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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, 1872.

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

1873.

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LONDON:

PRINTED BY HARRISON AND SONS.



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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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#### ZANZIBAR.

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No. 1.

*Dr. Kirk to Earl Granville.—(Received February 29.)*

My Lord,

*Zanzibar, January 7, 1872.*

AT a final interview with His Highness Seyyid Burgash, at which certain matters of detail relating to the administration during His Highness' absence were discussed and settled, His Highness, after referring to the demands of the British Government for the total suppression of the Slave Trade, said, that I might inform Government that he would this year put in force such a system, and alter completely the old arrangements, so as to stop effectually all Slave Trade but that really intended for local use.

Unwilling to lead to a discussion at the present time, I simply said, that to do this I feared he must adopt all that had been asked of him, and surrender the carriage of slaves by sea.

His Highness replied, that if the legitimate trade were in his hands alone, and open to complete inspection and supervision, we should see in a year what he could do, and that if he on his part, after securing to his people a fair supply of domestic slaves, found them still persistently carrying on a contraband trade, or abusing the facilities given, he could conscientiously go before them and say, you have not kept your part of the bargain and I shall now grant to the English all they ask—it is your own fault, and you have brought it on your own heads.

To such a spontaneous declaration as this I attach some importance, as it shows that Seyyid Burgash sees he will have to attend to the spirit and not the letter of the Treaties, and that in the faithful doing of this is now the only chance of retaining a Slave Trade sufficient for his insular dominions.

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

No. 2.

*Dr. Kirk to Earl Granville.—(Received April 25.)*

My Lord,

*Zanzibar, January 25, 1872.*

BEING now in possession of the official Return of slaves landed and shipped at the Zanzibar Custom-house within the open slaving season just ended, or from the 1st May to the 31st December, 1871, I have the honour to submit a Report on the Slave Trade, both legitimate and contraband, as carried on during the past year.

Before doing so, however, I think it well to point out that the present is an exceptional season as regards the demand for slave labour. It will be remembered that in the first six months of 1870 epidemic cholera more than decimated the negro population of the island; nor was confidence restored until the beginning of 1871,

## ZANZIBAR.

few slaves were therefore purchased before this year to replace the thousands who had died, and the losses of 1869-70 are not even now fully made good.

The following is a summary of the Return supplied by the Custom-house Agent, the full lists of shipment being given for record in an annexed Table, and these Returns are to be taken as accurately representing the whole amount of the legal Slave Trade.

The total number of slaves openly imported into Zanzibar during the time referred to, or from 1st May to 31st December, 1871, from Quiloa, has been 14,392, while an uncertain number, of which exact Returns are not at present accessible, but estimated by the Customs Agent as under 3,000, were brought from the small coast towns of K'wale, Dar-Salaam, Bagamoyo, and Pangani. With regard to Pangani, the most northerly of these, I may remark that whereas last year it imported, though Zanzibar, 151 slaves, it now exports largely, and has supplied cargoes both to Zanzibar and Lamo, in addition to a large smuggling trade, to check which, and in protection of his own interests, the Customs Agent offers a reward of 1s. per head for information of slaves brought from the Usambara country, where they are being sold and hunted by each other.

The official Return of the import of slaves at Zanzibar is therefore 17,392; while passes under the Sultan's seal have been issued to 8,462 slaves exported or in transit to Pemba, Mombas, and Lamo. The number of slaves, therefore, left ostensibly for the island has been this year 8,930, a number that must be greatly reduced when we consider the extensive contraband traffic that is well known and acknowledged to have been carried on, but even then we will see that a much higher number than usual has been retained to replace the mortality of the previous year.

The above statistics also enable us accurately to estimate the total benefit derived from the Slave Trade by the Zanzibar Government, or rather the Bombay house of Jairam, who farm the State revenue. On each slave imported or in transit from Quiloa a duty of 2 dollars is levied, of which, according to the custom of the trade, quarter of a dollar is given to the dhow-owner as freight, and by local custom, quarter of a dollar set aside and given to the head men of Quiloa, representing the local native Government of that place. On each slave from Quiloa there is a net benefit of 1½ dollar to the Zanzibar State; or,—

	Dollars.
On 14,392 slaves, at 1½ dollar each, equal .. .. .	21,588
On 3,000 slaves from other parts of the Coast, at 2 dollars each, without deduction .. .. .	6,000
On 8,462 slaves exported from Zanzibar, or in transit to Lamo, &c., at 2 dollars each .. .. .	16,924
Total .. .. .	44,512
Or, in English currency .. .. .	9,370 <i>l.</i> 18 <i>s.</i> 11½ <i>d.</i>

If we compare these figures with similar Returns furnished in my Reports of the 1st February, 1870, and the 27th June, 1871, it will be seen that the export of slaves northwards to Lamo, &c., has not been so great as at present since 1866, is 3,400 in excess of the exports of 1869, and twice what it was the year immediately preceding.

In attempting to form an estimate of the extent to which slaves have been smuggled over and above the official Returns, we are met with every possible difficulty, arising from the secrecy with which a contraband trade is always carried on; which, in this case, is connived at, and calls for the sympathy of every portion of the community. The British Agent also has in his pay no special service of informers or secret agents to supply local reports, so that he must be guided by what he hears from time to time, or comes more surely before him through the operations of the naval squadron. Within the Island of Zanzibar itself, the Customs' Agent has means sufficient to prevent any large shipments of slaves being landed; but no vigilance can prevent the fleet of fishing boats and small craft that come daily from the coast from bringing one or two slaves, from time to time, and landing them unobserved, even in broad daylight, a few miles north or south of the port. Still I am of opinion that at present this contraband Traffic does not exceed 1,000, including in this the slaves landed under the name of attendants of wealthy Arabs, or introduced for the Sultan's use. The whole of the imports into the island itself will not exceed 18,500.

It is far otherwise on the mainland, where the Sultan is acknowledged as a distant feudal Lord, whose direct interference in local affairs is unknown. Thus from the southern limit of the Sultan's dominions at Cape Delgado to Quiloa, a coast-line of 200 miles, intersected everywhere by creeks, and possessing several fine harbours, the Zanzibar Government

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was represented last year by only ten soldiers and one or two Customs' Agents, any one or all of whom would connive, for a few dollars, at the shipment of slaves. From this region, presenting so many facilities, being close to the line of slave caravans, several cargoes have this year been shipped without paying the tax in any shape; and slaves there purchased for 8 to 10 dollars have been sold at Brava, in September last, from 30 to 45 dollars each. From Quiloa itself it is probable that many slaves are taken direct to Brava, &c.; but as it is forbidden for even Lamo dhows to pass Zanzibar without calling, this is done secretly, and the fact concealed. The intricate and unsurveyed channel, a blank on our charts, that divides the Island of Monfia from the Della of the River Lufigi, has been used this season as a point of departure for Arab dhows going direct to Oman, keeping outside of Zanzibar. Lying in one of the creeks of Monfia, these dhows received the slaves through the agency, it is said, of a Banian of Kutch, who had them ready in huts among the swamps of the Lufigi; and it is also said that the dhows which carried on this trade had come from taking slaves between Angoxa and Madagascar in the North Monsoon. The Pangani Slave Trade I have already alluded to; this new slave port has supplied a few cargoes, but it is not a source likely to continue, or to become of much importance. Exclusive, therefore, of the Madagascar Slave Trade, which is chiefly carried on and still flourishes between the Portuguese line of coast, and exists to a small extent from Quiloa and Delgado, we cannot estimate the illicit export of slaves taken north to Lamo, Brava, and Arabia direct as less than 5,000 last year, to which, if we add that already shown to be taken to Zanzibar, a grand export total from the coast of 23,392 will be the result.

I find it extremely difficult reasonably to analyse or explain how so large a body of slaves is disposed of, but bearing in mind that the past has been an exceptional year in its local demands for slaves, I am inclined to distribute them approximately as follows, but on this attempt I myself place little reliance:—

1. Mortality in the dhows and immediately on being landed .. ..	2,000
2. (a.) Normal demand of Zanzibar Island .. ..	2,000
(b.) Exceptional demand to replace casualties from cholera in 1869-70	4,000
	6,000
3. (a.) Normal demand of Pemba Island .. ..	1,000
(b.) Exceptional demand as above .. ..	2,000
	3,000
4. (a.) Normal demand of Membas and Melinda (these draw slaves independently from the neighbouring tribes) .. ..	600
(b.) Exceptional demand as above .. ..	1,000
	1,600
5 (a.) Normal demand of Lamo, &c. .. ..	500
(b.) Exceptional demand as above .. ..	500
	1,000
6. The Somali settlements of Kismayo, Brava, Merka, Mogdeesha, and Worsheikh, where much orchella weed comes that is collected by slaves .. ..	3,000
7 Transferred to Arabia, Persia, &c. .. ..	6,792
	23,392
Total .. ..	23,392

I believe that, out of the total number of slaves shipped this season, a smaller proportion this year have found their way to Arabia, and more been retained within the Zanzibar dominions owing to the demand to replace losses in 1869-70, from cholera.

As to the prospect of next year, if we may judge by the unusual number of Nyassa caravans now fitting out at Quiloa, I should suppose that the great profits realized last season will give a stimulus to the trade and increase the numbers shipped, which now will be free to go to Arabia, the local demand being nearly reduced to its former standard.

Her Majesty's ships engaged in the suppression of the Slave Trade, have brought before me, as Judge in the Vice Admiralty Court, during the past year 19 native vessels as engaged in the Slave Trade, in 13 of which decrees of condemnation and destruction have been obtained, while the others have been released without claim for damages or demurrage being presented; 306 slaves, or 136 males and 170 females, have been freed from the above 13 vessels, and I understand that others have been captured near Muskat. Only 92 of these 306 freed slaves have been landed here, as the cruizers, in passing Seychelles found the Civil Commissioners anxious to take over and employ as many as possible in the Islands. On the small scale in which it has been tried, neither inconvenience nor difficulty has been found in satisfactorily disposing of those slaves placed in my hands. Bishop Tozer, the French Mission, and Captain Frazer,



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being all alike anxious to take free what otherwise they are ready to expend money in obtaining. This, however, is not a system that can be adopted to any extent, the sugar-estate at Kokotoni will pass out of Captain Frazer's hands in August next, and his demand for labour be reduced to an oil mill in town. Bishop Tozer eagerly asks for all children under three feet high, but seems disinclined to undertake the care of older people, while the French Mission, acting, as I believe, on sound missionary, political, and economic principles, see the advantage of taking all the freed slaves they can obtain, and employing them on plantations and in workshops, asking to be considered in the matter of subsidy in future only for such as are too old, sick, or young, to help in cultivation or manual labour.

Before, however, the system of introducing freed slaves in numbers into Zanzibar is adopted, some organized system of supervision must be created, for at present the Consular Staff is wholly inadequate to superintend such a work, in addition to its present multifarious duties which have been united during the past three years in myself alone.

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

No. 3.

*Dr. Kirk to Earl Granville.—(Received April 25.)*

My Lord,

Zanzibar, January 29, 1872.

I HAVE the honour to report that, during the continued stay of Her Majesty's ship "Wolverine" in harbour, two dhows were seized and placed before me as engaged in the Slave Trade at the forbidden season. I herewith inclose the Decrees and Court Proceedings, from which it will appear that in one only was slaving proved, and in that case, although both the captain of the dhow and an Arab agent was present, no defence was attempted. Although perhaps suspicious, the circumstances attending the capture of the second were to be explained without slave-dealing, and certainly none was proved, indeed the case should not have been allowed to come into Court; however, no demand for damages was placed before me, and if it had, the conduct of the crew in not stopping when called upon to do so, might have caused them to forfeit their right. In the case of small coasting craft the greatest allowance, however, must be made in this matter, and although they often will not stop until after being fired at with ball, it is to be regretted that such is so often needed and practised; the case of a native being shot dead in this way by the boats of the "Wolverene" came before me a few days ago; but what, on the other hand, are our officers to do, for native dhows sail as fast, or faster, than our boats?

Her Majesty's ship "Wolverine" has gone to cruize off the north-west coast of Madagascar, and will return here in the end of February or first week in March.

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

Inclosure 1 in No. 3.

*Proceedings in the Vice-Admiralty Court at Zanzibar.*

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against the master, tackle, apparel, and furniture of a dhow, name unknown, also against (3) three male slaves, detained by Lieutenant C. T. Mandeville, of Her Majesty's ship "Wolverine."

PERSONALLY appeared the said Colebrooke Mandeville, Lieutenant, and made oath that on the 14th January, 1872, when acting under the orders of Captain Henry Rushworth Wratishaw, he observed a dhow, at about 3 P.M., standing for Zanzibar coming from the mainland. He chased her, and, on seeing the launch, she altered course, and stood for the nearest land. He came up with her about sunset, when Mr. Foot boarded her in the dingy, and asked, through the interpreter, where she came from; they replied, from the mainland. Mr. Foote then proceeded to search her, and found two slaves con-

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cealed under some mats; asked what they were doing there, and was told that they were slaves put on board that morning to be sold at Zanzibar. These slaves were brought on board the launch, and he then boarded her himself, and discovered a third under the head-sheets. On being asked what he was, he gave the same answer as the others.

They were fearfully weak and emaciated, so much so that they had to be carried on board the launch; on being further questioned, said they had been on deck, but on seeing the launch they were concealed, and told not to move. He took her in tow, and made for the nearest anchorage.

(Signed) C. MANDEVILLE.

On the 20th day of January, 1872, the said Colebrook Mandeville was duly sworn to the truth of this affidavit.

Before me,  
(Signed) JOHN KIRK, *Acting Political Agent, and  
Her Britannic Majesty's Consul, Zanzibar.*

In the Vice-Admiralty Court at Zanzibar.

*Note of Proceedings.*

Conducted in the presence of Captain H. R. Wratislaw for the captors; for the defence, Suleiman bin Ali Menderi, on the part of the Arab Government, and the captain of the dhow in person.

1st witness called, named Sanga Mareng, of the Zirhaha tribe, near Ugogo: Was captured in war by the Mahviti, sold to traders, and brought to the coast to Buein, near Dar-Salaam; slept at Bueni five nights; was then shipped in dhow; there were eight of us originally, some are not yet shipped.

Evidence given in native language in Court.

2nd witness, Femga-Funga, of Khutu: Was caught in war, and sold to people coming to the coast; slept two days at coast, and was then shipped.

Evidence given in the native language in Court.

3rd witness, Meta: Am of Zirhaha; was taken by the Maviti, and sold by them to people who brought me to the coast; slept near the coast five nights, was shipped in dhow.

Evidence given in native language in Court.

Captain called: Am named Nakoda Mtwana; am captain of dhow of Mohammed bin Ghulum, who lives at Buein; got a quarter of a dollar for each of the slaves; the owner of slaves, named Musood, a Swaheli, brought them to me at night; we stowed them away, and, having other passengers on board, sailed next morning at day-break; I did not tell the owner that was taking them; did not know it was forbidden; Musood is passenger in dhow.

Evidence given in native language in Court.

Musood called: Am owner of the slaves, and shipped them as stated.

Evidence given in native language in Court.

The Sultan's Agent has no remark to make.

Decree of condemnation to be given; dhow to be destroyed; cargo forfeited to all on board; passengers to be landed; the Captain and Musood to be given over to the Arab Authorities for punishment.

(Signed) JOHN KIRK,  
*Judge of the Vice-Admiralty Court, Zanzibar.*

January 20, 1872.

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against the Zanzibar dhow, name unknown, the property of Mohammed bin Ghulutin, residing at Bueni, on the African coast, of which

## ZANZIBAR.

Nakoda Mtwana is Master; her tackle, apparel, and furniture, and also against three male adult slaves, seized, as liable to forfeiture, by H. R. Wratislaw, Esq., R.N., Commanding Her Majesty's ship "Wolverene," before John Kirk, Esq., Judge in the Vice-Admiralty Court of Zanzibar, on the 20th January, 1872.

Personally appeared H. R. Wratislaw, Esq., Captain in Her Majesty's Royal Navy, Commanding Her Majesty's ship "Wolverene," and produced before me, the said Judge, the sworn declaration hereto annexed, which set out the circumstances under which a Zanzibar vessel, owned by Mohammed bin Ghulum and commanded by Nakoda Mtwana, of the description, dimensions, and tonnage specified in the certificate of admeasurement taken after condemnation, and having on board at the time of the capture three male adult slaves, was captured in the Channel between Zanzibar Island and the opposite main-land on the 14th day of January, 1872, by Lieutenant C. T. Mandeville, acting under the instructions of Captain H. R. Wratislaw, of Her Majesty's ship "Wolverene." I, the said Judge, having examined the Officers of Her Majesty's ship "Wolverene," together with the crew, passengers, and slaves of the dhow, in the presence of an Agent appointed by the Arab Government, and found sufficient proof that the said dhow was engaged in the Slave Trade at the time of capture, in contravention of Treaties and arrangements now in force between Great Britain and Zanzibar, do adjudge the above-named dhow, her tackle, apparel, and furniture, together with three male adult slaves, to have been lawfully seized by the aforesaid H. R. Wratislaw, Esq., and to be forfeited to Our Sovereign Lady the Queen, and do hereby order that, after admeasurement, the above-named dhow be destroyed, and any cargo and fittings to be sold by the captors, and the proceeds thereof to be given over to the Judge in this Court.

In testimony whereof I have signed the present Decree, and caused my Seal of Office to be affixed thereto.

(Signed) JOHN KIRK,  
*Judge of the Vice-Admiralty Court, Zanzibar.*

*British Agency and Consulate, Zanzibar, January 20, 1872.*

Received from Captain H. R. Wratislaw, Esq., R.N., commanding Her Majesty's ship "Wolverene," three male adult slaves, captured on the 14th of January, 1872, and released under an Order from this Vice-Admiralty Court, dated the 20th of January, 1872.

(Signed) JOHN KIRK,  
*Judge of the Vice-Admiralty Court, Zanzibar.*

*Certificate of Admeasurement to be made in all cases on the Condemnation of a Vessel.*

We, the Undersigned, do hereby certify that we have carefully admeasured in the manner prescribed by Rule I of the 21st section of the Merchant Shipping Act, 1854, the Arab vessel, name unknown, detained by Her Majesty's ship "Wolverene," on the 14th day of January, 1872, on the ground that she was engaged in the Slave Trade, and find her dimensions to be as follows:—

Principal dimensions—	Feet.
Length at under side of tonnage deck, from inside of plank at side of stern to inside of plank at midship stern timber, at the point of one-third of round of beam below the deck .. .. .	76
Main breadth inside from plank to plank .. .. .	16
Depth amidships at the point of one-third of round of beam below the under side of deck, to ceiling on floor timber at timber strake .. .. .	9
<b>Tonnage—</b>	<b>No. of Tons.</b>
Tonnage under tonnage deck .. .. .	62·52
Closed-in spaces above tonnage deck, if any .. .. .	None
<b>Total tons .. .. .</b>	<b>62·52</b>

Signed this 20th day of January, 1872.

(Signed) A. J. EWINGTON, *Senior Lieutenant.*  
A. GAIN, *Navigating Lieutenant.*  
W. SHANNON, *Carpenter.*

Approved,  
(Signed) H. R. WRATISLAW, *Captain.*

## ZANZIBAR.

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*Certificate of Destruction of a Dhow.**"Wolverene," Zanzibar, January 20, 1872.*

This is to certify that, acting under the orders of the Judge in the Vice-Admiralty Court, Zanzibar, the prize taken by Her Majesty's ship "Wolverene," and condemned in that Court on the 20th of January 1872, being No. 2 on the list of cases of 1872, was totally destroyed by my orders on the 20th January, 1872; further, that the net amount received out of sale of gear, &c., of the above prize, amounted to 8*l.*, which was given over to the Judge in the said Court at Zanzibar.

(Signed) H. R. WRATISLAW, *Captain,*  
*Her Majesty's ship "Wolverene."*

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 Honourable Her Majesty's Principal Secretary of State for Foreign Affairs.

	£	s.	d.
Oath to Affidavit .. .. .	0	2	0
Sentence .. .. .	1	10	0
Sealing Decree .. .. .	0	7	6
Evidence of five witnesses, at 10 <i>s.</i> each .. .. .	2	10	0
Interpretation of evidence, five folios at 3 <i>s.</i> each .. .. .	0	15	0
Office copy of sentence, affidavit, proceedings, &c., &c., paid to Mr. Roberts, Head Clerk to the British Agency .. .. .	0	6	0
Total .. .. .	5	10	6
Proceeds of sale of fittings received from the captors .. .. .	8	0	0
Balance to be remitted for the benefit of the captors .. .. .	2	9	6

(Signed) JOHN KIRK,  
*Judge of the Vice-Admiralty Court, Zanzibar.*

Received from Captain H. R. Wratislaw, Esq., R.N., commanding Her Majesty's ship "Wolverene," the sum of 8*l.*, being amount of proceeds of sale of fittings, &c., in case of dhow, No. 2, of 1872, condemned in the Vice-Admiralty Court at Zanzibar, on the 20th of January, 1872.

