	2
Tanga .. .. .	31	5	8	44	16
Dar Salam .. .. .	4	4	2	10	4
Quala .. .. .	3	..	..	3	1
Mungao .. .. .	2	1	..	3	1
Total .. .. .	240	135	213	588	139
Total Adults .. .. .	375				

III. The various Sunni sects of Indian Mohamedans are of little importance and few in number in Zanzibar. They do not probably exceed 250 individuals.



## ZANZIBAR.

*Annex No. 2.*

## HINDOO or Banian Residents within the Zanzibar Dominions in 1870.

Where resident.					No. of Houses.	No. of Individuals.
Zanzibar Island	..	..	..	..	80	200
Pemba Island	..	..	..	..	3	5
Monfia Island	..	..	..	..	3	6
Lamoo	..	..	..	..	25	42
Mombassa	..	..	..	..	17	30
Tanga	..	..	..	..	21	36
Bagamoyo	..	..	..	..	40	54
Dar Salam	..	..	..	..	38	52
Quale	..	..	..	..	15	16
Quiloa and Mungao	..	..	..	..	25	33
Total .. ..					267	474

These are almost all natives of Kutch, of the Bhattia and Wania sects, who are prevented by their customs from bringing their wives and families to so distant a port.

*Annex No. 3.*

The European and American population resident within the Sultan's dominions consists of sixty-six men, women and children, inclusive. Of these twenty-two are English, twenty-five French, twelve Germans, and seven Americans.

There are nine mercantile houses and four religious missions, the excess of English and French over the others being due to their respective missions alone, as the chief foreign trade is in the hands of Germans and Americans.

*Mozambique.*

The Indian Agency at Zanzibar being the only station in East Tropical Africa where a British officer is resident, I here add a few notes showing the present state of the Portuguese dominions in the Mozambique.

Notwithstanding the obstructive policy of Portugal, the commerce of Mozambique has of late years considerably increased owing to the encouragement given to the growth of coast produce by two rival French houses that now hold in their hand the business of that part of the coast.

With Great Britain, Mozambique has no direct trade, but as at Zanzibar much of the goods imported by foreign nations are of English origin and manufacture.

At present there are ten Indian houses doing trade in the city of Mozambique to the extent of about 60,000*l.* yearly. But they complain that of late years the most lucrative part of their trade has passed to the French, who now import direct from Europe goods which they formerly supplied through Bombay and Zanzibar.

The Benza rebellion which for two years has cut off the ivory trade of Lete and the upper Zambezi from the coast still continues, having gained strength and importance through the successive defeats of three expeditions organized for its suppression.

During last year an order has been published abolishing the status of slavery within the Portuguese possessions abroad, thus anticipating the term fixed by former legislature.

The new tariff published for the regulation and reduction of the Custom dues, will, if properly carried out, act as an inducement to foreign vessels to visit these ports.

Cholera, which first appeared in the Island of Mozambique in May last, is reported still to continue.

The annexed tables show the value of imports and exports at Mozambique during the years 1866 and 1867.

## ZANZIBAR.

19

## TRADE of the Port of Mozambique in the Year 1866.

No.	Nature of Goods.	Imports.	Exports.
		£	£
1	Beads .. .. .	3,503	
2	Books .. .. .	25	
3	Brass Wire.. ..	549	
4	Butter .. .. .	2,270	
5	Coffee .. .. .	..	234
6	Copper and Bronze ..	1,715	
7	Copra .. .. .	..	3,118
8	Cotton goods .. ..	77,618	
9	Cowries .. .. .	..	2,814
10	Flour .. .. .	286	
11	Ground nuts (Arachide)	..	268
12	Gunpowder.. ..	6,088	
13	Hardware .. .. .	2,377	
14	Iron bars .. .. .	2,036	
15	Ivory—Elephants ..	..	76,317
16	„ Hippopotamus ..	..	486
17	Lead .. .. .	540	
18	Millet .. .. .	..	2,159
19	Orchella weed .. ..	..	1,463
20	Peas .. .. .	..	633
21	Rice .. .. .	..	1,583
22	Calumba root .. ..	..	783
23	Rhinoceros horns ..	..	132
24	Sepam seed.. ..	..	6,997
25	Soap .. .. .	592	
26	Spirits .. .. .	2,099	
27	Sugar .. .. .	3,185	
28	Tea .. .. .	3,224	
29	Tobacco .. .. .	363	107
30	Tortoishell .. ..	..	193
31	Wax .. .. .	..	6,832
32	Wine .. .. .	2,147	
33	Miscellaneous .. ..	18,730	1,261
	Total .. .. .	127,356	105,380

Custom dues on imports and exports equal to about 14,494*l*.

## TRADE of the Port of Mozambique in the Year 1867.

No.	Nature of Goods.	Imports.	Exports.
		£	£
1	Beads .. .. .	2,471	
2	Brass wire .. .. .	1,172	
3	Butter .. .. .	2,143	
4	Coir fibre and rope .. .. .	..	975
5	Copper and bronze .. .. .	4,310	
6	Copra .. .. .	..	1,889
7	Cotton goods .. .. .	128,019	
8	Cowries .. .. .	..	5,727
9	Flour .. .. .	551	
10	Ground nuts (Arachide) .. .. .	..	966
11	Gunpowder .. .. .	3,449	
12	Hardware .. .. .	1,626	
13	Iron bars .. .. .	3,600	
14	Ivory—Elephants .. .. .	..	59,492
15	"   Hippopotamus .. .. .	..	498
16	Lead .. .. .	291	
17	Millet seed .. .. .	..	132
18	Muskets .. .. .	2,557	
19	Orchella weed .. .. .	..	3,109
20	Peas .. .. .	..	495
21	Rice .. .. .	2,671	2,004
22	Calumba root .. .. .	782	
23	Rhinoceros horn .. .. .	..	388
24	Sessam seed .. .. .	..	9,139
25	Soap .. .. .	216	
26	Spirits .. .. .	2,694	
27	Sugar .. .. .	3,288	
28	Tea .. .. .	1,578	
29	Tobacco .. .. .	466	
30	Tortoiseshell .. .. .	..	196
31	Bees wax .. .. .	..	2,585
32	Wine .. .. .	4,976	
33	Miscellaneous .. .. .	18,235	4,199
	Total .. .. .	£184,323	£92,585

Customs dues on imports and exports equal to about 22,000*l*.

(Signed) JOHN KIRK.

No. 22.

*Dr. Kirk to Earl Granville.—(Received March 11.)*

(Extract.)

Zanzibar, January 16, 1871.

I HAVE the honour to report that on the 12th instant a large dhow or bugala was boarded when coming to anchor in this harbour by a boat from Her Majesty's ship "Nymphe." A few slaves being found on board, she was detained in order that I might examine the papers.

The same evening I questioned the captain, a rather intelligent negro, who gave direct answers to all I asked, and his statements were confirmed in Court the following day.

A full report of proceedings in the Vice-Admiralty Court being herewith inclosed, I shall not now allude to the circumstances of the case, but feel it right to explain to your Lordship more fully than appears on the face of the decree the motives that induced me not to destroy this dhow, although I might have been justified in so doing if we consider that the captain, by taking these slaves on board, although under the authority of the Custom-house officials, had compromised the owner's interests, a man living at Zanzibar, and innocent of any guilty knowledge in the matter.

As to the release of the cargo there could be no question, nor did Captain Adams enter a claim on that head; but it is equally right that I should state that Captain Adams did consider himself entitled to the dhow, although he agreed with me in thinking that had the captain of the dhow known the illegality of his act and the consequences, he never would have allowed the slaves to be shipped.

Possibly, under the circumstances, the more correct course might have been to have

## ZANZIBAR.

21

condemned and destroyed the dhow, leaving the owner to recover its value in a civil suit from the Customs' Agent, through whose act the captain had been led to sail from Lindi, believing his voyage legal.

Such a course in a country such as this must necessarily be slow and unsatisfactory, besides being open to be misunderstood by the natives; and I was particularly anxious at the present moment to show that justice and not technical procedure was what I wished to administer.

I therefore released the dhow, and fined the Customs' Agent at Lindi directly the sum of 350 dollars, to be made over to the captors as prize, subject always to the approval of the authorities, whose sanction will, I doubt not, be obtained.

By this course, the blame and the fine coming home at once to the true offenders, I hope through their interested influence to prevent in future the like from again occurring, for the Customs Agents along the coast know so well every transaction where their interest is concerned, that, if made responsible, no slave could be shipped without the fact being sooner or later known and reported.

Your Lordship will also see from the annexed correspondence that I have used my influence with the Arab Government for the punishment of those who took the slaves on board, and that the captain of the dhow has not escaped free. His punishment will probably make him more circumspect in future.

I trust my proceedings in this matter may meet with your Lordship's approval.

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Inclosure in No. 22.

*In the Vice-Admiralty Court of Zanzibar.*

Our Sovereign Lady the Queen against the Ship or Vessel the property of Abderachman, thirteen male and six female slaves.

Appeared personally R. Adams, Esq., Commander of Her Majesty's ship "Nymphe," and made oath that on the 12th day of January, 1871, his ship being at anchor in the harbour of Zanzibar, seeing the said vessel entering port, sent a boat under Lieutenant Bower to examine her, who, on his return, informed the deponent there were on board a number of slaves. Having taken the dhow alongside Her Majesty's ship "Nymphe," she has been there seized and retained on the ground that, although provided with the usual pass and slave permit for the number of slaves on board, the time of her sailing from Quiloa was after that allowed by law; and he further made oath that all the papers, writings, and documents were placed in the hands of Her Majesty's Consul the same day, and in the same condition as received.

On the 13th day of January, 1871, the said R. Adams, Esq., was duly sworn to the truth of this affidavit.

Before me,  
JOHN KIRK.

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*In the Vice-Admiralty Court, Zanzibar, January 13, 1871.*

Before John Kirk, Esq., Acting Political Agent and Her Britannic Majesty's Consul.

In the case of a dhow captured by the officers of Her Majesty's ship "Nymphe," on the 12th inst., in harbour.

Present in Court,—Captain Adams, of Her Majesty's ship "Nymphe," and Sheikh Yoosoof, on the part of his Highness the Sultan, also Suliman Haiat, owner of the cargo, and Abderachman, owner of the dhow.

The annexed affidavit made by the captain of the "Nymphe" being read in Court and sworn to, and correspondence captured placed on the table, the captain of the dhow called,

On solemn affirmation states, name is "Ziga," is captain of the dhow in question. It is now twenty days since he sailed from Lindi, bound for Quiloa and Zanzibar, with a cargo of corn, rice in husk, and copal, the property of Suliman Haiat, of Zanzibar, and nineteen slaves, the property of passengers on board. Had a Customs' permit for all these goods, including slaves (pass produced, and found as stated to mention slaves among other cargo). The slaves were not landed at Quiloa, but an endorsement made on the manifest of certain goods that were landed, and on which Customs' duty was levied. After a delay of three days at Quiloa sailed for Zanzibar, touching at Monfia,

## ZANZIBAR.

but not entering the port or landing anything. From Quiloa to Zanzibar were ten days on the voyage.

The following were the passengers who owned slaves:—

Mejid ..	..	..	..	..	8 slaves.
Hemedi ..	..	..	..	..	8 „
Rhatibn ..	..	..	..	..	2 „

and one slave the property of one Hamedbin Salim, of Lindi.

Mejid is a private soldier in the Sultan's service, the two next common coast men, petty traders, and the last a resident at Lindi, of the Sultan's family.

The Customs' Agent at Quiloa made no observation as to slaves being on board, and sailing during the prohibited time. The cargo of corn was given to witness by the agent of Suliman Haiat, at Lindi. The passengers owning slaves arranged their passage with witness himself for half-dollar each slave. This included the passage of the masters. Mejid had fifty-five bags of corn on board, for which he was to pay separately at half-dollar the measure. The other shippers of slaves had no goods with them.

Before me, and in answer to questions put in the native language by myself,  
(Signed) JOHN KIRK.

*January 13, 1871.*

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2nd Witness.—Abderachman bin Ahmed, native of Quiloa, and one of the chiefs there, came to Zanzibar three months ago. Was here on the death of Seyed Majid. Freighted dhow to Suliman Haiat to bring corn from the Delgado region. Have no interest in the slaves said to be on board, and no knowledge of them. The shipping of slaves was without my knowledge or consent.

Letters seized in dhow and addressed to witness, being read in Court, are found to make no mention of slaves whatever.

Before me, and in answer to my questions put directly in the native language,  
(Signed) JOHN KIRK.

*January 13, 1871.*

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3rd Witness.—Suliman Haiat, merchant of Zanzibar, freighted the dhow of Abderachman two months ago to bring grain to Zanzibar, freight to be paid by the measure. If the dhow is not full the owner or agent might find other freights, corn, &c., shipped from Lindi by my agent. I have no interest whatever or knowledge of the slaves.

Before me, and in reply to questions put by me in the native language,  
(Signed) JOHN KIRK.

*January 13, 1871.*

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Received this day from R. Adams, Esq., Commander of Her Majesty's ship "Nymphe," thirteen male and six female slaves, being in all nineteen, the full number of those taken by him in the dhow of Abderachman in Zanzibar harbour on the 12th January, 1871.

(Signed) JOHN KIRK.

*Zanzibar, January 13, 1871.*

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The ship's papers presented are as follows:—

1st. Ship's pass or register in Arabic in the usual form.

2nd. Customs' manifest, dated 24th December, 1870. On this the shipment of a full cargo of native corn, rice in husk, and gum opal is noted, and likewise eighteen slaves.

3rd. Additional Customs' manifest, of same date, in which a little more general cargo is named and one slave.

4th. On the second document there is an endorsement, dated 2nd January, 1871, stating that part of the grain cargo has been landed on Custom dues taken thereon. No mention made of slaves.

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*By the Judge.*

The Court, having carefully considered the evidence, is convinced of the truthfulness of the statements brought forward. Here the parties are not at issue on points of fact, all of which are plainly stated by the captain of the dhow, even those that inculpate himself and compromise his vessel, no reserve or deception being attempted.

The circumstances of the case are briefly these:—A man, against whose character nothing is known, residing at the time in the town of Zanzibar, freights his vessel to a native merchant, who ships at Lindi a cargo consisting chiefly of grain, while passengers make private arrangements at the same port with the master of the vessel for freight of a certain amount of additional cargo and nineteen slaves.

The Customs' Master at Lindi certifying to the above shipment, and to having taken on the part of the farmer of Customs the tax on export of slaves.

Lindi is a port outside the limits within which slave transport is permitted, and therefore the sailing of slaves from there is a thing wholly illegal.

When at Quiloa, to which port a considerable part of the cargo was consigned, an indorsement is made on the manifest of the portion there landed and Custom dues received thereon, but no notice taken of the presence of slaves who still remain on board, and who sailed in the same dhow from Quiloa two days after the commencement of the prohibited time. It is impossible to believe that the Customs' Agent was not aware that the vessel entered Quiloa with slaves from Lindi, seeing that they are openly entered as part of the cargo on board, although not landed there. The amount of blame, however, attaching to the officer at Quiloa is infinitely less than that of the other at Lindi, who sanctioned the export of slaves from a harbour at which that export is totally prohibited at all times; and, as both these officials are natives of Kutch, and so under British jurisdiction, we have a guarantee that their misconduct will be duly noticed.

Looking at the position of the owner of the cargo, there is no suspicion that he could have had any idea that this vessel would carry slaves.

The case of the dhow owner is somewhat different, for although personally ignorant he is responsible for the acts of his native captain, by whom the dhow was certainly compromised while on the passage from Lindi to Quiloa; so, too, when sailing from Quiloa two days after the commencement of the prohibited time.

Viewing the above facts, and also that the dhow was seized in the harbour of Zanzibar and not at sea, and that from beginning to end there has been no concealment or denial of the facts, and that the negro captain seems honestly to have believed that in receiving the official sanction of the Customs' Agent at Lindi to ship the slaves he was justified in so doing, and no mention made at Quiloa by the officials there that he was transgressing the law, it seems advisable to allow this dhow to escape, not as an absolute right, but rather because the officials who by their culpable acts misled the native master of the vessel, and induced him to allow a few slaves to be taken in the dhow, which he probably would not have done had it been pointed out to him the risk he ran.

As to the slaves, they are declared forfeited along with all property of their owners in the dhow. The Judge stated that it was his intention to call upon the Customs' Agents to pay a considerable fine, and that this he should make over for the benefit of the captors.

Captain Adams said in Court that he acknowledged the justice of the decision in releasing the cargo, but that the dhow seemed to him fairly compromised by the acts of the master, and that the owners must abide by the consequences of his agent. He, however, was not prepared to differ or appeal from the Court, as it seemed to the Judge to be expedient to release the vessel, and punish the Customs' Agents.

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*In the Vice-Admiralty Court of Zanzibar.*

Our Sovereign Lady the Queen,

Against the ship or vessel the property of Abderachman, with thirteen male and six female slaves, of which Ziga is master, seized as liable to forfeiture by R. Adams, Esq., Commander of Her Majesty's ship "Nymph," before John Kirk, Esq., Judge in the Vice-Admiralty Court of Zanzibar, on the 13th day of January, 1871, personally appeared the above-named R. Adams, and produced before me, the said Judge, the declaration hereunto annexed, which set out the circumstances under which a native vessel having on board thirteen male and six female slaves was captured in the harbour

## ZANZIBAR.

24

on the 12th inst. by Lieutenant Bower, in command of the boat of Her Majesty's ship "Nymphe."

In the presence of a delegate from his Highness the Sultan, and after due monition issued to the parties, having heard the evidence on both sides, sufficient proof having been shown that the above dhow was engaged in the Slave Trade in contravention of Treaties and Proclamations made by his Highness the Sultan, and his Highness having sanctioned the capture within the precincts of this harbour, the slaves, nineteen in number, on board of this dhow are said to have been lawfully seized, and are forfeited as lawful prizes to our Sovereign Lady the Queen, with all cargo and goods the property of the various shippers of these slaves. The dhow and cargo, other than that part above expressed, to be released. The master of dhow, shippers of slaves and Customs' Agent, to be called to account.

In testimony whereof I have signed the present decree, and caused my seal of office to be affixed thereto. Dated at Zanzibar the 13th day of January, 1871.

(Signed) JOHN KIRK.

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*Dr. Kirk to Ludda Damji.*

Sir,

*Zanzibar, January 13, 1871.*

DUE notice having been given, you will be good enough to cause to be sold by public auction at the Custom-house the whole of the grain the property of one Mejid, seized from the dhow of Abderachman, and confiscated by my orders dated 13th January in the Vice-Admiralty Court here.

I have, &c.

(Signed) JOHN KIRK.

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NOTE of Fees, taken in accordance with the List of Court Fees in use at Natal, ordered to be adopted at Zanzibar by the Right Honorable Her Majesty's Principal Secretary of State for Foreign Affairs.

	£	s.	d.
1. Swearing Captain R. Adams to his affidavit .. .. .	0	2	0
2. Swearing Captain of dhow .. .. .	0	2	0
3. Sentence .. .. .	1	10	0
4. Scaling decree .. .. .	0	7	6
5. Evidence of witnesses, at 1s. 6d. per folio .. .. .	0	6	0
6. Interpretation of evidence in case of three witnesses, at 3s. each .. .. .	0	9	0
7. Office copy of sentence .. .. .	0	13	6
8. Office copy of affidavit, examination, and note of proceedings. . . . .	0	6	0
9. Executing decree for sale of goods by public auction .. .. .	2	0	0
			<hr/>
			5 16 0
			<hr/>
Total .. .. .			5 16 0

At exchange 4 dol. 75 c. = one pound = 27 dol. 55 c.

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ACCOUNT OF RECEIPTS AND DISBURSEMENTS IN THE ABOVE.

Dr.

Cr.

Date.	Nature of Receipts.	Amount.	Total.	Date.	Nature of Payments.	Amount.	Total.
1871. January 20th	Proceeds of sale of 55 bags of native corn, sea dam- aged, sold at Custom- house .. ..	Dol. c. 14 25	Dol. c.	1871. January 13th	Fees in Vice-Admiralty Court, as per Schedule.. ..	Dol. c. 27 55	Dol. c.
"	Proceeds of Fine on Cus- toms' Agent at Lindi ..	350 00	364 25		Balance in hand ..	336 70	364 25
	Total .. ..	..	364 25		Total .. ..	..	364 25

(Signed) JOHN KIRK.



## ZANZIBAR,

Inclosure 2 in No. 22.

*Dr. Kirk to the Sultan of Zanzibar.*

Sir,

*Zanzibar, January 13, 1871.*

I HAVE the honour to inform your Highness that this day those interested in the dhow of Sheikh Abderachman appeared before me, which dhow was detained, as I told your Highness yesterday, by Her Majesty's ship "Nymphé," on the ground of having sailed from Quiloa after the prohibited time.

I have to thank your Highness for causing Sheikh Yoosoof to attend on your part in this matter, he will explain to you what has passed, and the reasons why, after hearing evidence, I ordered the dhow and cargo to be released, and that only the slaves and goods of their masters should be confiscated.

Your Highness will see in this, that I am determined to support your authority and punish those who transgress your orders in Slave Trade matters.

Your highness will agree with me in the course I have followed in releasing the dhow and cargo; but assuredly had it been shown that the owners of these had known that slaves were to be taken they should have been included with the guilty.

I must however, demand that the captain of this dhow, the three passengers, Mejid, Khatibu, and Hemadi be punished along with Hemed bin Salim of Lindi, and the Customs' Agent dismissed from Lindi, inasmuch as they have transgressed the third Article of the Slave Trade Treaty of the 29th Ramaden 1261, in shipping slaves from South of Songa Manara.

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

Inclosure 3 in No. 22.

*The Sultan of Zanzibar to Dr. Kirk.*

(Translation.)

(After compliments.)

*22 Shawal, 1287 (January 14, 1871).*

YOUR honoured letter has been received, and your friend has understood its contents.

We fully concur in your decision as to the dhow and its cargo. Now regarding the people you have named, we have ordered them to be punished, and three of these are now in irons; of the remaining two, one is in Zanzibar and the other at Lindi, when we find them they too shall be put in irons; with respect to the Agent of Ludda we have given orders that he be dismissed from the service of the Custom-house.

From Burgash bin Saeed. Written by his servant and under his orders by Mahomed Bukashim with his own hand.

(Signed) BURGASH BIN SAEED.

No. 23.

*Dr. Kirk to Earl Granville.—(Received May 5.)*

My Lord,

*Zanzibar, February 18, 1871.*

I HAVE the honour to report that information having reached me through a native that the men sent off by Mr. Churchill with stores for Dr. Livingstone, as reported in his despatch of the 18th November, 1870, were still at Bagamoyo, a coast town on the opposite mainland, and had not taken any steps to procure porters and proceed on their journey, I determined if possible to go myself and see them off. Captain Tucker, commanding Her Majesty's ship "Columbine," on my request kindly offered to place his ship at my disposal for this purpose.