(Signed) JOHN KIRK,  
*Judge of the Vice-Admiralty Court, Zanzibar.*

Inclosure 2 in No. 3.

*Proceedings in the Vice-Admiralty Court at Zanzibar.*

No. 3 of 1872.

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen, against the Master, Tackle, Apparel, and Furniture of a Dhow, name unknown, detained by Lieutenant Colebrooke Mandeville, of Her Majesty's ship "Wolverene."

Personally appeared the said Colebrooke Mandeville, and made oath, that on the 15th of January, 1872, whilst acting under the orders of Captain Henry R. Wratislaw, of Her Majesty's ship "Wolverene," he observed a dhow, he gave chase, and she immediately altered course and stood for the mainland. When about two miles off he fired a blank cartridge, and hoisted colours to attract attention; she taking no notice, fired ball-cartridge near her. Although he made all possible sail, closed her slowly. When the dhow was close to the beach on the African side, she hauled to the windward, stood along the beach. Mr. Foote and the coxswain of the launch (who were looking through a glass) called his attention to the fact that the men in her were jumping overboard as she went. He then saw that she had run on shore, and that a number of men continued to jump from the bows in threes and fours, and that they had the appearance of being pushed. When he observed the dhow haul to the wind, he stood across her bow to intercept her,

but the water suddenly shoaling to 3 feet, and seeing breakers between launch and dhow, he immediately put the helm down, and left the launch in the dingy with two hands, leaving orders with Mr. Foote to round the edge of the reef and come in as quickly as possible. All this time the men were jumping overboard out of the dhow. The dingy grounded, and he left her with the men and pursued the negroes; but as there was a large number of Arabs and negroes on the beach belonging to a large village close by, it was impossible to find them. The launch during this time anchored, and Mr. Foote with the remainder of the crew jumped overboard to reinforce him.

Seeing it was useless to do any more at that time he returned to the launch.

He then landed with Mr. Foote and men, armed, and drew up on the beach, and having sent for the head Arab, demanded the slaves to be given up. The Chief, however, said he could not tell where they were, as they had distributed themselves in different directions. He then returned and took possession of the dhow, believing from the number of negroes who escaped and appeared to be slaves (being nearly naked) and her running ashore that she was engaged in the Slave Traffic. At this time there were three men remaining in the dhow, one of whom, an Arab, disappeared during the night.

(Signed) C. MANDEVILLE.

On the 20th day of January, 1872, the said Colebrooke Mandeville was duly sworn to the oath of this affidavit.

Before me,

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

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In the Vice-Admiralty Court at Zanzibar, 20th of January, 1872.

*Note of Proceedings.*

Present for the Prosecution, Captain H. R. Wratlaw, R.N.

Present for the Defence, Suleiman bin Ali Menderi on the part of the Arab Government, together with the Owner of the Dhow, and another Arab the Owner of the Cargo on board.

Statement of captors read and translated into Swaheli to those interested in the defence:—

*Mr. Mandeville*, Lieutenant and capturing officer, believes that there may have been twenty or forty on board; saw some getting out three-quarters of a mile off; others getting out when near; cannot say how many; believes they may have been slaves, because they were naked; all ran off to the houses or landing; saw no force used to drive them; cannot say but they were helped when they seemed to have been pushed out; has no proof to offer that they were slaves, unless that the captain would not acknowledge to having had so many on board as they saw.

*Chaude* called.—Am captain of the dhow; was on the way to Zanzibar; had four passengers and four of crew; on seeing the man-of-war's boat the passengers were afraid, and insisted on running; we were afraid and ran for the shore; became more afraid when fired at; I stayed by the dhow; I was not afraid, but the people in the dhow forced me to make for the shore; we landed between Bagamoyo and Kaoll; had no slaves on board; saw the man-of-war's boat, but ran away when fired at.

*By the Court.*—In this case there is no necessity of examining others—a case of slavery is clearly not proved. At the same time, there seems little doubt that the men on board the dhow were more than the dhow captain is willing to acknowledge; whether or not there were slaves is uncertain, but there seems no reason to think they were. The captain was found in his vessel as he says, and it is very likely that seeing the shore near, the passengers induced him to try his chance and escape search; the fear of native boats is very great, and the fact of his making off instead of lowering his sail at once, is no sign of an illicit voyage. At the same time, this course has exposed him to all the consequences of his ill-judged act, and on the captain of the dhow alone must rest all responsibility for delay, &c. The dhow will now be dismissed, but the Arab agent is instructed to explain to the Governor the necessity of all Arab dhows stopping when called on by Her Majesty's ships and boats, otherwise they must take upon themselves all the consequences that follow from their suspicious conduct.

(Signed) JOHN KIRK,  
*Judge of the Vice-Admiralty Court, Zanzibar.*

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In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against the Zanzibar Dhow, name unknown, of which Chaude is Master, her Tackle, Apparel, and Furniture, seized as liable to forfeiture, by H. R. Wratislaw, Esq., R. N., commanding Her Majesty's ship "Wolverene." Before John Kirk, Esq., Judge in the Vice-Admiralty Court at Zanzibar, on the 20th day of January, 1872.

Personally appeared H. R. Wratislaw, Esq., Captain in Her Majesty's Royal Navy, commanding Her Majesty's ship "Wolverene," and produced before me, the said Judge, the sworn declaration hereto annexed, which set out the circumstances under which a Zanzibar vessel, of which one Chaude is master, was captured on the African coast, near Bagamoyo, on the 15th day of January, 1872, as concerned in the Slave Trade, by Lieutenant C. T. Mandeville, Esq., R.N., acting under the instructions of Captain H. R. Wratislaw, of Her Majesty's ship "Wolverene." I, the said Judge, having examined the officers of Her Majesty's ship "Wolverene," and also the captain and crew of the vessel or dhow, in the presence of an Agent deputed from the Arab Government, having found no proof that the said dhow was engaged in the Slave Trade, do order the aforesaid dhow, her tackle, apparel, and furniture to be released and given over to her master and crew; and inasmuch as it has been shown that the detention and seizure of this dhow was caused by the attempt on the part of the captain, passengers, and crew to escape search by running the vessel on shore, we consider the captors were fully justified in the course followed by them in bringing this vessel to Zanzibar and placing her before this Vice-Admiralty Court.

In testimony whereof I have signed the present Decree, and caused my Seal of Office to be affixed thereto.

Dated at Zanzibar, this 20th day of January, 1872.

(Signed) JOHN KIRK,  
Judge of the Vice-Admiralty Court, Zanzibar.

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

	£	s.	d.
Oath to Affidavit .. .. .	0	2	0
Sentence .. .. .	1	10	0
Sealing Decree .. .. .	0	7	6
Evidence of one witness, at 10s. ..	0	10	0
Interpretation of evidence .. .. .	0	3	0
Office copy of sentence, affidavit, proceedings, &c., &c., paid to Mr. Roberts, Head Clerk to the British Agency .. .. .	0	6	0
<b>Total .. .. .</b>	<b>2</b>	<b>18</b>	<b>6</b>

(Signed) JOHN KIRK,  
Judge of the Vice-Admiralty Court, Zanzibar.

Received the above sum of 2l. 18s. 6d. from Captain H. R. Wratislaw, R.N., commanding Her Majesty's ship "Wolverene," on account of fees in the Vice-Admiralty Court at Zanzibar, in the case of proceedings against a Zanzibar dhow released, being No. 3 of 1872, on the 20th of January, 1872.

(Signed) JOHN KIRK,  
Judge of the Vice-Admiralty Court, Zanzibar.

No. 4.

Dr. Kirk to Earl Granville.—(Received May 9.)

My Lord,

Zanzibar, March 5, 1872.

I HAVE the honour to report that Her Majesty's ship "Wolverene" returned to this port, from cruising off the North West Coast of Madagascar, on the 2nd instant.

Captain Wratislaw informed me that, when at Majunga, he was received with the greatest courtesy by the Hova Authorities, and there had one slave given up to him by CLASS B.

the Governor; he was moreover informed that only a short time before, the Governor—acting under orders from the capital—had given to Captain Tucker about thirty slaves who had been seized in the absence of any of our ships of war by the patrols that guard the beach and examine dhows on landing.

The treatment received by Captain Wratislaw himself, near Cape St. Andrew, from the independent Sekalave and Arab Settlements was, on the contrary, hostile; he was told at one village that they did not recognize the Hova Authorities, or the Queen of Madagascar, and ignored all Treaties with England, or our right to interfere with their vessels.

Your Lordship will have already received a much more full and accurate account than I can furnish of the recent attack made upon the boat's crew of Her Majesty's ship "Columbine" by a Sekalave dhow's crew, in which three English seamen were killed, and one officer and man severely wounded.

The operations of the "Columbine" and "Wolverene" this season off the north-west coast of Madagascar show most conclusively that the Slave Trade is far from being suppressed in that quarter. I may state that it was well known at Mozambique by the principal inhabitants (I do not say officials) that in December and January slave cargoes were collected and shipped from the bays both north and south of that town, and the statements of certain slaves who took refuge on board the "Wolverene," near Cape St. Andrew, in Madagascar, show that Angoxa is still a favourite port of shipment.

A certain number of slaves for the Comoro Islands and Madagascar are also taken from the dominions of the Sultan of Zanzibar south of Quiloa, and I have the strongest reasons to believe that this trade is carried on there by Indians, British subjects, some of whom are agents of Jairam Seuji, the Customs Master. I believe it was through them that several cargoes were supplied for Brava last season, and this year they have been engaged in sending others south.

In the absence of legal proof of these suspicions, I prefer delaying action, as failure of conviction would have a bad effect, and rather add to than lessen the evil. The necessary proof of such transactions can hardly be obtained without employing secret native agents: for such work, European Vice-Consuls would be useless; a secret native agency, judiciously handled, could, by taking advantage of the various rival interests, especially the rivalry of the Hindoo and Mussulman sections of our Indian community, obtain full information of any slavery operations entered into.

Captain Wratislaw further reports, while at Madagascar, having received a letter from Mr. Pakenham, British Consul at Tamatave, in which he states that Captain Lakouguine, the French Commodore, is engaged in a dispute with the Madagascar Authorities, near the Island of St. Mary, which may lead to hostilities. Captain Wratislaw, who before had been made acquainted with the peculiar character of M. Lakouguine and his openly expressed hostility to England, concluded that no benefit could be expected from his presence, and that his services were more needed in this neighbourhood at the opening of the slave season.

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

No. 5.

*Dr. Kirk to Earl Granville.—(Received May 9.)*

My Lord,

*Zanzibar, March 7, 1872.*

I HAVE the honour to inclose a copy of my despatch of the 7th instant, addressed to the Bombay Government relative to the neglect of British native vessels to heave to when called on to do so by Her Majesty's ships of war.

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

Inclosure in No. 5.

*Dr. Kirk to Mr. Wedderburn.*

Sir,

*Zanzibar, March 7, 1872.*

CAPTAIN WRATISLAW has represented to me the serious difficulty he meets with, and constant expense needlessly caused to Her Majesty's Government, by the

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masters of bugalas not stopping when called on to do so after the usual signal of a blank charge, or even after a shot has been fired across the bows.

Such conduct being suspicious, often necessitates the getting up of steam, when the vessel, after perhaps a long chase, is found perfectly legal and without the smallest suspicion of slave-trading.

Captain Wratishaw has pointed out to me that the masters of Bombay bugalas are of all others the least civil and attentive in this respect, and has mentioned the case of a Bombay native vessel, the "Lukmipursad," owned by Kursindas Khetsi, of 52 tons, that when sighted on the 26th February, and called on to stop by the firing of a blank cartridge, and then of a shot across her bows, altered course and ran, causing him to give chase under steam, thus expending 6*l.* value of coal consumed. On closing the vessel and boarding her in the boat, he had the main halyards cut, when he found the vessel in ballast on her passage direct from India to Mozambique and free of all suspicion, unless that caused by the wilful act of the master in trying to escape.

It is clear that, setting aside the expensive process of proceeding against the master in the Bombay Vice-Admiralty Court (which, by calling the attention of the native community to the matter would, perhaps, be the best), that the Royal Navy have the very ready expedient of seizing the dhow, breaking her voyage, and bringing her, perhaps with a valuable cargo on board, into this Vice-Admiralty Court, where the contempt of the master and his suspicious behaviour would very likely be held sufficient cause for the detention, and all loss and costs thrown on the native vessel, although, of course, she would not eventually be condemned as a slaver. I should, however, regret to see the latter course taken, as it would only add to the impression that honest traders have to fear a search which they ought to be taught rather to court.

An accident that has already happened in more than one case in Arab vessels is, however, sure to occur sooner or later in those of Bombay and Kutch, where men on board the native vessel have been killed by stray rifle shots fired to make them heave to.

I would suggest, therefore, the expediency of posting a notice in the Gugerathi language at the Marine Office, Bombay, pointing out the duties of the masters of all British vessels when in presence of a British ship of war, and his liability to be prosecuted for contempt and for a breach of the regulations and instructions relating to Her Majesty's service at sea.

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

No. 6.

*Viscount Enfield to Dr. Kirk.*

Sir, *Foreign Office, May 22, 1872.*  
I AM directed by Earl Granville to convey to you his Lordship's approval of your having called the attention of the Bombay Government to the neglect of British native vessels to heave to when called on to do so by Her Majesty's ships of war, as reported in your despatch of March 7th.

I am, &c.  
(Signed) ENFIELD.

No. 7.

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

My Lord, *Zanzibar, April 1, 1872.*  
I HAVE the honour to inclose a copy of my despatch of the 1st instant, addressed to the Bombay Government, relative to the return of his Highness Seyd Burgash.

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



## ZANZIBAR.

Inclosure in No. 7.

*Dr. Kirk to Mr. Gonne.*

Sir,

*Zanzibar, April 1, 1872.*

I HAVE the honour to report, that on the 29th ultimo his Highness Seyd Burgash returned to Zanzibar in his steam-ship "El Majidi," having been eighteen days on the passage from Jeddah to Zanzibar.

I regret to say that his Highness did not touch at Aden, and thus avail himself of the letters of introduction with which I had provided him. Much good might have resulted had he and his suite been received at that station, and had the benefit of meeting with foreigners, and seeing the difference that a little energy can effect on the most barren of sites.

From Her Majesty's Consul at Jeddah I have as yet received only an acknowledgment of the official letter of introduction and private letter with which his Highness was provided, and which he states were delivered. I am, therefore, unable to form an opinion of what passed at Jeddah, unless through his Highness' own account; and his Highness is pleased to express himself much satisfied with his reception by Her Majesty's Consul.

The day following his Highness' return, he was graciously pleased to inform me that he should feel much gratified if, in company with the chief English residents, I should call upon him, which was done in public Durbar. His Highness afterwards received the other foreign communities under their respective Consuls. Our reception was most friendly; and I feel assured that his Highness' return was equally gratifying to himself and all classes of the Zanzibar community. This being a public and ceremonial meeting, no business was transacted.

To-day has been fixed for a private reception, when I shall, in company with Lieutenant Dawson, leader of the Livingstone Search Expedition, and other members of the party, after presenting the handsome gift sent by the Royal Geographical Society of London, and the introductory letter of Earl Granville, couched in the most flattering and appropriate terms, discuss with his Highness the best way in which the objects of the Expedition may be accomplished, and in one or two matters ask from his Highness assistance in furtherance of that object.

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

No. 8.

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

My Lord,

*Zanzibar, April 3, 1872.*

WHILE inclosing herewith, for your Lordship's information, copies of Court Proceedings in the cases of three prizes placed in the Vice-Admiralty Court here by Captain Tucker, of Her Majesty's ship "Columbine," I have little to add to what is contained in the Minutes of the Court in cases Nos. 5 and 6. That marked No. 7 being of a different nature, and opening up questions regarding the mode in which the arrest of dhows is now commonly carried on, I shall devote a few additional remarks to it, and the subject it suggests.

The two former cases establish beyond all question that the Slave Trade is openly, actively, and systematically carried on from the Portuguese possessions in the Mozambique, and Case No. 5 will show that within sight of the villas of the Portuguese provincial capital a slave dhow may safely remain collecting cargo for several months. They also show that Johanna, Grand Comoro, and Mohilla in the Comoro Islands (I have not thought it necessary to send translates of the native correspondence on this subject), but especially Madagascar, are the constant rendezvous and landing-places of slave dhows, facts not to be doubted, and never doubted by any one personally acquainted with those parts, but which it is as well should be known at home, where there is an obvious tendency to believe that the Mozambique Slave Trade has been quashed, and that Madagascar now derives a few slaves from the Zanzibar dominions South of Quiloa alone.

After the occurrences detailed in No. 7, and doubtless much more fully related by Captain Tucker, in his Report to the Admiralty, I think there can be no doubt but that we ought to re-consider the subject of how unwilling dhows are to be forced to stop when chased by our boats, and whether we are justified in firing and shooting down the crew

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before we can convict them of more than a persistent refusal to stop when called on to do so by an obviously inferior and inadequate force in places and among peoples where the jurisdiction of ships of war is little understood. I not long ago brought to your Lordship's notice the case of a man being shot near Zanzibar, under similar circumstances by the boats of Her Majesty's ship "Wolverene;" then the dhow escaped by out-sailing the boats, and so no capture took place. In the present case the natives—feeling their own superiority in numbers, and the advantage given them by the size of their vessel, and seeing a safe retreat on shore, being aggravated also no doubt by having some of their numbers killed or wounded when fired on at close quarters before the boat came alongside—determined to resist, and with this object awaited the attempt to board. It is clear that from the moment the attack commenced, no one of the man-of-war's boat knows what happened to any but himself; outnumbered from the beginning, their case was hopeless; but I cannot understand the wisdom either of sending off so very inferior a force to a distance where the ship herself could not support the boat, or the judgment of the officer in command in boarding from such a boat when a heavy and well-armed crew had shown decided signs of resistance. In the vicinity of the ship such a lamentable occurrence could not have happened; and had there been a second boat at hand, resistance on the part of the dhow would have been so obviously useless that it would not have been attempted; but, on a wild coast, among savages where slave-dealing has not been interfered with for many years, it seems rash to have allowed an inferior force to come to blows with a vessel ready to resist, and which, having been previously fired on until the crew were driven below, might be expected to resist.

While convinced that the letter written by Abdulla, formerly Interpreter in our ships of war, and now a refugee at Mutrani, is a forgery not authorized by the Chief of that place; and, while looking on the statements of the Indian as influenced by the savages among whom he lives and trades, there can be no doubt that the money compensation for which the letter was written ought to be paid. Captain Tucker acknowledges that this man recovered and sent off to the ship the body of the missing seaman, but Abdulla, then acting as Interpreter, gave him to understand that no compensation would be accepted. No doubt Abdulla did so in order to pocket himself any reward that might be given. As the money is not yet paid, I would ask to be authorized to do so at once, and refund the amount from the payment of any of Her Majesty's ships of war.

I have, &c.

(Signed) JOHN KIRK.

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Inclosure 1 in No. 8.

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

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.. .. Case No. 5 of 1872.

Our Sovereign Lady the Queen against the Zanzibar bootie, name unknown, whereof Sued bin Sultan is owner and Sadalla is master; her tackle, apparel, and furniture; also against the 75 slaves (30 men, 22 women, 14 boys, and 9 girls) seized by John Collier Tucker, a Commander in the Royal Navy, commanding Her Majesty's ship "Columbine."

APPEARED personally the said John Collier Tucker, commanding Her Majesty's ship "Columbine," and made oath that, on the 16th day of November, 1871, whilst cruising in the Mozambique Channel in latitude  $12^{\circ} 51\frac{1}{2}'$  south and longitude,  $42^{\circ} 31\frac{1}{2}'$  east, he chased and boarded the said bootie. He found on board 75 slaves, 72 soldiers belonging to the King of Johanna, 9 passengers and 11 crew. He towed her into Johanna, where he landed all but the slaves and witnesses. He then ordered her to be surveyed, and the surveying officers having reported that she was very old, rotten, and unseaworthy, destroyed her. He further made oath that the paper, writings, and documents hereto annexed marked No. 1 to No. 53 are the whole of the paper, writings, and documents which were found or delivered up, relative to the said bootie or slaves, and that they are in the same plight or condition as when received by the said deponent, save the numbering thereof, without any fraud, addition, or subduction whatever. Further, that the owner stated that she was from Msembé (Port Conducia) close to Port Mozambique, and was bound for Johanna. The soldiers on board belonging to the King of Johanna had been on an expedition against one of the Chiefs of Comoro, had shipped in a dhow, which had

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been carried by the current over to the coast of Africa, where they re-shipped in the captured dhow.

(Signed) JOHN C. TUCKER, *Commander.*

On the 25th day of March, 1872, the said John Collier Tucker, Esq., was duly sworn to the truth of his affidavit.

(Signed) JOHN KIRK, *Acting Political Agent, and  
Her Britannic Majesty's Consul.*

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*Certificate as to the State of the Prize at the time of Detention.*

I, the Undersigned, John Collier Tucker, holding the rank of Commander in Her Britannic Majesty's Navy, and commanding Her Majesty's ship "Columbine," do hereby certify that, in exercise of the authority vested in me, I did on the 16th day of November, 1871, being in latitude  $12^{\circ} 51\frac{1}{2}'$  south, and longitude  $42^{\circ} 31\frac{1}{2}'$  east of Greenwich, detain the Zanzibar bootie, name unknown, on the ground that she was engaged in and equipped for the Slave Trade. And I further certify that she had on board at the time a crew of 11 men, 9 passengers, 72 soldiers, and 44 male and 31 female slaves, and that she had a large supply of water and no cargo. And I further certify that Annex A hereto contains a correct list of the papers which were delivered up to me at the time of detention.

Signed this 19th day of November, 1871.

(Signed) JOHN C. TUCKER, *Commander.*

We, the Undersigned, officers of Her Majesty's ship "Columbine," do hereby certify that we have carefully admeasured, in the manner prescribed by Rule 2 of the 22nd section of the Merchant Shipping Act, 1854, the Zanzibar bootie, name unknown, seized by Her Majesty's ship "Columbine" on the 16th day of November, 1871, on the ground that she was engaged in and equipped for the Slave Trade, and we certify that her dimensions are as follows:—

	<b>Feet.</b>
Length on upper deck, from outside of plank at stern to outside of plank at stern post..	72
Main breadth to outside of plank .. .. .	22
Girth of ship outside the keel at main breadth, from the upper deck on one side of the ship to the upper deck on the other .. .. .	48
<b>Tonnage—</b>	<b>No. of Tons.</b>
Tonnage under tonnage deck .. .. .	149·94
Closed-in space above the tonnage deck—	
Poop, 20 ft. long, $14\frac{1}{2}$ ft. broad, $4\frac{1}{2}$ ft. high .. .. .	12·8
<b>Total .. .. .</b>	<b>162·74</b>

Signed this 19th day of November, 1871.

(Signed) J. W. BAINBRIDGE, *Lieutenant.*  
J. R. W. QUINN, *Navigating Lieutenant.*

Approved by me, this 19th day of November, 1871.

(Signed) JOHN C. TUCKER, *Commander.*

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*Report of Survey.*

In pursuance of an order from Commander John Collier Tucker, we, whose names are hereto subscribed, have held a careful and strict survey on the Zanzibar bootie, name unknown, detained on the 16th day of November, 1871, on the ground that she was engaged in, and equipped for, the Slave Trade, and report as follows:—

That she is very old, rotten, leaky, and unseaworthy.

We therefore recommend her to be destroyed.

Signed this 19th day of November, 1871.

(Signed) J. W. BAINBRIDGE, *Lieutenant.*  
JAS. R. W. QUINN, *Navigating Lieutenant.*

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*Certificate as to the Destruction of the Vessel.*

I, the Undersigned, John Collier Tucker, holding the rank of Commander in Her Britannic Majesty's navy, and commanding Her Majesty's ship "Columbine," do hereby certify that, on the 19th day of November, 1871, I directed a survey to be held on the Zanzibar bootie, name unknown, detained by me on the 16th day of November, 1871, on the ground that she was engaged in, and equipped for, the Slave Trade, and that the surveying officers having reported to me that she is very old, rotten, leaky, and unseaworthy, as from the Report of Survey hereto annexed will more fully appear, the said vessel has been destroyed by my orders.

Signed this 19th day of November, 1871.

(Signed) JOHN C. TUCKER, *Commander.*

*Government House, Mahe, Seychelles, February 6, 1872.*

Received this day from Her Majesty's ship "Columbine," commanded by Commander John Collier Tucker, seventy-three liberated Africans, viz. :—

Men	..	..	..	..	..	..	..	..	..	30
Boys	..	..	..	..	..	..	..	..	..	12
Women	..	..	..	..	..	..	..	..	..	22
Girls	..	..	..	..	..	..	..	..	..	9
Total	..	..	..	..	..	..	..	..	..	<u>73</u>

(Signed) J. W. FRANKLYN,  
*Her Majesty's Civil Commissioner*

Slaves received from dhow captured November 16, 1871	..	..	..	..	..	..	..	..	73
Forwarded to Seychelles by steamer "Africa," and included in receipt dated January 15, 1872	..	..	..	..	..	..	..	..	1 man
Retained on board	..	..	..	..	..	..	..	..	1 boy
Total landed alive at Seychelles, or properly disposed of elsewhere	..	..	..	..	..	..	..	..	<u>75</u>

(Signed) JOHN C. TUCKER, *Commander.*

*Minutes of Proceedings in the Vice-Admiralty Court of Zanzibar, before John Kirk Esq., Acting Political Agent and Her Britannic Majesty's Consul, March 25, 1872.*

Her Majesty's ship "Columbine," *v.* an Arab vessel, name unknown, owned by Saeed bin Sultan, captured at sea on the 16th November, 1871.

Present in Court for the prosecution ;—Captain J. C. Tucker.

For the defence ;—Saadula bin Makuzi of Delgado.

Read affidavits in Court, and certificates of survey, destruction, and measurement displayed.

Saadula states: Was captain of dhow of Saeed bin Sultan, made this voyage only with this owner, enter the dhow at Nosse-bé, had the red flag of Zanzibar, had no ship's pass or papers, went from Nosse-bé to Misembé, remained there two months, collecting slaves, one by one, in a place on shore; Misembé is two hours' distant from Mozambique Island, had most of our slaves from the Makoa country, they were brought down to us in forked sticks round their necks; some we brought from the town of Mozambique, these were slaves stolen from the town's-people by each other; each slave sells at from 16 to 17 dollars at Mozambique.

There was another dhow two days' journey to the south of us, which also was collecting slaves; when we were collecting slaves the dhow of one Juma came in with soldiers of the King of Johanna; they had been drifted from Comoro, and the captain refused to go again to Johanna; he said he was going north with cargo to Zanzibar, and landed the soldiers and their people; were told that the soldiers of King Abdullah caught slaves at Comoro and were taking them over to Johanna, when drifted over to Mozambique.

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Juma, who told us he was going to Zanzibar and so landed the King of Johanna's people, was the one afterwards caught by the "Columbine" with a full cargo of slaves on board; we were bound for the Sekalave Coast of Madagascar to sell our slaves; we sell them there for ready-money at 25 dollars each; we were to land the Johanna soldiers at Johanna and then pass on to Madagascar. We cannot land slaves at Majunga, for that is a Hova station, and they are there taken from us; good slaves at Nosse-bé sell at 30 dollars each.

Mohammed-bin-Amir states: Am of Comoro, was a passenger in this dhow, went to the Makoa country and bought slaves, was away three months, reached a place six days distant from the coast, bought nine slaves, this took me three months, sold the slaves to the captain of the dhow, Saeed bin Sultan by name; and went passenger, sold each slave at 20 dollars, was to land at Johanna myself while the dhow was bound for Madagascar, was coming to Zanzibar, do not know what place in Madagascar he was bound for, as I had taken a passage to Johanna only, Saeed was about two or three months collecting his slaves at Misembe, it was only a quarter of an hour by canoe from where the dhow was laying then to the country-houses of the people of Mozambique.

Bedui bin Ali states: Am of Comoro, was accompanying former witness, went with him to the Makoa country and bought nine slaves, sold them to the captain of the dhow, went as passenger to Johanna, the slaves in this dhow were all Makoa and mostly new slaves fresh caught. In the Makoa country just now each tribe fights with its neighbour, catches slaves and sells them, there is there plenty of food, no want of it, they fight to get slaves and in rivalry one with the other.

True evidence given in Court in the Swaheli language.

(Signed) JOHN KIRK,  
*Judge of the Vice-Admiralty Court, Zanzibar.*

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*By the Court.*—The nature of the slaving transactions in which this dhow was engaged is chiefly explained, both by the evidence in Court and the voluminous correspondence in Arabic and Swaheli that has been intercepted and placed in my hands. It appears that the King of Johanna having made prisoner and removed one of the chiefs of Comoro, sailed for his own island in the French Commodore's ship "D'Assas," leaving his brother with a number of men to raise money from the villagers of Comoro; not getting in cash all they demanded, the Johanna men seized slaves and embarked with them in the dhow of one Juma, a man of Lamo well known as a slaving captain, and whose dhow with full cargo was afterwards captured by Her Majesty's ship "Columbine." Juma's dhow failed to reach Johanna, and was drifted over to the African Coast north of Mozambique, coming to Conducia Bay, which is within a few miles of the town of Mozambique and only fifteen minutes distant by canoe from the country-houses of the chief residents of that place; they found the dhow of Saeed bin Sultan, Agent of the King of Johanna, who was himself ashore collecting slaves in a barracoon at the native village; here the Johanna men and their captured slaves were landed, and received a passage in Saeed bin Sultan's dhow, he having then nearly completed his cargo, which had occupied three months in getting together. One of the passengers in the dhow states that he brought down from the Makoa country nine slaves. The price of slaves on the coast near Mozambique is said by various witnesses and appears from letters, to vary from 16 to 20 dollars, according to the quality of the slave, and on the Madagascar coast these fetch from 25 to 30 dollars ready-money. Considering the small chance of capture by the few ships of war that ever visit those parts, and the apathy of the Portuguese officials, who thus allow a dhow to remain for three months quietly collecting slaves in Conducia Bay within fifteen minutes of the outskirts of their chief settlement and capital, and also as the passage to Madagascar or Johanna does not exceed nine days, and is often accomplished in three, the inducements to carry on the Slave Trade to Madagascar and the Comoro Islands are sufficiently obvious, the profits being 30 per cent., or, allowing for deaths that may occur on so short a voyage and freight at 2 dollars each, not under 20 per cent. Having collected slaves, Saeed bin Sultan set sail for Johanna but was captured before reaching it. No one can doubt that, had good prices been obtained there, some, if not all, of this cargo would have been landed at Johanna, and clearly this dhow-owner had no fear of the interference of the King of that island or fear of any sort when, with a full cargo of undoubted slaves, he went cruising about, touching at various places, and not going direct to the place for which the slaves are said chiefly to have been destined. As, however, Saeed bin Sultan is, from intercepted correspondence, shown clearly to have been the accredited agent of King Abdulla of Johanna, sent with special powers to Mozambique, and acted generally as the King's agent by taking the Johanna soldiers from the dhow of Juma bin Salem, the conviction becomes

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irresistible that all the slaves in the dhow were for Johanna, and for Johanna alone ordered by the King.

(Signed) JOHN KIRK,  
*Judge of the Vice-Admiralty Court, Zanzibar.*

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In the Vice-Admiralty Court of Zanzibar.

Our Sovereign Lady the Queen against the Zanzibar dhow or vessel, name unknown, whereof Saeed bin Sultan is owner and Saadullah is master, her tackle, apparel, and furniture; also against 75 slaves, viz., 30 men, 22 women, 14 boys, and 9 girls, seized by John Collier Tucker, a Commander in the Royal Navy, commanding Her Majesty's ship "Columbine." Before John Kirk, Esq., Judge in the Vice-Admiralty Court at Zanzibar on the 25th March, 1872.

Personally appeared the above-named John C. Tucker, and produced before me, the said Judge, the declaration hereunto annexed, which set out the circumstances under which a Zanzibar dhow or vessel, name unknown, of which Saeed bin Sultan was owner, and Saadullah master, of the descriptions and dimensions hereafter specified in the annexed certificate of measurement taken on the spot before destruction by the captors, and having on board at time of capture 75 slaves, of whom 30 were men, 22 women, 14 boys, and 9 girls, was captured in the Mozambique Channel on the 16th November, 1871, by Captain John Collier Tucker, in command of Her Majesty's ship "Columbine." I, the said Judge, having examined the captors and also the master and passengers of the dhow, and having found sufficient proof that the said dhow was engaged in the Slave Trade at the time of her capture, and being satisfied that 74 of the above-mentioned slaves were landed at Seychelles and given over to the Civil Commissioner of those islands, and that one is now employed as a free negro on board Her Majesty's ship "Columbine," do adjudge the vessel above described, her tackle, apparel, furniture, and slaves to have been lawfully seized by the said J. C. Tucker, and to be forfeited to our Sovereign Lady the Queen; and further, that, as the proof of Slave Trade was from the beginning clear and evident, I do consider that the captors were justified in their proceedings, and in destroying the dhow on the spot.

In testimony whereof I have signed the present decree, and caused my seal of office to be affixed thereto.

Dated at Zanzibar this 25th day of March, 1872.

(Signed) JOHN KIRK,  
*Judge of the Vice Admiralty Court, Zanzibar.*

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Inclosure 2 in No. 8.

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

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Case No. 6 of 1872.

In the Vice-Admiralty Court of Zanzibar.

Our Sovereign Lady the Queen against the Arab Bootic, name unknown, whereof Juma bin Salim is owner and master, against her tackle, apparel, and furniture; also against 133 slaves, viz., 41 men, 43 boys, 32 women, and 17 girls; seized by John Collier Tucker, a Commander in the Royal Navy, commanding Her Majesty's ship "Columbine."

APPEARED personally, the said John Collier Tucker, commanding Her Majesty's ship "Columbine," and made oath that on the 13th day of December, 1871, whilst cruising on the West Coast of Madagascar in latitude 16° 50' south, and longitude 43° 1' east, near to the islands of Loado Nooa; he chased and boarded the said bootic. He found on board 133 slaves, 15 crew, and 27 passengers. The master and passengers stated she was from Kivolanie or Mokambo, close to port Mozambique, and was bound for Maint-y-Rano. Having transported the crew, passengers, and slaves to the ship, he ordered her to be surveyed, and the survey officers having reported that she was very old, rotten, leaky, and unseaworthy, he destroyed her. The passengers and crew, with the

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## ZANZIBAR.

exception of the owner, were landed at Maint-y-Rano. He further made oath that the paper, writings, and documents hereunto annexed, marked No. 1 to No. 30, are the whole of the paper, writings, and documents which were found or delivered up relative to the said bootie and slaves, and that they are in the same plight and condition as when received by the said deponent, save the numbering thereof, without any fraud, addition, or subduction whatever.

(Signed) JOHN C. TUCKER, *Commander.*

On the 25th day of March, 1872, the said John Collier Tucker, Esq., was duly sworn to the truth of this affidavit.

Before me,  
(Signed) JOHN KIRK, *Acting Political Agent. and  
Her Britannic Majesty's Consul, Zanzibar.*

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*Certificate as to the State of the Prize at the time of Detention.*

I, the undersigned John Collier Tucker, holding the rank of Commander in Her Britannic Majesty's Navy, and commanding Her Majesty's ship "Columbine," do hereby certify that, in the exercise of the authority vested in me, I did on the 13th day of December, 1871, being in latitude 16° 50' south, and longitude 43° 1' east, of Greenwich, detain the Arab bootie, name unknown, on the ground that she was engaged in, or equipped for, the Slave Trade. And I further certify that she had on board at the time a crew of 15 men, 27 passengers, and 84 male, and 49 female slaves. She had a large supply of grain and a moderate amount of water. The slaves were in good condition. And I further certify that Annex A hereto, contains a correct list of the papers which were delivered up at the time of detention.

(Signed) JOHN C. TUCKER, *Commander.*

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*Report of Survey.*

In pursuance of an order from Commander John Collier Tucker, we, whose names are hereunto subscribed, have held a careful and strict survey on the Arab bootie, name unknown, detained on the 13th day of December, 1871, on the ground that she was engaged in, and equipped for, the Slave Trade, and report as follows:—

That she is very old, rotten, leaky, and unseaworthy. We therefore recommend her to be destroyed.

Signed this 13th day of December, 1871.

(Signed) J. W. BAINBRIDGE, *Senior Lieutenant.*  
EDMUND W. BURT, *Lieutenant.*  
JAS. R. W. QUINN, *Navigating Lieutenant.*

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*Certificate as to the Destruction of the Vessel.*

I, the undersigned John Collier Tucker, holding the rank of Commander in Her Britannic Majesty's Navy, and commanding Her Majesty's ship "Columbine," do hereby certify that, on the 13th day of December, 1871, I directed a survey to be held on the Arab bootie, name unknown, detained by me on the 13th day of December, 1871, on the ground that she was engaged in and equipped for the Slave Trade, and that the surveying officers having reported to me that she is very old, rotten, leaky, and unseaworthy, as from the Report of Survey, hereto annexed, will more fully appear, the said vessel has been destroyed by my orders.

Signed this 13th day of December, 1871.

(Signed) JOHN C. TUCKER, *Commander.*

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We, the Undersigned Officers of Her Majesty's ship "Columbine," do hereby certify that we have carefully admeasured, in the manner prescribed by Rule 2 of the 22nd Section of the Merchant Shipping Act 1854, the Arab bootie, name unknown, seized by Her Majesty's ship "Columbine" on the 13th day of December, 1871, on the ground

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that she was engaged in and equipped for the Slave Trade, and we certify that her dimensions are as follows:—

	Feet.
Length on upper deck, from outside of plank at stem to outside of plank at stern post..	69
Main breadth to outside of plank .. .. .	24
Girth of ship outside the keel at main breadth, from the upper deck on one side of the ship to the upper deck on the other .. .. .	48
Tonnage—	
Tonnage under tonnage deck .. .. .	152·02
Closed-in spaces above the tonnage deck—	
Poop, 23 ft. long, 16 ft. broad, 4½ ft. high .. .. .	16·56
Total .. .. .	168·58

Signed this 14th day of December, 1871.

(Signed) J. W. BAINBRIDGE, *Senior Lieutenant.*  
EDMUND W BURT, *Lieutenant.*  
JAS. R. W. QUINN, *Navigating Lieutenant.*

Approved by me, this 14th day of December, 1871.

(Signed) JOHN C. TUCKER, *Commander.*

“Columbine,” January 6, 1872.

I do hereby certify that four deaths occurred on the undermentioned dates, amongst the slaves received from the dhow captured on the 13th day of December, 1871.

Date.			Sex.	Cause.
1871.				
December 20	..	..	1 female child	Dysentery.
.. 21	..	..	1 man	Ditto.
.. 28	..	..	1 ..	Ditto.
1872.				
January 1	..	..	1 female	Ditto.
Total	..	..	4	

(Signed) GORDON JACKSON, *Surgeon, R.N.*

Government House, Mahe, Seychelles, January 15, 1872.

Received per steamer “Africa,” from Her Majesty’s ship “Columbine,” commanded by Commander John Collier Tucker, 157 liberated Africans.

(Signed) W. H. FRANKLYN,  
*Her Majesty’s Civil Commissioner.*

Received from dhow captured December 13, 1871	..	..	..	..	127
.. .. . November 16, 1871	..	..	..	..	1
.. the Governor of Majunga	..	..	..	..	29
Total	..	..	..	..	157

(Signed) JOHN C. TUCKER, *Commander.*

“Columbine,” Mahe, Seychelles, February 6, 1872.

I, John Bull, Second Head Krooman, do hereby certify that, on the passage from Nos Beh to Mahe, Seychelles, in the steamer “Africa,” belonging to Messrs. Oswald and Co., merchants at Zanzibar. two of the liberated Africans forwarded to Seychelles died: 157 were landed at Seychelles.

(Signed) JOHN BULL, his ✕ mark.

Witness:

(Signed) JOHN C. TUCKER, *Commander.*



*Note of Proceedings.*

March 25, 1872.

Juma bin Salim El Farsi, of Zamo, present for the defence, states: Am owner and master of the dhow in question, which was my own property alone; had a pass of the Sultan of Zanzibar. From Mozambique went to Merari in Comoro, there took in soldiers of King Abdullah of Johanna, who were to be landed at Johanna; it being calm we drifted over to the coast, entered Port Conducia; there the soldiers were landed. I had not food, and refused to take them further; they got into the dhow of Saeed bin Sultan. I went then to Kignlani, on the other side of Mozambique, in more than an hour; remained about a month at Kignlani, bought slaves little by little. All the slaves in the dhow were newly-caught slaves and of the Makoa tribe, they were all the property of others; I had none of my own; each slave pays 2 dollars freight; we put in native food (beans, corn, cassava, &c.) for slaves; were nine days in crossing to Joande Neva; it being calm this passage commonly takes three days only; were making for Mitrani (Minderano). The slaves belonged to about seven men, Arabs and Comoro men, who were passengers on the dhow. Slaves were selling in the Mozambique at 15, 17, and 19 dollars each; at Mitrani they fetch from 25 to 35 dollars each. Formerly I used to run slaves largely and regularly. I took them from Angoxa, Mocambo, Conducia, &c., to Comoro; there French agents came and purchased them. In those days we bought slaves at 10 dollars each on the coast, now the same will cost 17 dollars.