On reaching Bagamoyo I found that the men referred to were still living in the village, while Arab caravans set out on the same journey. It is true that porters this year are difficult to obtain, few of the people of Unyamwezi having come down in consequence of deaths last year from cholera among their friends.

However, by using my influence with the Arabs, I succeeded at once in sending off all but four loads and followed inland one day's journey myself. The remaining four loads I arranged on my return were to be taken as far as Unyanyembe by an Arab caravan and thence sent on to Ujiji by Saeed bin Salim the Governor.

Once fairly off on the road there is little to induce these people to delay, whereas at Bagamoyo, living in good huts among their own people, and thinking that there unknown they might enjoy themselves and earn monthly pay, had I not gone in person they might have loitered yet several months.

While passing along the trade route on the short excursion I made from Bagamoyo, we met several caravans on their way from Unyamwezi, Urori, &c., and by questioning the natives as well as the leaders found that no news had been received lately at Unyanyembe from Ujiji, and nothing known of Dr. Livingstone. All were aware that he had gone on a journey from which he had not yet returned up to the latest dates.

The country I passed through after crossing the River Kingani was like a beautiful park and woodland full of all sorts of big game including the giraffe, eland, zebra, hartebeeste, wilde-beeste, &c. &c., some of which I shot not more than twelve miles from the coast town of Bagamoyo. The Kingani river was full of hippopotamus and on its banks are found the wild buffalo.

Unfortunately, wherever the giraffe exists in numbers this rich and comparatively healthy region is infested with the "tsetse" fly and so dangerous to cattle and horses.

On my return to Bagamoyo, I devoted a day to the study of the French mission establishment and their management of freed slaves; on this I shall do myself the honour to submit a separate report to your Lordship.

Since my visit four years ago I found the town of Bagamoyo to have trebled its extent, native huts were fast being replaced by stone buildings, and here as elsewhere on the coast, the trade rapidly passing into the hands of the Kutchees.

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

No. 24.

*Dr. Kirk to Earl Granville.—(Received May 5.)*

My Lord,

*Zanzibar, February 22, 1871.*

I HAVE the honour to report that Her Majesty's ship "Columbine" left this morning for the purpose of slave cruising, and is expected to return about the 20th of March, for the purpose of meeting Her Majesty's ship "Nymphé," and taking over her compliment of Kroomen.

Before Captain Tucker proceeded to sea I made it my business to obtain the fullest information possible, regarding the probable movements of the slave traders now collecting their cargoes on shore, and I have informed Captain Tucker that I anticipate a large shipment of slaves for Arabia this year, large numbers of slaves have already been taken to Pemba, where they can easily be concealed on shore and shipped from behind the intricate and unsurveyed creeks of that island.

Almost every dhow now going to Pemba smuggles away two or three slaves at the same time that others are being taken to Pangani and Mombas on the mainland.

Only a few days ago a slave cargo was taken from this island to Pangani, on landing, the slaves were detained by the Customs Master and the case reported to Zanzibar. This is the first result from the fine imposed by me on the Customs Agent at Lindi, in the case of the six slaves shipped from that port as detailed in my letter of the 16th ultimo.

While the subject of the slaves landed at Pangani was under consideration the Arab owner carried them off from the Customs Agent's hands by force; Seyed Burgash at once, I am glad to say, has sent men to seize the Arab and bring him here in irons.

Having accumulated slaves at Pemba and the coast towns, the northern Arabs will in twenty days or about the 10th of March, begin to move north especially if it is known that no vessel is here in harbour.

I have therefore advised Captain Tucker after proceeding a short way to the south where he may inspect Quiloa, a thing most desirable, to go north outside the Islands of Zanzibar and Pemba, making the coast about Lamoo, then by sailing south and laying out his boats he would probably intercept the first of the northern slavers.

On his return to Zanzibar about the 20th of March, he would still be in time to overtake the early slavers from Brava, Mogdesho, and Worsheck, as these will not probably be able to get away before the end of the month.

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

## ZANZIBAR.

No. 25.

*Dr. Kirk to Earl Granville.—(Received May 5.)*

My Lord,

*Zanzibar, February 23, 1871.*

I HAVE the honour to report that yesterday the Sultan transmitted through the hands of a messenger a file of Arabic documents relative to the case of a dhow captured four years ago off Ras Asser and condemned as a slaver, on which he said that Mr. Churchill had promised the late Seyed Majid that he would report to your Lordship should additional information be obtained.

I at once returned through the hands of the Agency writer the papers without perusing them, informing his Highness at the same time that I regretted extremely being unable to enter into the investigation of so old a case in consequence of his Highness' own refusal to entertain the offers of the British Government to his predecessor made through Mr. Churchill, one of these offers having been "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 arbitrary, or unjustifiable act can be proved, proper compensation shall be made for the loss sustained."

His Highness received the documents and has not returned any answer.

I have, &amp;c.

(Signed) JOHN KIRK.

No. 26.

*Dr. Kirk to Earl Granville.—(Received May 5.)*

My Lord,

*Zanzibar, February 28, 1871.*

MR. CHURCHILL having on the 18th of November last reported that, acting on your Lordship's general instructions of the 31st May, 1870, he had sent off an additional body of men well provided with supplies for the assistance of Dr. Livingstone, I beg now to submit for approval a statement of the expenses incurred in this matter by Mr. Churchill, and have to inform your Lordship that, in accordance with orders, I have drawn upon the Bombay Government for the sum of Rs. 7,000, being balance of the grant of Rs. 10,000.

It will be seen by the statement of account inclosed with vouchers annexed, that I still hold to the credit of this grant a balance of 3,076 dol. and 36½ c., to be applied, should occasion offer, for the benefit of Dr. Livingstone's exploring expedition.

I have, &amp;c.

(Signed) JOHN KIRK.

ZANZIBAR.

Inclosure in No. 26.

HER MAJESTY'S Political Agent and Consul at Zanzibar in account current with the Secretary of State for Foreign Affairs in the grant of money for assisting Dr. Livingstone in his explorations in Eastern Africa.

*Cr.*

*Dr.*

Date.	Nature of Receipt.	Exchange.	Amount.	Date.	Nature of Expenditure.	Voucher No.	Currency.	Amount.
1870. December 12	Received from Mr. Churchill, being part of grant drawn of him in London before joining his post .. ..		Rs. A. P. 3,000 0 0	1870. November 3 1871. March 4	Paid to Adonis Charles Paid to Ludda Damji ..	1 2	Dol. c. 72 45 1,515 18½	Rs. A. P. 154 2 5 3,223 12 9
1871. February 28	Proceeds of bill on the Bombay Government .. ..	47 cents equivalent to one Government rupee.	7,000 0 0	February 17 " 28	Expended in personally hasten- ing off goods sent to Coast by Mr. Churchill .. .. Balance to next account ..	3 4	86 00 3,076 86½	76 9 6 6,545 7 4
	Total .. ..	..	10,000 0 0		Total .. ..	..	4,700 00	10,000 0 0

I do solemnly and sincerely declare that this account is just and true according to the best of my knowledge [and belief, and I make this solemn declaration, conscientiously believing the same to be true.

(Signed) JOHN KIRK.

## ZANZIBAR.

No. 27.

*Dr. Kirk to Earl Granville.—(Received May 5.)*

My Lord,

Zanzibar, March 8, 1871.

I HAVE the honour to report that two cases of slave trading by Kutchees have lately come before my notice, and been dealt with in Court.

In one the accused confessed to the purchase for 30 dol. of a female slave from the hands of one of the regular slave auctioneers of town, but submitted in defence, first, that the English Court was not competent to try his case, as he had been long ago registered as a protected subject of the Sultan; second, that he purchased the girl in question as a concubine and for purely domestic purposes, which he said he had been given to understand was a thing not disallowed to Kutchees by the Indian Government.

The question of jurisdiction was at once set aside by virtue of the proclamation of his Highness the Rao of Kutch, dated 24th April, 1869, and by his Highness Seyed Burgash having informed me with reference to this case that he took no interest in the matter, and that if the Hindees under Arab protection persisted against his own and his predecessors' orders in the purchase of slaves they must abide by the consequences.

On the second point, I found by reference to previous correspondence it had been ordered that, although the slaves formerly in the possession of such Hindees as had before enrolled their names under Arab protection were not to be interfered with for the present, that no Kutchee whatever could in future either sell, buy, or otherwise become possessed of a slave. True, the last resolution of the Bombay Government\* on this subject enjoins Her Majesty's Consul here "to avoid as much as possible the expression of opinion as to purely domestic or household slavery when practised in Zanzibar by Kutchees or others," but this probably had reference to the status of domestic slaves held by natives of British protected Indian States previous to instructions abolishing the purchase of slaves by such. In this case I imposed a fine of 200 dol., which was paid.

In the other instance a Kutchee, whose slaves were freed in Zanzibar by Colonel Rigby, had subsequently taken up his abode on a plantation in the centre of the island, where he purchased and held five domestic slaves. On the death of their master, finding themselves about to be sold as part of his estate by the son, a full-grown man of Indian parents, but born in Zanzibar and claiming Arab nationality, they took refuge at the British Agency. Although having, as I conceive, no legal right to meddle with the slaves of those Hindees born in Zanzibar, who, after coming of age, choose to claim Arab protection, it seemed to me that the estate of the deceased Kutchee ought to be administered to under British law, and therefore, as the deceased had no right to hold the slaves in question, that they could not be passed over as part of his legal estate. I therefore freed the five slaves, placing them with good masters, and under supervision of this Consulate.

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

No. 28.

*Dr. Kirk to Earl Granville.—(Received May 5.)*

My Lord,

Zanzibar, March 10, 1871

I HAVE the honour to forward in translation copies of letters just received from Ujiji, from which it will be seen that up to five months ago Dr. Livingstone was at a place named Manakoso, and only awaiting the men and supplies sent off by me last year, and that have now reached him or at least been forwarded from Ujiji to the place where he is.

It being now time to close letters for transmission by the present occasion, I shall not be able to make inquiry among the Arabs acquainted with these parts as to the position of the places named but which I suppose are on the western side of the Lake.

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

\* Government of Bombay, Resolution, Political Department No. 2487, dated June 13, 1869.

## ZANZIBAR:

31

## Inclosure 1 in No. 28.

*Shereef Basheikh bin Ahmed to Dr. Kirk.*

(Translation.)

(After compliments.)

Shaban 20, 1287.\*

I HAVE to inform you that on the 15th of Shaban, a messenger came from the people of Menama (مناما) with letters from the Arabs who are there and one from the Doctor, and these letters were dated the 20th Rejib.†

In answer to my inquiries they told me that the Doctor was well although he had been suffering, and he is for the present at the town of Manakoso (مانكوس), with Mohamad bin Gharib waiting for the caravans, being helpless, without means, and with few followers, only eight men, so that he cannot move elsewhere or come down.

We have sent off twelve of our men with American cloth, kaniki, beads, sugar, coffee, salt, two pair shoes, shot, powder and soap, and a small bottle of medicine (quinine).

All that he was in need of we have sent to him, and I remain at Ujiji awaiting his orders.

## Inclosure 2 in No. 28.

*Saeed bin Majid to Ludda Damji.*

(Translation.)

(After compliments.)

THIS letter is from Ujiji and the news here is good and nothing but good to report, trade also is prosperous.

Letters have come from the people of Menama, from Mohamad bin Gharib and his people, and they have got good prices such as please them, and the Christian is in their company, and they intend returning to Ujiji in the Month of Safr.

Shereef reached Ujiji having with him the goods of the Christian, and we intend sending some of these goods to him for he is destitute, and the people of Shereef will accompany the messengers who take the letters.

## No. 29.

*Earl Granville to Dr. Kirk.*

Sir,

Foreign Office, May 10, 1871.

I APPROVE your refusal to reopen the case of the dhow captured four years ago off Ras Asser and condemned as a slaver as reported in your despatch of the 23rd of February last.

I am, &amp;c.

(Signed) GRANVILLE.

## No. 30.

*Dr. Kirk to Earl Granville.— (Received May 15.)*

My Lord,

Zanzibar, March 20, 1871.

I HAVE the honour to report the return to Zanzibar of Her Majesty's ship "Columbine," on the 14th instant. Captain Tucker informs me that on leaving Zanzibar he first cruised south as far as Cape Delgado.

On passing Cape Delgado, two large native vessels were seen from Her Majesty's ship "Columbine" standing out from the Bay of Tongy and taking a southerly course; of these one was under the French and the other carried the Arab flag, the latter was boarded and her crew found in accordance with the papers issued at this office, but the examining officer was told by one of the crew that the captain had bought a slave at Mikindane and was taking her with him to Madagascar for sale, when, on ascertaining that it was an English man-of-war in sight they sent her to the French dhow close at hand and that was sailing in company with them. He also learned that on a former occasion the owner of this large bugalow had sailed slaves from Angoxa to Madagascar, and there seemed reason to suspect that he was now about to engage in the same business. Lieutenant Bainbridge, fortunately a good French scholar, at once went on board of the French dhow, the master showed him the ship's papers, a copy of which he obtained. The

\* About November 15, 1870.

† October 24.

master further stated that he had three slaves of his own bought at Mikindane, whom he was taking to Nossi bé, and that a slave woman had been sent that morning from the Arab vessel when the English cruiser had first been made out. This slave he voluntarily gave up, signing an Arabic paper to the effect that he had been boarded and had unhesitatingly given up the slave which came from the Arab vessel. He showed no suspicion as to the legality of his own proceedings but considered it the privilege of the French dhows to carry at all events a limited number of slaves.

After detaining the Arab bugalow on the ground of having engaged in the Slave Trade by the purchase and transport of the slave, Captain Tucker would seem to have done his best to bring the vessel into port, but the wind being contrary, and such a vessel wholly unsafe in the hands of an English prize crew, although seaworthy and good in every way in the hands of natives, he was forced either to abandon or destroy her, and having determined to adopt the latter course he brought with him the owner, captain, and chief witnesses, although one and all of them prayed to be let go. The others of the crew he passed over to a British dhow, giving them provisions for the passage to Comoro where they desired to go.

I have the honour to inclose a copy of my decree and the proceedings in Court in this case.

Being fully satisfied that the slave in question had not only been bought, as all confessed, by the captain of the dhow, but also that with the knowledge of the owner she had been carried in the same vessel until the English ship came in sight, and so had engaged in the Slave Trade, there remained for me no choice but to condemn the prize. This I was not sorry to do, as in his defence the captain of the Arab dhow boasted openly of having adopted a plan of evading our laws and carrying the slave in a French dhow, and I have no doubt that it was a preconcerted thing that these dhows sailing together were to assist each other until a sufficient cargo of slaves should be obtained.

I have in conversation brought the facts of this case before my colleague M. de Vienne, the French Consul here.

Having disposed of his prize at Cape Delgado, Captain Tucker proceeded north outside the Islands of Zanzibar and Pemba as far as Lamoo when detaching two of his boats with orders to pass north as far as Kismayo and there await the ship on the 25th instant, he cruised slowly south along the shores of Pemba and the opposite mainland, bringing into port a small dhow which he seized and detained owing to the suspicious conduct of the captain and some people who landed in a canoe, also as he found that the captain of this dhow had before been master of a vessel taken as a slaver. The suspicious circumstances, however, being explained in Court, or, at least, no proof remaining that the dhow was engaged in the Slave Trade, and the dhow in which the captain had before been taken proving to be that of Ali bin Nasser, destroyed by Her Majesty's ship "Nympe" in Kiswarra, in which case compensation was awarded to the owners, I ordered the immediate release of this dhow.

Before entering upon the examination of these two cases I invited as usual his Highness to send a delegate to attend and report to him our proceedings, but his Highness declined, and feeling that it would be injudicious to insist further, lest it might be thought that such a person had a voice in the decision, I examined both cases alone and reported to his Highness the result. In each instance I had the captain and crew in Court so that neither was an *ex parte* investigation and both sides fully heard.

In disposing of the two slaves that came on my hands through the condemnation of the first dhow I was fortunately able to pass them over to the French Catholic Mission, but the whole subject of the disposal of slaves on shore here is one requiring much consideration and careful organization before being practised to any extent. In the absence of some official thoroughly conversant with both the Zanzibar people and the tribes of the mainland, I consider that it would be most dangerous to allow so helpless beings as a cargo of freed slaves to go into the hands of any proprietor here.

Properly directed I believe that a greater influence can be obtained for the abolition of slavery through those freed slaves than in any other way, and nothing can be more disgraceful than the present mode of dealing with them at Aden and Bombay. I am certain, however, that it will be found expedient if not necessary so long as Zanzibar remains a free Arab Government, for us to have a free settlement somewhere on the coast, possibly not an English possession, but certainly under our administration. On such a station only could a mass of freed slaves be properly and advantageously dealt with for the first five years of their freedom, and a settlement of this nature on the coast would be a break in the land route that will at once be opened when the sea transport is prohibited and blockaded.

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

## ZANZIBAR.

33

No. 31.

*Dr. Kirk to Earl Granville.—(Received June 26.)*

My Lord,

*Zanzibar, March 28, 1871.*

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of December 2, 1870, in which is inclosed a letter from the Admiralty stating their objection 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, and asking for any observation thereon.

Having no personal acquaintance with that part of the cruising ground, I must be guided in my opinion by conversations with naval officers and others, and by a perusal of the official correspondence on this subject.

I cannot but agree with the Committee in thinking that were it possible a station in the vicinity of Socotra would prove of the greatest service, and add much to the efficiency of the squadron; nor do I see that any permanent establishment is thereby needed, as the depôt must obviously be of a temporary nature, where slaves may be landed pending adjudication; and I do not agree with the Lord Commissioners in thinking that it would be necessary to establish a Vice-Admiralty Court at the place of the depôt.

There may, however, be political difficulties in the way, or a strong guard might be needed to protect the landed slaves from the natives and northern Arabs, or the anchorage and landing may at times be dangerous, and we know that Socotra is a stormy neighbourhood during June and July; but these are points on which it will be easy to obtain the opinion of officers practically acquainted with the spot. Any one of these objections might in itself be sufficient to render inexpedient the attempt to form a depôt on shore.

Failing, however, such a station, I agree with the Admiralty in thinking that a depôt ship would be more expense and trouble and also less effective than an additional cruiser.

As eventually when a system of dealing with the liberated slaves has been organized, and all or most of them are brought to Zanzibar, I think that Aden will be found most unsuited as a landing station, while from Socotra a vessel might generally sail to Seychelles, which is in every way better adapted as a temporary asylum, and where a few might find employment.

From Seychelles to Zanzibar is always an easy passage, but to come against wind and current from Socotra to Zanzibar during the south-west monsoon is impossible without a fearful expenditure of coal, and even then very few of our cruisers could accomplish it.

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

No. 32.

*Dr. Kirk to Earl Granville.—(Received June 26.)*

My Lord,

*Zanzibar, March 28, 1871.*

I HAVE the honour to inclose a copy of my despatch of the 28th instant, addressed to the Bombay Government, relative to interpreters for Her Majesty's cruisers, and whether they can be obtained at Zanzibar.

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

Inclosure in No. 32.

*Dr. Kirk to Mr. Wedderburn.*

Sir,

*Zanzibar, March 28, 1871.*

IN reply to your inquiries in the despatch marginally noted—namely, whether competent men, possessing the requisite knowledge to serve as interpreters on board Her Majesty's cruisers on this coast are to be obtained at Zanzibar, I have the honour to state, for the information of his Excellency the Governor in Council, that this question

CLASS B.



has long occupied my attention, and been forced upon me by the inquiries of Commanders of Her Majesty's ships to be supplied with such men on coming to this station.

Besides general intelligence and honesty, an interpreter ought to have moral courage to state boldly the truth in the presence of Northern Arabs at a distance from the ship, when serving in the boats.

His technical knowledge must be a perfect acquaintance with the spoken dialect of Zanzibar, the Suaheli language, the slave dialects of Nyassa and Yao are useful, but by no means necessary. An interpreter should also be able to speak and read Arabic, a certain knowledge of which is essential, but secondary to Suaheli, as every one trading here can converse in that language.

It is a common mistake to think that Arabic is the language of East Africa, because Zanzibar is ruled by an Arab Prince and colonized by Arabs from Oman. Arabic is not more used here than is English throughout India, and all Arab families adopt the Suaheli soon after their arrival. Business is transacted in Suaheli, but Arabic is spoken in the Durbar.

The class of men hitherto obtained as interpreters are Comoro men, who know Suaheli, but almost no Arabic; and the late Juma Jin was the only truly efficient interpreter that I have known.

The Comoro men are, unluckily, as a class, unprincipled blackguards; and the temptation before them of getting money by making captures has, I fear, proved the destruction of many an honest dhow. Against this the stoppage of sharing in bounties will be of no use. Bounties are paid long after date, and little thought of. What these men wish for is the bag of money collected amongst the sailors of the ship, and I have known this amount in one ship, in three months, to 40*l*. In this instance, the money was not paid, as some of the prizes were not condemned; and this is the only true way to keep these men in check—viz., a rigorous trial of each capture.

As to the place from which interpreters will eventually be obtained, I think there can be no doubt we must, in general, look to Zanzibar. Certainly the worst I have yet seen is that lately supplied from the Residency of Aden to Her Majesty's ship "Nimble," and if this is their best we can hope for little from that quarter. He reads and writes no language whatever and cannot even decypher dates; but worst of all he speaks no Suaheli; as a natural consequence he caused the other day the detention of a vessel to which there did not attach the shadow of suspicion. Fortunately the Court being at hand, the dhow was released and could be restored without damages, and the officers made aware that their interpreter was incompetent and not to be depended on.

I am of opinion, however, that efficient interpreters must be raised; they are not to be had at present, and I think the steps taken by the Admiralty in authorizing a revision of pay is a step in the right direction, but I would most deferentially suggest for the consideration of Government, that the higher pay should not be given unless for proved efficiency, and above all, that the interpreters be treated as in a permanent service more or less, and in case of their giving satisfaction being kept on half-pay when on shore and during that time expected to attend the Vice-Admiralty Court here to gain experience and see what are the grounds on which dhows are condemned.

If the proposal of the Committee for Suppression of Slave Trade in Eastern Africa are carried out, and liberated slaves landed in Zanzibar in numbers, we must have a staff of good men under the Agency, and I would suggest that interpreters when on shore would be the best for such a purpose, so that at Zanzibar we should have a class of men liable to be sent afloat as interpreters to the ships, but also on duty and getting a reduced pay on shore under the eye of the Agent and employed by him in work of a nature similar to that he has to perform afloat.

There are now men serving as interpreters who, if they were six months on shore in such a position, might be made efficient for the work they now do in a very unsatisfactory manner; and let it be taken into consideration that the errors, through want of knowledge in an interpreter, may any day involve Government in payment of compensation to an amount far exceeding any slight additional expense.

I submit respectfully to Government the above scheme for a permanent service of interpreters, being convinced that, at present, it is impossible to find the proper men here, much less at Aden or Bombay.

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

## ZANZIBAR.

35

No. 33.

*Dr. Kirk to Earl Granville.—(Received June 26.)*

My Lord,

Zanzibar, March 28, 1871.

I HAVE the honour to inclose a copy of my despatch of the 28th instant addressed to the Bombay Government, relative to white men captives in Galla land.

I have, &amp;c.

(Signed) JOHN KIRK.

Inclosure in No. 33.

*Dr. Kirk to Mr. Wedderburn.*

Sir,

Zanzibar, March 28, 1871.

IN accordance with instructions conveyed in Government Resolution No. 790, Political Department, of February 24, by which I am directed to make all possible inquiry regarding the truth of the story reported to Mr. Churchill, that there are white men now prisoners in Galla land, I have the honour to report that I had already made inquiries of the chief natives of these parts who frequent the town of Zanzibar at this season, but without as yet being able to corroborate the report.

Traces are still to be found of the old story of white men having been captives in Somali land, and the Somali Sultan, Ahmed Yoosoof, of Geladi, with whom I have opened a friendly correspondence, has promised to send to the country of the Abgal, and enquire again into the matter.

Previous to the departure for France of Mr. Churchill's informants, I questioned them minutely as to the report they heard when up the River Juba, and find that they believed the tale must have reference to some of Baron Von der Decken's party, but I am assured by Mr. Brenner, one of that expedition, and who, since the murder, has travelled in Galla land, that no such rumour ever reached him, and that it is quite certain that there can be no survivors from that party, all those missing being known to have been killed.

Mr. Brenner, it will be remembered, had a great advantage over the French gentleman in being accompanied on his late journeys by Gallas, and in knowing the coast language, with which the others were unacquainted.

I shall now prosecute the investigation, and extend my inquiries on this subject by making certain presents to men of influence in that part, and opening a correspondence.

Had it not been that this is the busiest season, and all the work devolves on me, I should have asked the Captain of one of Her Majesty's ships to take me to Kismayo, where I doubt not in a few days I should be able to settle the whole matter by conversing with people who pass by Berdera and Ganana, and who must have heard the rumour, if such really is current. Failing this, I have written to Sef Mor, the Governor of the Somali settlement, at Kismayo.

I have, &amp;c.

(Signed) JOHN KIRK.

No. 34.

*Dr. Kirk to Earl Granville.—(Received June 26.)*

My Lord,

Zanzibar, April 1, 1871.

I HAVE the honour to inclose a copy of my despatch of the 1st instant addressed to the Bombay Government relative to the plunder of an English dhow by Muskat pirates in the vicinity of Zanzibar, with the murder of some of the crew, and loss of a Banian.

I have, &amp;c.

(Signed) JOHN KIRK.

## ZANZIBAR.

Inclosure 1 in No. 34.

*Dr. Kirk to Mr. Wedderburn.*

Sir,

*Zanzibar, April 1, 1871.*

I HAVE the honour to inclose for the information of his Excellency the Governor in Council the copy of my letter addressed to Captain Tucker, commanding Her Majesty's ship "Columbine" requesting him to use his best endeavours for the detection of a piratical dhow.

Up to the present date no information has been received of this Arab vessel, and in all probability we may conclude that they have gone on to the north, if not to Arabia, after killing the Banian their prisoner.

Should they enter any of the northern harbours, it is possible that Her Majesty's ship "Columbine" may succeed in detecting them, but if not, the information given in my inclosure together with the name of his family and place, which is near to Ras el Hadd, will enable the Muskat authorities, if urged through the Political Agent, to secure the arrest of the captain.

His Highness Seyed Burgash has written to this effect to his brother Seyed Toorkee and I venture to think that it is a matter of sufficient importance to warrant a very searching investigation. If brought here the captain and crew have only to be recognised to insure immediate punishment.

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

Inclosure 2 in No. 34.

*Dr. Kirk to Captain H. Tucker.*

Sir,

*Zanzibar, March 23, 1871.*

I HAVE the honour to bring to your notice that an open act of piracy has been committed in this neighbourhood under the following circumstances:—

On the night of the 18th instant, a dhow, the property of Lalji Nanji, a British Indian subject, crossing from Pangani laden with coast produce and 300 dol. in cash, and having on board a Banian of Kutch named Megla Hariani, was seized in mid channel by a northern Arab vessel of the class known as Awasia, under Juma bin Salim bin Hamis of the Yenebi tribe.

It seems that when boarded the captain of the Indian's dhow and another of the crew were shot, while the Banian passenger, a Comoro man, one sailor and a boy were taken on board the Arab vessel, all the cargo was transhipped, and an attempt made to scuttle the dhow.

On the departure of the pirates two of the crew who had jumped overboard, and in the darkness returned to the sinking dhow, where they found one of their companions who had lain concealed, these three men succeeded in stopping the leak and working the dhow over to the coast, fetching the Port of Mtangata a little above Pangani.

I annex a statement in English and Arabic containing the name and description of the piratical captain and his vessel, along with all known particulars that may assist in their detection, and I trust that while carrying out the service on which you are now more particularly engaged, you will direct a strict search to be made for this vessel.

His Highness Seyed Burgash has sent off his steam yacht to examine the creeks and harbours of the opposite coast, especially Wasseen, where a vessel answering to the description given was seen to enter, and I think therefore that now the best course for you to adopt would be to proceed at once well to the north, so as to intercept him on his voyage to Arabia, which at this season must be slow, should he succeed in evading his Highness's steamer.

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

*Memorandum to serve for the identification of the piratical Dhow of Juma bin Salim.*

THIS dhow is of the class known as Awasia or a Bedin, with perpendicular bow and a projecting snout, high rudder head, and steered by means of outside yoke.

## ZANZIBAR.

37

It was bought this season by its present owner, who, however, took out no pass, so that if any such document is found on board it will not show the real name, but that of the former owner.

The present owner, who committed the piracy, is named Juma bin Salim bin Hamis, of the Yenebi tribe of Soor, near Ras el Hadd, he lives at Kumale or Riah, and is of the sub-tribe of Juma bin Rashid.

The cargo of the British Indian dhow was molasses twenty-five jars, ghee three jars, oil seed in bags, native corn in bags, and 311 dol. in cash.

The crew consisted of one captain, four sailors, one boy, and two passengers, one a Comoro man and one a Banian named Megla Hariani; of these the captain and one sailor are said to have been shot, one concealed himself in the dhow, two jumped overboard, returning to the dhow when abandoned by the pirates; the Banian, Comoro man, one sailor, and the boy were taken away and are missing.

The dhow of the Indian had an English Consular provisional pass in the name of Lalji Nanji.

The three sailors who escaped are at Pangani, and one of them might be at once obtained, and I have made arrangements with Ludda Damji, the Customs' Master, to give him a letter that will ensure his safe return from any part of the coast at which he might be required to be landed.

(Signed) JOHN KIRK.

No. 35.

*Earl Granville to Dr. Kirk.*

Sir,

*Foreign Office, June 10, 1871.*

WITH the concurrence of the Secretary of State for India, I have to signify to you my approval of your proceedings in the two cases of slave dealing by Kutchees at Zanzibar, reported in your despatch of the 8th of March last.

I am, &c.  
(Signed) GRANVILLE.

No. 36.

*Viscount Enfield to Dr. Kirk.*

Sir,

*Foreign Office, June 17, 1871.*

WITH reference to that part of the Report of the Slave Trade Committee of last year, which recommended the establishment of a depôt for the liberated slaves in the Red Sea, I am directed by Earl Granville to acquaint you that Rear-Admiral Cockburn, Commander-in-Chief of Her Majesty's Naval Forces in the East Indies, has reported that Aden is more suitable than Socotra for the landing of captured negroes.

I have, &c.  
(Signed) ENFIELD.

No. 37.

*Dr. Kirk to Earl Granville.—(Received June 17.)*

(Extract.)

*Zanzibar, April 4, 1871.*

I HAVE the honour to inclose copy of Court proceedings in the case of a dhow captured near this port by Her Majesty's ship "Wolverine," and condemned by me as being engaged in the contraband Slave Trade.

I should have had some hesitation in ordering the destruction of this vessel had it not been notorious how active are the preparations for the Slave Trade this season, and how utterly powerless the Sultan is to prevent the system of kidnapping and secret slave dealing that is carried on by and for the northern Arabs.

No one more readily acknowledges this than his Highness, who has of late seized in town 50 kidnapped slaves from the houses occupied by these Muscat people, but he knows that his officers are all open to bribes, and although he can in a measure throw difficulties in the way of their leaving the harbour, he has no power to stop the transport of slaves in small lots to other places on the coast, at which the slave dhows call.

Unfortunately no suspicion attaches to native vessels leaving this harbour in ballast, as so many cargoes of wooden rafters and corn are collected for Arabia from creeks and harbours along the coast, but the absence of the usual bounties, so foolishly given to the Arabs of Oman by the late Seyd Majid, will prove some discouragement to their return next year.

During the stay of the four ships "Wolverine," "Columbine," "Nympe," and "Nimble," I have authorised them to carry on the search and detention of all dhows without exception, whether anchored in this harbour or along the neighbouring coast; and although many cases have occurred of want of judgment, this has afforded me an opportunity of explaining, better than I otherwise could, the true grounds on which a vessel can be condemned.

No. 38.

*Dr. Kirk to Earl Granville.—(Received June 17.)*

My Lord,

*Zanzibar, April 8, 1871.*

I HAVE the honour to inclose a copy of my despatch of the 8th instant addressed to the Bombay Government, relative to the release of an Indian slave girl when being sold in Zanzibar.

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

Inclosure in No. 38.

*Dr. Kirk to Mr. Wedderburn.*

Sir,

*Zanzibar, April 8, 1871.*

I HAVE the honour to report for the information of his Excellency the Governor in Council, that yesterday it came to my knowledge that an Indian girl was being offered for sale by the slave auctioneer, and taken round along with Georgian females at night to the houses of the wealthy Arabs, and that \$250 had already been offered for her.

I at once applied for assistance to his Highness Seyd Burgash, who, on finding that the slave had been taken back to her former master from the hands of the auctioneer on it being known that the case had attracted my attention, had her removed from the harem, and brought to my house.

I found her a woman obviously of Indian countenance and manner, who spoke Hindostanee fluently, and other languages most imperfectly, and whose tale was as follows:—Known in India by the name of Fatima, and in the harem where she now was by that of Mariam, she had when young been sold in Bombay by her father, Mohammed, a jemadar in the service of the Bombay Government, to a man who took her to Hyderabad, in the Deccan; there she remained a long time, when she was taken by one Sooroor to Makulla, in Arabia, and there sold to a man of Eastern Africa; at Lamoo she fell into the hands of the notorious slave dealer; Saeed Auter, an Arab of Sheher, who sold her, I am told, to one of the Kadis here; afterwards she passed to the hands of her present owner, a young Persian, who, to make a profit, put her in the market.

In the examination I availed myself of the assistance of some Patans, to which tribe she is said originally to have belonged, and called in Tariabhoy Topin, the leading Khoja merchant here. As there remained no doubt that the woman was from India, and her story appeared true, and as she herself desired to be sent back to Bombay, I asked Tariabhoy Topin to keep her in his house, until a dhow could be found to take her away.

Whatever the exact law on such a subject may be, the case was obviously a disgrace to the British Indian community, and I did not hesitate to follow the course I have stated, leaving the Sultan and his slave-dealing subjects to arrange the matter of compensation or loss, as best they may among themselves.

The woman will be heard of at the house of Jaffer Taria, agent of Tariabhoy Topin, of Zanzibar and Bombay; and I beg that inquiry may be made, and if it be found that the father was guilty of selling his child, that he may be disgraced or punished as he deserves.

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

No. 39.

*Dr. Kirk to Earl Granville.—(Received June 17.)*

(Extract.)

*Zanzibar, April 11, 1871.*

I HAVE the honour to report that on the 6th instant the cases of three dhows detained as slavers were formally brought before me by Captain Wratislaw of Her Majesty's ship "Wolverene."

On the preliminary examination it became evident that the first two had been seized on false grounds, and Captain Wratislaw begged that he might be allowed to withdraw the charges; this I granted as no serious injury had been done to the owners of the vessels by the delay, and by thus omitting a formal decree Court fees were avoided, which must have fallen on the captors had the case proceeded on trial and been given against them.

In the third case the charge of having attempted to take off a raw newly-imported slave broke down at once, but still there seemed good cause why this should be fully investigated.

A decree was given in favour of the dhow owners.

This dhow belonged to the people of Mahar in Arabia, near Ras Fartak, a race differing entirely from other Arabs, and speaking a language peculiar to themselves. As a class they are honest traders, and never suspected of carrying on the wholesale Slave Trade, although like others they have slaves, and may at times take north a few on their own account. Their language being unknown to all but themselves made this examination most difficult, I was, however, glad to have the opportunity to know better a race in which for two years back I have taken some interest.

No. 40.

*Dr. Kirk to Earl Granville.—(Received June 17.)*

My Lord,

*Zanzibar, April 18, 1871.*

I HAVE the honour to report that having received information on the night of the 16th instant, of two dhows loading slaves at a point distant about two miles south of the town, I asked Captain Wratislaw to have them seized, reserving for myself full independence of action as judge in the subsequent trial.

His Highness on this as on other recent occasions declined sending a delegate to watch proceedings, on the ostensible ground, that he had full confidence in my justice, but in fact that he might not seem in the eyes of the natives to be party to the trial. As the captains of both dhows had fled and could not be found, the case assumed somewhat the character of an *ex-parte* hearing, although, with the passengers and slaves personally before me, and the Court being on the spot, full justice was done to the accused and the evidence fairly valued, nor have any of the facts been called in question.

The circumstances attending this case, of which a full report of proceedings is inclosed, were briefly as follows:—His Highness Seyed Burgash has for some time back been struck with the large number of desertions reported among his slaves without seemingly having had his suspicions awakened; through this seizure a wholesale system of kidnapping has been disclosed carried on by his own servants, probably under the auspices of some one high in authority, for I do not think that native dhow captains would venture of their own accord on so dangerous a game.

On Sunday evening it appears that two of Seyed Burgash's dhows left the harbour having on board thirteen of his runaway slaves, decoyed on board under fair promises of freedom on the coast where each might have his own garden and live at ease, instead of working daily carrying stone and mortar in town. The dhow captains themselves did not embark in the dhows so that they might not be held responsible if the plot was discovered, but joined at night two miles south of the town at an appointed rendezvous

bringing with them four other slaves (also of Seyed Burgash) whom they drove by force, two having their hands tied.

The cries of these for help brought down one of Bishop Tozer's boys, himself a liberated slave, and now a Deacon in the Bishop's church, who at the time was going his rounds gun in hand to drive thieves and stragglers off the premises. The Bishop's lad being appealed to for help seems to have fired his musket, which had the effect of driving off the two captains, who took with them the two slaves whose hands were tied.

The proof at first hearing in this case being so ample and conclusive I did not feel justified in taking up further my own time, which of late has been too much encroached upon by Slave Trade cases, or to detain the proposed sailing of Her Majesty's ship "Wolverene," but at once gave a decree of condemnation and destruction of the vessels.

I informed his Highness of the result of the trial and of my decision.

Seyed Burgash replied verbally that he would protest and appeal, firstly, because the dhows were taken in territorial waters, and secondly, because he could not allow that the dhow owner should suffer by the acts of his captain however criminal.

None of the facts have been called in question or my decision otherwise than on the above grounds disputed, and these are technical points which I must leave for your Lordship to decide between myself as judge and his Highness as the owner of a slave dhow.

The only point on which I feel the least doubt is that part of the decree regarding the slaves. These I looked on as stolen goods, not yet escaped from a slave country, and not like the dhow herself in the hands of a responsible agent; to take this view of the case I had the additional strong inducement seeing that all were old slaves of the utterly irreclaimable kind, whose liberty I have not the means of securing if left in Zanzibar, and to send them elsewhere I had not at the time the means.

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

No. 41.

*Dr. Kirk to Earl Granville.—(Received June 17.)*

My Lord,

*Zanzibar, April 20, 1871.*

IN continuation of the subject of my report dated April 18th, I have the honour to forward the reply of his Highness Seyd Burgash to my communication relating to the general question of search and seizure of slave dhows in Zanzibar waters, the other informing his Highness of Slave Trade carried on in his own dhows, and the kidnapping of his own slaves.

After the correspondence that has passed, his Highness having declined to make any appeal in a recent case in which the right claimed has been exercised, and two dhows in consequence condemned and destroyed, he may fairly be held to have withdrawn from the position he at first maintained.

Still, as he plainly says that his two dhows have been unjustly dealt with, on the ground, I presume, that they were captured in territorial waters, and that the owner ought not to suffer for the acts of his agent the captain, I would solicit an expression of your Lordship's opinion on these two cases for further guidance, as similar ones are likely to arise yearly, and it might be well they should be placed on a clear footing.

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

Inclosure in No. 41.

*The Sultan of Zanzibar to Dr. Kirk.*

(Translation.)

(After compliments.)

*Mohurum 29, 1288 (April 20, 1871).*

YOUR letters have reached, and your friend has understood their contents. Regarding the letter of my brother Majid, you desire me to send some one to see it. My friend Ali bin Saleh is sufficient if you will be pleased to send it by him to show it, and we will return it to you.

## ZANZIBAR.

41

Ali bin Saleh has also informed us that if we would appeal to the honoured Government we can do so. It is of no use to appeal, yet know that these dhows were sank without fault, but we have no wish to appeal. Our reliance is in God, and our complaints laid before Him.

No. 42.

*Dr. Kirk to Earl Granville.—(Received June 17.)*

My Lord,

Zanzibar, April 20, 1871.

I HAVE the honour to forward the petition of a Banian of Kutch residing at Fazi, asking for a revision of the decree of condemnation given in the Vice-Admiralty Court here by Mr. Churchill on the 15th November, 1870.

I have told the Banian's agent, through whom the letter came to me, that as the case was tried in the presence of the captain and four of the crew of the dhow, and a report of proceedings transmitted, that I can do no more than send on his petition to your Lordship without remark.

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

Inclosure in No. 42.

*This is my Petition.*

I, DEWJI DAYAR, native of Madai, and now resident at Fazi harbour within the dominions of Seyd Burgash, Sultan of Zanzibar, loaded in an mtepia (dhow) thirty beams for sale at Brava, the dhow having two captains and eight sailors, and two passengers, in all twelve.

On reaching Brava they were fired at by an English man-of-war, and they lowered the sail, when a boat from the man-of-war was sent to them, and the boat fired at them as did the ship; so, fearing the shot, they jumped into the sea and swam, and eight got on shore and four were taken by the man-of-war. They were asked if there were slaves in the mtepia. They said no. When asked why they got on shore, they said from fear of the bullets. Then the man-of-war's people looked, but found no trace of slaves, and the four were released. Next day they sent and took five men on board the man-of-war, and burned the mtepia without cause. The nacoda and four sailors were taken to Zanzibar, and released after being sent to Seyd Burgash.

We never shipped any slaves. Now I come to petition the Government, for I am a poor man of Kutch, and never entered into the Slave Trade, as I know it is distasteful to the Government, and that I ought not to break their laws. But this mtepia was taken with her cargo, worth in all 510 dol. and without cause, and please restore my property.

This is from Dewji Dayar of Madai, Kutch.

*El Kaada 10, 1287.*

No. 43.

*Dr. Kirk to Earl Granville.—(Received June 17.)*

My Lord,

Zanzibar, April 24, 1871.

I HAVE the honour to forward translated extract of letter from the agent sent with the first lot of goods to Ujiji for Dr. Livingstone. Although without date, this letter was written before that I had lately the honour to transmit, and contains no news of any importance.

From an Arab just come from Ujiji, however, I learn that Manemeh is a place resorted to for ivory trade, and situated twenty or thirty days' march due west of Lake Tanganyika.

It was believed at Ujiji that on his return Dr. Livingstone would pursue a route north to the Nzige Lake.

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

CLASS B.



## ZANZIBAR.

Inclosure in No. 43.

*Letter addressed to Dr. Kirk.*

(Translated extract of letter.)

(After compliments.)

THE news is that I reached the town of El Ujiji in safety on the first of Rajab, and I made inquiry of the Arabs dwelling at El Ujiji regarding the health of Dr. Livingstone, and they said that he was well, but had gone to Manemeh with an Arab caravan on the 9th of Rahiel Awal, 1286, and until now he has not returned, nor have caravans come thence, and no news of him or them. I am now living at Ujiji, awaiting the arrival of the caravans from Manemeh, that I may know the truth.

(The remainder of the letter relates to his family matters.)

No. 44.

*Earl Granville to Dr. Kirk.*

Sir,

*Foreign Office, June 23, 1871.*

I INCLOSE for your information and guidance copies of a correspondence respecting the question of landing slaves captured in slaves dhows at Zanzibar.

I should be glad to receive from you any observations that you may have to offer upon this question as to the policy of the proposal of the Slave Trade Committee as to the arrangements that would have to be made for the shelter, maintenance, and protection of the slaves, as to the probability of their obtaining employment at Zanzibar, and the probable expense per head of supporting and protecting them until they obtained such employment.

I am, &c.  
(Signed) GRANVILLE.

Inclosure in No. 44.

*Viscount Enfield to the Secretary to the Admiralty.*

Sir,

*Foreign Office, June 23, 1871.*

LORD GRANVILLE has received representations from the Bishop of Winchester and others of the probable landing of a large number of slaves at Zanzibar this year, although no provision has as yet been made for their shelter and maintenance, or for their protection against kidnappers; and although his Lordship doubts the correctness of this rumour, he has nevertheless directed me to suggest for the consideration of the Lords of the Admiralty whether it might not be expedient to instruct the naval officers on the coast not to land any slaves at Zanzibar without the concurrence of Her Majesty's Consul, and his assurance that they can be properly provided for.

Pending further arrangements, inquiry might be made at Mauritius and the Seychelles as to whether there is any demand for free labour at either place, and if so any slaves found in dhows captured in the neighbourhood of Zanzibar should be sent to either of those places in preference to Aden.

I am, &c.  
(Signed) ENFIELD.

No. 45.

*Dr. Kirk to Earl Granville.—(Received July 8.)*

My Lord,

*Zanzibar, May 27, 1871.*

IN the course of business in the Consular Court, two forms of contracts entered into by British Indians with Arabs for supply of slave labour, have come under my notice, and I now have the honour to inclose the same in translation.

This I do more for record, and that your Lordship may be fully aware of the usual means adopted by British Indians for obtaining labour in this slave-holding State, without becoming themselves the purchasers, than from any desire to have the system interfered with.

## ZANZIBAR.

43

For menial work there is here no command of free labour, nor is there a single European house in town where slaves are not employed; nay, more, it is by slave labour under contract, that all the loading and unloading of cargoes is carried on. While slaves form so large a part of the population, and the status of slavery exists together with the free import of any number of fresh slaves yearly from the coast, this must in one way or another continue.