True evidence given in Court in the Swaheli language.

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

*By the Court.* Here, as in the former case, no question can arise as to the illegal nature of the voyage; Juma, the captain and owner, is also like the owner of the other dhow, Saeed bin Sultan, a notorious trader in slaves. In this case the dhow found a full cargo of slaves in a few days in Mocambo Bay, south of Mozambique, and close to the capital of the Province, so that on both sides of the town Arab dhows found no difficulty in getting slaves, and were not molested by the authorities. The port of Mitrani or Minderano, to which they were bound, is south of Cape St. Andrew, and has been long notorious as a depôt for slave-landing; but cargoes are also put on shore at any port from St. Augustine Bay to Cape Amber, chiefly at the Sekalave villages. This dhow of Juma was the one that took the King of Johanna's soldiers and their slaves from Comoro to Conducia Bay; and when at Conducia Bay he gave the following letter to Saeed bin Sultan—this letter was found in the former dhow:—

“From Juma bin Salim of the African Coast to Seyd Abdurahman bin Seyd Abibekrof Johanna.

“After compliments, and on leaving Comoro for Johanna, we had no wind for four days, and were carried over to Mozambique; during four days we tried to reach Mohilla, and for five days we were nearly out of water, and on the African Coast we touched at Ibo, and passed to Mozambique; there I found the agent of Sultan Abdulla (King of Johanna), and informed him that I had no food, and I asked him to give me three slaves, that I might be enabled to get freight. Saeed bin Sultan said: I will give over three slaves and thirty soldiers, for each slave 2 dollars and each soldier 1 dollar; and I said, I ask no freight for the soldiers but am without means, and three of my sailors have run away; the result is, I have no account with Saeed bin Salim, for I told Saeed bin Salim to give me a share of his slaves that I might earn freight, but I could not.” Decree of condemnation will now be given.

(Signed) JOHN KIRK,  
*Judge of the Vice-Admiralty Court, Zanzibar.*

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In the Vice-Admiralty Court of Zanzibar.

Our Sovereign Lady the Queen against the Zanzibar dhow or vessel, name unknown, whereof Juma bin Salim is owner and master: her tackle, apparel, and furniture: also against 133 slaves, viz., 41 men, 43 boys, 32 women, and 17 girls, seized by John Collier Tucker, a Commander in the Royal Navy, commanding Her Majesty's Ship “Columbine.” Before John Kirk, Esq., Judge in the Vice-Admiralty Court at Zanzibar, on the 25th March, 1872.

Personally appeared the above-named John Collier Tucker, and produced before me he said Judge the declaration hereunto annexed; which set out the circumstances under

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which a Zanzibar dhow or vessel, name unknown, of which Juma bin Salim was owner and master, of the description and dimensions hereafter specified in the annexed certificate of measurement taken on the spot before destruction by the captors, and having on board at time of capture 133 slaves, of whom 41 were men, 43 boys, 32 women, and 17 girls, was captured off Madagascar on the 13th December, 1871, by Captain J. C. Tucker, in command of Her Majesty's Ship "Columbine:" I the said Judge having examined the captors, and also the owner and master of the dhow, and having found sufficient proof that the said dhow was engaged in the Slave Trade at the time of her capture, and being satisfied that six of the above-named slaves having died on the passage to Seychelles, 127 were landed, and given over to the Civil Commissioner of those islands, do adjudge the vessel above described, her tackle, apparel, furniture, and slaves to have been lawfully seized by the said J. C. Tucker, and to be forfeited to our Sovereign Lady the Queen; and further, that as the proof of Slave Trade was from the beginning clear and evident, I do consider that the captors were justified in their proceedings, and in destroying the dhow on the spot.

In testimony whereof I have signed the present Decree, and caused my seal of office to be affixed thereto.

Dated at Zanzibar this 25th day of March, 1872.

(Signed) JOHN KIRK,  
Judge of the Vice-Admiralty Court, Zanzibar.

Inclosure 3 in No. 8.

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

*Case No. 7 of 1872.*

In the Vice-Admiralty Court of Zanzibar.

Our Sovereign Lady the Queen against a dhow, having no papers, whereof the name and owner are unknown, sailing under the Arab flag; also against her tackle, apparel and furniture, which ran ashore whilst being chased by Archibald Kempt Harenc, a Sub-Lieutenant in the Royal Navy, serving on board Her Majesty's ship "Columbine."

APPEARED personally the said Archibald Kempt Harenc, and made oath that on the 17th day of December, 1871, Her Majesty's ship "Columbine," being at anchor off Maint-y-rano, a town on the west coast of Madagascar, he was sent away in the whaler belonging to Her Majesty's ship "Columbine" to board a dhow coming up from the southward. On nearing the dhow he observed her fire three guns, which he thought were blank, and for the purpose of intimating her arrival to the inhabitants. As she did not lower her sail, he fired several rounds to bring her to, but she took no notice of the shots, and passed to windward of him. He then pulled round her stern, gave John Harman, coxswain, the helm, and Mr. Murray, N. B. Harris, midshipmen, and himself commenced firing, first at the sails, and afterwards into her. There were several men on the poop at that time, but they soon went below after the firing commenced, leaving the helm lashed. She was hailed several times by the Interpreter, without effect, to lower her sails. Finding that he was not gaining on the dhow, he sent the coxswain to his oar, and took the helm himself. On coming up to the dhow he caught hold of the bumpkin, which was just before the beam. He was towed for a few seconds, and continued to fire into her, he then ceased firing, and again hailed her to lower her sail. Seeing a man go the halliards to let them go, he gave the order to haul the boat to, the sail at this time being partly down. Before going alongside the men's arms were ready in case of any emergency. On giving the order to haul the boat to it was his intention to board the dhow in the customary manner, but, the instant the boat touched her side, James Borrett, A.B., jumped on board, cutlass in hand, and was immediately attacked. Seeing this, Mr. Harris boarded her in the waist, and John Harman and himself on the poop. Henry Radley, A.B., was holding on the boat to the dhow. On boarding he fired two rounds from his pistol. Afterwards he picked himself up in the bottom of the boat; how he came there he cannot account for. On recovering himself he found the boat dropping astern, the bowman, Henry Radley, A.B., having been killed by a spear. Mr. Harris and John Thompson, ordinary, were in the water. James B. Wheeler, ordinary, in the boat, wounded. The coxswain was in the boat. James Borrett, A.B., was missing. He then picked up

Mr. Harris and John Thompson. Mr. Harris was severely wounded in the left arm and hand, and John Thompson in the abdomen. Whilst picking them up a heavy shower of spears was kept up from the dhow, wounding James B. Wheeler again. One just missing him, passing between his legs, whilst in the act of helping Mr. Harris into the boat. Seeing the disabled state of the crew, the coxswain, interpreter, and himself being the only ones unhurt, he reluctantly relinquished the pursuit, and attended to the wounded. He then made for the ship. The dhow ran ashore on the beach. Next morning he went on shore with the cutters, and found the dhow on the beach. Everything had been taken out of her except a little grain. No paper, writings, or documents were found. Having measured her, she was burned on the 19th December, 1871. He has been informed by John Harman, James Wheeler, and Hari Din Mousa, the interpreter, that they saw slaves on board.

(Signed) ARCHIBALD K. HARENC, *Sub-Lieutenant.*

On the 26th day of March, 1872, the said Archibald Hempt Harenc was duly sworn to the truth of this affidavit.

Before me,  
(Signed) JOHN KIRK, *Acting Political Agent, and  
Her Britannic Majesty's Consul, Zanzibar.*

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*Report of Survey.*

In pursuance of an Order from Commander John Collier Tucker, we, whose names are hereunto subscribed, have held a careful and strict survey on the dhow, name and nation unknown, which ran ashore on the 17th day of December, 1871, when being chased by Mr. Archibald Kempt Harenc, Sub-Lieutenant, when away in the whaler belonging to Her Majesty's ship "Columbine," she being engaged in or equipped for the Slave Trade, and report as follows:—

That she is a partial wreck, and we therefore recommend her to be destroyed.

Signed this 18th day of December, 1871.

(Signed) J. W. BAINBRIDGE, *Senior Lieutenant.*  
JAS. R. W. QUINN, *Navigating Lieutenant.*  
A. K. HARENC, *Sub-Lieutenant.*

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*Certificate as to the Destruction of the Vessel.*

I, the undersigned, John Collier Tucker, holding the rank of Commander in Her Britannic Majesty's Navy, and Commander of Her Majesty's ship "Columbine," do hereby certify that, on the 19th day of December, 1871, I directed a survey to be held on the dhow, name and nation unknown, which ran ashore whilst being chased by Mr. Archibald Kempt Harenc, Sub-Lieutenant, when away in the whaler belonging to Her Majesty's ship "Columbine," she having been employed in or equipped for the Slave Trade, and that the surveying officers having reported to me that she is a partial wreck, as from the Report of Survey hereto annexed will more fully appear, the said vessel has been destroyed by my orders.

(Signed) JOHN C. TUCKER, *Commander.*

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We, the undersigned, officers of Her Majesty's ship "Columbine," do hereby certify that we have carefully admeasured, in the manner prescribed by Rule 2 of the 22nd section of the "Merchant Shipping Act, 1854," the dhow, name and nation unknown, which ran ashore when chased by Mr. Archibald Kempt Harenc, Sub-Lieutenant, when away in the whaler belonging to Her Majesty's ship "Columbine," on the 17th day of December, 1871, she being engaged in and equipped for the Slave Trade.

	Feet.
Length on upper deck from outside of plank at stern to outside of plank at stern post	60
Main breadth to outside of plank .. .. .	23
Girth of ship outside the keel at main breadth, from the upper deck on one side of the ship to the upper deck on the other .. .. .	47

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Tonnage—	No. of Tons.
Tonnage under tonnage deck .. .. .	.. 124·9
Closed-in spaces above tonnage deck—	
Poop, 18 ft. long, 15 ft. broad, and 5 ft. high. .	.. 13·5
Total .. .. .	.. 138·4

Signed this 19th day of December, 1871.

(Signed) J. W. BAINBRIDGE, *Senior Lieutenant.*  
EDMUND W. BURT, *Lieutenant.*  
A. K. HARENC, *Sub-Lieutenant.*

Approved by me, this 19th day of December, 1871.

(Signed) JOHN C. TUCKER, *Commander.*

*Minutes of Proceedings.*

March 26, 1872.

Present, for the Captors:—Sub-Lieutenant A. Kempt Harenc.

Read affidavit and certificates of measurement, &c., taken before condemnation, displayed.

Read a letter written in the Swaheli language, purporting to be that of Sultan Marai Neugo, Sultan of Mutrani, of which the following is a translation:—

“To the Captain of the Ship.”

(After compliments.)

“Our news is good, and I wish the same to you also. Your message has reached concerning the dhow, it is not a dhow of this place, nor had it slaves on board, and eight people died, and one of them was the captain, and I sent people to ask them, and to ascertain, and they say that eight are dead, and there remained three, who have escaped up the River; and I do not refuse you to land in my country, but it is a land of many bushmen, and may you be satisfied; and I have informed the people of the shore what you desire, in whatever place he may be found that they may give him to your head man.

“Dated 4th Shawal, 1288.”

“P.S.—I am in my own country, and this is the blood of a stranger, and such things should not happen; these people I do not know, and they have committed a trespass against me if much blood enters into my country.”

Stated that this letter was sent off to Captain Tucker at Mutrani. The interpreter to the “Columbine” not being able to read it, one Abdullah was applied to; he read it at once, and his reading corresponded closely with that in Court; but the letter is, first, without seal; second, it is in the handwriting of Abdulla, as known to the Judge (Dr. Kirk); and the strong suspicion is that it is an invention of Abdulla, who formerly, an interpreter on board Her Majesty’s ships, has now taken refuge at Mutrani, in consequence of robberies committed by him in Zanzibar, which place he cannot re-visit.

Read in Court the following letter from an Indian Khoja, residing at Mutrani, in Madagascar, and addressed to the firm of Messrs. Oswald and Co., Zanzibar, whose Agent he is for the purchase of produce in that part. This letter is written in the Gujerati language.

Then follows trade news of a private nature, and follows:—“News for the English Consul. O! my master, an English man-of-war reached Mutrani, and sent two boats to the creek of Mutrani, and the chief refused to allow them to enter; and the captain sent for me, and I went to him, and met with Mr. Sperit (?), and received the letters from Mr. Schultz; and he asked if I belonged to Mr. Oswald, and I said, Yes; and he asked me to obtain permission from the King that they might go on shore in the town, and procure food, and I got permission from the Wuzer of the town; in the meantime a dhow came from Manih, and when she got near Mutrani the captain sent a boat to her, and as the boat came up to the dhow the sailors drew their swords on the Sekalades, and the Sekalades were afraid and fought, and about ten or fifteen of the Sekalades were killed and three of the Christians, also two of them were wounded. Be it known unto you, O, my master, that in the vessel about which they fought there were no slaves, and the captain interfered with them unjustifiably; and the captain sent for me, and I went

on board to him, and he inquired about the vessel, whether or not there were slaves in it, and I told him there were none, nor had she come from the coast of Africa but from Manib, and he repeated the question four or five times, but I answered him as before, and, after detaining me two days, he landed me at Mutrani; and I did well by them, for one of their men had fallen into the sea, and I expended 15 dollars and recovered the body out of the sea, and it was dead, and they repaid me nothing of what I had expended. Now, if you please, tell this to the English Consul; but I leave it with you to recover the cost, and do it or not just as you please."

(Signed) JOHN KIRK,  
*Judge of the Vice-Admiralty Court, Zanzibar.*

*Mr. Harenc* examined, states—"Am Sub-Lieutenant, and went by Captain Tucker's orders to board the dhow entering Mutrani Harbour, saw her display the red ensign, the same as that of the Arabs; of this I am positive. Before we attempted boarding, and while the dhow was at a distance, saw a great number of people on the poop, before we attempted to board they had gone down in the dhow. They went down when we fired ball at them; this we did after firing without effect at the sail; cannot say that any were killed by our firing at the crowd of people on the poop, do not know that any were killed. When we came alongside James Borritt boarded the dhow, without orders, sword in hand, it was his body that was afterwards recovered through the Indian on shore; he seemed to have been pulled down and killed at once on boarding. Most of the people in the dhow had spears, some had muskets; cannot say how many there were; when I boarded there seemed to be many, certainly not less than thirty in all; fired my revolver twice on boarding; cannot say how I got to be in the bottom of the boat again.

*John Harman*, seaman, states—"Am coxswain of the boat, was with *Mr. Harenc* in the attempt to board a dhow off Mutrani; am certain there were a great many persons in the dhow; am certain that when alongside I saw many who had no arms, and seemed like slaves.

*Bwana Heri bin Moosa*—"Am interpreter in the "*Columbine*;" was with *Mr. Harenc* in the boat when chasing the dhow off Mutrani, hailed the dhow in Arabic and Suaheli, but got no answer; am sure of having seen a crowd of people in the dhow; am certain that some of them were negro slaves. *Taria*, the Indian, did tell me that he incurred an outlay of ten dollars in recovering the body of the sailor who was killed. I did not tell the captain of his having said so. I thought he incurred this expense from personal friendship to me.

*By the Court*.—In so far as this case comes under the cognizance of this Court on the charge of being engaged in the Slave Trade, we have the deposition of certain men that not only was this dhow heavily manned and armed, but that there were others, seemingly slaves, of a different class from the fighting portion of the crew; we have also the fact that she persistently refused to stop when called upon to do so by a man-of-war boat, the ship herself being in sight, but out of range. On the other hand there is no defence; and the letter purporting to be from the Sultan of Mutrani is undoubtedly a forgery. I place as little confidence in any statement made by the Indian trader of Mutrani, whose life and trade were at the mercy of the savages. As an undefended case, and on *ex parte* statements, a Decree of condemnation will be given; but the interest of the case is not in any way connected with the formal proceedings, or dependent on whether the dhow is condemned or not. Besides, as the dhow owners have clearly compromised themselves by, first, refusing to stop when called on to do so, and next, killing in fight three men of the cruiser's boat, it seems impossible to give any other Decree than that of condemnation in this case, although the evidence of slave-trading is peculiarly weak.

(Signed) JOHN KIRK,  
*Judge of the Vice-Admiralty Court, Zanzibar.*

In the Vice-Admiralty Court of Zanzibar.

Our Sovereign Lady the Queen against a dhow, whereof the name, master, and owner, are unknown, her tackle, apparel, and furniture seized by John Collier Tucker, a Commander in the Royal Navy, commanding Her Majesty's ship "*Columbine*." Before John Kirk, Esq., Judge in the Vice-Admiralty Court at Zanzibar on the 26th March, 1872.

Personally appeared Sub-Lieutenant A. K. Harenc and produced before me, the said Judge, the declaration hereunto annexed, which set out the circumstances under which

## ZANZIBAR.

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a dhow, whereof the name, master, and owner are unknown, of the description and dimensions hereafter specified in the annexed certificate of measurement taken on the spot before destruction by the captors, was captured at Mutrani, on the west coast of Madagascar, on the 17th day of December 1871, by Sub-Lieutenant A. K. Harenc, in command of the whaler belonging to Her Majesty's ship "Columbine." The said Judge having heard the deposition made by the captors to the effect that slaves were seen on board the dhow, and, in the absence of all evidence for the defence do adjudge the vessel above described, her tackle, apparel, and furniture, to have been lawfully seized by the said John Collier Tucker, and to be forfeited to our Sovereign Lady the Queen.

In testimony whereof I have signed the present Decree, and caused my seal of office to be affixed thereto.

Dated at Zanzibar, this 26th day of March, 1872.

(Signed) JOHN KIRK,  
*Judge of the Vice-Admiralty Court, Zanzibar.*

## No. 9.

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

My Lord,

*Zanzibar, April 10, 1872.*

I HAVE to report that bearers of letters, dated from Unyanyembe on the 29th of El Káada, equivalent to 9th of February, 1872, arrived here a few days ago, this being the first authentic information we possess from the disturbed districts since that reported by me on the 22nd September last.

His Highness Seyd Burgash and several of the Arab Chiefs have placed their letters in my hands, from which I have made the selection herewith annexed in translation.

The situation of the Arabs, according to all written accounts, both public and private, is one of considerable danger, and the advantage for the present seems to rest with the Unyamwezi people, who hold the Arabs, as it were, blockaded; unable to trade and short of provisions.

His Highness, however, advises me to receive with some caution the statements made in those letters, and he evidently suspects that the Arabs are desirous of inducing him to send stores and troops, that they may turn to their own profit.

His Highness' view of the matter is certainly supported by the fact that the correspondents in Zanzibar of Sheikh bin Nassib, Saeed bin Salem, and others, have, since the receipt of those letters, engaged porters and prepared caravans for Unyanyembe, charged with very valuable consignments of goods, a proceeding not easily explained if the country were by them really believed to be in the state described.

I have seen two of the men who came down with the letters, one being a slave of Sheikh bin Nassib, the other of Saeed bin Salem. Their account is, that the Unyamwezi people have been driven off, and only Mirambo, with whom the original quarrel occurred, left with sufficient power to offer resistance. As these slaves not only passed safely out of Unyanyembe, but have started as bearers of correspondence on their return, the danger mentioned in one of the letters to stragglers outside the settlement would seem to be exaggerated.

In no letter to which I have had access is mention made, either of Dr. Livingstone or Mr. Stanley, nor, so far as I have been able to learn, have any letters been received in transit for New York from the latter. I have myself closely examined both the slaves from Unyanyembe as to Mr. Stanley's movements, and learn that, having fallen back with the Arabs on the station on the day of their defeat by Mirambo, Mr. Stanley shortly after set off in company with a party, proceeding to Ujiji by a roundabout way skirting the disturbed districts, his second white man (mate of an American ship, the "Nevada," who joined him here) was sent back to Unyanyembe, where he died. So far the native account of what fell under their own observation may be relied on, but great doubt attaches to the further hearsay-statements that I now relate.