As to the two contracts now submitted to your Lordship, I have informed the Indians that in my opinion the first is clearly illegal, as implying a transfer of certain individuals to be worked as slaves without personal remuneration, and irrespective of their own free will, but that possibly the second may not transgress the law, as it seems that it is labour, and not individuals that is to be supplied.

So long, however, as complaints are not brought to me by the slaves, I have thought it judicious in the present very unsatisfactory state of things, to ignore all such questions.

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

## Inclosure 1 in No. 45.

(Translation.)

*Shaban 19, 1283*

THIS writing of Jewa-bin-Suliman, Bohra, has been proved by his own declaration.

Written by the Fakeer Mohed-din-bin Sheikh, with his own hand.

Jewa declared that he hired from Saeed-bin-Abdul, Sheheri, three male and female slaves to work in his plantation for five years, for 150 dol., silver, and he will pay to him 150 dol. at the end of the time.

Written by the Fakeer Mohed-din-bin Sheikh with his own hand.

List of the slaves hired to Jewa :—

1. M'baraki.
2. 3. Mabrook and his wife, Amina.
4. 5. A female slave, Mama Zaidi, and her son.
6. Salama, from the house of Abdulla Mazrai.

## Inclosure 2 in No. 45.

(Translation.)

*Mohurum 1, 1288.*

I, THE poor of God Saeed bin Abdulla bin Salmin, Sheheri, declare that I have hired twelve of my slaves at 300 dol. for five years and six months, and I have received from this 250 dol.

And if one of these slaves shall run away or die, I have to supply his place with another.

God is the best witness.

Written by the Fakeer Saeed bin Abdul with his own hand.

## No. 46.

*Dr. Kirk to Earl Granville.—(Received July 8.)*

My Lord,

*Zanzibar, June 1, 1871.*

I HAVE the honour to report that Her Majesty's ship "Dryad" arrived here yesterday from the North, having on board upwards of seventy slaves, taken from an Arab dhow off the Somali coast.

As smallpox had made its appearance among the slaves, I proceeded at once on board and personally examined the merits of the case, which was so clear that I did not hesitate to return on shore and at once make out a decree of condemnation.

I have the honour to inclose copy of the proceedings in Court, and to report that I have taken over and assigned all the slaves, chiefly to the English and French missionary establishments here, giving as free men to the hands of Captain Fraser a few of the bigger and able bodied ones.

The crew of the dhow I found were men of Ras el Khyma, not subjects either of Zanzibar or Muscat. They stated openly that they shipped slaves at Quiloa, and were four days out only on the passage to the place north of the Equator, where they were

## ZANZIBAR.

captured, when one hundred miles at sea. They had passed outside Zanzibar and Pemba and were one of a number of slave dhows that sailed about the same time. They were provided with neither pass nor papers of any description.

His Highness Seyd Burgash, on my asking that they might [be punished, said, with truth, that they were not his subjects, and having been taken far outside his dominions, did not fall within his jurisdiction. At the same time, to allow so many (eighteen) ruffians, now utterly destitute, to go loose in town, would be dangerous; I shall, therefore, have them sent to Muscat in an Arab-owned ship, under the English flag, now here; but I presume it is hopeless to obtain their punishment at Ras el Khyma. I shall, however, represent the case to the Political Agent at Muscat.

After having relieved Her Majesty's ship "Dryad" of so many slaves, there still remained two that fell into their hands under so exceptional circumstances that it is necessary for me to explain with reference to my conduct in the matter. It was established to my satisfaction (and in this my experience in matters of local knowledge gives me confidence) that the two slaves in question had been carried off from Zanzibar in a northern Arab dhow having a cargo of timber. These being the only slaves on board, were cast into the sea, when Her Majesty's ship "Dryad" was seen at anchor off Ras el Khyle, on the Somali coast. The dhow of course passed free, having nothing to excite suspicion, while the slaves swam to shore, which was not far off; there they lay concealed two days and eventually swam off to the boats of Her Majesty's ship "Dryad."

This, my Lord, is no ordinary case of receiving runaway negroes on board of Her Majesty's ships. I have examined the case attentively and satisfied myself of the truth of these statements, and as the only means now of securing permanent liberty to these negroes I have given a formal decree in the Vice-Admiralty Court for the captors. I shall now practically secure their freedom in Zanzibar through the Sultan, and so avoid any after unpleasant discussion with the late master of these slaves, who is an Arab of Zanzibar.

I have often had to do with negroes who have escaped to Her Majesty's ships, many of whom have been criminals. Such I have always given up to the local authorities. In the case of the slaves of Seyd Burgash, captured close in shore, I lately restored them to the owner as stolen property, not under a responsible agent and still within Arab jurisdiction. The conditions are here otherwise, and I trust the course followed by me will be approved of by your Lordship.

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

No. 47.

*Viscount Enfield to Dr. Kirk.*

Sir,

*Foreign Office, July 14, 1871.*

EARL GRANVILLE has had under his consideration your despatch of the 20th of March last, and his Lordship now desires me to inform you that he approves your proceedings and decision in the cases of the two dhows captured by her Majesty's ship "Columbine" on the 28th of February and 8th of March last.

I am, &c.  
(Signed) ENFIELD.

No. 48.

*Earl Granville to Dr. Kirk.*

Sir,

*Foreign Office, August 8, 1871.*

I HAVE to acknowledge the receipt of your despatch of the 20th of April last, inclosing a petition or protest from a Banian named Deevji Doyar, described as being a native of Madai, against the destruction of a dhow by a British man-of-war off Brava, and I have to state to you that, after a full consideration of the case, I have come to the conclusion that the Petitioner is not entitled to compensation.

I am, &c.  
(Signed) GRANVILLE.

## ZANZIBAR.

45

No. 49.

*Dr. Kirk to Earl Granville.—(Received August 26.)*

(Extract.)

My Lord,

*Zanzibar, June 20, 1871.*

WHILE Her Majesty's ship "Forte" was in harbour, Admiral Cockburn's attention was called to a subject that has often been brought to your Lordship's notice, namely, the inefficiency of the Treaties as they now stand to prevent the shipment of slaves destined for Arabia, but nominally transported to Lamoo.

In former years, whilst feuds existed between the Somalis to the north and the Gallas to the south of the River Juba, it was a difficult matter to take slaves by land from Lamoo to Brava, Marka, Mogdeesha, and Worsheikh, Somali ports known here under the name of the Benadir, and, in consequence, many captures were made at sea.

The investigation that followed on the case to which Admiral Cockburn called my attention showed that this difficulty has been overcome, and that now the land route is open and one more obstacle thrown in the way of our stopping this traffic.

The new Somali settlement, under an Arab Governor, at Cape Bissell, known by the natives as Kismayo, and the expulsion of the Gallas that followed, has been the means of opening the land route from Lamoo to the Somali ports, advantage of which has already been taken by the slavers.

To show how large this traffic is even now, when slaves are scarce and dear in Zanzibar, from our late losses in cholera, I may mention that during the month of May and the first twelve days of June there had been taken to Lamoo 1901 slaves; to Mombassa, 53; to Pemba, 839; to Tanga and Pangani, places as large and important as Lamoo, only 11, in all, 2,804 slaves had been shipped from Zanzibar in forty-three days under the Sultan's pass and within the letter of the Treaties.

His Highness himself was the first to explain to me that slaves for the Benadir are now taken by land from Lamoo, but he considers that it is not his duty to interfere so long as the letter of the Treaty is not broken.

In the present unsatisfactory state of affairs I considered that I would best carry out the policy of Government by not insisting further on the utter want of good faith hereby shown. A radical change is needed, and no amount of modification of the old Treaties will ever be of the least avail, and certainly nothing short of the total abolition of the transport of slaves for sale by sea will, in my opinion, produce the least effect. Even then we will find an organized land traffic spring up along the coast, that without the intervention of a free settlement to break the line will almost defy our best endeavours.

By a curious coincidence, the day after Admiral Cockburn's departure Captain Wratislaw, who remained in port in Her Majesty's ship "Wolverene," seized at anchor, in harbour, the same dhow that had given rise to the above inquiry. The dhow, being now in possession of Her Majesty's ship "Wolverene," came more immediately under my notice, but as it was at once clear that her papers were in order, and that she was actually bound to Lamoo, as I now found by collateral evidence, and certainly not going, as had been represented to Captain Wratislaw, direct to the Somali ports, she was of course released by the captors of their own accord, and without being brought officially before me as Judge; nor was this followed, I may also mention, by any remonstrance on the part of his Highness.

No. 50.

*Dr. Kirk to Earl Granville.—(Received August 26.)*

My Lord,

*Zanzibar, June 27, 1871.*

I HEREWITH have the honour to inclose for your Lordship's information a transcript from the books of the Zanzibar Government, showing the number of slaves taken during five successive years from the harbour to places between this and Lamoo in Zanzibar owned dhows from 1st May to 31st December under the Sultan's pass and Customs' permit.

These numbers are therefore exclusive,—1st. Of all slaves taken direct from Quiloa to Lamoo with the Customs' permit, the number so taken on each of which a duty of four dollars is levied has been estimated at 3,000 per annum by the Chief Custom-house

Master. 2nd. The above statistics exclude all contraband traffic either in northern Arab or Suaheli dhows, a number not less than 3,000. 3rd. It is impossible to estimate even roughly the number of slaves that first reach the coast at Pangani, Melinda, Mombas, and Lamoo from the interior, and who never pass the Zanzibar Custom-house. To Pangani itself the number is not very great, but Bagamoyo, distant only four days, receives a large number; while Melinda, Lamoo, and Kismayo are the chief depôts for the Galla Slave Trade, a region that has of late yielded a large number of slaves.

In forwarding these returns of the declared export Slave Trade north, I have to remark regarding the great diminution observable towards the close of 1869, that it is obviously owing to the epidemic of cholera which during the last two months of that year ravaged the island and coast. The fearful losses among slaves that occurred produced at first a depreciation, but afterwards a great rise in price of that kind of property, slaves being now 50 per cent. dearer than they were previously.

The statistics of 1870 are clearly exceptional from the above cause.

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

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## ZANZIBAR.

47

## Inclosure in No. 50.

OFFICIAL Arab List of Dhows to which permits to carry Slaves from Zanzibar to Lamoo, &c., from May 1 to December 31, 1866, have been issued. Hejira 1282-83=A.D. 1866.

Date.	No.	Total.	Date.	No.	Total.
El Haj 20, 1282 (May 6, 1866)	16	1,312	Jemad-el-awal 1 (September 11)	173	2,377
	126			130	
	121			57	
	165			13	
	155			176	
	161			26	
	54			147	
	68			70	
	252			75	
	4			207	
	190			22	
				190	
	Mohurum 1, 1283 (May 16, 1866)			321	
8		83			
16		150			
126		49			
117		23			
103		189			
11		17			
11		37			
112		15			
8		30			
6		33			
24		15			
23		31			
37		26			
35		209			
10		162			
52		15			
62		196			
25		220			
69	31				
26	55				
55	219				
Safr 1 (June 15)	10	329	Rejeb 1 (November 9)	46	905
	13			37	
	8			55	
	108			16	
	6			30	
	9			50	
	42			23	
	81			22	
	8			102	
	5			84	
	12			79	
	27			7	
				38	
Rabia-el-awal 1 (July 14)	215	746		10	378
	43			14	
	34			45	
	158			14	
	143			17	
	7			12	
	14			11	
	132			26	
Rabia-el-akbir 1 (August 13)	200	875	Shaban 1 (December 9)	23	905
	280			12	
	18			71	
	11			32	
	11			2	
	61			103	
	118			57	
	116			78	
60					
Jemad-el-awal 1 (September 11)	182	875			378
	62				
	20				
	121				
	32				
	128				
	11				
	88				
	25				
10					
			Grand total .. ..	..	10,181

## ZANZIBAR.

OFFICIAL Arab List of Dhows to which permits to carry Slaves from Zanzibar to Lamoo, &c., from May 1 to December 31, 1867, have been issued. Hejira 1284=A.D. 1867.

Date.	No.	Total.	Date.	No.	Total.
Mohurum 1 (May 5) .. ..	93	1,503	Jemad-el-awal (September) ..	7	1,116
	16		32		
	246		Jemad-el-akbir (October) ..	24	
	64			7	
	31			91	
	184			29	
	2			13	
	4			9	
	31			39	
	68			85	
	52			13	
	25			10	
	163		58		
	144		39		
	13		108		
	7		27		
	37		207		
	20		41		
	296		18		
1	112				
6	4				
Safr (June) .. ..	20	490	Rejeb (November) .. ..	103	934
	128			99	
	24			108	
	140			62	
	14			180	
	18			121	
	8			22	
	71			96	
	50			86	
	17			13	
Rabia-el-awal (July) .. ..	49	529	Shaban (December) .. ..	77	1,503
	27			60	
	52			53	
	16			31	
	27			69	
	16			47	
	8			53	
	17			24	
	7			12	
	29			15	
	9			23	
	7			7	
	14			40	
	16			13	
33	7				
19	52				
183	13				
Rabia-el-akbir (August).. ..	83	722	Ramazan .. ..	64	741
	149			38	
	5			81	
	31			5	
	127			33	
	18			51	
	18			9	
	9			120	
	51			7	
	12			9	
	190			9	
	1			120	
	6			7	
19	52				
3	13				
Jemad-el-awal (September) .. ..	45	281	Grand total .. ..	..	7,819
	145			..	
	21			..	
	87			..	
	8			..	
	159			..	
	163			..	
	64			..	
	17			..	
	15			..	
	32			..	
68	..				
169	..				
55	..				
29	..				

## ZANZIBAR.

49

OFFICIAL Arab List of Dhows to which permits to carry Slaves from Zanzibar to Lamoo, &c., from May 1 to December 31, 1868, have been issued.

Hejira 1285=A.D. 1868.

Date.	No.	Total.	Date.	No.	Total.
Mohurum 14 (May 7) .. ..	57 49 200 23 116 16 21 104 4 95 5 46 251 14 105 111 5		Jemad-el-awal (September) ..	219 332 10 222 149 30 144 153 11 21 35 40 24 165 8 12	
		1,222			1,713
Safir (June) .. ..	116 364 189 12 20 15 31 34 14		Jemad-el-akbir (October) ..	26 112 161 39 60 20 26 145 172 83 19 13 13 103 224 15 12	
		795			1,243
Rabia-el-awal (July) .. ..	12 83 14 7 38 9 27 21 11 28 35 8 51 8 20 33 141 83		Rejeb (November) .. ..	15 22 22 115 86 101 60 17 226 180 218 20 12 50 15 45	
		629			1,204
Rabia-el-akbir (August) ..	20 12 30 21 24 104 90 27 20 9 21 22 13 38 46 52 51		Shaban (December) .. ..	12 65 7 8 82 9 34 7 61 56 35	
		600			376
Jemad-el-awal (September) ..	3 9 27 36 63		Ramazan .. ..	13 37 23	73
			Grand total .. ..	..	7,855

Zanzibar, June 27, 1871.

(Signed) JOHN KIRK.

CLASS B.



## ZANZIBAR.

OFFICIAL Arab List of Dhows to which permits to carry Slaves from Zanzibar to Lamoo, &c., from May 1 to December 31, 1869, have been issued.

Hejira 1286=A.D. 1869.

Date.	No.	Total.	Date.	No.	Total.	
Mohurum (May) .. ..	15	537	Jemad-el-awal (September) ..	150	769	
	10		Jemad-el-akbir (October) ..	84		
	50			7		
	61			7		
	252			205		
Safr (June) .. ..	149	1,773		8	535	
	256			11		
	119			18		
	113			8		
	152			41		
	45			18		
	173			30		
	88			12		
	18			51		
	167			18		
	157			17		
	317					
	184			Rejeb (November) .. ..		30
20			69			
14			31			
Rabia-el-awal (July) .. ..	12	170		41	171	
	22		Shaban (December) .. ..	72		
	19			9		
	75			9		
Rabia-el-akbir (August).. ..	42	400		103	575	
	18			80		
	70			52		
	32			135		
	117			68		
Jemad-el-awal (September) .. ..	163	400		28	79	
	40			19		
	196		Ramazán (December) .. ..	14		
	200			65		
	83					
	100		Grand total .. ..	..	5,009	

Zanzibar, June 27, 1871.

(Signed)

JOHN KIRK.

## ZANZIBAR.

51

OFFICIAL Arab List of Dhows to which permits to carry Slaves from Zanzibar to Lamoo, &c., from May 1 to December 31, 1870, have been issued (cholera year).

Hejira 1287=A.D. 1870.

Date.		Pemba.	Panjeni.	Mombas and Melinda.	Lamoo.	Total.
Safr (May)	15	9	18	..	..	27
	18	..	..	..	166	166
	19	159	..	175	..	334
	23	..	..	4	..	4
	24	78	..	..	..	78
	28	335	..	..	..	335
Total ..	..	581	18	179	166	944
Rabia-el-awal (June)	11	12	..	150	63	225
	14	..	10	..	..	10
	17	..	34	..	30	64
	21	26	..	..	..	26
	27	10	..	..	..	10
Total ..	..	48	44	150	93	335
Rabia-el-akbir (July)	3	35	..	..	..	35
	8	33	..	..	..	33
Total ..	..	68	..	..	..	68
Jemad-el-awal (August)	19	32	..	..	..	32
	29	25	..	..	..	25
Total ..	..	57	..	..	..	57
Rejeb (October)	17	..	31	..	..	31
	18	..	..	..	97	97
	21	..	..	..	222	222
	25	..	..	..	349	349
	29	..	..	112	..	112
Total ..	..	..	31	112	668	811
Shaban (November)	1	..	10	..	..	10
	2	33	..	..	..	33
	3	..	26	..	..	26
	7	..	..	..	116	116
	9	..	..	..	300	300
	14	..	..	..	178	178
	15	..	..	..	21	21
	16	46	..	..	..	46
	17	..	..	..	116	116
	18	..	..	..	102	102
	19	..	6	..	..	6
	20	..	9	..	..	9
	21	..	..	..	109	109
	22	..	..	..	100	100
	23	36	..	..	..	36
	25	..	..	66	..	66
	26	..	..	..	83	83
	27	31	..	..	..	31
	29	..	..	..	126	126
Total ..	..	146	51	66	1,251	1,514
Ramazan (December)	2	..	..	..	28	28
	4	41	3	..	207	251
	5	1	..	..	..	1
	6	..	..	111	..	111
	7	39	..	..	..	39
	10	..	..	..	57	57
	12	64	..	..	..	64
	17	..	..	..	80	80
	18	10	..	..	41	51
	20	..	4	..	..	4
	22	5	..	..	..	5
	24	..	..	6	46	52
Total ..	..	160	7	117	459	743
Grand totals..	..	1,060	151	624	2,637	4,472

Zanzibar, June 27, 1871.

(Signed) JOHN KIRK.

## ZANZIBAR.

## Abstract.

	1866	1867	1868	1869	1870
Total to Lamoo, &c. . . . .	10,181	7,819	7,855	5,009	4,472
Greatest number in one dhow . . . . .	321	296	364	317	349
Number of cargoes . . . . .	143	159	129	67	60
Average number in each cargo . . . . .	71	51	61	75	44

The number of slaves shipped direct from Quiloa to Lamoo, Pemba, &c., is not ascertainable, but the Customs Master authorized me to take it at an annual average of 3,000; thus the yearly shipment of slaves for ports north of Zanzibar would stand thus:—

In 1866	..	..	..	13,181
„ 1867	..	..	..	10,819
„ 1868	..	..	..	10,855
„ 1869	..	..	..	8,009
„ 1870	..	..	..	7,472

We must at the same time remember that Pangani, Membas, and Lamoo are themselves the centres of local Slave Trade from the interior, none of which is shown on the above table.

(Signed) JOHN KIRK.

Zanzibar, June 27, 1871.

## No. 51.

*Dr. Kirk to Earl Granville.—(Received August 26.)*

(Extract.)

Zanzibar, July 18, 1871.

I HAVE the honour to acknowledge receipt of your Lordship's despatch instructing me as to the course to be followed with the Zanzibar Government in Slave Trade matters.

I have now the honour to report that I lost no time in placing your Lordship's letter in the hands of Seyed Burgash, who expressed his highest gratification on its perusal.

It seems to me that we are now in a favourable position if not to obtain all that has been asked, at least to effect such temporary modifications of the Slave Trade as will hamper seriously the slaving operations of the Muscat Arabs, and make the action of our cruizers more easy without seriously impeding legitimate commerce.

Some time ago I had reason to think that his Highness might be willing to abolish all Slave Trade by dhows between Quiloa and Zanzibar and to put on one of his steamers for that service. If he could be induced to make Dar Salam and not Quiloa the port on that side, more than has been asked would be granted, in all except the numerical limitation, which can only become practicable after we have concentrated the traffic in one or two channels, the difficulty will be in getting him to apply some such regulation to the Lamoo trade, for it is obvious once this traffic enters into the hands of the Arab Government alone that we have a much simpler means of control and a clearer line of distinction between slavers and legal traders than is now possible, when every Zanzibar dhow may at any moment become a legal slaver.

## No. 52.

*Earl Granville to Dr. Kirk.*

Sir,

Foreign Office, August 29, 1871.

EARL GRANVILLE referred to the Law Officers of Crown your despatch of the 27th of May last, inclosing two forms of contracts entered into by British Indian subjects resident in Zanzibar, for the hire of slave labour, and with reference to your

## ZANZIBAR.

53

conjecture that the second of these contracts might possibly not transgress the law, I am directed by his Lordship to inform you that he is advised that in law the distinction which you have drawn between the two contracts cannot be sustained, and that both contracts practically countenance slave dealing, and are therefore illegal.

I am, &c.  
(Signed) GRANVILLE.

## No. 53.

*Dr. Kirk to Earl Granville.—(Received September 23.)*

My Lord,

*Zanzibar, July 25, 1871.*

HAVING been long convinced of the great importance of regular communication between Zanzibar and some station on one or other of the mail routes, I have never lost an occasion of bringing the subject before both the present Sultan and also his predecessor.

In Seyed Majid's time, however, it had long been apparent that nothing could be hoped for from him, the usual reply after the formal "Inshallah" being that the cost would certainly be his own, and the immediate advantage that of the farmer of his Customs.

The few Europeans and American merchants here, either indifferent or opposed to what would give additional facilities to native traders, and open to others the commerce of Eastern Africa, of which they hold the monopoly, were disinclined to do anything of themselves.

It was, therefore, with great satisfaction that I received from his Highness Seyed Burgash at an interview I had yesterday, the notification that he would send the new steam-yacht the "Dar es Salam" at once to Seychelles and employ her regularly on this service until another vessel more fitted and which he intends to order should arrive.

The "Dar es Salam" is indeed small and has no accommodation for passengers, but has proved a good sea boat on the voyage round the Cape under sail.

The manner in which the present Sultan has hitherto carried out his own will, and the general reliance he has shown on his own judgement give some assurance that he will probably continue what he has once taken in hand, while his strict economy will better enable him to meet the expense.

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

## No. 54.

*Dr. Kirk to Earl Granville.—(Received November 6.)*

My Lord,

*Zanzibar, August 12, 1872.*

I HAVE the honour to inclose for transmission to the Lords Commissioners of Her Majesty's Treasury a list of all cases that have been adjudged in the Vice-Admiralty Court here during the half year ending 30th June, 1871.

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

## Inclosure in No. 54.

Summary of Cases held in the Vice-Admiralty Court at Zanzibar during the half-year ending 30th June, 1871.

12 Cases tried.  
6 Decrees of Forfeiture.  
6 " Restitution.  
100 Slaves released in Zanzibar.  
12 " returned to their owners.

*Dr. Kirk to Earl Granville.—(Received November 13.)*

My Lord,

*Zanzibar, September 5, 1871.*

THREE months having elapsed since the distribution of freed slaves landed here from Her Majesty's ship "Dryad," I have now the honour to report in what way the system recommended by the late Slave Trade Committee has in this instance operated. I embrace at the same time the opportunity to add a few remarks on the steps needed in the event of any large numbers of slaves being yearly sent here.

On the occasion now referred to, the slaves landed (seventy-three in number, including fifty-two females) were in better condition and health than we commonly find. There were, however, among them three serious cases, including one of small-pox. All these slaves, the small-pox case alone excepted, which I took under my own especial care, and placed in the house of the Arabic writer not far from my own, were allotted and comfortably lodged within three hours of their landing.

Bishop Tozer, Superintendent of the English Mission, was admitted to the first selection, but from the nature of his institution, which aims as yet exclusively at giving a high Christian education, only twenty-one were found of a suitable age. The Roman Catholic Mission, whose operations include workshops in Zanzibar and a large economic farm on the coast, relieved me of thirty-seven suited for their work, but would willingly have taken all that the English Mission had received; while at Captain Fraser's special request I assigned fourteen of the eldest, and for Mission purposes the least tractable, to be apprenticed on the oil and sugar works at Kokotoni, which estate is now cultivated by slaves freed by the late Sultan.

I understand that Bishop Tozer has found such favourable progress among his boys and girls as may always be obtained in the case of young children.

The Father Superior of the French Mission is delighted with those he received, and begs earnestly for others.

I annex a report by Captain Fraser regarding fourteen the least eligible of all placed in his hands, from which it will be seen that he also is ready again to take others, nor shall I hesitate to grant his wish, although the presence of these freed slaves at Kokotoni will necessitate an official visit from this Consulate once or twice a year.

I may remark for your Lordship's information, regarding the three parties to whom allotments have been made, that Bishop Tozer represents the Central African Mission withdrawn from the Nyassa country, its original destination, and re-established here. This Society has capital to the value of about 20,000*l.* invested in England and Zanzibar, the interest on which, along with annual subscriptions, realize an income of about 2000*l.* I understand that the Bishop considers the yearly cost of board and lodging for those under his care to be 6*l.*, but comparing the average number under tuition with the total expenditure the cost per head does not fall much short of the enormous amount of 50*l.* Such a rate will obviously be much reduced in proportion as the numbers increase, the heaviest outlays being on houses, teachers' passages out and home, &c., items that do not increase at the same rate as the number of children.

I have been much pleased to know that lately Bishop Tozer has commenced to invest part of the funds of his Society in land in Zanzibar, and has already bought an estate, the covenants on which alone yield 10 per cent. on the purchase-money. This, however, can be obtained only through native labour, and he will be compelled, if freed slaves are not given over to him from our ships of war, to hire slave labour from the Arabs to keep his land in cultivation. I have, therefore, no doubt that the English Mission will gladly accept a number of the adults of the next gang landed, both from economic as well as philanthropic motives.

The French Catholic Mission being chiefly conducted by priests from Alsace depending on supplies from France, has necessarily suffered severely through the late war, and hitherto not having possessed the advantage that Bishop Tozer has always enjoyed, is by the French Government allowed to buy slaves for their operations, these slaves of course being freed by the act of their purchase, a system, however, alike expensive to the Mission, and in every way injurious to our work of suppression by placing the two great European nations best known in the East in obvious antagonism on this important point. I therefore did not hesitate to allow the Roman Catholic Mission to take from those rejected by Bishop Tozer the ones most suited for them, the more so as we must carefully avoid conveying to the Arab mind the impression that our slave operations are but a cloak to proselytism of the natives to our own mode of faith, and

## ZANZIBAR.

55

the establishment of a large English colony of negroes in the island, a belief which besides being in itself dangerous, would throw additional difficulties in the way by making our motives suspected.

Such measures as have been found sufficient in disposing of seventy-three slaves will, however, be inadequate were a thousand or so to be introduced yearly, and we must be ready for and encourage a steady influx of freed slaves if we intend following up the wise policy laid down in the Slave Trade Report, of making the freed slaves a means of uprooting slavery.

To locate freed slaves in numbers anywhere in the island of Zanzibar, not directly under British or other European authority, would be dangerous to their freedom, and soon involve us in serious complications both with the Government and the people. On the two Missions and the Kokotoni estate the scheme is at once practicable, and might, I think, be extended to as many as two hundred slaves yearly; but to grant the same to the British Indians, who also beg for freed slaves to work their plantations, now rented for half their value to Arabs, steady free labour being unobtainable, would, in my opinion, require an elaborate organization and superintendence as well as considerable outlay. Possibly part of the expense so incurred might be recovered from those to whom the slaves were assigned, but anyhow the system would be jealously viewed both by Arabs and other nations, and I think, under the present state of things, prove impracticable. The idea of giving any to the care of Arabs is, I consider, impossible.

It seems to me that if some station could be secured on the mainland at a distance from the island a very much healthier place might be obtained, and a free African colony founded. The Arabs, however, will at first be much opposed to such a settlement, knowing the influence it would have on the system of slavery, and the fear that it was established with ulterior views of extending our dominion. If these fears were once got over,—and this might easily be done with judicious management,—there is abundance of unoccupied ground available. The islands and coast north of Lamoo are for this purpose the most healthy, but again the harbours are bad and the coast dangerous, while the social state of the Somali and Galla tribes would render some means of defence necessary. To the south of Quiloa there are fine commodious harbours and rich lands, bordered by weak negro tribes, and a climate healthier than Zanzibar, yet much inferior in this respect to that of the north. In forming any such station I should not propose in any way to interfere with the Sultan's sovereign rights, claim the power of raising taxes, or otherwise infringe the provisions made in his Treaties with other countries. All I should aim at would be to become possessed as proprietors of a moderate tract of land, the fact of proprietorship alone giving us, under Treaty, jurisdiction within the same as far as we should require.

As I have before said, slaves in small numbers may be disposed of here under existing arrangements, but if many more are landed an organized staff under the Consulate will be needed, and in that case the ships' interpreters when on shore would form a good body of men, not those interpreters now obtainable, but such as we must encourage and educate for the work. In any case, however, I think the coast offers certain advantages worthy of attention, but whatever we do we must carefully avoid giving to our work the aspect of a propaganda, or an attack on the present Government.

On the coast Christian Missions might be safely made more use of than in the island, but whatever is done the negro must be made self-supporting if we hope for success, and kept during his apprenticeship under British jurisdiction.

This season the matter will probably not be a pressing one, the requirements of the Indian Government having withdrawn the cruisers all but one from this coast. Slaves are being shipped in unusual numbers, but the chance of capture is small. This intermittent action of ours encourages the Slave Trade, and I may observe when the "Wolverene" was lately removed from this coast the demand for slaves to Muscat increased, and additional orders were at once forwarded from Lamoo.

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

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Inclosure in No. 55.

*Mr. Fraser to Dr. Kirk.*

Sir,

*Zanzibar, September 10, 1871.*

IN accordance with your request, I beg to hand you the following report on the fourteen freed slaves landed from Her Majesty's ship "Dryad," and transferred to me for employment by my firm.

## ZANZIBAR.

56

Of the fourteen people in question, ten were females and four males. The females were chiefly middle-aged. The males comprised one middle-aged man, and three youths of seventeen to nineteen years of age.

Two of the women and one of the youths were received in a state of great emaciation, and were at once placed under the medical care of Dr. Christie, in whose charge they remained for two months till convalescent, when they joined their comrades who had been sent to work at the sugar and oil factory at Kokotoni.

For the first two months the whole were put to light work, and then employed in such labour as they appeared most suited for. The strongest of the women are at present employed as field hands on the estate, the others in the factory, breaking and drying cocoa-nuts, &c. One of the lads has been placed under the native engineers, and already shows great aptitude and intelligence; the other is employed at the hydraulic presses, and promises well. The man is employed variously in the factory.

One of the women died from an attack of virulent small-pox, also the lad who was reported convalescent, who sank gradually in spite of all the care that was taken of him. With the exception of the two ailing women already referred to, who have not yet recovered strength, the remainder of the people are in robust health.

Huts have been provided for the party, and provision grounds allotted them, which, however, as yet they seem little disposed to cultivate. They are supplied with clothing, and get two substantial meals per day. On Sundays they receive a small sum in the shape of good-conduct money, to enable them to buy such small luxuries as they require in the shape of tobacco, &c.

Up to this time all have proved very tractable and well-behaved, and I would gladly undertake to employ from two to three hundred such, provided the women were of a more suitable age to form domestic ties, and adapt themselves to habits of industry, which are essential for the successful employment of free labour.

Although you are already aware of the fact, it may not be out of place to put on record that the Kokotoni estate, comprising nearly 2000 acres, all planted with cocoanut trees and sugar cane, together with the factory, containing powerful steam engines, high pressure boilers, sugar mill, hydraulic presses, &c., have been worked for years by freed slaves, who, with the exception of one European manager, fill all the subordinate offices of trust and responsibility, and supply fairly skilled mechanics, such as assistant-engineers and engine drivers, blacksmiths, coopers, carpenters, cartwrights, &c., all trained on the estate, proving beyond question that the African slave, when freed, is capable of being made, with good management, an intelligent and industrious workman.

I have, &c.

(Signed) H. A. FRASER.

No. 56.

*Dr. Kirk to Earl Granville.—(Received November 13.)*

(Extract.)

*Zanzibar, September 7, 1871.*

SO many have been the cases lately brought to my notice of slaves shipped from this harbour, and so great is the traffic carried on this year from Quiloa and elsewhere, that I felt it necessary to communicate these facts to his Highness, and to point out the way in which he personally aided the slavers by granting under his seal permits for the transport of a number of slaves to Lamoo, Pemba, &c., far beyond the requirements of those places.

On the 6th instant I therefore commissioned the Arabic writer, Ali bin Saleh, to go to his Highness and read to him a memorandum with which he was furnished by me, copy of which is hereto annexed. Ali bin Saleh was further instructed to impress upon his Highness that my desire to see proper measures taken for the suppression of the Northern Slave Trade was dictated from a sincere desire for the welfare of Zanzibar and the maintenance of his position, and that I thought he could not with safety much longer refrain from taking notice of the wish expressed regarding the Slave Trade in the letter of congratulation and recognition which he had received from your Lordship.

To-day his Highness, in answer to my memorandum of yesterday, informed me that the adoption of distinctive marks for slave dhows could be carried out even now if I wished, and without difficulty next season, or if I wished that he would set apart special

## ZANZIBAR.

57

dhows or obtain proper vessels for that purpose, and so take the transport of slaves by sea entirely into his own hands.

The question of limiting the number of slaves to be so taken to Pemba, Lamoo, &c., was, however, he said, a more difficult and delicate matter; but he would, if the number required could be fairly settled, concede that also; and he promised to consult with his elders on this latter point. If they could give him an estimate, he would lay it before me: but if not, other means should be taken to settle the just requirements of each place.

No great result will, I feel assured, ever be obtained while the Ocean Slave Trade is in any form permitted.

## Inclosure in No. 56.

*Memorandum read to his Highness Seyd Burgash, on September 6, 1871, by Ali bin Saleh.*

IT is well known that not only at Quiloa and elsewhere on the Coast slaves are now being shipped in great numbers to Muscat and other parts of Arabia, but that from the Harbour of Zanzibar many shipments have been effected. The latter could not have sailed without the knowledge and connivance of the authorities, all of whom, from the highest to the lowest, are open to bribes, and many of them, moreover, personally interested in the traffic.

Such is the contraband trade, for which his Highness is not to be held personally responsible; but it evidences the impotence of his Government and its inability to give effect to Treaty stipulations, even when the State Revenue is seriously affected by the neglect.

On another point, however, of still greater importance, his Highness must be made personally accountable, for it is known that he daily issues passes allowing the export of any number of slaves from Zanzibar nominally to Lamoo, Pemba, &c. (the annual number so taken being about 8,000, besides 3,000 direct from Quiloa; in all, 11,000 slaves yearly to these places), when it is notorious that most of these slaves are sent to Arabia.

While countenancing such a system, his Highness will be held to act in direct violation of the spirit of the Treaty of 1847, and as aiding and abetting the Slave Trade.

His Highness will be aware that great advantage would accrue to British subjects if we were to adopt the letter and spirit of several of the Articles of the Commercial Treaty of 1839, not now acted on chiefly because such would cause to his Highness most serious loss; but it will be for Government to decide whether they can longer adopt such a course, while his Highness so grossly breaks the spirit of similar engagements on his side, and helps to paralyze our humane endeavours carried on at an enormous sacrifice.

(Signed) JOHN KIRK.

No. 57.

*Earl Granville to Dr. Kirk.*

Sir,

*Foreign Office, November 22, 1871.*

WITH reference to your despatch of the 20th of March last, I am directed by Earl Granville to transmit to you a copy of a despatch from Her Majesty's Chargé d'Affaires at Paris,\* inclosing copy of a note from the French Minister for Foreign Affairs relative to the steps taken with reference to the Slave Trade attempted to be carried on under the French flag on the East Coast of Africa, and with reference more especially to the case reported by the Commander of Her Majesty's ship "Columbine."

I have, &c.

(Signed) GRANVILLE.

\* No. 8.

CLASS B.



## ZANZIBAR.

58

No. 58.

*Viscount Enfield to Dr. Kirk.*

Sir,

*Foreign Office, November 23, 1871.*

I AM directed by Earl Granville to acknowledge the receipt of your despatch of the 7th of September last relative to the continued Slave Trade at Zanzibar, the shipment of numbers of slaves to Muscat, and the steps which you had taken to dissuade Seyd Burgash to allow this trade to continue, and I am to inform you that the whole question of the East African Slave Trade is now under the consideration of Her Majesty's Government.

I have, &c.  
(Signed) ENFIELD.

No. 59.

*Dr. Kirk to Earl Granville.—(Received December 4.)*

(Extract.)

*Zanzibar, September 20, 1871.*

I HAVE the honour to inclose in translation the copy of an Arabic letter received from his Highness Seyd Burgash, in answer to representations lately made to him by me as detailed in my report of the 7th instant.

Your Lordship will perceive that while his Highness clearly promises to take measures with a view to the immediate suppression of the Arabian Slave Trade, that no scheme or plan of action is indicated. The propositions as submitted to the late Seyd Majid by your Lordship's predecessor are before him and it will be only right that they should be discussed here and judged from an Arab point of view, hitherto this has been impossible either with Seyd Majid or the present ruler.

Inclosure 1 in No. 59.

*The Sultan of Zanzibar to Dr. Kirk.*

(Translation.)

(After compliments.)

*Zanzibar, Rejeb 3 (September 19, 1871).*

YOUR honoured letter has reached and your friend has understood it, and I beg your pardon in having left it so long unanswered.

Now the time in which the Arabs transport slaves to Arabia is near an end, and when it has closed we will make such arrangements in the matter as shall prevent the export of slaves in future to Arabia from all our harbours, but before doing so we shall communicate with you, and will endeavour to our very utmost to prevent the transport of slaves by ship owners to any place other than those within the prescribed limits of our dominions.

Seal of Seyd Burgash.

Inclosure 2 in No. 59.

*Dr. Kirk to the Sultan of Zanzibar.*

Your Highness,

*Zanzibar, September 20, 1871.*

IT gives me the greatest satisfaction to know, through your letter of the 3rd Rejeb (September 19), that you now see and acquiesce in the absolute necessity of acceding so far to the wish of England and declaring that it is your intention to use your utmost endeavours to stop the Arabian Slave Trade.

I trust, moreover, that by this time your Highness is convinced that such a course would, if thoroughly carried out, give rest to your people, encourage trade, and by keeping twelve thousand people within your own dominions who are now exported yearly, add to the wealth of your kingdom.

No one knows better than I do the obstacles that will be thrown in your way by every one of your councillors and servants, most, if not all, of whom are themselves interested

in the traffic. I do not hope to convince you that in the Slave Trade there is any crime, but I think you cannot deny it would be to your advantage if it were stopped.

As hitherto all the arrangements made for this purpose have been evaded and rendered of no use, I trust that after consulting with this Agency you may be enabled to devise means better fitted to meet the object. I will assure you that it is not the desire of Her Majesty's Government to interfere in the internal affairs of your kingdom. On the contrary, should Her Majesty's Government see in you a ruler honestly helping them in their work of obstructing the Northern Slave Trade you may depend on their good will and support.

I shall do myself the honour to forward a copy of your Highness' letter to Earl Granville, who will desire hereafter to be informed how far your Highness purposes to go in this matter and what means you are willing to put in force.

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

No. 60.

*Dr. Kirk to Earl Granville.—(Received December 4.)*

My Lord,

*Zanzibar, September 22, 1871.*

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of June 23rd with inclosures, referring to the question of landing in Zanzibar freed slaves from the ships of war, as recommended by the late committee, and pointing out at the same time for my guidance the steps to be taken should a larger number be brought here than I may deem it expedient to allot in the island under existing circumstances.

My report of the 5th instant has anticipated much that I otherwise should have had to remark on this matter, and will tend to show that the plan now carried out on a small scale in the case of seventy-three freed slaves might, with certain modifications, such as I ventured to suggest, be expanded, so as to dispose of and profit by the introduction of a much larger number, and so tend eventually toward the uprooting of slavery.

I shall now more particularly notice the questions raised by your Lordship, and first remark that, so far from Bishop Tozer being rightly informed as to Mauritius and its dependencies having no wish to have slaves landed there, I am given to understand that the very opposite is the case, and that the Civil Commissioner of the Seychelles would gladly take many more.

Regarding the shelter and maintenance required to be given by Government on the landing of a gang of freed slaves in Zanzibar, this ought for many reasons to be restricted to the smallest number of cases, and extend in each over the shortest time possible, such arrangements being made in anticipation as will enable the Consul at once to allot and distribute the bulk of them for apprenticeship to their future masters and guardians; only in the event of large numbers being received, or the prevalence of contagious disease of a serious nature, should the slaves ever become a charge on the Government. For the purpose of shelter I would represent that no additional premises are at present needed, the unoccupied English jail building being ready, and capable of holding more than are ever likely to be landed at any one time. For such a purpose the jail is peculiarly adapted, being easily guarded, and containing within its walls a space for exercise.

Of necessity in these cases the Consul must be authorized to meet such expenses as food, medical attendance, &c., to those under his care, a matter that, without any special sanction, I have hitherto not hesitated to undertake on my own responsibility.

To enable your Lordship to form an estimate of what such a charge might be, and also if a subvention were accorded what that might fairly amount to, I shall here state the wages earned and cost of food to different classes of slaves in Zanzibar. The slave landed from a dhow, if placed in the auctioneer's hands, receives not more than two coppers, or less than a pennyworth of food a day, but this is obviously insufficient to do more than sustain life. When first put out to work the children earn eight coppers, about  $3\frac{3}{4}d.$ , and if paid an allowance usually receive half that sum for food. For  $1\frac{3}{4}d.$  they can have two meals a day of cassava, potatoes, or native bread with a bit of fish. Clothing for these slave children varies infinitely according to the master, but I am told that the average is not above 1s. every three or four months. After the slave has been about six months in Zanzibar he or she may earn ten coppers, rising in time with his

strength and ability to sixteen and even twenty coppers, or from 6*d.* to 8*d.* per day. The smallest slave earning 3½*d.* daily is a source of profit to the master who feeds and clothes him.

I do not here speak of the highest-paid labouring slave, the town porter. His is an exceptional position from the many chances he has of gaining wages for himself, but I am told that the total earnings per annum for the master amount on an average to 70 dol., of which 24 dol. are given to the slave for food, and after allowing for housing, clothes, &c., the nett profit left to the master is about 30 dol. per head yearly.

The plantation or agricultural slave is regulated by an almost feudal system, and stands in a favourable position. He labours for his master five days in the week, claiming Thursday and Friday as his own, working then where and for whom he pleases, or if called out by his master receiving from him payment. He also has a plot of ground which he cultivates within his own time, the produce of which is for his support. Still he is liable to be sold, not only with the estate, but at the will of the master. The slave's interests are thus closely bound up in his master's fortune. Yet the plantation slave, with all these advantages, is more degraded than we find him in the interior of Africa.

It is clear that in dealing with small numbers of sick and worn-out wretches, such as would be left in the hands of Government when the Missions had been allowed to choose, that the above rate would be exceeded; but for the sum of 6*d.* a day asked for by Bishop Tozer half the slaves of Zanzibar might be hired, fed, and clothed, and still a good profit left for the slave owner.

The subject of finding suitable employment for freed slaves having been fully dealt with on a former occasion, I shall here summarize that, while there are abundant openings and constant applications for labour here, I cannot at present, without an organized system and authorized staff, recommend a general distribution. Besides Bishop Tozer's Society there are other two English Protestant Missions established in the Zanzibar dominions, but probably not in a position to aid us by taking freed slaves. Under a proper staff I do not say that freed slaves might not be placed advantageously on the plantations of British Indians, but I am of opinion this would lead at present to serious complications and abuses, and certainly better results might be obtained with less supervision under circumstances more favourable on such a coast settlement or estate as I have suggested.

I should, however, have it kept constantly in view that the freed slave, having served his apprenticeship, should be encouraged to enter the labour market, and serve where and for whom he pleases, and that with this object his education should be of a thoroughly practical kind, that he may know well that freedom implies self-support, and that he does not in the end become a burden on society.

Christian instruction is, in my opinion, a matter for which Government cannot be called on to pay; that seemingly is the province of voluntary societies.

The first stage in the process of discipline will be as severe as slavery such as we meet with here, for the freed slave will certainly not work unless compelled; but as the slave under his master is from the beginning self-supporting and a source of profit, it seems to me that any system that falls much short of this must be pronounced a failure.