These slaves, examined separately, state that, before leaving Unyanyembe, Saeed bin Majid, an Arab of Ujiji, whose name I have before mentioned, fought his way past Mirambo and entered the settlement, having lost five of his men in an encounter. He brought with him neither ivory nor goods, and had left all but his fighting men at Ujiji, he is said to have reported that, before he left, Dr. Livingstone had returned to Ujiji and been joined by Mr. Stanley; it is also said that Mahommed bin Gharib had returned, and three others who had gone on the Manyema route.

I unwillingly mention such reports, being at the same time wholly unable to vouch  
CLASS B.

for their veracity. Mr. New, myself, and some Arab Chiefs, have tried our best to sift them, but without success, they may be pure inventions or prove true statements; the Arabs seem inclined to credit them, while white men, on the whole, doubt their accuracy; of one thing I am, however, thoroughly convinced, that the suspicion entertained by people at home of news having been in possession of the Arabs, of some misfortune having befallen Dr. Livingstone, which they conceal, in order to profit by goods sent to his relief, is wholly groundless and false.

I have addressed the chief men of Unyanyembe by the slaves now on the return, and who will reach within thirty days, complaining of their having given no intelligence, and urging them to write at once, and send on any letters they have in hand from Ujiji, relating to the Doctor.

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

Inclosure in No. 9.

*Translations of Letters from Unyanyembe.*

(After compliments.)

29 *El Káada*, 1288.

I SEND you this letter from el Moezi (Unyamwezi); the news is good, we reached on the 10th, Ramadan, after loss through small-pox, and on arrival we found the Arabs and the natives fighting, and all the natives on one side, and followed our brethren to the war, but the natives are strong, and it rejoiced us when we heard formerly that our master Seyd Burgash was sending troops, then we heard again that he had changed, and when the natives understood this they became very glad and strong, and it was betwixt us, and we pray God to do what is best.

*Saeed bin Salim el Lemki to Suliman bin Hamed bin Saeed el Bu Saedi.*

(After compliments.)

29 *El Káada*, 1288.

THERE is no more news, but we and Mirambo are at war, and all the Mshenzi (natives) are on one hand. I beg of you to speak with our Lord Seyd Burgash, that he may send to us troops and munitions of war, or there will be risk to us, ourselves, and our property, and, at the date of this letter, your slave was in great difficulty. Ullah-Ullah, of what I write to you be careful.

*Saeed bin Salim el Lemki to Seyd Burgash.*

(After compliments.)

29 *El Káada*, 1288.

THERE is no news, but we and Mirambo are at war, and all the Mshenzi are on one hand against the Arabs, and since the month of Sháaban, we, the Arabs and the Sowahelis are fighting with them, but the Mshenzi are still strong. From your kindness, pray send stores of war and men, and we and the people of Mirima are now in great distress. Ullah Ullah, my master, do not neglect to send troops and stores, and Inshalla we will overcome them.

*Saeed bin Majid bin Saeed to Seyd Burgash bin Saeed.*

(After compliments.)

28 *El Káada*, 1288.

THIS letter is from Unyamwezi, the news is all good through your continuance, and further, what God has brought on us is of His justice and decree, in killing men and loss of property, and all the people of the land have one intention against your slaves, the Arabs, and now your slaves are in great trouble. If any one pass a little outside he is seized and killed, and we heard of you that you would formerly send many troops, and the infidels were much afraid, and we, your slaves, awaited the arrival of troops morning and evening, and then we learned that you got letters from bad people, who desire to spoil the place, and thereupon you altered your mind, now the infidels are become proud. Of your kindness please help us and send troops speedily to your slaves, otherwise they are in great danger with their property, chiefly on it being known that you had altered your mind as to sending troops. Allah Allah, our lord, do not delay, for we write this when we see the people strong, and fear the consequences.

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*Sheikh bin Nassil to Seyd Burgash.*28 *El Kádada*, 1288.

Of the same tenor as the preceding letter.

No 10.

*Dr. Kirk to Earl Granville.—(Received June 3.)*

My Lord,

*Zanzibar, April 22, 1872.*

I HAVE the honour to inclose a copy of my despatch of the 23rd instant, addressed to the Bombay Government, relative to recent occurrences at Zanzibar.

I have, &amp;c.

(Signed) JOHN KIRK.

P.S.—Owing to excessive amount of office-work I am not able to copy the full reports to the Bombay Government.

J. K.

Inclosure in No. 10.

*Dr. Kirk to Mr. Gonne.*

Sir,

*Zanzibar, April 22, 1872.*

ON the 17th March the European members of the Livingstone Search Expedition arrived in Zanzibar, and took up their quarters at the British Consulate, where they are busily engaged getting stores, ready to proceed for the Interior when the rains have ceased. The party has been here joined by Mr. New, from Mombass, an experienced traveller and missionary, who has lived nine years in Eastern Africa, and who will be accompanied by a party of men from Mombass, to whom he is personally well known.

Letters have been received from the Arabs at Unyanyembe; the war two months ago still continued, and the Arabs were unable to trade or go to the coast. Several caravans are ready, and will set out for that country when the roads are again passable. It is reported by the native bearers, but not confirmed in any letters received, that Mr. Stanley has succeeded in reaching Ujiji, and there met with Dr. Livingstone, who is said to be in possession of both supplies of goods formerly sent up country. This report requires to be confirmed, but there can be no doubt that at Ujiji he will find abundant supplies.

Her Majesty's ship "Columbine" has returned from cruising off the North-West Coast of Madagascar, where she took two dhows filled with slaves from Mozambique. In an encounter with one dhow the "Columbine's" boats lost three men killed and two wounded.

On the 29th March His Highness Seyyid Burgash returned from the pilgrimage to Mekka and Medina. The European residents paid their respects to His Highness on the following day.

On the 15th April a hurricane passed over the Island of Zanzibar, part of Pemba, and the mainland near Bagamoyo, not touching Mombass or the coast opposite the Island of Pemba. The destruction on shore has been very great, not one-third of the cocoa-nut and clove-trees are left standing. Houses in town, especially such as the English, German, and American Consulates, facing the north, are seriously damaged. All the shipping, whether European or native, has been driven on shore or sunk, except the steam-ship "Abydos," bound for London, with full cargo on board at the time. The following is a list of vessels on shore:—

1. "El Majidi," steam-ship, seriously damaged.
2. "Star," steam-ship, sunk, but now afloat, damaged.
3. "Sultan," steam-ship, on shore, damaged.
4. "Shah Allum," frigate, total wreck.
5. "Iskander Shah," corvette, strained and damaged.
6. "Suleimah Shah," entering from Bombay, total wreck, passengers and part of the cargo saved.

The above six vessels are the property of His Highness Seyyid Burgash.

7. "Lobelia," ship loading at the time for London, a total wreck.

8. "Bushire Merchant," on shore, but will be saved, and little damaged.



9. "Adele Oswald," parted cables early in the hurricane and stood to sea, was thrown on shore on the wind changing, and all hands lost.

About 150 native vessels are stranded or sunk, many of them full of cargo for Bombay, Arabia, Aden, and the Somali ports.

On the morning of the 16th no vessels afloat except the "Abydos," which was saved by using her high steam-power. The crew of the "Lobelia" have been saved, and will be sent by Her Majesty's Consul to Aden in the "Abydos," it being impossible to find accommodation for them in town.

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

No. 11.

*Viscount Enfield to Dr. Kirk.*

Sir,

*Foreign Office, June 22, 1872.*

WITH reference to your despatches of the 17th July and 10th November last, I am directed by Earl Granville to inform you that it has been determined to award compensation to the owners of the dhows numbered 15 and 19, destroyed by Her Majesty's ship "Star" at Merka, in 1868.

The Secretary of State for India in Council has been requested to make arrangements for enabling you to draw on the Government of Bombay for the necessary funds, and I am accordingly to instruct you to pay to the owners of dhow No. 15 the sum of 1,800 dollars, and to those of the dhow No. 19, the sum of 785 dollars, together with interest, at a rate not exceeding 5 per cent. per annum from the 13th November, 1868, to the date of payment.

I am, &c.  
(Signed) ENFIELD.

No. 12.

*Dr. Kirk to Earl Granville.—(Received July 9.)*

My Lord,

*Zanzibar, April 29, 1872.*

I INCLOSE, for your Lordship's information, the "Boletin Official do Governo Geradâ Provincia Moçambique" No. 11 of 1872, issued on the 16th March last, as confirming the statement made in my Report of April 3, 1872, to the effect that the Slave Trade was still being carried on from the Portuguese Possessions in the Mozambique, one of the dhows to which that report referred having sailed full of slaves, in the month of December from the same bay, immediately south of Port Mozambique, in which the Captain of the Portuguese gun-boat, "Donna Maria Anna," burned a slave-vessel on the 7th of March, as reported in the Gazette inclosed.

It gives me much pleasure in bringing this act of his Excellency the Governor-General to your Lordship's notice, as I feel assured that the co-operation of the Portuguese authorities is absolutely essential in repressing a Traffic connived at by Portuguese residents in the Mozambique, Arab shippers, and the people of the Comoro Island, and Madagascar generally.

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

Inclosure in No. 12.

*Lieutenant d'Oliveira to the Secretary-General of the Government of Mocambo.*

(Translation.)

Illustrissimo Senhor,

*On board the gun-boat "Donna Maria Anna," anchored in the Bay of Mocambo, March 10, 1872.*

FOR the information of his Excellency the Governor-General, I have to acquaint you that, having left Mozambique at 11 A.M. on the 7th instant, I anchored in this port at 5 P.M. of this day, finding the steamer "Quelimane" at anchor here. The "Zambeze" arrived about sunset.

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We have visited the shores of this splendid bay, and the rivers that discharge their waters into it; we burned a pangayo (canoe), which we found aground in the River Mossamgomme, and which was manifestly intended for the Slave Trade.

I have detained on board the captain of another, whose passport I send inclosed, the visés not being much in harmony with each other, the last despatch being in fact for Mochele, where he has been since the 12th of December last year, he says for engagements which he has not yet carried out, because the vessel leaks a good deal.

I believe it is not allowable to come to ports where there are no Authorities, without giving security; and as this captain has not shown me any document proving that he has given such, I await your Excellency's orders in the matter. The boat which brings this despatch belongs to the said pangayo; we met with it on the 8th, navigating in the bay, and endeavouring to escape us. I laid hold of it, in order to send this despatch, because I have no other means of doing so.

I found two other pangayos in the course of construction on the southern shores; one with a license dated 3rd of August last year, and the other without license. As the construction of the latter is backward enough, and as the owner offers to go to Mozambique to get the proper license, I wait till he shows it to me. As to these licenses, which, I believe, are given without any condition, and which may thus serve indefinitely for any pangayo in construction, or works in preparation, or even already finished, I think it would be better that they should be limited to a reasonable time, and that the owners should give security to prevent the vessels at Mozambique at the end of the term.

I have not yet explored the principal river of this bay, but mean to do so.

We went first to the places pointed out by the blacks, whom we met; and examined all the others where we thought it possible that there might be pangayos. At the place indicated by the negro that we brought from Mozambique, there was nothing.

The "Zambeze" has done much good service; she has worked regularly and continually, without suffering any damage. The bay is very extensive, and without her the service that has been done would have been very laborious.

On the 8th I entered with her into the River Mossamgomme, but found it difficult to get out again, for the river is so narrow, so tortuous, and so full of impediments, that, at a short distance from its mouth, the steamer was already unable to move her wheels.

God preserve, &c. (Signed) JOHN THEODORE D'OLIVEIRA.

## No. 13.

*Dr. Kirk to Earl Granville.—(Received August 2.)*

My Lord,

Zanzibar, May 11, 1872.

I HAVE the honour to report that, on learning how certain Indians residing on the coast, afraid of openly buying slaves, were obtaining them for their domestic use, and, as cowherds, by taking them in pledge or security from natives, I sent an Agent to collect information. This resulted in proof against the parties, who were fined a limited sum with costs, in the Consular Court here on the 24th April, 1872.

My reason for making the punishment lenient was, that in each case it was clearly domestic service that had been taken. It was, at the same time, essential to make an example, and stop a practice illegal in itself and capable of unlimited abuse if once permitted.

Neither in Zanzibar nor on the coast opposite, is open slave-dealing practised by Indians, although this system of taking slaves in pledge is in general use, but I believe, as I have before reported my suspicions, that it is otherwise at Quiloa and Delgado, and, indeed, how can it fail to be at places never brought under official inspection.

I annex the deeds produced by one of the accused in Court, in order to make you acquainted with the mode in which such transactions are conducted.

I have, &c.

(Signed) JOHN KIRK.

## Inclosure in No. 13.

*Deeds of Mortgage on Slaves.*

(Translations.)

(No. 1.)

I, KAHIR MALIDO SIMWIZI, declare that I have left three slaves in charge of Set Hira bin Gokuldas the Banian, namely, Siane, Johari, and Kibone, that is, as a

deposit in trust with him, and I have received from him about 16 dollars. Witnesses thereto: Shenfi Mohammed, Diwan Rebdo Migogo, Remitto Kisiwi, Bana Bengo Re Fwari Kali. Dated 15th Rejeb, 1286. Written by his order, by Abdulla bin Mohammed.

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(No. 2.)

I, Bodree Juma Simwizi, declare that I have left three slaves in charge of my friend Set Hira bin Gokuldas the Banian, namely, Marash, Katia, and his son Chande, in deposit, and have received from him one musket. Witness: Shenti Diwan Mohammed Migogo.

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(No. 3.)

Gongo bint Mohammed bin Juma declares that she owes Hirgandas 50 dollars, and has mortgaged to him her three slaves, namely, Boheti, Mongo, and Kirmooji, by a mortgage in which she cannot sell and cannot give before the payment of what is due. The witnesses are Bango and Ibrahim bin Moosa, Beloochi. Terms, until the end of four months. Dated 25th Rabia el Akhr. Written by Bana Abdulla bin Bana.

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No. 14.

*Dr. Kirk to Earl Granville.—(Received August 2.)*

My Lord,

*Zanzibar, May 13, 1872.*

ON taking over the duties of this Agency and Consulate from Mr. Churchill, I found that a great deal of labour was entailed on this office by allowing the masters of native vessels of Zanzibar, Oman, Mahara, Makulla, &c., not under the Consular pass or British protection, employing, as matter of course, native seamen, to bring their crews before the Consul, and enter their agreements with the captain.

There can be no doubt whatever that this facility has been an immense benefit to the native shipping and our cruizers alike, who, with a muster-roll in English, expressing the name, tribe, pay, and advances of each man forming part of the crew, can readily ascertain through the ship's interpreter whether the names so entered tally with those in the vessel, or whether others have been substituted for those described. It is generally acknowledged that thus our officers have been spared much trouble when searching vessels navigated in part by negroes, often natives of Arabia, through the system introduced by Mr. Churchill; and so popular have these articles of agreement become among legal traders, that the issue of them is a nuisance in the office, and, with the existing staff, an impossibility.

Constantly captains bring their crews and are dismissed, in consequence of other work preventing my attendance, or that of the Arabic writer.

During the time (now six years) I have been connected with the British Consulate here, only one case has come to my knowledge in which a native vessel, owned by a British Indian, and sailing under the Consular provisional pass or register, has been taken and destroyed as a slaver. In that instance the sentence of condemnation given in the Aden Court was, moreover, reversed on appeal, and full compensation awarded. This is ample evidence that the British pass, which never has in any instance been granted to other than a *bond fide* British Indian, is never used to cover the Slave Trade. As to the crew lists or articles of agreement, issued on request of the owners to native vessels, sailing chiefly under the Arab pass or register, and flying the Arab flag, one only has to my knowledge been taken as implicated in the Slave Trade, and this vessel was condemned by myself as judge, the crew list, or articles of agreement issued by me forming an important piece at the trial in evidence of guilt. In fact, no document more damaging to a true slaver could be carried than a crew list, whether issued at the French or English Consulate.

Notwithstanding the many advantages arising from the practice, I find the work, in the first place, owing to the security thus given to legal Arab traders, to be more than I can now legitimately undertake, with due regard to my other more important duties; and, secondly, I am of opinion that the time has come when no such mistakes as a few years ago characterized the whole system of Slave Trade suppression are likely again to occur. It is now, I think, well understood by every officer, whether Judge of a Vice-

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Admiralty Court or in command of Her Majesty's cruisers, that it is the Slave Trade we have undertaken to suppress, and that the presence of a slave is not in itself sufficient to condemn a dhow.

I would therefore, on the above grounds, solicit your Lordship's sanction to abolish the present system of attesting agreements of native crews, which, admirable as it was when first instituted by Mr. Churchill, has now, in my opinion, served its purpose by protecting native trade when the principles of our action were misunderstood; and will, if too long persisted in, create a dangerous impression that the entry of native seamen before the British Consul is, if not compulsory, at least a prudential measure that ought not to be omitted.

To prevent the possibility of all misunderstanding, I herewith annex a blank form of the agreement signed in my presence, and herein alluded to, and which I beg may not in any way be confounded with the provisional pass issued under authority of the Board of Trade to those only who, if at a port of registry in the British possessions, would as British subjects be entitled to the full British pass and flag.

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

Inclosure in No. 14.

*Articles of Agreement for Native Vessels, granted at the request of the Master, between  
, Master of the , and the several persons whose  
names are set hereto.*

1. Name of Ship.	2. Port No. and Date of Register.	3. Flag.	4. Nation.

The several persons whose names are hereto subscribed have agreed to serve on board the said ship in the several capacities expressed against their several names, on a voyage from , and to be obedient to the lawful commands of the said master, or of any person who shall lawfully succeed him, in everything relating to the said ship and the stores and cargo thereof. In consideration of which services duly performed, the said master hereby agrees to pay to the said crew the sums against their names respectively expressed, and to supply them with provisions, according to custom.

In witness whereof the said parties have subscribed their names hereto, on the days against their respective signatures mentioned.

Signed by , Master, on the day of 187

No.	Names of Crew.*	Tribes.†	In what Capacity.	How Paid.‡	Amount of Wages.	Amount of Wages advanced on Entry.	Signature of Crew.	Initials of Her Majesty's Consul.
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								

\* Here is entered the name of each in full.

† African tribe, if of Africa; Arab, Persian, Indian, &c., if of Asia.

‡ Whether paid by month, year, or by the voyage, or by a share in the profits.

Before me, this day of , 187 .

*Political Agent, Her Britannic Majesty's Consul, Zanzibar.*

*Dr. Kirk to Earl Granville.—(Received July 27.)*

(Extract.)

*Zanzibar, May 22, 1872.*

I HAVE the honour to report that, on the 1st May, the open Slave Trade season on the coast recommenced, and soon after dhows with full cargoes began to arrive.

Anticipating a large demand, owing to the losses during the cholera epidemic of 1870 not being even yet fully replaced, and encouraged by the steady high prices of last season, together with the success of the contraband Slave Trade, dealers who have now reduced the Traffic to a system with divided risks, had collected large bodies of slaves at Quiloa, where they were awaiting transport to Zanzibar.

Never, since coming to Zanzibar, have I seen so many large dhows come in crowded with slaves; and seldom have the slaves imported been landed in a worse state; but the speculation is little likely to prove profitable, unless they can be smuggled off to Somali land, or Arabia, for the hurricane which ruined the Arab plantations, has placed it out of the owners' power to purchase slaves, and lessened enormously the demand for labour; this year not one-fourth of the cloves formerly picked will be gathered in the island, and the cocoa-nut trees, in a similar manner, require little labour. Slaves are now, in fact, a burden on the large estates, and an expense to the owners, who must send food daily until the ground-crops of cassava and sweet potato begin to yield.

Northern Arabs, and especially the Somali traders, taking advantage of this state of things, became active purchasers, and, as is generally believed, since the publication of the Report of the Select Parliamentary Committee, that no new steps will be taken at once, as was before feared, they had little to dread.

His Highness Seyd Burgash has, however, aided me at this time, although I am well aware that what he can do under the existing Treaties will produce but temporary effect. On discovering that Otman Lamo and his son, both implicated in the shipment of slaves last season to Brava, in the dhow ran ashore by the boats of Her Majesty's ship "Columbine," and against whom I held good documentary proof, were in town, and purchasing slaves, I applied for their arrest, sending the proof before his Highness; both have been placed in heavy slave irons in the fort, where they will be kept for a time, and, on being released, fined; their houses, when searched, contained 41 slaves, which have been confiscated. Two of the auctioneers who sold slaves to Somalis, have also been put in irons, and a second capture of slaves made from Somalis.

There is, I am sorry to state, every sign of the Slave Trade being on the increase, and worked under an organized system, which it needs organization to meet; and to any one on the spot, the means about disposal under existing Treaties, are obviously useless; and even if better Treaties were carried out, there must be a regular staff of native agents, such as I have before suggested, required to collect information from distant stations.