Adverting now to some of the inclosures in your Lordship's despatch under reply, I would first remark that I was not prepared to learn, as I now do, that the Central African Mission could burden itself with no further additions to the number of children under its care, for I am aware that Bishop Tozer applied both to the Commissioner at Seychelles and the Resident at Aden, asking their good offices in selecting and sending to him any slave children landed at either of those places, the Mission charging itself not only with their support, but also the cost in transit of these slaves to Zanzibar.

As hitherto this Mission has had the first selection, and has rejected all slaves not suited for its special operations, no hardships can be complained of so far. I shall, however, still continue to give to Bishop Tozer, as head of a Protestant and English Society, the first choice, and possibly with the obvious pecuniary advantages in taking some of the adults for work on his estates, he may be willing to accept a few of an older class than he has hitherto admitted.

The Father Superior of the Roman Catholic Mission has called on me to express his wish to be allowed others. He states that of those given to him from Her Majesty's ship "Dryad" almost all are now self-supporting and under regular instruction. No doubt however young, children, invalids, and old people would be a source of expense to whoever undertook their care. As these constitute a small minority, an allowance for their support might reasonably be given, which would not amount in all to any great sum, but in that case the advantage now given of selection of slaves would require to be limited, or we should have none taken but those for whom the Government pecuniary aid was granted.

## ZANZIBAR.

61

I trust in regard to those slaves to be landed in the Island of Zanzibar that the arguments already used will be sufficient to ensure to the French Catholic Mission some share in the distribution and other advantages.

I inclose remarks on the seven suggestions made by Dr. Steere in favour of the Mission to which he belongs. Many of them, if extended to freed slaves, generally coincide with much that I have elsewhere advanced, but the last is an impossible expedient.

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

## Inclosure in No. 60.

*Remarks on Suggestions made by Dr. Steere, one of Bishop Tozer's Clergy, in favour of the Mission Society to which he belongs.*

## Suggestion No. 1.

“The allowance for food, medicine, and some attendance in the case of those that are sick.”

The Mission has hitherto enjoyed gratuitous medical attendance from medical men of different creeds and nationalities. In the case of enlarging its operations, and becoming a sort of Government agency for the disposal of slaves as proposed, this could not be hoped for. An allowance for the above might be included in any general estimate in the case of children, but certainly not where the labourer is or ought to be self-supporting by his labour, and a source of income not expense to the Mission.

## Suggestion No. 2.

“An allowance for the maintenance of the children under some proper care and instruction until they reach a reasonable age.”

I am of opinion that this should not be given in favour of any over six years of age, or in any case for more than three years. The allowance asked for by Bishop Tozer elsewhere of 6*d.* per day is exorbitant. The food of the hardest-worked labourer in Zanzibar does not cost more than half that sum.

In no case should the allowance exceed 3*d.* per day, and then be limited to those who from childhood, age, or disease cannot be expected to be self-supporting.

## Suggestion No. 3.

“A temporary refuge and food for a short time for all.”

This is entirely a question for the Consul and the Government, and I have shown that there is now a Government building ready for the purpose; but I have also pointed out that by judicious arrangement beforehand the number so treated ought to be reduced to a minimum.

## Suggestion No. 4.

“A few yards of calico and a sleeping mat for each slave.”

Quite necessary unless where slaves are at once allotted, when the expense ought to fall upon the guardian.

In Seychelles a premium of 5*l.* is obtained for each slave on allotment. Where an allotment for food under No. 2 is given by Government, this item might also be granted.

## Suggestion No. 5.

“A piece of land on which to locate those who do not find work in the town.”

I have suggested a coast settlement for this purpose, but no such thing should be done in the island, where land is dear and labour always valuable. Such an estate on the island ought to be a source of profit not expense.

## Suggestion No. 6.

“A superintendent with one or two native assistants, to be responsible for the care of the slaves subject to the supervision of the Consul, to keep the released slaves in view, and see that they really get the protection they are entitled to.”

Such a staff under the Consulate I have already pointed out in any case absolutely needed, but for those under the English Mission no especial department is required.

Suggestion No. 7.

“As to any agricultural settlement, the superintendent to be absolute ruler, in the name and under the authority of the Sultan. The Consul to see that his powers are not abused, but he should not be bound strictly by English laws or customs.”

Such a combination of anomalous functions is impossible and absurd. The Sultan, I should think, would not, as head of one of the most bigotted sects of Mohammedans, consent to have as his Lieutenant-Governor over an English agricultural settlement a Christian, whose duty it would be to upset Islam and attack the slave system; while I must protest against the still more anomalous position proposed for the English Consul, who is to be called in on all occasions, but not to judge as an Englishman, or have any power to enforce his opinion.

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

No. 61.

*Dr. Kirk to Earl Granville.—(Received December 4.)*

My Lord,

*Zanzibar, September 22, 1871.*

LETTERS just received by special messengers who left Unyanyembe about a month ago, inform us of a sad disaster that has befallen the Arab settlement there, and that will in all likelihood stop the road to Ujiji and Karague for some time to come.

All accounts agree as to the main facts, but naturally the letters written by Mr. Stanley, an American gentleman who was on the spot, are the most circumstantial and reliable. I am indebted to Mr. Webb, the American Consul here, for some details related in those letters which will no doubt be published in full elsewhere.

Briefly, the position is this, the Arab Colony of the interior whose centre is Unyanyembe has for some time been led by a set of avaricious unprincipled men whose acts of extortion both on natives and the poorer Arabs have for some time back been complained of to Seyd Burgash who is impotent to interfere at such a distance so long as things go well for the Arabs.

A Chief whose village was one day's journey distance on the main road to Ujiji and Karague fell under the displeasure of the Unyanyembe settlers and his place was attacked in due course by a force of about 1,500 muskets, seeing that he could not hold the stockaded village he retired with his followers and formed an ambush for the return of the attacking party when laden with ivory and other booty, the result was disastrous to the Arabs, and a great many were killed, including ten or twenty of the leaders, men of good family here. The Arab retreat soon became a rout, and much property was lost. Fortunately Mr. Stanley, who was weak and ill from fever, managed to return to Unyanyembe, but he was abandoned by the Arabs whose conduct he speaks of as cowardly in the extreme.

Such is the constant state of things in Central Africa, the road to Ujiji will now be shut for a time, and when we may again hear of Doctor Livingstone is most uncertain. One of the men who came down now says that there was a rumour that Mohammed bin Gharib and the white man (Dr. Livingstone) would come back from Manyema by way of Marungu and Wemba. The report is worth nothing I consider, but I may as well mention it.

The last lot of things sent by Mr. Churchill had reached Unyanyembe as I have before reported, but I now learn that the head man, in whose charge they were, died the day after setting out for Ujiji and the goods were brought back to Unyanyembe. I have little faith now in the Sheikh Saeed bin Salim, and shall write to Mr. Stanley, who will probably not have been able as yet to quit the place, and authorize him to make such arrangements as he can to get the goods forwarded, or if not, to act for me to the best of his judgement in protecting them from plunder, but in such a state of things as this it will be most fortunate if they have escaped and ever reach their destination.

The messengers will start on their return in a day or two and should be able to accomplish the journey easily in twenty or twenty-five days, for the way so far is open and food plenty.

To the Arab Ivory Trade the present position of affairs is most serious, they have

## ZANZIBAR.

63

now settled far up in the country, and collected about them thousands of slaves drawn from the country itself, these they cannot do without and yet cannot trust, they are all armed and may turn against their masters.

The Chief with whom they are at war is well provided with arms, and a caravan of his is now on the way up with several hundred kegs of powder, to stop these people on the way the Wasagara have been told already to attack and plunder them, but this too may be but the beginning of similar attacks on Arab caravans, for the wild tribes, once plunder has been encouraged, will care little whom they attack.

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

P.S.—The above report may be of interest to the Royal Geographical Society.

J. K.

No. 62.

*Earl Granville to Dr. Kirk.*

Sir,

*Foreign Office, December 8, 1871,*

I TRANSMIT to you an extract of a Report addressed to the Secretary to the Admiralty by the commander of Her Majesty's ship "Columbine"\* reporting the capture by his ship of four slave dhows off Brava; and I have to instruct you to bring this case before the notice of the Sultan of Zanzibar, and to call his Highness' serious attention to the misconduct of the natives of Brava on the occasions therein described, and to their encouragement of the Slave Trade in violation of the Treaty, which must not be allowed to go unpunished.

I am, &c.  
(Signed) GRANVILLE.

No. 63.

*Earl Granville to Dr. Kirk.*

Sir,

*Foreign Office, December 13, 1871.*

I AM directed by Earl Granville to transmit to you, for any observations that you may have to make thereupon, a copy of a letter from Mr. Edgar Layard, late Her Majesty's Slave Trade Commissioner at the Cape of Good Hope, upon the subject of a scheme for establishing steam and telegraphic communication with the British Colonies in South Africa by way of the East Coast.

I have, &c.  
(Signed) GRANVILLE.

Inclosure in No. 63.

*Mr. E. Layard to Mr. Vivian.*

My dear Sir,

*21, Argyll Street, October 2, 1871.*

I HAVE already spoken to you about a proposed new steam-route from England round the Continent of Africa, but subsequent thought, and a conviction of its great importance in the civilization in the East Coast of Africa, and in the abolition of the Slave Trade, again induce me to press the subject upon you

As I informed you before, the idea originated simultaneously in my mind and that of a friend at the Cape, Mr. D. C. Stevens, who, putting his scheme into writing, communicated it to one of the local journals. Being in a responsible official position, I refrained from mixing myself up with it further than introducing him to the then Lieutenant-Governor, General Hay, and subsequently naming him to the present Governor, Sir H. Barkly, when in England, and laying the project before them.

Moreover, our ideas, though tending in the same direction, differed somewhat.

\* Inclosure 1 in No. 78.

He, from his position, took the mercantile view of it; I, from my stand-point, surveyed it as the means of opening up the East Coast of Africa, Madagascar, and the Comoro Islands, not only to trade, but to the spread of civilization and the abolition of slavery.

I annex copies of Mr. Stevens' letter to the public prints, and the editorials thereon; also extract of a letter subsequently addressed to me by him in February last, and a tracing map, showing the proposed route, touching points, number of days occupied on the voyage, &c., &c.

These enter pretty fully into the mercantile and postal part of the subject; I need only again point out that, as far as the Cape Colony is concerned, the proposed route would bring it within seventeen days of telegraphic communication with the rest of the world; at present it takes from thirty to thirty-two at least. Its communications with India, China, Australia, and all places to the eastward, are carried on *via* England! And at this moment our Colonies in South Africa may claim to rank among our most isolated possessions.

With existing telegraphic communication to Aden, it is plain to see that if ever the Cape, Mauritius, and Madagascar are to be included in the electric chain, it is by the Eastern route that it will be effected.

Fifteen years ago I visited the East Coast of Africa from Fazy, an Arab town,  $1\frac{1}{2}$  degrees south of the Line, to Natal; also Mauritius, Madagascar, and the Comoro Islands. I saw enough to convince me that an enormous trade lay undeveloped there, awaiting only the abolition of the Slave Trade, and the fostering care of commerce to spring into life.

The great obstacle to the opening up of this trade along a large portion of the Coast, was, as I saw for myself, my observations being confirmed by all with whom I spoke on the subject, the asserted dominion of the Portuguese to the sovereignty of the Coast. This I repeat, as I have stated to you verbally, is in most places merely nominal; and why this "dog in the manger" system should be allowed to stand in the way of progress I cannot understand. Their own people confessed to me that they dared not penetrate the country beyond the reach of their own guns. The Arabs utterly repudiated their dominion, and were most anxious to trade with India and European nations; indeed, in all the large Arab towns that I visited, such as Lamoo, Mombas, &c., I found native Indian merchants (Banyans) in a large way of business.

Mr. Stevens says the imports and exports of Zanzibar amount to upwards of a million and a half sterling per annum, while those of Moçambic only reach 200,000*l*. The Arab capital beats the European? Why is this? Is it not because the trade of Zanzibar is more thrown open than that of Moçambic?

But if this amount is reached under the present semi-isolation, what may be expected when the whole Coast is brought into regular steady communication with the civilized world? I am informed that, even now, the trade with the East Coast and Madagascar is steadily on the increase. Why has it always centred in Zanzibar in preference to the nearer port Moçambic? In Zanzibar I met English, American, German, and French merchants; at Moçambic, none!

I am convinced that regular communication would extend commerce and do more to check slavery than the presence of our squadron; and that civilization must precede the missionary. I believe much better results would accrue from subsidizing a company to run steamers, as suggested, than spending double the sum in increasing our squadron on that Coast.

I have heard that it has been suggested to establish Consuls, or Vice-Consuls, at some of the larger Arab towns along the Coast. For what purpose? To look after British interests? There are none at present. To look after the slavers? How long would they be tolerated? Let it not be forgotten that the Arab race is the dominant one in the mind of the native. He has no idea of the might of a distant European nation. The Arab has ruled him, penetrated through his country, enslaved him! He fears him present more than he trusts England absent. In the eyes of the Arab, all European nations are "infidels," "Kaffir dogs;" he so speaks of them among his fellows and the natives, and while in his heart he fears us, he proportionately hates us. How long would he permit a solitary European to live at Lamoo or Mombas, for instance, and interfere with his trade and his crimes? If he did not resort to the summary method of assassination, orders would be issued that no one was to serve him, no one to supply him with food, no one to sell anything to him! He would starve in a week. I say nothing of the effect of climate on the European constitution, or the utter isolation of such stations. Where an

Englishman's duty points he will go; but I say that where the Arab would have the Consul so completely "under his thumb," he is useless. First let us establish regular communication and develop trade, and then let the Consul and the missionary follow. The traffic in slaves would decline, as the traffic in produce increased. The inland Slave Trade would then be diminished to the small stream necessary to supply a domestic institution. This must be dealt with in a different manner; but I believe even it, in time, would succumb to the greater advantages of legitimate trade.

I have, on previous occasions, expressed my opinion on the "engagé" system. This on no account should be permitted. It is simply the Slave Trade in disguise. On the East Coast it was chiefly used to supply the French settlements of Mayotta and Bourbon with labour. It was abandoned by Mauritius, I believe, in consequence of the representations made by the late Admiral Trotter, subsequent to the seizure by him of the ship "Joker," Captain Apps (or Abbs) at Boyanna Bay, in Madagascar. I was cruising with him at the time, and assisted him in drafting the letters written on the subject.

It was on this cruise, also, that he showed me the papers to which I alluded when speaking with you on the cession of the Southern half of Delagoa Bay to the English. They were written documents, and my impression is that the officer to whom the cession was made was Captain Vidal, who surveyed that Coast. It being now fifteen years ago, I cannot be positive as to the name; but I most distinctly remember the fact, and it was Admiral (then Commodore) Trotter's intention to have put in to the Bay and inspected it. Circumstances, however, prevented it. The papers should be among the Records at the Admiralty Office in Simon's Town. In the event of steamers running round the Coast, this port might become a valuable one. The Dutch Republics in South Africa have long been wishing for an outlet in that direction. What effect the diamond fields will have on that region is yet to be shown.

During our cruise Admiral Trotter surveyed what may also prove of great value,—a snug little harbour, then for the first time discovered, at Pomona, on Johanna, one of the Comoro Islands. I believe these islands, and other places on the Coast that I visited, are well qualified for growing coffee, sugar, cotton, and other products. The present exports consist of gum copal, ivory, cloves, cocoa-nut oil, &c.

The harbour at Boyanna Bay, on the north-western end of Madagascar, is one of the finest in the world. The production of this island is as yet but in its infancy. The means are there; they want but opportunity to be developed.

Mr. Stevens' last letter shows that the subject has received favourable consideration at the Cape, Natal, and at the Moçambic. I feel sure that, with the cordial co-operation of England and Portugal (the two nations chiefly interested) the Indian Government, Mauritius, France (on account of her possessions there), Germany and America, sufficient pressure could be put on the Sultan of Zanzibar to induce him to forbid the Slave Trade entirely, after a certain date, in return for which he should be guaranteed the establishment of a permanent line of steamers which would thus place him in connection with the rest of the world, and so increase his revenue by legitimate taxation as to far more than compensate for the temporary loss on the abandonment of the Slave Trade.

Believe me, &c.  
(Signed) E. L. LAYARD.

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*Extract from the Cape "Argus" of September 3, 1870.*

WE insert with pleasure a letter from Mr. D. C. Stevens, calling attention to the desirability of steam communication between the Cape Colony and Europe via the Red Sea and the Suez Canal. Mr. Stevens has taken a great interest in the question for some time past, and in the month of January wrote a letter to the "Argus" suggesting the new route as one that, sooner or later, must receive the attention of the Union Company. He now follows up the subject, and supports his view with such additional particulars as he has gathered by painstaking inquiry.

Mr. Stevens would send every alternate mail steamer starting both from Europe and the Cape through the Suez Canal. Each steamer therefore would make a complete circuit of the Continent of Africa, taking alternately the Eastern and Western route. Thus the vessel which takes the old route, via Ascension and Saint Helena, would

CLASS B.



continue along the coast to Natal, and from thence to Europe through the Suez Canal, while the succeeding one would go eastward through the Mediterranean and Red Sea, and return to Europe via Ascension and St. Helena.

The advantages of the proposed route are obvious. It would bring us into communication with the whole Eastern world—India, Australia, and New Zealand,—and into telegraphic communication with the whole civilized world at Aden. Our European news would be fifteen or sixteen days old, instead of three or four-and-thirty, and our communication with every country on the globe considerably quickened. In these days, this is something in itself. A country practically isolated as the Cape is from one-half of the world, and not enjoying speedy, if regular communication with the other, is placed at a considerable disadvantage. What little trade we attempt with the East is carried on blindly, because our communications are so irregular and uncertain. We may, and sometimes do, send a cargo of raisins or a shipment of wine to a glutted market, which we should have kept at home if we could have been better informed of what was going on. On the other hand, we often miss a chance of trade from the same cause.

Then, there seems a fair chance of trade between the intermediate stations on the route. The regret has often been expressed that there is no regular communication between Zanzibar, Mozambique, and the Cape Colony. Trade would not at first be extensive, but might become so as the resources of the interior become developed by a European population. We need hardly name the advantage to these places of more direct communication with Europe,—an advantage for which we have reason to know they would be willing to pay by a moderate subsidy. Indeed, there seems good reason to believe that the Eastern Coast of Africa will within the next twenty years receive much more attention, both from the commercial and the philanthropic worlds, than it does now, and that the establishment of regular communication with England and her South African Colonies, and such places as Mozambique and Zanzibar, would effect a wonderful revolution in those parts. The back country is one of the richest in the world, and with the appliances of civilization, would yield a rich harvest to modern enterprise and skill. Certain it is that no line of coast in the world with equal resources in the background has received so little attention, or is more out of the reach of anything like systematized communication.

As far as getting to England is concerned, the Western route would, of course, be generally preferred; but travellers without family incumbrances, desirous of seeing the world, and with a little money to spare, would at certain seasons of the year enjoy a trip through the Red Sea and the Mediterranean. The route is full of rich historical associations, and has charms for those who like the varieties of modern life, which a long sea voyage cannot possess. Our correspondent reckons that by the aid of the Continental railway from Brindisi—a town situated at the south-eastern extremity of the Italian Peninsula, or on the heel of the Italian boot—England may be reached in thirty six days, or in about the same time as now.

The only serious question is, whether the route is too expensive to pay commercially. The distance is considerably greater than the present ocean route, and the toll at the Suez Canal is heavy. Everything depends on the subsidies which intermediate stations may be disposed to grant. If they are large enough to cover additional charges, we see no reason why the line should not pay. Natal, Mozambique, and Zanzibar are certainly interested in its success, and Mauritius might become so. It is a fair subject for consideration whether the Cape Colony might not contribute a small amount for the sake of the telegraphic communication. At all events, we can answer for its willingness to spare the fortnightly steamer for the new service. No one would greatly grieve at its disappearance altogether, certainly not at its taking another route, and opening up new channels of trade with Eastern Africa, and bringing the Cape into communication with the East by steam-vessels, and with all the world by telegram.

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*Proposed New Steam-Route to England, via Suez Canal.*

PERMIT me to ask a portion of your valuable space in order to recall the attention of your numerous readers to a proposition which will, perhaps, tend more fully to develop our trade, and that of several other places, through an extension of our mail steam-route.

On reference to the "Argus" of the 15th of January last, a letter appeared signed "Africanus," for which I am responsible. Attention was directed to the above subject,



## ZANZIBAR.

Cape to Brindisi (as above)..	::	::	::	::	::	33½
Brindisi to Plymouth (by sea)	::	::	::	::	::	12
Total sea route..	::	::	::	::	::	45

The above, I believe, are average calculations. The days for telegraph, as above are twenty-two days, from which deduct the telegraph to East London, where the steamer would touch. It would bring it to about seventeen days.

Natal would be brought within thirty days from London, a most important point when we look at the great interests that are likely to spring up in that direction in consequence of the diamond fields; and she could also telegraph to England, America, India, &c., within sixteen days.

The country about Mozambique and Zanzibar is known to be rich in many valuable products, and only requires a regular communication with other countries. I am much indebted to the kindness of E. L. Layard, Esq., for some authentic data gathered from his personal observations, he having visited those parts.

Other advantages would doubtless suggest themselves, many of which I could point out, but I fear I have already trespassed too much on your columns. I hope, however, at no distant period, to see the noble efforts of Livingstone in the cause of civilization supported by the opening up of Eastern Africa, the riches of which were the theme of writers of bygone days.

(Signed) D. C. STEVENS.

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*Extract from the Cape "Argus" of December 20, 1870.*

MR. D. C. STEVENS contributes another letter in our present issue on his proposal for sending the alternate European mail-steamer *vid* the Suez Canal, and thus completing the circuit of Africa. He is cheered with the reception which his former letter met with, and hopes, by keeping the question alive, to succeed in the attainment of the object he has at heart. He has compiled a table of the two routes, and endeavours to show that they might without difficulty be brought into the arrangement of the Union Company.

So far so good; but the great question is, whether there is spirit enough on the Eastern Coast of Africa to subsidize the steamers. The immense advantage of such a line to the Cape Colony is apparent. It would bring us into ship communication with the East, and telegraphic communication with the whole world.

Mr. Stephens says: "Too little attention has been paid to Zanzibar; but a place whose imports amount to more than 1,000,000*l.* sterling, and exports of cloves, gum, copal, ivory, and cocoa-nut oil amount to 500,000*l.*, in spite of the bad communication, is certainly worth opening up; as also Mozambique, whose exports and imports in 1862 were each 100,000*l.*"

We have no doubt the trade would be worth "opening up," but without the aid of substantial subsidies the Union Company, or any other company, would not make the venture. Now that the French steamers are likely to cease running from Mauritius, there seems to be more chance of securing it.

If the route through the Suez Canal should be found objectionable, we do not see why Aden should not be made the terminus of the Cape line. If the Union Company put on two or three more coasting steamers like the "Natal," and let them go up the Eastern coast to Aden, all the purposes of the through route would be answered, and many of its inconveniences avoided. There are plenty of steamers going through the Red Sea to take on passengers to Europe, and the other way for those bound to the East. The Mauritius and Portuguese Governments would be just as ready to subsidize such a line.

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*The Mail Steamers.*

I VENTURE again to call public attention, through your valuable medium, to the great desirability of an improvement in the mail communication between South Africa, England, &c., by taking advantage of the Suez Canal Route.

You did me the favour of inserting a letter in your issue of 3rd September last, in

## ZANZIBAR.

69

consequence of which the importance of the subject has been generally recognized, not only in all parts of the Colony, but in Natal and in London, notwithstanding the war, according to accounts by last mail. I went into an estimate as to the time consumed according to a plan, copies of which are placed for public inspection in the Commercial Exchange and Civil Service Club; but in order to put the subject in a clearer manner, I now submit a *pro formâ* Time Table, which will give an idea of the feasibility of the scheme:—

WESTERN ROUTE.	EASTERN ROUTE.
<i>January.</i>	<i>January.</i>
10. Plymouth.	16. Plymouth.
16. Madeira.	25. London, per rail for Brindisi.
	28. Brindisi.
	31. Port Said, Suez Canal.
<i>February.</i>	<i>February.</i>
5. St. Helena.	8. Aden.
15. Table Bay (arrival).	14. Zanzibar.
19. Table Bay (departure).	18. Mozambique.
22. Algoa Bay (arrival).	25. Port Natal (arrival).
26. Algoa Bay (departure).	
<i>March.</i>	<i>March.</i>
1. Port Natal (arrival).	1. Port Natal (departure).
5. Port Natal (departure).	4. Algoa Bay (arrival).
12. Mozambique.	8. Algoa Bay (departure).
16. Zanzibar.	11. Table Bay (arrival).
22. Aden.	15. Table Bay (departure).
30. Port Said, Suez Canal.	25. St. Helena.
<i>April.</i>	<i>April.</i>
2. Brindisi.	14. Madeira.
5. London, per rail from Brindisi.	20. Plymouth.
14. Plymouth, by sea from Brindisi.	

By the above Table it will be observed that ninety-four days are consumed in the sea-route between the time the steamer would leave Plymouth and return after going the circuit of Africa, and deducting nine days saved to passengers and mails going *vid* Brindisi, eighty-five days would be consumed. Two days may be added for contingencies; so we may say the whole sea-route would be ninety-six days, and overland, *vid* Brindisi, eighty-seven days for completing the circuit. By the present system, the steamers are eighty-eight days on an average from the time of leaving Plymouth to returning.

Taking the above facts into consideration, we find that for the few extra days consumed by the proposed plan we embrace the opportunity of communicating regularly with the rich coast of Eastern Africa, get a monthly mail to India, Australia, &c., and in seventeen to eighteen days we can telegraph to all parts *vid* Aden. The expense of the Suez Canal toll and extra coaling can be met by subsidies, which would be gladly paid by Zanzibar and by Portugal for Mozambique. Coal also is much cheaper at Aden than at the Cape, and despatch is greater.

Mauritius could be brought into the line by running a small steamer to Zanzibar, by which means she could communicate with the Cape ports and also with England, at a smaller subsidy; the small branch steamer could call at Madagascar, &c., and pick up mails there.

Too little attention has been paid to Zanzibar, but a place whose imports amount to more than 1,000,000*l.* sterling, and exports of cloves, gum, copal, ivory, and cocoanut oil amount to 500,000*l.* in spite of the bad communication, is certainly worth opening up; as also Mozambique, whose exports and imports in 1862 were each 100,000*l.*

The hot climate of the Red Sea, at certain seasons, has been stated as an objection to the above plan; but the same obstacle applies to passengers to India by the overland route. By going by rail to Brindisi, Southern Italy, the English Channel and the Bay of Biscay are avoided.

Supposing the trade on the east coast of Africa increased, it might perhaps be deemed advisable to build larger and more powerful steamers, to effect a junction at Algoa Bay or Table Bay with the less powerful ones required for the western route,—that is, the larger vessels to leave Plymouth and come *vid* Suez Canal, and instead of doubling the Cape stop at Algoa Bay, returning the same way they came. The voyage may be long; but the same system might be followed as that adopted by the Cunard

Steam Company, of having a steamer always in reserve, thoroughly overhauled and ready for sea. The freedom of that line from accidents is well known, although the journey across the Atlantic is very trying to a steamer, especially in the winter season.

Considering the general approval the above scheme has received, I can only imagine that a little combined effort would cause it to be accomplished. I think the above facts will be considered as sufficiently important to merit further discussion, as some difficulties may exist that have not occurred to me at present. I only hope that the opportunity will be seized to make Lesseps' grand work conducive to the civilizing of Eastern Africa by commerce, and from being, as hitherto, inimical to the Cape, to make it a means of reviving our hitherto waning trade, and enriching colonies which have hitherto had a hard struggle against adverse circumstances. The importance of the subject will, I am sure, be my apology for thus troubling you at so great a length.

(Signed) D. C. STEVENS.

Cape Town, December 19, 1871.

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*Mr. Stevens to Mr. E. Layard.*

(Extract.)

Cape Town, February 3, 1871.

YOU will probably have been expecting to hear from me before this, but I have been waiting until I should have something definite to tell you about my scheme for the mails.

*Sir H. Barkly.*—I called upon him, and mentioned your kindness in bringing my ideas under his notice. He seemed, on the whole, to be favourable to the matter, but, as I expected, he said I must bring it before Parliament, which I can easily do, as two or three members of both Houses have offered to take charge of it for me: so I shall have to wait for next April, when the Houses assemble. I may mention, however, that the Post Office authorities have taken it up, and write to the Postmaster-General in London by this mail, sending him also one of my maps.

*Natal.*—The people here have taken the matter up warmly, and have had a meeting of the Chamber of Commerce. They passed a resolution recommending a subsidy, and have sent a copy of the same to the agents of the Union Steam Company, to be forwarded home this mail. Mr. Dickson (of Jamieson and Co., Cape Town) has just come down from there, and says he approves of the scheme *in toto*, and is glad to find it making such a favourable impression in Natal.

*Mozambique.*—I have seen some officers of a Portuguese gunboat just come down. They inform me that the Governor of this place has sent home to his Government, strongly recommending them to subsidize. The officers told me trade might be developed to a great extent; Cape wine would find a good market, as also brandy, flour, &c. In return we could obtain cocoanut-oil (which is almost a drug at Mozambique, but much used here), rice, &c. They also told me that ivory, &c., had to be sent to Bombay for shipment to England, &c.

*Zanzibar.*—This is a place difficult to get information from. M. Roubaix has written to Mr. Churchill. I saw Captain Sheppard, of the barque "Saxon." He went there, and returned *via* Mauritius. He says the trade would be largely increased by regular mail service, and thought it well worthy a trial, as a subsidy might be obtained from the Sultan.

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## REPORTS FROM NAVAL OFFICERS.

### EAST COAST OF AFRICA STATION.

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No. 64.

*Rear-Admiral Cockburn to the Secretary to the Admiralty.*

(Extracts.)

*Trincomalee, March 3, 1871.*

For the moment I have a good force on the African coast.

I wish I could reckon on retaining the number of vessels as now stationed, but their Lordships' recent arrangements will quite alter the suppression into competition for slaves at so much per head. I cannot see any prospect of stopping the Slave Trade by half and half measures.

I have nothing particular to inform their Lordships. I leave on the 15th for Bombay and my tour around station.

When at Madras I met Mr. Seward, the distinguished American statesman. Finding he was anxious to go from Bombay to the Persian Gulf, I offered to convey him in my flag ship.

I was glad to show my respect to an American so distinguished as Mr. Seward.

I have, &c.

(Signed) E. H. COCKBURN.

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No. 65.

*Commander Blomfield to Captain Parish.*

Sir,

*"Teazer," Zanzibar, November 17, 1870.*

I HAVE the honour to report to you the circumstances connected with the capture of three dhows engaged in the export Slave Trade, viz. :—

First dhow was observed by the boats of the "Teazer," under charge of Mr. Charles N. Robinson, Sub-Lieutenant, on Saturday morning, 5th November, in the act of discharging a cargo of slaves, three filled boats being chased unsuccessfully, the slaves reaching the shore and making for the hills. When the dhow was boarded fifteen male and female slaves were found on board, and no colours. The dhow's cable had apparently been cut, and before the slaves could be got out she was on the reefs in the surf, and sank immediately after they had been taken out. These slaves stated that they were part of a cargo of about 340, proceeding from Omloo to Muscat, and had called at Brava on the previous day for water. This dhow was blown up, there being no doubt about her being engaged in the export Slave Trade.

On my arrival at Brava, on Sunday morning, I applied to the Chiefs of Brava for the slaves to be given up, and was informed that they had all gone to Maska.

Second dhow was observed by the boats of the "Teazer," at 11 A.M. on Sunday, November 6th, making for the port of Brava from the southward. The "Teazer's" cutter, under Mr. Charles N. Robinson, Sub-Lieutenant, steered towards her. The dhow suddenly altered course, being signalled to from the shore, and made for the land to the southward of Manara Town. The cutter gave chase, endeavouring to cut the dhow off

## REPORTS FROM NAVAL OFFICERS.

from the shore, and, finding herself unable to effect this, fired a rocket ahead of the dhow, to induce her to stop, with no result. The natives from the shore then opened fire on the cutter fortunately wounding no one.

In the meantime the dhow let go her anchor, close to the shore, and all on board jumped overboard and swam on shore, apparently about sixty in number. On boarding the dhow, some wood was found on board, but no papers or colours. She had apparently been scuttled, as four feet of water were found in her hold shortly afterwards. Five of the coloured men were picked up on the following morning from the rocks, who, on being separately examined, stated that the dhow had sailed from Lamoo, in company with two others similarly loaded with fifty slaves (of whom twelve did duty as crew) bound to Muscat, and had touched at Brava for water.

There being no question as to this vessel being engaged in the export Slave Trade, and as she was already in a sinking condition, she was set on fire and destroyed.

Third dhow was observed by the "Teazer," on Sunday afternoon, November the 6th, making for the port of Brava from the southward. Suddenly, on observing the "Teazer," and being signalized to from the shore, she altered her course and made for the shore, to the southward of Manara Town. I steamed towards her in the "Teazer," endeavouring to cut her off, and fired a blank gun with no result. Finding myself unable to approach the shore any closer, the gig was sent in chase under Mr. Edward L. Nuthall, Lieutenant, when the natives opened fire from the shore without wounding anyone. In the meantime the dhow ran aground, having previously let go an anchor, and all on board, apparently about sixty, swam on shore. On boarding the dhow, some wood, but no ship's papers or colours, were found, and on the following morning two of her crew were picked up from the rocks, who, on being separately examined, stated that they had sailed from Lamoo, bound, it was believed, to Muscat, with fifty slaves, of whom twelve were crew, and had called at Brava for water.

Under these circumstances, there being no doubt the dhow being engaged in export Slave Trade, and being also in a very leaky condition, she was set on fire and destroyed. The particulars of capture of the three dhows were brought before the Vice-Admiralty Court at Zanzibar on the 13th instant, when they were all condemned.

I have, &c.

(Signed) R. M. BLOMFIELD.

REPORTS FROM NAVAL OFFICERS.

Inclosure in No. 65.  
 PARTICULARS of the within-mentioned Vessels captured by Her Majesty's ship "Teazer."

Name and Description of captured Dhows.	Flag under which captured Vessel was sailing.	Names of Master 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 grounds.	Sentence, whether Forfeiture or Restitution.	How captured Vessel was disposed of.	Remarks.
					Latitude.	Longitude.		Slaves captured.	Died before adjudication.	Emancipated.					
Dhow, name not known.	None	Abandoned		1870 5 November	Near Brava		Commander Blomfield, Her Majesty's ship "Teazer."	15	None	None	198	Zanzibar Export Slave Trade.	Forfeited.	Blown up, having been run on shore.	Bound to Muscat.
Ditto ..	None	Ditto		6 November	Off Nanara		Ditto	None	None	None	92.8	Ditto	Set on fire, having been run on shore and scuttled.	..	Ditto
Ditto ..	None	Ditto		6 November	Ditto		Ditto	None	None	None	77.5	Ditto	Ditto	..	Ditto



*Commander Tucker to the Secretary to the Admiralty.*

Sir,

*"Columbine," Zanzibar, March 23, 1871.*

WHILST cruising a few miles to the southward of Cape Delgado on the 26th ultimo, I fell in with the Zanzibar bugalow "Salamater." On boarding her it was discovered that a female slave had been purchased at Mikindany five days before and that as soon as she sighted the "Columbine" the owner sent the female slave on board the French dhow "Grimali" which was at that time close to her. I then directed Lieutenant John H. Bainbridge to board her. The Arab master willingly gave up the slave, acknowledging that he himself had on board three female slaves which he intended to sell at Nossé Bé. The owner and master of the "Salamater" then admitted the said slave had been purchased at the time and place mentioned. I further learnt that the "Salamater" was going down south to purchase a cargo of slaves to take to Madagascar. She was in ballast and ready to take on board a cargo of slaves at a moment's notice.

I was furthermore informed, through the interpreter, by a slave boy Nilaid, that he had been purchased some time previously by the same owner (Mahomet Bin Ahmad) when in possession of another dhow, and taken over from the coast with a cargo of slaves to Madagascar, where the slaves were sold with the exception of the boy and three others who were brought to Zanzibar. On this information I seized the "Salamater" as liable to forfeiture to Her Majesty, and took her in tow with the intention of bringing her to Zanzibar for adjudication, but finding that it would be impracticable to tow her, and that when cast adrift she would be unmanageable in the hands of, and dangerous to, an English prize crew, I towed her to the English bugalow "Atiyatrahman No. 163" bound for Comoro, and requested the master to land the crew, with the exception of the owner, master and witnesses, whom I detained on that island in accordance with their own request. I then destroyed her according to the recommendation of the surveying officers.

The case was tried at the Vice-Admiralty Court at this place on the 17th instant, when the bugalow was condemned as a lawful prize, and the two slaves taken charge of by Dr. Kirk, the Acting Political Agent and Consul. In this instance the abuse of the French flag requires no comment, an abuse which I am afraid is constantly on the increase.

I have, &c.

(Signed) JOHN C. TUCKER.

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*Commander Tucker to the Secretary to the Admiralty.*

Sir,

*"Columbine," Zanzibar, March 23, 1871.*

ON the 8th day of March, 1871, while cruising off the coast between the Rivers Quilife and Owymbo, I chased a small dhow which was working close up in shore. As we closed a canoe with seven or eight persons was seen to leave the dhow, make for the shore, and pass recklessly through the surf, the crew disappearing in the bush. The cutter, with Lieutenant John H. Bainbridge being unable to follow the canoe through the surf, returned, boarded the dhow, and brought on board a man who called himself the nacoda or master, who stated that the crew of the canoe were fishermen which I considered to be improbable and untrue, and towed her to this port for adjudication. The man brought on board afterwards confessed he was not the master, but sent to represent him, and admitted that there were a woman and two boys in the canoe. On the 18th instant the case was tried in the Vice-Admiralty Court, and the dhow released for want of positive proof, but considering the suspicious circumstances and false statements made by the master and mate, the Court considered that I was fully justified in bringing her into Zanzibar on suspicion.

I have, &c.

(Signed) J. C. TUCKER.

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## REPORTS FROM NAVAL OFFICERS.

75

No. 68.

*Captain Wratislaw to the Secretary to the Admiralty.*

Sir, "Wolverine," Zanzibar, April 3, 1871.  
 I HAVE the honour to report that the boats of this ship, when detached cruising under Lieutenant Mandeville a little to the northward of this anchorage, detained and brought to this ship early on the morning of the 2nd of April a dhow, supposed to be engaged in the Slave Trade. One slave was found on board.  
 She was this day condemned in the Vice-Admiralty Court at this port as a prize to Her Majesty's ship under my command.

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

No. 69.

*Captain Wratislaw to the Secretary to the Admiralty.*

Sir, "Wolverine," Zanzibar, April 13, 1871.  
 I HAVE the honour to report, that the dhow, named in the margin, placed in the Vice-Admiralty Court on the 8th instant for adjudication, as being engaged in the Slave Trade, was released.  
 This vessel was brought to the ship by Lieutenant Hawkins from off Intoney, having one slave on board.  
 The master had a register of the crew signed by the Consul, one of whom, not seen by him, said he was a slave, and had been forced on board at Zanzibar against his will, but he owned when in Court, that he had received some money from the captain of the dhow, and that no force had been used, he having gone on board of his own accord, though unwillingly.

The slave was taken out, the vessel released.

I have, &c.  
 (Signed) H. R. WRATISLAW.

No. 70.

*Captain Wratislaw to the Secretary to the Admiralty.*

Sir, "Wolverine," Zanzibar, April 13, 1871.  
 I HAVE the honour to report that two dhows, named respectively "Badiozike" and "Thowia," owners' names Dummanganny and Mleishu, were detained by Lieutenant Mandeville when cruising off Kokotony, and were brought up to this ship on the 11th instant. Both were placed in the Vice-Admiralty.

(2.) No. 1 dhow had a female slave on board stowed under the poop, who said she was going to be sold at Zanzibar. Interpreter informed me the reason they brought slaves here to be sold from Pemba was that the price was much higher.

(3.) When in Court she altered her statement, saying she told her master she wished to be sold, but that he would not do so. Her owner was not with her in the dhow, but she was given in charge to the captain.

This vessel was released.

(4.) No. 2 dhow had eight people on board, who positively said they were slaves, but on being spoken to by the Arab captain shortly afterwards said they were free.

In the Court they lied and contradicted themselves, it was impossible to believe anything they said.

This dhow was also released, not being able to prove the transport of slaves, as the boy would not speak the truth, also being bound to Zanzibar.

I have, &c.  
 (Signed) H. R. WRATISLAW.

## REPORTS FROM NAVAL OFFICERS.

No. 71.

*Captain Wratislaw to the Secretary to the Admiralty.*

Sir,

*"Wolverine," Zanzibar, April 18, 1871.*

I HAVE the honour to report that having received information through Dr. Kirk, Acting Political Agent at this place, that two dhows were shipping cargoes of slaves near the Bishop's chamba, or country house, and that two women were already in possession of the Bishop's people, the slaves having called for their assistance, I despatched the pinnace under Lieutenant Mandeville to capture them, though with little expectation of succeeding, as the shipment had commenced at 5 P.M., when the weather was very thick with heavy rain, and the information was received late, viz., 9.30 P.M.

2. Lieutenant Mandeville returned at 4 A.M. with the two dhows and fifteen slaves—eight women, three small children, and four men.

3. All the slaves, it turned out, also the vessels, were the property of the Sultan himself. His officials had stolen them to sell, and send north.

This kidnapping of the Sultan's slaves, I understand, has been going on some time, his Highness being informed that his slaves ran away.

4. The captains of the dhows, with almost all the crew, were away to bring more slaves down when the vessels were seized, and did not appear in Court.

6. They were placed in the Vice-Admiralty Court yesterday (17th), and condemned as prizes to this ship.

I have, &c.  
(Signed) H. R. WRATISLAW.

Inclosure in No. 71.

RETURN of Vessels detained as being engaged in the Slave Trade, and sent into Port for Adjudication.

Her Majesty's ship "Wolverine," from April 1, 1871, to May 28, 1871.

Date of Detention.	Where, if at sea state Latitude and Longitude.	Name of			Under what Colours.	How Rigged.	Number of			Where			Date of Sailing from last Port.	Nature of Cargo.	To whom consigned.	If Slaves on Board.				Name and Rank of Officer in charge.	Of the Prize Crews.		To what Port sent for adjudication.		Name of	Condition of the Slaves and number of Deaths before Vessels, stating the number of Deaths before adjudication, and number emancipated.		Information from								
		Vessel.	Master.	Owner, and of what place.			Men.	Guns.	Tons.	From.	Bound.	Belonging.					Men.	Women.	Girls.	Boys.		Subordinate officers.	Petty officers and Seamen.	Marines.	Boys.			Proctor.	Agent in London.		Acting Political Agent.	Information from	Acting Political Agent.			
April 16, 1871.	Zanzibar.	Unknown.	Unknown.	Unknown.	1.	Dhow (1 mast).	3 Passengers.	1.	114-05,	At anchor in Zanzibar harbour.	..	Zanzibar.	1.	NIL.	1.	..	..	4.	..	3.	..	..	..	..	..	..	..	..	Dr. Kirk, Acting Political Agent.	Messrs. Woodhead & Co.	Returned to Sultan of Zanzibar, the Vessels and Slaves having been stolen from him.	No deaths.	Information from Dr. Kirk, Acting Political Agent.	Acting Political Agent.		
April 16, 1871.	Zanzibar.	Unknown.	Unknown.	Unknown.	1.	Dhow (1 mast).	8.	1.	125-57.	At anchor in Zanzibar harbour.	..	Zanzibar.	1.	NIL.	1.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Messrs. Woodhead & Co.	Returned to Sultan of Zanzibar, the Vessels and Slaves having been stolen from him.	No deaths.	Information from Dr. Kirk, Acting Political Agent.	Acting Political Agent.		

(Signed) H. R. WRATISLAW, Captain.

## REPORTS FROM NAVAL OFFICERS.

No. 72.

*Rear-Admiral Cockburn to the Secretary to the Admiralty.*

(Extract.)

*"Forte," Zanzibar, May 31, 1871.*

I TAKE an early opportunity after my arrival here to write about the Slave Trade. I am sorry to be obliged to give a bad report.

2. It is without doubt a fact that the trade is as busy and profitable as ever it was, in spite of all our exertions. Every new plan adopted by us, is quickly met by a cunning device of the Arabs, encouraged by the Sultan, if not actively, certainly negatively: it is painful to any naval officer to be obliged to acknowledge this.

3. Under existing Treaties, and the recent instructions respecting domestic slaves. (The Sultan having the power to give passports to any number of vessels laden with poor living creatures to be transported to different parts of his dominions) it is rendered almost impossible for cruisers to take a dhow anywhere south of Lamoo, and during the south-west monsoon it is very difficult to keep cruisers sufficiently near the coast to intercept them running with a fresh breeze.

4. I assure their Lordships it is a matter of sneer and jeer by the Arabs—our impotent efforts to stop this horrible abomination. Yes, my Lord, even the Sultan says the English will talk and bully, but can't or won't stop the trade. It is positively evident that a new system must be adopted.

5. I propose that the money we annually expend in this cause, be employed in a more profitable and useful manner; I suggest that a stationary ship, to act as a depôt and guard ship, with a steam launch, be sent here under a captain who has had some experience in this duty; that a certain sum per annum be paid to the Sultan, on condition that he gives up the Slave Trade, importing only a few to fill up vacancies in his dominions. Your Lordships are aware that the Sultan receives about £10,000 per annum, by a tax upon the entry as well as the exit of slaves. The sum given to the Sultan would be recovered by the saving in bounties for captured negroes; and the stationary guard ship would be cheaper than a cruiser. A large frigate without steam would be the best vessel, jury rigged, and kept like a man-of-war with a commander's complement of officers and men.