The present critical position of Zanzibar will require much careful handling, whichever way we decide to act. The Arabs are temporarily ruined, and only next year will feel the extent of their losses. It is more than doubtful if the Custom-house will this year pay the rent and cost of collection, for all ivory trade is at an end while the war lasts in Unyanyembe.

No. 16.

*Viscount Enfield to Dr. Kirk.*

Sir,

*Foreign Office, August 6, 1872.*

I AM directed by Earl Granville to inform you that his Lordship approves of your proceedings in connection with the disguised Traffic in slaves, of which certain Indians were convicted, as reported in your despatch of May 11.

I am, &c.  
(Signed) ENFIELD.

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No. 17.

*Earl Granville to Consul Kirk.*

Sir,

*Foreign Office, August 10, 1872.*

I HAVE to acquaint you that I approve the steps taken by you, as reported in your despatch of the 22nd of May last, to procure the arrest of the parties implicated in the shipment last year of the slaves in the dhow which was run ashore to escape the boats of Her Majesty's ship "Columbine."

I am, &c.  
(Signed) GRANVILLE.

No. 18.

*Dr. Kirk to Earl Granville.—(Received September 9.)*

My Lord,

*Zanzibar, July 18, 1872.*

I HAVE the honour to inclose a copy of my despatch of the 18th instant, addressed to the Bombay Government, relative to the honours paid by his Highness Seyd Burgash, on receipt of the official news of the assassination of Earl Mayo.

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

Inclosure in No. 18.

*Dr. Kirk to Mr. Gonne.*

Sir,

*Zanzibar, July 18, 1872.*

I HAVE the honour to report, for the information of his Excellency the Governor in Council, that on receipt of your letter of 15th March, which reached me the 17th July, I lost no time in placing its inclosure in the hands of the Sultan.

On reading Lord Napier's letter, announcing the assassination of Earl Mayo, his Highness, Seyd Burgash, intimated to me that, at noon the following day he would fire guns equal in number to the age of the late Viceroy.

Accordingly, at noon this day the national flag and those of the American, German, and English Consulates, as also of Her Majesty's ships of war "Wolverene" and "Magpie" being half-mast, a salute of fifty guns was fired from the shore battery.

I have since then done myself the honour to tender to his Highness, in the name of the Indian Government, my best thanks for this public mark of sympathy.

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

No. 19.

*Viscount Enfield to Dr. Kirk.*

Sir,

*Foreign Office, September 24, 1872.*

EARL GRANVILLE has received your despatch No. 39 of the 13th of May, proposing that the system of attesting and registering at Her Majesty's Consulate the agreements between the captains and crews of native vessels may be abandoned; and I am directed by his Lordship to inform you, in reply, that he cannot at present sanction the discontinuance of the system.

From inquiries which Lord Granville has made on the subject, he is led to believe that the system has been of great service to the commanders of Her Majesty's vessels cruising on the East Coast, and that it is also a protection to legal traders.

Lord Granville, therefore, does not think that the labour which the registration system entails on the Consulate is a matter which can be allowed to weigh against the above-stated advantages, which are manifest; and I am accordingly to instruct you to continue the practice until some more perfect scheme is framed for the suppression of the Slave Trade.

I am, &c.  
(Signed) ENFIELD.

*Dr. Kirk to Earl Granville.—(Received September 24.)*

(Extract.)

*Zanzibar, July 25, 1872.*

I HAVE the honour to report that, during the stay of Her Majesty's ship "Magpie" in harbour, the boats were employed in examining dhows going out northwards for the purpose of ascertaining whether or not a contraband trade is carried on in contravention of the Rules of the Sultan of Zanzibar for the regulation of the Slave Trade during those months when it is permitted by Treaty between Quiloa and Lamo.

These rules stand briefly thus,—1st, the transport of slaves by water (other than domestic attendants) to be limited between 1st May and 31st December; 2nd, the transport of slaves for sale to be allowed only to subjects of his Highness; 3rd, every dhow carrying slaves to be provided with a port clearance and permit, stating the proper number of slaves, where from and where bound for; 4th, by a recent order it is held imperative on the shipper of slaves to show proof that his slaves have been landed at the declared port, and for this purpose the permits are returned by the various Custom-houses to Zanzibar.

I inclose proceedings in the Vice-Admiralty Court, Nos. 9 and 10 of 1872, which will show that a considerable contraband Traffic is carried on in the most open manner. Last year Her Majesty's ship "Wolverene" effected a capture near the island, which convinced me that there is an illicit import of slaves not noticed in the official Arab Returns; the accompanying cases go to prove that slaves are also exported without paying the duty of 2 dollars each required by law, and if slaves are thus exported from the Custom-house Zanzibar itself, as in case No. 10, we may presume that, from Kokotoni and more distant places in the island, as also from ports on the mainland, where no authority whatever is maintained, the number of contraband shipments must be very great.

In dealing with Case No. 9, for full particulars of which I must refer to the Court Proceedings, I felt that the vessel not having entered on her voyage, I could have no jurisdiction, unless with the entire concurrence of his Highness Seyd Burgash, and had he raised any objection I should have placed the matter in his own hands.

On ascertaining the circumstances his Highness at once requested me to act with his sanction, declaring that, as he had fully warned his subjects of the forms to be observed in shipping slaves, they must suffer if found guilty. As smuggling to evade tax was confessed to by the slave-owner, and it was confessed also that he had the intention of taking the slave to Pemba, I had no hesitation in giving decree of condemnation, and his Highness thereon imprisoned and punished severely the Arab.

The captors, I think, acted wisely in this case, in not attempting to prosecute against the dhow and cargo, as the captain had not then boarded his vessel with the Pass, and she was confessedly not ready for sea. Besides, there was no reason to think that any of the other passengers were aware that a slave had been concealed. In these coasting vessels passengers go on board very much as they would in Europe, and so long as the captain receives his passage-money before landing, little inquiry is made regarding the passengers at the port of embarkation. Had the vessel been at sea and on her voyage, the captain may be reasonably held responsible for slaves on board, but not, as in this case, when she had been sent round to the watering-place in temporary charge of the mate. This case, however, showed that smuggling was carried on even close to the town of Zanzibar.

In Case No. 10 it will be seen that the dhow was on her voyage when boarded; that she had sailed from the Zanzibar Custom-house, was bound for Pemba, and had nine slaves on board, several of which were of a class not to be mistaken for a moment as domestic slaves. That she had neither pass, port clearance, or slave permit, had not paid on the slaves the usual duty, and that the owner of the dhow and slaves, having combined with the captain of the dhow, escaped on shore, passing himself off as a passenger. It will be further seen that his Highness brought forward evidence in Court that the real owner, who had, through false statements of the captain, escaped on shore, was a notorious and previously convicted slave stealer.

I must confess I was not prepared to find such remissness on the part of the Custom-house officials in protecting their own interests. To his Highness it is a matter of no importance whether or not duty is paid, as his revenues, slave tax included, are farmed to a British Indian subject, who alone is therefore pecuniarily interested for a period of four years to come in the Slave Trade, a matter that I have before reported on when first evidence of the fact fell in my hands.

Before passing sentence in this case I again communicated with his Highness, as

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there was reason to think that some of the slaves captured might have been kidnapped in the island, and not obtained through regular purchase. His Highness fully confirmed my opinion that the dhow must be confiscated, and the dhow owner made pecuniarily responsible in case of it being found that he had stolen any of the slaves, this over and above punishment for the offence of smuggling, of which he was now convicted.

As Bishop Tozer's mission does not desire slaves who have been in this island, I made over three of the slaves then placed on my hand to the French mission, who have an establishment on the mainland.

The six other slaves I shall send, failing a better means of disposing of them, to the care of the Civil Commissioner, Seychelles, who still asks for as many as can be supplied. At the same time I by no means consider Seychelles an eligible place to which to send freed slaves.

P.S.—*August 9.* The owner of dhow has since been seized and sentenced to imprisonment for life for his offences against the Zanzibar State of smuggling and slave stealing. He will no doubt be released in a year.

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Inclosure 1 in No. 20.

*Proceedings in the Vice-Admiralty Court at Zanzibar in the case of the slave Mabrook.*

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*Case No. 9 of 1872.*

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against the male slave called Mubruki, seized by Frederick Proby Doughty, a Commander in the Royal Navy, and commanding Her Majesty's ship the "Magpie."

APPEARED personally George Henry Eden, sub-Lieutenant, belonging to Her Majesty's ship the "Magpie," and commanding the cutter and gig of the said ship on detached service, and made oath that on the 18th day of July, 1872, whilst cruising off Mtony he fell in with a Zanzibar bugalow and boarded her; that hidden amongst the cargo of the said bugalow, and covered over with matting, was found the said male slave Mubruki, of the Nyassa tribe, who on being interrogated through the interpreter, said he was sold at the slave-market at Zanzibar, on the 17th of July, 1872, and sent on board the bugalow of Saud bin Khamis el Mosakara the next evening about sunset; that the owner of the said male slave Mubruki admitted that he had bought the said male slave at the slave-market on the day before-mentioned for 15 dollars, and that he had evaded the Custom-house fees, whereupon this deponent seized the said male slave Mubruki as liable to forfeiture to Her Majesty, in contravention of the Treaties for the suppression of the Slave Trade, but released the bugalow on the ground that she had not commenced her voyage, completed watering, or been boarded by the proper supercargo, who, as he afterwards ascertained, was in possession of the vessel's papers, and still on shore.

(Signed) GEORGE HENRY EDEN.

On the 20th day of July, 1872, the said George Henry Eden, Esq., was duly sworn to the truth of this affidavit.

Before me,  
(Signed) JOHN KIRK, *Acting Political Agent, and  
Her Britannic Majesty's Consul, Zanzibar.*

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*Memorandum.*

Both parties confess to the truth of the above, the Sultan desires the Arab for punishment, slave freed and sent to French Mission, being unfit for Bishop Tozer as knowing Zanzibar.

(Signed) JOHN KIRK,  
*Judge of the Vice-Admiralty Court, Zanzibar.*

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## In the Vice-Admiralty Court of Zanzibar.

*Note of Proceedings.*

July 20, 1872.

AFFIDAVIT read and sworn to—Present Mubarak, the owner of the slave Mubruki, states that he bought the slave in the slave-market, and shipped him secretly the following day, the responsible agent of the dhow had not then come down or joined the dhow. He was to pass the slave off as his domestic, and concealed him so as to evade the dhow-agent and the Custom-house authorities, thus saving 2 dollars tax.

Slave Mubruki examined, confirms the fact of his being bought in the market and concealed on board.

Sub-Lieutenant Eden examined—This dhow had not completed watering; was at anchor off the usual watering-place; no one on board except the owner of the slave seemed to know anything of the slave being in the dhow.

The Captain and Supercargo in charge of the dhow placed the dhow's pass in the hands of Her Majesty's Consul, and states that the dhow went to the watering-place to take in water for the voyage to Pemba; that he had not gone to take charge of his vessel; that he knew passengers were going in her; he did not then know whom, and could not until he joined his ship; the sailing-captain or pilot was in the dhow when she was seized; no one was responsible for the cargo and passengers but himself, and he had not then gone to meet the vessel; he was in town and with her papers in his possession when she was seized; he knew of no slaves declared as going, and if any were there they must have been taken by some of the passengers or crew without his sanction, and he would have interfered had he found it out on going on board.

By the Court.—This case could not come within the Court's jurisdiction unless with the express sanction of His Highness the Sultan, and this had been accorded.

The dhow was at anchor off the watering-place, had not begun her voyage, and was not ready to do so, a slave had been smuggled on board to evade the Customs' dues. The captors had, therefore, acted wisely in not attempting to prosecute the dhow for forfeiture, but as the Sultan had placed the matter of the slave in the hands of the Judge he could have no hesitation in giving decree for the captors, and ordering the liberation of the slave boy.

The slave boy was transferred to the French Mission.

(Signed) JOHN KIRK,  
Judge of the Vice-Admiralty Court, Zanzibar.

*Decree.*

## In the British Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against the male slave named Mubruki, seized as liable to forfeiture by Frederick Proby Doughty, Esq., a Commander in the Royal Navy, and commanding Her Majesty's ship "Magpie." Before John Kirk, Esq., Judge in the Vice-Admiralty Court at Zanzibar, on the 20th July, 1872.

Personally appeared, Frederick Proby Doughty, Esq., R.N., commanding Her Majesty's ship "Magpie," and produced before me the said Judge the declaration of sub-Lieutenant George Henry Eden, R.N., hereto annexed, which set out the circumstances under which a slave named Mubruki, of the Nyassa tribe, was captured on board the dhow of Saeed bin Khamis, the said dhow being then at the watering-place off Mtoney, ready for sea, with the exception of not having completed watering, or been boarded by the supercargo, in whose hands the papers were, and the said slave Mubruki stowed away and hid among cargo by his owner Mubarak, a passenger in the dhow, then about to sail for Pemba; I, the said Judge, having examined both the captain and owner of the slave, and, for the further removal of every doubt and difficulty, having received the full sanction of His Highness Seyd Burgash, Sultan of Zanzibar, to act in this case, and having found sufficient proof that the said Mubruki was secreted by his owner, Mubarak, to be conveyed illegally to the Island of Pemba, in contravention of the Rules and Regulations of the Sultan of Zanzibar for the better enforcing the Treaties existing between Great Britain and Zanzibar for the Suppression of the Slave Trade, do adjudge the slave Mubruki to have been lawfully seized by the said Frederick Proby Doughty, Esq., and to be forfeited to our Sovereign Lady the Queen.

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In testimony whereof I have signed the present Decree, and caused my seal of office to be affixed thereto.

(Signed) JOHN KIRK,  
*Judge of the Vice-Admiralty Court, Zanzibar.*

Inclosure 2 in No. 20.

*Proceedings in the Vice-Admiralty Court at Zanzibar in the case of the dhow "Baraza."*

Case No. 10 of 1872.

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against the Zanzibar Dhow, called the "Baraza," whereof Hamed bin Ali is Owner, and Alawe, Master, her Tackle, Apparel, and Furniture; and also against Five Male and Four Female Slaves seized by Frederick Proby Doughty, a Commander in the Royal Navy, commanding Her Majesty's Ship the "Magpie."

APPEARED personally William Codrington Carnegie Forsyth, Lieutenant, belonging to Her Majesty's ship "Magpie," and made oath that on the 20th day of July, 1872, when cruising off the Village of Chonaney, on the Island of Zanzibar, he fell in with the Zanzibar dhow "Baraza," and boarded her; that there was found on board the said dhow five male and four female slaves; that on interrogating the master of the said dhow, through the interpreter, he, the said master, stated that the said slaves were purchased by Hamed bin Ali, owner of the dhow, at the slave market in Zanzibar, between the 18th and 19th of July, 1872, and sent on board the said dhow by the said Hamed bin Ali, and that he, the master, received no Custom-house pass or papers of any kind connected with the embarkation of the said slaves; whereupon this deponent seized the said dhow and five male and four female slaves, as liable to forfeiture to Her Majesty, in contravention of the Treaties for the suppression of the Slave Trade, and brought the said dhow and slaves into the harbour of Zanzibar.

(Signed) W. C. CODRINGTON FORSYTH.

On the 22nd day of July, 1872, the said William Codrington Carnegie Forsyth, Esq., was duly sworn to the truth of this affidavit.

Before me,

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

*Certificate of Capture.*

I, the Undersigned, Frederick Proby Doughty, holding the rank of Commander in Her Britannic Majesty's Navy, and commanding Her Majesty's ship the "Magpie," do hereby certify that on the 20th day of July, 1872, four miles west-north-west of the Village of Chonany, in the Island of Zanzibar, the Arab dhow "Baraza," whereof Alawe is master, was captured by the boats of Her Majesty's ship under my command on the ground that she was equipped for and engaged in the Slave Trade; and I further certify that she had on board at the time of capture a crew of five persons, five passengers, five male and four female slaves.

Signed this 20th day of July, 1872.

(Signed) F. PROBY DOUGHTY,  
*Commanding Her Majesty's ship "Magpie."*

*Certificate of Papers found on board the Arab dhow "Baraza."*

I, the Undersigned, Frederick Proby Doughty, holding the rank of Commander in Her Britannic Majesty's Navy, and commanding Her Majesty's ship "Magpie," do hereby certify that on the 20th day of July, 1872, four miles west-north-west of the Village of Chonany, in the Island of Zanzibar, the Arab dhow "Baraza," whereof Alawe is master,

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was captured by the boats of Her Majesty's ship under my command, on the ground that she was engaged in and equipped for the Slave Trade; and I further certify that no papers or documents were found on board the said dhow.

Signed this 20th of July, 1872.

(Signed) F. PROBY DOUGHTY,  
Commanding Her Majesty's ship "Magpie."

*Certificate of Money and Valuables found on board the Arab dhow "Baraza."*

I, the Undersigned, Frederick Proby Doughty, holding the rank of Commander in Her Britannic Majesty's Navy, and commanding Her Majesty's ship "Magpie," do hereby certify that there were no valuables or money found on board the Arab dhow "Baraza," whereof Alawe is master, captured by the boats of Her Majesty's ship under my command on the 20th day of July, 1872, on the ground that she was equipped for and engaged in the Slave Trade.

Signed this 20th day of July, 1872.

(Signed) F. PROBY DOUGHTY,  
Commanding Her Majesty's ship "Magpie."

*Certificate of Measurement.*

We, the Undersigned, officers, &c., of Her Majesty's ship the "Magpie," do hereby certify that we have carefully admeasured, in the manner prescribed in Rule II, of the 22nd section of the Merchant Shipping Act, 1854, the Arab dhow "Baraza," captured by Her Majesty's ship "Magpie," on the 20th day of July, 1872, on the ground that she was engaged in the Slave Trade; and we certify that her dimensions were as follows:—

	Feet.
Length of upper deck from outside of plank at stem to outside of plank at stern post ..	58
Main breadth to outside of plank .. .. .	18
Girth of the ship under the keel at main breadth, from upper deck on one side to the upper deck on the other side of the ship .. .. .	36
Tonnage—	Tons.
Tonnage under upper deck .. .. .	71·8794
Closed-in space above upper deck.. .. .	8·4
Poop, 15 ft. long, 14 ft. broad, and 4 ft. high .. .. .	..
Total .. .. .	80·2794

Signed this 22nd day of July, 1872.

(Signed) W. C. CODRINGTON FORSYTH, *Senior Lieutenant.*  
E. H. RICHARDS, *Navigating Sub-Lieutenant.*  
HENRY DAWE, *Caulker's Mate, doing duty of Chief  
Carpenter's Mate.*

Approved by me, this 22nd day of July, 1872.

(Signed) F. PROBY DOUGHTY,  
Commanding Her Majesty's ship "Magpie."

*Certificate of Destruction.*

I, the Undersigned, Frederick Proby Doughty, holding the rank of Commander in Her Majesty's Navy, and commanding Her Majesty's ship "Magpie," do hereby certify that the slave dhow "Baraza," this day condemned in the Vice-Admiralty Court at Zanzibar as a prize to Her Majesty's ship "Magpie," was destroyed by fire the same day in the harbour of this place.

Signed this 22nd day of July, 1872.

(Signed) F. PROBY DOUGHTY,  
Commanding Her Majesty's ship "Magpie."

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*Minutes of Court Proceedings.*

July 22, 1872.

Present in Court for Prosecution, Captain Doughty, R.N., Commanding Her Majesty's ship "Magpie."  
For the Defence, Alawe, Captain of Dhow.

Message received from His Highness the Sultan to the effect that he has examined the captain of the dhow, and sees a case of carrying slaves at the legal time, but obviously without the usual permit or payment of the customary tax; that he desires to leave the decision entirely in the hands of the Consul, stating that he has over and over again pointed out to his subjects the rules under which they may carry slaves at sea, and that, if they neglect to comply, they must suffer the full consequences. Read the affidavit of Lieutenant Forsyth, R.N., sworn to the truth of the same.

Lieutenant Forsyth, examined. This dhow when found showed no colours, and had no papers or pass of any sort. On arrival with the prize in harbour, landed with Captain Doughty, and reported the circumstances to Her Majesty's Consul; then stated that I had been informed that the owner, Hamed bin Ali, had gone by land to Kokotoni, to join the dhow there. Stated that there was reason to believe that there were four male and one female passenger besides the slaves, and that under direction of the Consul these were permitted to land.

At this stage of the proceedings message received in Court from His Highness the Sultan, to the effect that he has good reason to suspect that the real owner of the dhow and slaves was in the dhow, and was passed off as a passenger by the captain of the dhow, also that he is suspected to be one known as a slave-stealer.