This ship would be a military support to the Sultan if he agreed to our own terms.

6. I visited the slave market here yesterday, and a more painful and disgusting sight I never saw. Hundreds of poor negroes of both sexes ranged about in all sorts of conditions, some living skeletons, others fat and well dressed, pulled about with a crook-stick, and examined just like sheep or other animals in a market.

7. I will take another opportunity to give further information, but I would not delay the request for the stationary depôt and guard ship.

No. 73.

*Rear-Admiral Cockburn to the Secretary to the Admiralty.**"Forte," Zanzibar.*

SUBMITTED for the information of the Lords Commissioners of the Admiralty. The vessel and slaves have been condemned in the Vice-Admiralty Court, the negroes being also landed and distributed here.

(Signed) J. H. COCKBURN,

Inclosure 1 in No. 73.

*Commander Parsons to Rear-Admiral Cockburn.**"Dryad," at sea, lat. 2° 3' S., long. 45° 30' E.,  
May 21, 1871.*

Sir,

I HAVE the honour to report, for your information, that on the 16th May a dhow, name unknown, was captured by this ship in lat. 0° 47' N. and long. 45° 25' E., having on board a crew of eighteen hands and seventy-six slaves, as shown in the margin.\*

\* 5 men, 37 women, 17 boys, 17 girls.

## REPORTS FROM NAVAL OFFICERS.

79

The man in charge of the dhow states that she belonged to Muscat, and had left Quiloa for that port on the 12th May, and that the Captain died a few days before leaving. Little or no information was to be got from the Arab crew.

The slaves and all the crew having been transferred to this ship, the dhow was carefully measured and surveyed by the First and Second Lieutenants and Navigating Lieutenant, and having been pronounced unseaworthy, I destroyed her rather than risk sending a prize crew in her to Aden, and the current at that time averaging from seventy-five to ninety-five miles a day to the N.N.E., it would have been unpracticable for me to convey her to Zanzibar, even if she had been pronounced in a fit condition.

Trusting that the above mode of dealing with the dhow under the circumstances will meet with your approval.

(Signed) I have, &c.  
GEORGE PARSONS.

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## REPORTS FROM NAVAL OFFICERS.

Inclosure 2 in No. 73.

RETURN of Vessels detained as being engaged in the Slave Trade and sent into Port for adjudication.

"Dryad," at Zanzibar, May 31, 1871.

Date of Detention.		Where, if at sea, give Latitude and Longitude,		Name of Vessel.		Under what Colours.		How rigged.		Number of Men, Guns, Tons.		Where			Date of sailing from last Port.		Nature of Cargo.		To whom consigned.		If with Slaves on Board.				Names, Rank, and Number of Prize Crew.		To what Port sent for Adjudication.		Name of Proctor.		Agent in London.		Condition of Slaves and Vessel, stating Number of Deaths before Emancipation, and Number of Emancipations.		Circumstances which have induced Captain to detain the Vessel, with General Remarks.															
				Vessel.		Master.		Owner, and of what Place.		Under what Colours.		How rigged.		Men.		Guns.		Tons.		From.			Bound.			Belonging.			Date of sailing from last Port.		Nature of Cargo.		To whom consigned.		Number of				Names, Rank, and Number of Prize Crew.		To what Port sent for Adjudication.		Proctor.		Agent in London.		Condition of Slaves and Vessel, stating Number of Deaths before Emancipation, and Number of Emancipations.		Circumstances which have induced Captain to detain the Vessel, with General Remarks.	
May 16, 1871.		Latitude 0° 47' north. Longitude 45° 25' east.		Unknown.		Unknown.		Hassan. Muscat.		None.		Native Dhow.		18		NIL		66.94		Kilwa.			Muscat.			Muscat.			May 12, 1871.		Slaves.		Unknown.		5				Nil.		Zanzibar.		Messrs. Woodhead and Co.		Slaves good, not yet landed. Vessel destroyed, unseaworthy. At present three deaths.		For the purpose of suppressing Slave Trade.			
				Unknown.		Unknown.		Kilwa.		Muscat.		Muscat.		Muscat.			Kilwa.			May 12, 1871.		Slaves.		Unknown.		5				Nil.		Zanzibar.		Messrs. Woodhead and Co.		Slaves good, not yet landed. Vessel destroyed, unseaworthy. At present three deaths.		For the purpose of suppressing Slave Trade.												

(Signed)

GEORGE PARSONS, Commander.

## REPORTS FROM NAVAL OFFICERS.

81

No. 74.

*Rear-Admiral Cockburn to the Secretary to the Admiralty.**"Forte," Zanzibar, June 3, 1871.*

SUBMITTED for the information of the Lords Commissioners of the Admiralty.  
These two negroes were placed in the Vice-Admiralty Court here and emancipated!

(Signed) J. H. COCKBURN.

Inclosure in No. 74.

*Commander Parsons to Rear-Admiral Cockburn.*

Sir,

*"Dryad," Zanzibar, June 1, 1871.*

I HAVE the honour to report that whilst Her Majesty's ship "Dryad" was at anchor off Ras al Khyle engaged in the suppression of the Slave Trade the 1st and 2nd cutters and pinnace manned and armed were sent on detached service, and that the pinnace returned on board with two slaves, who gave the following account of themselves:—

They were brought up the coast in an Arab dhow from Zanzibar, and that on seeing the ship, sooner than lose the dhow, which was laden with Timber, the Arab crew threw them overboard, they swam to the shore and on seeing the first cutter anchor at night close to the shore they swam to her to gain protection.

I have, &amp;c.

(Signed) GEORGE PARSONS.

No. 75.

*Commander Doughty to the Secretary of the Admiralty.**"Magpie," at Bushire, June 11, 1871.*

I HAVE the honour to report that at 9 A.M. on the morning of the 30th May, being at sea in the Gulf of Oman, the Arab town of Zuá bearing S.W., seven miles, observed a dhow standing in for the rocky shore that lays between that town to within two miles of Ras el Had. We had at the time a strong local breeze from N.W., steam handy, engines stopped, laying to on the port tack. The dhow was nearly becalmed and distant from us about five miles.

She excited no particular attention at first and we were drifting down towards her, presently observed that she launched her boat and commenced towing in shore. At this moment, having drifted beyond the influence of the wind that comes down the gullies of the hills, got steam up and proceeded after her. Along this rocky coast there are small bays of sand, into one of these she ran, and for ten minutes was out of sight—that ten minutes sufficed for the landing of her slaves. However, Lieutenant Veitch and Sub-Lieutenant Maxwell, whom I landed at once in pursuit, succeeded with their two parties in cutting off the retreat of one of the crew and sixty-one slaves. In the mean time the gunner, Mr. R. I. Sly, with another party searched the rocks for fugitives, and received and carried down those sent from the front. The chase was very severe for the slaves, and six died from exhaustion after being brought down. The vessel being bilged on both sides from points of the rock on the beach having gone through, found it impossible to float her off, therefore taking cocoanuts and rice enough for ten days, destroyed her.

2. Just at this time (near 5 P.M.) the mast-head man reported two more dhows coming round Ras el Had, distant 5 miles, presently they perceived us or had information of us from fugitive Arabs, as they turned back round the Ras and disappeared. This looking very suspicious, I hurried our people off and pursued; on clearing past the rocky portion of the shore, the broad sandy plain of the Ras came to view, across which we could see the masts of the two dhows and several gangs of slaves being hurried off to the mountain defile. Though near sunset I landed twenty men in pursuit, with orders not to penetrate the hill country. The Arabs had a good two miles start; however, we succeeded in capturing five of the crew and two slaves. I took the ship round to the dhows, a heavy surf was running on the east side of the Ras, they were anchored just clear of it. It was

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almost dark, however, I succeeded in getting them in tow, returned round the Ras and shortly after heard the signal volley that the landing party had returned to the beach, brought them off, and secured prizes for the night.

3. From the prisoners I learnt that ten dhows laden with slaves had put to sea directly after our squadron sailed from Zanzibar, that those I had just taken were three of them, some are supposed to be behind. Under these circumstances I anchored and secured my prizes as well as I could, cleaning them and distributing the slaves between them with proper guards and an ample supply of water and provisions.

4. When practicable I anchored the ship for the night; the currents being strong drifted us away.

5. On the night of the 1st of June, at 10.30 P.M., described the loom of two dhows in the distance through the moonlight. Blowing fresh from the southward at the time. They appeared at first to be standing in for the Ras, I tripped my anchor and, after a long pursuit, came up with them. They turned out to be legal traders.

6. During the short time I was stationed at Ras el Had and the neighbourhood every vessel that was seen either by night or day was pursued and the utmost vigilance maintained. We boarded in all 120 vessels.

7. I returned to Muscat on the 3rd June, on the afternoon of which day the prizes brought up with me, together with the vessels destroyed, were condemned as slavers and lawful prizes to the ship under my command by the Vice-Admiralty Court assembled by Major E. J. Ross. Trusting that my proceedings may meet your approval.

I have, &c.  
(Signed) F. P. DOUGHTY.

No. 76.

*Captain Wratislaw to the Secretary of the Admiralty.*

Sir,

*"Wolverine," Zanzibar, July 20, 1871.*

I HAVE the honour to report that when steaming along the land towards Bembatooka Bay, Island of Madagascar, I caused a dhow, name unknown and without colours, to be boarded by Lieutenant Turner of this ship, in the cutter, on account of her suspicious proceedings in altering her course towards the land, when sighted by this ship at 8.30 A.M. on July 7th, and at last running her aground.

By the report of Lieutenant Turner and the officers who accompanied him, several men were seen to leave her, and go up into the bush; that she was a total wreck on the rocks and had also been scuttled by the crew to prevent the vessel falling into our hands. She was this day placed in the Vice-Admiralty Court and adjudged a prize to Her Majesty's ship under my command as being engaged in the Slave Trade.

I have, &c.  
(Signed) H. R. WRATISLAW.

No. 77.

*Rear-Admiral Cockburn to the Secretary of the Admiralty.*

(Extract.)

*Mahé, Seychelles, August 30, 1871.*

WHEN I left this place on the 6th July, I went straight to Johanna, where I found the Sultan, as well as the other persons on the island, whether Arab or negro, well disposed and glad to see an English man-of-war. I have, however, no doubt in spite of the Treaty we have with the Sultan that there are many negroes imported annually into the island; for some years past no man-of-war has been in those parts, at least no blockade of the coast has been attempted. From Johanna I went to Mozambique, I found that town in very good condition, the harbour excellent and the appearance of the place and people creditable to the Portuguese Government, yet I am strongly of opinion that the Slave Trade exists not many miles from Mozambique.

I had, I hope, a profitable conversation with his Excellency the Governor-General, in which I urged upon him the great advantage of opening out trade, and establishing a line of steamers from Aden to the Cape, he quite agreed with me, and promised to bring it before his Government in the most emphatic manner."

## REPORTS FROM NAVAL OFFICERS.

83

No. 78.

*Rear-Admiral Cockburn to the Secretary of the Admiralty.*

Sir, "Glasgow," at Trincomalee, November 17, 1871.  
 THE inclosed interesting report of the proceedings of Her Majesty's ship "Columbine" has only this moment reached me; I think it so creditable to Commander Tucker, that I forward it for the information of the Lords Commissioners of the Admiralty.

2. I trust their Lordships will note the very praiseworthy (I may say gallant) conduct of Lieutenant J. H. Bainbridge, also of Mr. Henry C. Carré, Sub-Lieutenant, and Mr. E. H. Truscott, Assistant-Paymaster.

3. I entirely agree with Commander Tucker in his suggestion of making a demand upon the town of Brava, for interfering and rescuing the slaves from the beached dhow; indeed, their warlike proceedings will require more than an explanation from the Sultan. This affair, so well described by Commander Tucker, the miserable state of the poor wretched beings, and the curious result of our Treaties with our ally, the Sultan of Zanzibar, will bring the whole subject forcibly before Her Majesty's Government.

I have, &amp;c.

(Signed) J. H. COCKBURN.

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 Inclosure 1 in No. 78.
*Commander Tucker to the Secretary of the Admiralty.*

Sir, Mahé, Seychelles, October 23, 1871.

I HAVE the honour to report that I left Mahé Seychelles, on the 21st of August. When at Zanzibar the Sultan had informed Dr. Kirk that a caravan route had been opened from Lamoo to Brava, at a great expense, for the purpose of forwarding slaves overland to the towns of Brava, Marka, Magadoxa, and Warsheck.

Captain Wratislaw was impressed with the idea that Warsheck would be the best place to cruize off. I distrusted this information, knowing the character of the coast, I was of opinion that an overland route could not pay, fatigue and want of water would probably have caused the loss of half of the slaves forwarded.

I therefore determined to quit Zanzibar as soon as possible, leaving behind me the impression that I should sail from Seychelles for Warsheck. This ruse succeeded beyond my expectation.

On the 27th of August I was on my station and shortened sail to reduce her speed, next day at noon we found ourselves about 7 miles to the northward of Port Durnford, when I hove to, and sent the first and second cutters away under the command of Lieutenant John H. Bainbridge and Sub-Lieutenant Henry Chase Carré to cruize and search the coast for slaves with orders to rendezvous at Brava on or before the 10th of September. I then beat against wind and current just out of sight of land, in order to prolong being drifted down to Brava as much as possible.

On the 29th of August we were under double reefed topsails and reefed courses, blowing very fresh.

On the 30th we boarded a merchant dhow from Lamoo laden with spars.

She said she was five days out, which could not have been true, as the current alone would have drifted her further during this time. She said she was the first dhow to sail and from her starting in such weather, I strongly suspected she carried slaves and threw them overboard.

On the 1st of September, Brava bore south 56° west distant 48 miles, and I found that the ship could not keep her station under steam and fore and aft sails against the head wind, and current carrying us to the northward 90 miles a day. I therefore took in the fore and aft canvas, sent down the lower and topsail yards, and proceeded at full speed as close in shore as possible in order to avoid the current, and I found even then, that I could scarcely make headway. I was very apprehensive lest the boats being unaware of the great strength of the current, should be carried past Brava during the night, and in this supposition I was right, for on the 5th when about 30 miles from Brava, we came across the second cutter which had been drifted past in the dark, the first cutter under Lieutenant Bainbridge was more fortunate, having hove to during the night and burnt a blue light, and at daylight found themselves off the town of Brava.

Sub-Lieutenant Carré misunderstanding the signal stood on until he was fortunately

picked up by the ship. At sunset I anchored off a promontory called Dhow about ten miles to the northward of Brava.

Shortly after which the first cutter ran down from Brava and rejoined the ship.

Lieutenant Bainbridge gave a most interesting report of his cruize. He searched the coast inside the Islands, visiting the Shamba River, Shoala Island, Kismayo Island, so misnamed, its proper name being Kiámo, and lastly the New Port of Kismayo, which is situated on the mainland in about latitude  $0^{\circ} 21'$  south, and longitude  $42^{\circ} 34'$  east inside the Island of Kismayo, which we call Bissel Island. This settlement is only two years old, it has been established by the Sultan of Zanzibar, who has stationed here one hundred soldiers and three guns; they are at present occupied in building a stone fort to replace the mud stockade they are now living in.

There appears to be some trade here, the object of the settlement is to collect dues. Every one told him he was a fortnight too early for the slavers, however, it seems that three dhows passed by on the 30th of August, which were supposed to be slavers from their running so early, and these dhows were the first and only ones seen by the natives, and must have escaped us during the night. He failed in getting a pilot for Juba River, as they said it was impossible to cross the bar for another fortnight or three weeks. At Kismayo they ridiculed the idea of any Europeans being alive up country without its being generally known. At Brava they told him the same story about the three dhows passing, with the addition that a dhow containing four hundred slaves had been lost at or near Marka, about a fortnight before, fifty slaves only being saved. This I do not believe, but think it was told to induce us to leave Brava and go further down the coast.

Next evening (6th) I anchored off Brava and paid a visit to M'Heale, an Englishman, agent for a German firm at Zanzibar. He assured us that we were too late, that all the slavers had passed long ago.

This made me hopeful of meeting with some success, as I perceived he evidently wished to get rid of us. On the 8th, the Sultan's steamer "Explorateur" anchored for a few hours on her way to Marka with a cargo.

Shortly after daylight on the 9th we observed a bugalow approaching the anchorage, the gig and whaler were sent away immediately. She at first stood out to sea, and perceiving the boats, the whaler was pulled up in shore to cut her off, followed by the gig. Lieutenant Bainbridge in the whaler, succeeded in getting withing pistol shot and kept up a smart fire on her, but the crew of the dhow getting under cover, she stood on through a very heavy surf, and beached herself to the southward of Manara Tower.

Lieutenant Bainbridge with the greatest promptitude, instantly hoisted his sail and ran in through the surf after her, and being lighter, was thrown up on the beach before her and succeeded in capturing the whole of the crew, and saving all the slaves with the exception of a new born infant—which, abandoned by its mother, was drowned.

The whole population of Brava turned out armed to rescue the slaves, but they fear the Snider, and three or four shots fired over their heads from the ship kept them effectually in check.

The whalers were soon reinforced by the other boats crews from Brava, and the crew consisting of twelve men and forty-nine slaves, brought on board.

It was found impossible to get the whaler through the surf, and she was carried with great difficulty and trouble to Brava. By the time they were on board not a vestage of the bugalow remained, she left Zanzibar four days before with sixty slaves, ten of whom died on the passage, they had not been fed since leaving Zanzibar, and when captured were ravenous, several of them were frightfully emaciated, almost living skeletons, and must have been in a bad condition when shipped. This vessel's destination was Marka, with orders to go to Macuna, if he could not effect a sale. Next day (10th) I left a cutter and gig in charge of Lieutenant Bainbridge at Brava, and proceeded to our former anchorage about 10 miles to the northward. I left orders with Lieutenant Bainbridge to inform the chiefs of Brava that no attempt must be made to rescue slaves while the ship or boats were present, and that I should hold the chiefs and inhabitants of Brava responsible for any slaves rescued or for any injury done to any of my people.

On the 12th the boats captured and brought to the ship a dhow containing 198 slaves, two of whom were dead and several in a dying state. She was owned by one of the Sultan's slaves, and was five days from Zanzibar, bound for Marka. The filthy state of the slaves and dhow was something indescribable, the stench was intolerable, several of these wretched creatures had been stowed away so that they could not have been fed since leaving Zanzibar. I have heard and read a great deal about the horrors of the Slave Trade, but the state of this dhow surpassed all my expectations. Strange to say only seven died on the passage, and the majority of them must have started in better condition than those in the bugalow.

## REPORTS FROM NAVAL OFFICERS.

85

A very small quantity of provisions was found on board next morning (13th). I burnt the dhow and returned to Brava, and purchased all the rice I could obtain, which was only eleven bags, and landed the captured crew, as I had more mouths on board than I could feed. Next morning (14th) I returned to my anchorage to the northward, leaving the boats behind as before. Shortly before sunset we observed a large bugalow off Brava, with cutter in chase. She appeared from the mast-head to enter the harbour, and run on shore; at 9 P.M. we observed two rockets and afterwards a blue light, which I answered, and immediately got up steam and hoisted lights. Having waited until 10.15 for the boats, but not seeing anything of them I weighed and proceeded to Brava, but the night was so dark I could not see my way in and anchored next morning at daylight, where we observed the remains of a large bugalow close under the walls of Brava, and a large party of natives busy breaking her up, the fore part having already disappeared. No boats were to be seen, and an officer whom I sent on shore returned with the information that the boats had left for the ship after sunset, and that a large party of Bushmen had captured the town during the night and carried off all the slaves into the interior. The chiefs, not content with telling this lie, had the assurance to demand my protection. I immediately weighed, and ran slowly down the coast under sail, looking for the boats, and soon discovered them on the beach, within two miles of our old anchorage.

It appears that after sighting the dhow, the gig, in nearing the shore to take off the lock-out man, was capsized bottom up in the surf; after righting her, Lieutenant John Hugh Bainbridge proceeded in the cutter in chase, and got to leeward of the dhow, which suddenly wore short round, and running through a passage in the reef which would have been bare at low water, beached herself under the walls of Brava, and assisted by the natives, commenced a rapid disembarkation of slaves, with which she appeared to be crowded. Mr. Carré immediately landed and proceeded to the dhow, accompanied by Mr. Edward Henry Truscott, Acting Assistant-Paymaster, and two men, and arrived within thirty yards of her, when the natives commenced to throw their spears, shouting and dancing their war dance. The small party then opened fire and kept it up for several minutes, until they found themselves surrounded and cut off from their boat by about 500 Somalis. He then very properly retired, and the cutter coming to his assistance outside the surf, by their united fire they managed to make the Somalis keep out of spear throwing distance, and seek shelter in the grass. Mr. Truscott received a severe contusion in the shoulder from a stone, but the few spears which reached them happily did no execution. The inhabitants of Brava fully kept up their old character of being lying, treacherous, and cowardly. About eight years ago they murdered a boat's crew belonging to the "Penguin," and but for the Sniders, would probably have succeeded in murdering some of my men. It was now dark, and during this time the slaves had been all landed.

Next morning (15th) I proceeded to Brava, the bugalow had entirely disappeared, it was a very large one, and Lieutenant Bainbridge thinks, contained about 300 slaves.

This agrees with our information received from our first dhow, that a large bugalow containing 400 slaves, was going to leave Zanzibar about four days after her; I sent an officer, with a strong escort on shore, to demand the slaves or 30 dols. for each slave, this being the average price here, and demanded an answer in twenty-four hours. Next day (16th) the chiefs informed me that they would give me the money or the slaves, on receiving an order to that effect from Zanzibar or Marca. This was, of course, only to gain time and to induce me to leave. I therefore informed them, that on my return, I should demand a large sum of money; and I would respectfully submit, that through the Sultan of Zanzibar, the town of Brava should be mulcted of a sum of 10,000 dols. They had full warning from me that I should hold them responsible for all rescued slaves. Dhows can always run on shore in spite of any boats, and unless a stop is put to the people rescuing the slaves, it pays them well, and does not tend to check the trade. The Sultan's flag flies over Brava, Marka, and Magadoxa, and he has means at his disposal for blockading or bombarding them.

On the 17th a dhow beached herself ahead of the ship, and before my men could reach her, succeeded, with the assistance of the inhabitants, in getting the slaves away into the bush. We pursued them for two miles, but they broke up into small parties, and disappeared in the bush. Only one old woman was picked up, who died next day. We understood from her that there were only about thirty slaves, which will account for their getting away so quickly.

I shall urge Dr. Kirk to obtain compensation from the people of Brava, but I am afraid that nothing will be done until I hear from your Excellency.

(Signed) JOHN C. TUCKER.