Alawe, master of the dhow, examined. Confesses that all he reported on the 20th instant to the Consul and to the captors, regarding the owner of the slaves having gone by land to Kokotoni, where he had a plantation, and to which plantation within the island he was removing his slaves, was false. The owner was the one he called a passenger. He lives at Mtoni, and is called Wadi. Slaves were shipped at the Fish Custom-house at 3 P.M. openly, and he saw no one question them. Did not himself bribe the Customs' Agent guard. Was told by the owner of the dhow and slaves to say that he was a passenger, and not owner. The dhow was to touch at Kokotoni, and there meet a dhow of Saed bin Hamis Meskeri, which was to take them over to Pemba. The owner has a wife in Pemba.

The slaves, each examined separately, give accounts of having been kidnapped from various estates, but no reliance whatever can be placed on their statements. Some are obviously recently introduced from Quiloa.

Their names are as follow :—

Mubruki, male, aged 8 years, Minyassa, French mission.  
——— male, aged 12 years, Minyassa, French mission.  
Ndge, male, aged 25 years, Minyassa, French mission.  
Hamisa, female, aged 20 years, Migindo, sent to Seychelles.  
Farahan, male, aged 18 years, Masannissa, sent to Seychelles.  
Kombo, male, aged 20 years, Migindo, sent to Seychelles.  
Sikujua, female, aged 18 years, Minindi, sent to Seychelles.  
Hamisa, female, aged 20 years, Kamanga, sent to Seychelles.  
Zitamira, female, aged 18 years, Minyassa, sent to Seychelles.

Order of condemnation given. Captain Doughty instructed to cause the dhow to be surveyed and destroyed; the slaves being freed, three of them are placed under care of the French mission. The 23rd Report received from Captain Doughty of survey and destruction of dhow.

(Signed) JOHN KIRK,  
*Judge of the Vice-Admiralty Court, Zanzibar.*

*Admiralty Court, July 22, 1872.*

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Received from Frederick Proby Doughty, Esq., commanding Her Majesty's ship "Magpie," five male and four female slaves from the dhow "Baraza," condemned in this British Vice-Admiralty Court the 22nd July, 1872.

(Signed) JOHN KIRK,  
*Judge of the Vice-Admiralty Court, Zanzibar.*

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*Decree.*

## In the British Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against the Zanzibar dhow or vessel named "Baraza," whereof Alawe is master, owned by Wadi, residing at Mtoni, Zanzibar, her tackle, apparel, and furniture; also against five male and four female slaves, seized as liable to forfeiture by Frederick Proby Doughty, Esq., a Commander in the Royal Navy, and commanding Her Majesty's ship "Magpie." Before John Kirk, Esq., Judge in the Vice-Admiralty Court, Zanzibar, on the 22nd July, 1872.

Personally appeared the above-named Frederick Proby Doughty, Esq., and produced before me, the said Judge, the declaration of Lieutenant William Codrington Carnegie Forsyth, R.N., belonging to Her Majesty's ship "Magpie," hereto annexed, which set out the circumstances under which the Zanzibar dhow or vessel called "Baraza," of which Alawe was master, and Wadi owner, of the descriptions and dimensions hereafter specified in the annexed certificate of measurement, taken after condemnation by the captors, and having on board five male and four female slaves (two of the males being children) was captured off Chonany, about eight miles north of the harbour of Zanzibar, on the 28th of July, 1872, by Lieutenant Forsyth, R.N., under orders of Frederick Proby Doughty, in command of Her Majesty's ship "Magpie." I, the said Judge having examined the captors in the presence of the captain of the dhow, and, for the removal of all doubts having received the express sanction and approval of his Highness Seyd Burgash, within whose limits the above capture was made, having found sufficient proof that the said dhow was at the time of seizure engaged in the illicit transport of slaves by sea contrary to the Rules and Regulations instituted by the Sultan of Zanzibar for the better carrying out the Treaties in force between Great Britain and Zanzibar for the suppression of the Slave Trade, do adjudge the vessel described in the annexed certificate of measurement, her tackle, apparel, and furniture, together with five male and four female slaves, to have been lawfully seized by the said Frederick Proby Doughty, Esq., and to be forfeited to our Sovereign Lady the Queen, and we further order that after measurement taken the dhow be destroyed by the captors, and the slaves given over at the British Consulate.

In testimony whereof I have signed the present decree, and caused my seal of office to be affixed thereto.

Dated at Zanzibar the 22nd July, 1872.

(Signed) JOHN KIRK,  
*Judge of the Vice-Admiralty Court, Zanzibar.*

No. 21.

*Dr. Kirk to Earl Granville.—(Received September 24.)*

My Lord,

*Zanzibar, August 6, 1872.*

I HAVE the honour to report that the public slave market, an open space in the centre of the town, together with the houses around it, has been purchased by a British-protected subject of Kutch from the original owner the Moenia Mku, or descendant of the native Sultans of Zanzibar prior to the late Arab conquest by Omané Arabs.

What changes may take place, if any, in the management of the slave-market in consequence of this transfer I cannot, as yet, predict. I believe an attempt was made to get from the slave salesmen head money, and this may be done secretly; if openly declared I should consider it doubtful whether the present owner could at the same time be permitted to enjoy British protection, but these things are easily arranged in other names. It is certainly a singular fact that not only are the slave dues hired for a term of five years by the Arabs to a British-protected subject, but that the public slave-market should also belong to the British. These are but instances of the anomalous position we hold in everything connected with the attempt to suppress the Slave Trade in the East.

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

## ZANZIBAR.

No. 22.

*Dr. Kirk to Earl Granville.—(Received September 24.)*

My Lord,

*Zanzibar, August 19, 1872.*

THE accompanying notes, embodying local information collected by myself during a cruise of ten days in the launch of Her Majesty's ship "Wolverene," with Lieutenant Mandeville, on the coast opposite the Island of Zanzibar, may, I hope, prove of service to the Hydrographic Department of the Admiralty.

From a long intercourse with the officers of the Royal Navy engaged boat-cruising on this coast in search of slave dhows, I know how much they feel the want of having accurate, and generally known native names inserted on the charts.

Such as Tom Shoal, Port Sam, or Cow Islet, are no use when making inquiries of natives; and equally useless to the officer is such information as he might otherwise profit by, when told that slaves are being shipped from such a place, were he able to find the native name used by his informant on the chart, and so go direct to the spot and to the creek, instead of hunting up and down the coast, informing all he meets that he desires to get to the place he ought suddenly to appear off.

I have taken some pains in finding the usually known names for villages and trading places along the coast we visited, and can confidently forward the information as reliable.

If the whole coast were thus filled in, which it might be with the greatest ease on each occasion when any point is visited by an officer whose personal knowledge of the language gives him confidence in the results of his inquiries, how much more easily could the locality of any wreck be fixed at once, and the operations of our boats when cruising on the coast facilitated.

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

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 Inclosure in No. 22.

*List of Additions and Alterations made on the Admiralty Chart of the East Coast of Africa, Sheet No. X, between Pangany, Latitude 5° 26' and Latitude 6° 15', the limits examined, on a recent cruise in the launch of Her Majesty's ship "Wolverene," by John Kirk, Esq., Acting Political Agent and Her Britannic Majesty's Consul, Zanzibar.*

1. THE place marked Whany, on the south side of Pangany Bay, is properly Bueni.
  2. Village in latitude 5° 31' on the coast, is named Ushongo, and the reef opposite extends half a mile further out than marked.
  3. The bay between reefs, in latitude 5° 37', has no creek as marked, and is a fine boat anchorage easily made and safe. The name of this and the creek correctly given a mile to the south is Kipumbwe.
  4. Latitude 5° 42', the rock marked Cow Islet, is known as Sange. It is a good landmark to boats cruising, and should be marked under its native name, by which alone it can be recognized, the reef both here and two miles to the south is more extensive than given, and dangerous to dhows and boats from detached rocks.
  5. Village in latitude 5° 48' is named M'kwadia.
  6. Emeric Shoal is dry at spring tides. It is known as the Bank of Buiuni.
  7. The villages at Emeric Point are named Buiuni.
  8. Village in latitude 5° 57' is named Uvinji.
  9. The village just south of latitude 6° is named Sa'adani.
  10. The creek in latitude 6° 6' is the northern mouth of the River Wami, and is named Furahanya.
  11. One mile to the south of the last is the southern mouth of the same river, named Chanungu. These two unite a few miles inland as the River Wami.
  12. In latitude 6° 9' is the village of Utondwe.
  13. Latitude 6° 15' the village of Windi.
  14. The Albat Reef, in 6° 20', is Kibandahodi of the natives.
  15. Conta Reef same latitude, but east is Tambare.
  16. Ross Reef is M'bwakuni.
- CLASS B.

17. Latham Bank, to the south of Zanzibar Island, on the next sheet of the chart, is known as Fungu Kizimkazi.

(Signed)

JOHN KIRK, *Acting Political Agent, and  
Her Britannic Majesty's Consul, Zanzibar.*

*British Agency and Consulate, Zanzibar,  
August 19, 1872.*

No. 23.

*Viscount Enfield to Dr. Kirk.*

Sir,

*Foreign Office, October 28, 1872.*

YOUR despatch of the 19th of August, inclosing a list of alterations and additions for the Admiralty charts of the East Coast of Africa, has been forwarded to the Lords of the Admiralty; and I am directed by Earl Granville to convey to you their Lordships' thanks for the same, and to inform you that any such information will always be acceptable at the Admiralty.

I am, &c.

(Signed) ENFIELD.

No. 24.

*Dr. Kirk to Earl Granville.—(Received November 19.)*

My Lord,

*Zanzibar, September 16, 1872.*

I HAVE the honour to report that, pending your Lordship's orders with reference to my former letter dated 13th May, 1872, requesting, under the circumstances therein set forth, to be permitted to discontinue the issue of "Articles of Agreement" to the masters of native vessels carrying negro crews, I have been compelled for the present to cease the issue of these papers.

This has been forced upon me by the increasing amount of office-work, whereby other matters of greater importance are placed in arrear, and by the supply of printed blank forms of "agreement" being exhausted.

Your Lordship is aware that I have been left to do alone work that before was sufficient to occupy both Mr. Churchill and myself, while the work itself has increased; under these circumstances the more important and pressing part must be performed, and the remainder allowed to fall in arrear. I have before stated that I thought the time had come to give up issuing "Articles of Agreement" unless to British vessels. I have therefore temporarily discontinued the practice, which I shall again resume, and cause additional forms to be printed, if so ordered by your Lordship.

I beg to express my regret that, the printed forms having been exhausted before your Lordship's orders on the matter have arrived, I should thus be forced to act in anticipation of instructions, and I trust that my motive in doing so may be fully understood.

I have, &c.

(Signed) JOHN KIRK.

No. 25.

*Viscount Enfield to Dr. Kirk.*

Sir,

*Foreign Office, December 8, 1872.*

LORD GRANVILLE has had under his consideration the case of the dhow or bootie captured by Her Majesty's ship "Columbine" on the 13th of December, 1871, with 133 slaves on board.

His Lordship observes that the master of this dhow was also her owner, and that he was carried by Commander Tucker to Zanzibar, and there examined in Court by you. In the decree of condemnation this vessel is described as a Zanzibar dhow, and it may therefore be inferred that her master and owner was a Zanzibar subject, and as such, liable to punishment for breach of the existing Treaties between this country and the Sultan of Zanzibar for the suppression of the Slave Trade. By the execution of such

## ZANZIBAR.

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punishment on the parties chiefly interested, when, as not very often happens, they fall into the hands of Her Majesty's cruizers, much may be done to put down the Traffic in slaves, and his Lordship hardly doubts that you would avail yourself of the opportunity by urging the Sultan to make an example of the offender. It does not, however, appear whether any steps were taken by you with that object. I am accordingly to instruct you, if you should not already have done so, to apply to the Sultan for the punishment of the offender, and in future cases of the same nature to take measures to ensure the prompt and effectual punishment of the guilty parties.

I am, &c.  
(Signed) ENFIELD.

No. 26.

*Viscount Enfield to Dr. Kirk.*

Sir,

*Foreign Office, December 30, 1872.*

LORD GRANVILLE has received your despatch of the 6th of August, reporting the purchase of the slave-market at Zanzibar by a Kutchee, a British-protected subject; and I am to instruct you to issue a public notification, informing all persons who engage directly or indirectly in such transactions, that they must expect no favour, countenance, or protection whatsoever from the British Government, so long as they are concerned in any way with transactions of so questionable a character.

I am, &c.  
(Signed) ENFIELD.





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## REPORTS FROM NAVAL OFFICERS.

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### EAST COAST OF AFRICA STATION.

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No. 27.

*Commander Tucker to Rear-Admiral Cockburn.*

Sir, "Columbine," *Mayotta Island, November 24, 1871.*  
 I HAVE the honour to report that I captured a Zanzibar dhow on the 16th instant in latitude  $12^{\circ} 51\frac{1}{2}'$  S. and longitude  $42^{\circ} 31\frac{1}{2}'$  E. She was four days from Maembé (Port Conducia, near Mozambique) and had on board seventy-two soldiers belonging to the King of Johanna, seventy-five slaves, nine passengers (slave-dealers and their servants), and eleven persons composing the crew. At Johanna I landed all but the slaves and witnesses, burnt the dhow, and proceeded to Pomony, and handed over the slaves to Mr. Sunley's charge, who agreed to take care of them for half a dollar a-month for each slave.

I have, &c.  
 (Signed) JOHN C. TUCKER.

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No. 28.

*Commander Tucker to Rear-Admiral Cockburn.*

Sir, "Columbine," *Mahé, Seychelles, February 12, 1872.*  
 I HAVE the honour to inform you that on my first visit to Majunga in December 1871, the Governor told me that about a month before he had seized thirty slaves, who were brought over in a canoe from the opposite side of the Bay, and that he had sent for instructions from the Queen at Tananarivo how to dispose of them.

On my return, in January, the Governor informed me that he had received orders to deliver them up to the British, and offered to send them on board, which offer I accepted. Twenty-nine were received on board, one having run away.

I have, &c.  
 (Signed) JOHN C. TUCKER.

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No. 29.

*Captain Wratislaw to Rear-Admiral Cockburn.*

Sir, "Wolverene," *Zanzibar, January 14, 1872.*  
 I HAVE the honour to state that, on the 9th instant, on my way to this island, and just south of Pemba Island, I caused to be boarded (it being the prohibited time for the transport of slaves) a dhow, name unknown, owned by Sulieman Bin Saeed Mazvin; detained and brought here to this anchorage (it being a fair wind) as being engaged in this traffic of slaves, of which she had one on board. She was placed in the Vice-Admiralty Court on the 11th instant, and adjudged a lawful prize to this ship.

## REPORTS FROM NAVAL OFFICERS.

From the evidence it appeared the slave had run away from Lamoo, and come down in the dhow to this island. He had attempted to leave the dhow by swimming ashore, but was captured and kept prisoner on board. Just before the dhow was boarded he was secured up to the mast by the wrists and ankles; the marks of the rope were plainly visible.

The slave was handed over by Dr. Kirk to Captain Fraser, to work in his factory. The vessel was destroyed by order of the Judge.

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

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## REPORTS FROM NAVAL OFFICERS.

No. 30.

*Captain Wratislaw to Rear-Admiral Cockburn.*

Sir,

*“Wolverene,” Zanzibar, January 20, 1872.*

I HAVE the honour to report that the launch in charge of Lieutenant Mandeville, whilst cruising in the south channel of this island, detained and brought to the ship two dhows for being engaged in the Slave Trade.

They were this day placed in the Vice-Admiralty Court for adjudication; one was condemned as a prize, the other released.

The condemned vessel was without doubt engaged in the traffic of slaves, having three males on board destined for the market in this island.

They were very poor creatures, small and much emaciated, having been captured about 300 miles in the interior and brought down to a place near Dar Salaam.

They were eight in number when brought down, the other five are waiting until an opportunity offers to send them over.

I have, &amp;c.

(Signed) H. R. WRATISLAW.



## REPORTS FROM NAVAL OFFICERS.

No. 31.

*Commander Tucker to Rear-Admiral Cumming.*

Sir,

*"Columbine," off Brava, April 30, 1872.*

I HAVE the honour to report that on the 10th April, 1872, I stationed the first cutter and whaler, in charge of Lieutenant John Hugh Bainbridge, ten miles south of Brava.

On the afternoon of the 12th the boats were observed chasing three dhows. At 5.30 P.M. one of the dhows was observed standing for the shore, with the boats in chase. At 6.20 P.M. the dhow was observed to run ashore. I then weighed, and proceeded to communicate with the boats.

At 8.30 P.M. Lieutenant John Hugh Bainbridge rejoined the ship, and reported that the dhow had run ashore; that the slaves and crew had escaped; and that the whaler, in attempting to rescue a drowning man, had been swamped and left on shore.

Next morning the cutters, manned and armed, were sent away under Lieutenant John Hugh Bainbridge. The dhow was found on the beach a total wreck, and was measured and destroyed. The whaler was recovered.

Return inclosed. About 100 slaves escaped.

I have, &amp;c.

(Signed) JOHN C. TUCKER.

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## Inclosure in No. 31.

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

Date of Detention.	Where.	Name of—			How Bigged.	Number of—			Where—			Date of Sailing from last Port.	Nature of Cargo.	To whom Consigned.	If with Slaves on Board.				To what Port sent for Adjudication.	Condition of the Slaves and Vessel, stating the Number of Deaths before Adjudication, and the Numbers Emancipated.	
		Vessel.	Master.	Owner, and of what Place.		Men.	Guns.	Tons.	From.	Bound.	Belonging.				Men.	Women.	Boys.	Girls.			Where Shipped.
1873 April 13	10 miles south of Beava, East Coast of Africa	Unknown	Unknown	Unknown	Arab ...	Bedeem ...	Unknown	91.48	Unknown	Unknown	Unknown	...	Slaves ...	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Case not yet tried	Unknown. No slaves captured; about 100 escaped.

"Columbine," April 30, 1872.

(Signed)

JOHN C. TUCKER, Commander.



## REPORTS FROM NAVAL OFFICERS.

No. 32.

*Commander Doughty to Rear-Admiral Cumming.*

Sir,

*"Magpie," off Tola Island, May 16, 1872.*

I HAVE the honour to report the capture and destruction of an Arab slave dhow by the boats of Her Majesty's ship under my command when on detached service.

2. The particulars of the case are given in the inclosed letter from the officer in charge of the boats who made the capture.

Inclosed also is the Return No. 6 of the Station Order-book.

I have, &c.

(Signed) F. PROBY DOUGHTY.

Inclosure 1 in No. 32.

*Sub-Lieutenant Eden to Commander Doughty.*

Sir,

*"Magpie," off Tola Island, May 16, 1872.*

IN accordance with your order I proceeded on Monday last, the 13th instant, to Tola Island with the cutter and gig, and anchored off the village.

On Wednesday, the 15th instant, at 12.30 P.M., I left the cutter under charge of Mr. Robert J. Sly (Gunner, 2nd Class), to watch the outside of the island from the hill, and proceeded in the gig to the Tola River. When about a mile from the entrance I observed a dhow warping out. She, on perceiving my approach, cut or slipped her warp and made sail up the river, and on my gaining on her she ran on shore, and commenced landing a large number of people, apparently the greater number children. On my boarding her I found her wholly deserted.

I did not deem it expedient to follow the Arabs and people into the bush with so small a force (only the gig's crew), the cutter being too far off to render assistance, and beyond call.

She had several large water-tanks all full of water, several pairs of slave irons, a large quantity of rice and small corn, as well as mats and matting laid on a lower deck. I had no doubt that she was engaged in the Slave Trade, considering the large number (not less than 200 persons) who landed, and I am of opinion that she was actually loaded in the river, and would have made her escape that night.

I was unable to find any colours or papers, they having made away with nearly everything before I arrived.

Having measured her, I set her on fire, and when she was so far consumed as to ensure her destruction I rejoined the cutter.

I proceeded this morning to the wreck, and satisfied myself that she was beyond recovery.

I have, &c.

(Signed) G. H. EDEN.

## REPORTS FROM NAVAL OFFICERS.

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## Inclosure 2 in No. 32.

## RETURN of Vessels detained as being engaged in the Slave Trade.

Date of Capture.	Where.	Name of—			Under what Colours.	How Rigged.	Number of—			Where—			Date of Sailing from last Port.	Nature of Cargo.	To whom Consigned.	If with Slaves on Board.				To what Port sent for Adjudication.	Condition of the Slaves and Vessel, stating the Number of Deaths before Adjudication, and the Number Emancipated.
		Vessel.	Master.	Owner.			Men.	Guns.	Tons.	From.	Bound.	Belonging.				Men.	Women.	Boys.	Girls.		
1872 May 15	Entrance of Tola River, East Coast of Africa	Not known	Not known	Not known	None ...	Dhow, bagalo.	Not known	None	238	Tola River	Not known	Not known	...	Rice and dhol	...	Supposed to have been over 200, who escaped with the crew	Supposed in Tola River	Destroyed to prevent recapture, she having been stranded.	Dhow was ashore, and there was no means of getting her off. Slaves were driven inland by the Arabs and crew of the dhow.		

"Magpie," May 16, 1872.

(Signed)

F. PROBY DOUGHTY, Commander.

## REPORTS FROM NAVAL OFFICERS.

No. 33.

*The Secretary to the Admiralty to Viscount Enfield.—(Received September 4.)*

Sir,

*Admiralty, September 3, 1872.*

WITH reference to your letter of the 6th ultimo, and its inclosure, requesting that the opinion of officers who have commanded ships on the East India station might be obtained in regard to a proposal made by the Acting British Consul at Zanzibar for the discontinuance of the custom which at present exists of entering at the Consulate the articles of agreement between the masters of native vessels and their crews, I am commanded by my Lords Commissioners of the Admiralty to request you will lay before Earl Granville the inclosed copies of letters which have been received from the under-mentioned naval officers, who have at various periods been in command of men-of-war on the East African coast, viz. :—Captain Wilson, R.N., Captain Fairfax, R.N., Captain Hallowes, R.N., Captain Lodder, R.N., and Lieutenant Challice, R.N.

I am, &amp;c.

(Signed) VERNON LUSHINGTON.

Inclosure 1 in No. 33.

*Captain Fairfax to the Secretary to the Admiralty.*

Sir,

*26, Bridge Road, Cannon Street, August 23, 1872.*

I HAVE the honour to acknowledge the receipt of your letter of 15th August, calling upon me to give my opinion as to the necessity of Her Majesty's Consul at Zanzibar continuing the present custom of entering at the Consulate the articles of agreement between the masters of native vessels and their crews.

Formerly, before Mr. Churchill adopted this system, the presence of a slave on board a dhow, though forming part of her crew, was considered by some naval officers as sufficient reason for detaining a vessel, but within the last three years the Lords Commissioners have pointed out to the naval officers employed in the suppression of the Slave Trade that the crew of a native vessel might be composed entirely of slaves and still they would not be justified in seizing her; that to constitute a slaver, slaves must form the cargo or part of it, and as they can generally be readily distinguished from the crew, I do not think the Consul's paper is of much service, except that, being written in English, it points out to the boarding-officer the destination of the vessel, as stated at the Consulate. I think the system of issuing this paper to the masters of dhows may be abandoned without fear of inconvenience.

I have, &amp;c.

(Signed) H. FAIRFAX.

Inclosure 2 in No. 33.

*Captain Hallowes to the Secretary to the Admiralty.*

Sir,

*Portsmouth, August 25, 1872.*

IN compliance with instructions contained in their Lordships' letter of the 16th August, I beg to state that my experience is limited to a very short space of time, about three weeks, during which I was employed in the suppression of the Slave Trade on the north-east coast of Africa, and that I was never at Zanzibar, though I captured two slave dhows during that period.

Of all the numerous vessels searched under my directions I do not recollect a single instance of the agreement in question being produced in proof of the character of any honest trader. I am, therefore, of opinion that the continuance of the system is not actually necessary for the protection of legal traders, although it is beyond doubt a great convenience to them as well as to the cruiser's officers under whose examination they come, particularly when several vessels are chased at the same time.

Further, I cannot entirely concur in Dr. Kirk's opinion that mistakes are not likely to occur in deciding the character of a vessel carrying one or only a few slaves, especially as the master and others in them invariably elect to relinquish all rather than be carried into port to defend their interests in our Courts, and as I cannot understand any difficulty arising from the continuance of the system, I consider it will serve the purpose for which

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it was adopted as long as we maintain our present action for the suppression of the Slave Trade.

I have, &c.  
(Signed) T. HALLOWES.

## Inclosure 3 in No. 33.

*Captain Lodder to the Secretary to the Admiralty.*

Sir,

*Newcastle, County Down, August 21, 1872.*

IN reply to your letter, initial letter M, dated 16th August, 1872, transmitting me a copy of a despatch received by the Secretary of State for Foreign Affairs from the Acting British Consul at Zanzibar.

2. I have the honour to inform you, for the information of the Lords Commissioners of the Admiralty, that my experience on the east coast of Africa is very slight, as most of the time I commanded Her Majesty's ship "Bullfinch" I was stationed up the Persian Gulf.

3. I cannot think it would be advantageous to give up a system that must have proved so essential to officers commanding Her Majesty's cruisers.

4. There is no doubt that many masters of dhows are in the habit of carrying from eight to twelve slaves besides their usual crew, therefore it would be impossible, without some such agreement mentioned by Dr. Kirk, for any officer to distinguish dhows with slaves.

5. During my time in the Persian Gulf I experienced on several occasions dhows having no flag or any kind of pass, and in many cases a greater number on board than sufficient to navigate one dhow of the kind. I detained and returned to Muskat with her, having to steam about 100 miles. The British Consul at that place proved her to be a legal trader, and that she had sailed from Muskat.

6. Under these circumstances I cannot agree with the opinion expressed by Dr. Kirk.

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

## Inclosure 4 in No. 33.

*Captain Wilson to the Secretary to the Admiralty.*

Sir,

*"Impregnable," Devonport, August 25, 1872.*

IN answer to your letter M, dated August 17, calling for my opinion on the question of registering vessels on the east coast of Africa, as referred to in Dr. Kirk's letter, I have the honour to offer the following remarks:—

1. My experience on the East African stations always led me to the conclusion that a system of registering all vessels was one of the first essentials to checking the Slave Trade, as the greatest difficulty was experienced in discriminating between the legal trader and the slave vessel.

2. All dhows intended only for trading purposes would naturally be registered, feeling that such register was a security to themselves, at the same time it was a guarantee of their honest intentions, for with such a document any vessels could be traced from end to end of the coast.

3. As by Dr. Kirk's own showing, the registering system has proved eminently successful, and its only drawback that it entails some extra work on the Consulate staff, a difficulty overcome by appointing an extra clerk for that duty, it would, in my opinion, be most injudicious to discontinue issuing registers until such time as the Slave Trade is entirely stopped, or our cruisers withdrawn from the duty of suppressing it.

4. Formerly, before dhows were registered, or an official list of their crews forthcoming, it was the common practice for these vessels, even when engaged in legal trade, to carry a few slaves from the coast to the islands, and as they number by hundreds it is obvious that they were capable of carrying a very considerable traffic in slaves without being regular slavers. It was this half Slave Trade that caused many vessels to be captured and destroyed who were otherwise engaged in the regular commerce of the country; and I feel confident that if the present system were discontinued the former state of affairs would soon again obtain, the more so as from the strong pressure now put

on slaving, slaves must have risen immensely in value, offering great inducement to the *nacoda* (native captain) if not the owner, to dabble in it.

I have, &c.  
(Signed) J. C. WILSON.

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Inclosure 5 in No. 33.

*Lieutenant Challice to the Secretary to the Admiralty.*

Sir,

7, Upper Wimpole Street, London, August 18, 1872.

I HAVE the honour to acknowledge the receipt of your letter of the 16th instant, covering a copy of a despatch which has been received through the Right Honourable the Secretary of State for Foreign Affairs from the Political Agent and Acting British Consul at Zanzibar, and conveying the request of the Right Honourable the Lords Commissioners of the Admiralty to be furnished with such an opinion as my experience on the station may have enabled me to form.

2. I have the honour, to the best of my ability, to forthwith comply with their Lordships' request.

3. I cannot too strongly deprecate the continuance, by European representatives in the East, of the custom of granting passes or crew-lists to vessels where commanded or wholly worked by natives of the coast. Dr. Kirk makes a strong distinction between the Consular provisional pass, as supplied to a native vessel owned by a British Indian, and the crew-list or articles of agreement as issued by him to vessels owned by independent natives. Zanzibar is not a British port, and, if for this reason only, a vessel where manned or commanded by natives of the coast, should not be entitled to either privilege.

This does not apply to the large Bombay dhows, which are always furnished with Bombay papers, and partly manned with Indians. Every issue of British passes should be restricted to Bombay; and, even there, to such vessels only as trade with the Indian coast, otherwise the French, Germans, or Portuguese can, with as much reason as ourselves, furnish their passes to native vessels, provided such be (perhaps only temporarily) owned by people possessing a convenient allegiance to their respective flags at any port on the coast.

4. With regard to the Consular crew-list or articles of agreement, I hold that this document, in practice, represents a pass, the more so as naval officers, failing free instructions to the contrary, are unable to assume otherwise than that in cases where any doubt as to the character of the vessel existed these crew-lists would never have been issued by Her Majesty's Consul. I agree with Dr. Kirk when he asserts that the system of crew-lists has benefited the legal trader; but while doing this, I hold to my belief that it has sheltered the Slave Trade; and, although it is our bounden duty to teach these people how to make use of a responsible system of their own, it is not right that by farming and European papers the acts of these natives should be sheltered under European responsibility.

5. The correct identification of the crews with the list as produced is very problematical, as, with the existing class of venal interpreters, and the very limited intelligence of the crew, who, in the moment of need cannot, or will not, speak for themselves, the naval officer has mainly to depend on the answers given by the master or head man of the vessel.

6. From my own experience I can testify as to the reluctance with which vessels furnished with European passes or crew-lists are detained. In the case of a vessel fitted to carry slaves, or strong evidence to that effect, being boarded, either previous to shipment or subsequent to disembarkation, these passes would become a source of great evil. In the event of a vessel being captured with a large number of slaves on board, the crew-list being useless, would doubtless be destroyed, and it must be this fact that enables Dr. Kirk to testify to the rarity of the condemnation of dhows furnished either with Consular passes or crew-lists. I assure their lordships that nineteen out of twenty vessels boarded by Her Majesty's cruisers are furnished with these passes or crew-lists, "so," to use Dr. Kirk's own words, "popular have these articles of agreement become;" and I consider that Her Majesty's Government have thereby incurred a very grave responsibility as to the acts of these numerous vessels.

7. The same mail which brought Dr. Kirk's despatch to England has also furnished me a letter from that gentleman under cover. From other sources I gather that increased complications are likely to arise with regard to the Slave Trade. I believe Dr. Kirk to

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be with me in my opinion as to the evils of tonnage bounties, but I cannot too strongly assert that in no way does the very faulty Consular system of passes or articles of agreement resemble my own plan of a permanent mark or number for the vessel, in combination with native manifests or passes for the use and guidance of *bond fide* legal traders.

I have the honour of returning the copy of Dr. Kirk's despatch, not having received permission to retain the same; and, in conclusion, I would beg of you to crave the indulgence of their Lordships for such a long letter as this.

I am, &c.  
(Signed) J. ARMSTRONG CHALLACE.

## No. 34.

*Commander Doughty to Rear-Admiral Cumming.*

Sir, *"Magpie," Zanzibar, July 22, 1872.*  
I HAVE the honour to report the capture of an Arab slave dhow, called the "Baraza," captured by the boats of Her Majesty's ship under my command on the 20th instant. The particulars of the capture are contained in the inclosed letter from Lieutenant Carnegie C. Forsyth.

The dhow has been this day condemned at the Vice-Admiralty Court at Zanzibar.

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

## Inclosure in No. 34.

*Lieutenant Forsyth to Commander Doughty.*

Sir, *"Magpie," Zanzibar, July 20, 1872.*  
IN accordance with your directions I proceeded with the cutter and gig to cruize to the North of Zanzibar.

This morning, being four miles N.N.W. of the village of Chonany, I fell in with and boarded the Arab dhow "Baraza," and found on board nine slaves (three men, four women, and two boys). The master of the dhow said he possessed no Custom-house pass for the slaves, nor could any be found.

There being no doubt about her being engaged in the Slave Trade I brought her to this port for adjudication.

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

## No. 35.

*Commander Cay to Rear-Admiral Cumming.*

Sir, *"Vulture," at Muscat, September 10, 1872.*  
I HAVE the honour to inform you that I detached the two cutters to cruize off Ras-el-Had whilst I proceeded to Muscat for the mails.

On rejoining the boats on the 8th, I found that on the 6th instant they had captured a slave dhow, with the largest number of slaves (169) run north for some time.

She was only captured after a running chase of over two hours, during which nearly all the rockets and ammunition for boat gun were fired at her, also independent firing with rifles kept up at the man at the wheel, who was shot in the belly; a rocket at the same time striking her mast-head, she lowered her sail.

The boats were in charge of Sub-Lieutenants F. H. Henderson and George Drury respectively, and I beg to mention these officers' names to you most favourably for the great judgment and discretion used in boarding the dhow, there being a heavy sea on, and she being manned with thirty armed Arabs, and I am of opinion that they would have shown fight had they seen the slightest chance of success.

I have, &c.  
(Signed) R. B. CAY.

## Inclosure in No. 35.

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

Date of Detention.	Where seen; if at Sea state Latitude and Longitude.	Name of—			Under what Colour.	How Rigged.	Number of—			Where—			Date of Sailing from last Port.	Nature of Cargo.	To whom Consigned.	If with Slaves on Board.				To what Port sent for Adjudication.	Condition of the Slaves and Vessel; the Number of Deaths before Adjudication; and the Number Emancipated.
		Vessel.	Master.	Owner, and of what Place.			Men.	Guns.	Tons.	From.	Bound.	Belonging.				Men.	Women.	Boys.	Girls.		
1872 Sept. 6	Off Ras el Hadd ...	Yameer	Muhammed	Mahomed, of Zanzibar	None	Dhow ...	34	None	188	East Coast of Africa	Ras el Hadd and Sur	Zanzibar ...	Not known	Slaves ...	Not known	124	45	Included above	Zanzibar ...	Muscet. Condemned	Slaves in a very weak condition, and thirty cases of small-pox; vessel filthy and leaky. 5 died before adjudication. 104 emancipated.

"Vulture," September 10, 1872.

(Signed)

R. B. CAY, Commander.

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No. 36.

*Lieutenant Fellowes to Rear-Admiral Cumming.*

Sir, *"Briton," at Aden, September 30, 1872.*  
 IN compliance with orders received from Captain Jago to visit the islands of Socotra and Abd-al-Kuir, I have to report as follows :—

I do not consider it would be advisable to establish a depôt for liberated Africans on either.

Socotra, through the indolence of the natives, is so little cultivated that were it not for the supplies brought by the dhows from Muscat, and exchanged for aloes and dragon's blood, the poorer inhabitants would run a great risk of being starved ; therefore, one great difficulty would be to provide food for any number of slaves, and these slaves, though safe, perhaps, from the islanders, would, unless sufficiently protected, be stolen to a certainty by the crews of the northern dhows which call in for water.

Abd-al-Kuir is entirely destitute of cultivation, and the water, which the natives, a miserable race numbering about 300, obtain by digging in the sand, is very indifferent.

I have, &c.

(Signed) JOHN FELLOWES.





## APPENDIX.

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### No. 1.

*Dr. Kirk to Earl Granville.—(Received January 30, 1873.)*

My Lord.

*Zanzibar, October 16, 1872.*

I HAVE the honour to report that Her Majesty's ship "Wolverene" returned to Zanzibar harbour on the 8th instant, after a short cruize off the Somali coast, where, being at the time 100 miles off shore, she seized, on the 27th September, a slaver, with 79 slaves on board, bound from Pemba to Muskat.

Your Lordship is aware that Captain Wratishaw's plans for the autumn cruising-season were disarranged by finding at Seychelles orders to proceed to Madagascar, and recall the "Magpie," in order that both vessels might be present with the flag-ship at Zanzibar, on the occasion of Admiral Cumming's visit.

Thus, the Arabian slave-traders were made fully aware, that during the first part of September, the time most favourable for their operations, no ship of war was on the station between Zanzibar and Aden. It was not until the middle of September that the "Wolverene" left Zanzibar; but the slavers had already made good use of their time and information; and I believe it is true what was stated in evidence, that the slaver taken on the 27th September was the last of the season bound for Arabia, although it is quite certain that the coast-slaving to Brava and the Somali ports was continued to a much later date, and is probably going on still, like the legal trade to those places.

I inclose full copy of Court proceedings herewith; the chief points brought out were, that the vessel, belonging to a man of Pemba, sailed from an unknown and uninhabited mangrove creek, towards the north end of that island, and that slaves had been collected for this purpose in the vicinity, by Arabs, subjects of Muskat, and had been removed thus far under the Sultan's permit, after being bought in the open slave-market. It seems that three dhows sailed about the time from the same place in Pemba, with full slave cargoes; and this one was delayed a day after the others by the Captain being late in arriving from Zanzibar.

The dhow-owner stated, that the vessel had been purchased for 750 dollars; and that each slave paid 4 dollars freight, food being found by the owner of the slave; thus, what with a cargo of slaves, and Zanzibar rafters, together with passage-money of Arabs on board, the net amount gained by the dhow-owner, had this vessel reached safely, would have been at the very least 400 dollars. It seemed that the captain of the dhow had no intention of sighting land before making Socotra, and they clearly had no fear of further trouble if Muskat were reached; but I am told that slaves are landed a little way from the town of Muskat, to which they are conveyed by land, and sold in a public market, where duty is taken for the Government; for the accuracy of the latter statement, however, I am unable to vouch.

With the owner of the vessel and slaves in my hand there was in this case no occasion for delay, as His Highness Seyed Burgash declined to give them his aid or assistance, and has punished the dhow and slave-owners on their leaving the Vice-Admiralty Court.

After condemning the vessel and slaves as legal prize I proceeded to inspect the latter and found them chiefly children, with only a few adults. The English Mission declining to take any further addition to their establishment, I offered to the French Mission those suited for their work on the coast. The Father-Superior took seventy-two, all admirably adapted, being young, or if of age, strange to Zanzibar. One having died on the day of the trial there remained still six slaves whose position was peculiar; four were sailors by trade, who had often sailed in other vessels, but were, I fully believe, now to have been sold at Muscat. These desired nothing but to be free to work for whom

they pleased, and as old residents of Zanzibar knew well how to take care of themselves. After presenting them to His Highness Seyed Burgash, and getting their deeds of freedom signed, they were allowed to take service in vessels of Indians or others. Two concubines still presented a serious difficulty; they could not well be left in Her Majesty's ship "Wolverene," then going on a cruise—to land them in Zanzibar and not allow them to choose their own mode of life was impossible, as I knew they would not have remained a day with a master they did not like. Both desired to return to their friends; the one had been separated from father and mother in the division of an Arab estate, the father and mother remained the property of one brother, while the daughter passed to another. The daughter had been sold by her new master to realise money, and had passed into the hands of a Muscat Arab captain, who went passenger to that place about a month ago in an English ship. This concubine disliked the idea of going to Muscat, and wished nothing but to be allowed to live with her father and mother. The other concubine had acquaintances in town to which she wished to go; she had been sold by her former master, and was consigned, like her companion, to Muskat. I took them also before His Highness, and had the arrangements confirmed, and I have little fear that either one or other will be molested. They are, however, both so well acquainted with Zanzibar that they know how to make a complaint either before the British Consul or the Sultan, should anything be done to them.

As there are no other honest parties in Zanzibar to whom I could, without an authorized system of supervision, allot freed slaves besides the two Missions, and as the one declines to receive, and the other has just taken so many, I shall now instruct the Senior Naval Officer that no further distribution of slaves can be made here for the present, and that it will be well for him to inform the commanders of cruisers to this effect, in order that when convenient the slaves may be landed at Seychelles before coming here.

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

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

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Case No. 11 of 1872.

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*Her Majesty's Ship "Wolverene" v. a Zanzibar Dhow, name unknown.*

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against the Zanzibar ship or vessel (name unknown), whereof Suleiman bin Masaoud was Master, and Nassur bin Mohammed en Hami, the owner; and also against forty-five male and thirty-four female slaves captured by Henry Rushworth Wratishaw, Esquire, commanding Her Majesty's ship "Wolverene," on the 27th day of September, 1872.

PERSONALLY appeared H. R. Wratishaw, Esq., commanding Her Majesty's ship "Wolverene," and made oath, that, on the 27th day of September, 1872, whilst cruising for the suppression of the Slave Trade, in Her Majesty's ship "Wolverene," off the East Coast of Africa in latitude 1° 5' north, and longitude 45° 44' east he observed a dhow standing north-east, chased her, and fired a blank cartridge to make her heave to. At about 5 P.M. came up to her, and sent Lieutenant Colebrooke T. Mandeville in the cutter to board her, who found 79 slaves on board (11 men, 34 boys, 19 girls, 14 women, and 1 baby) stowed below the upper deck, 14 passengers, and 12 crew. She had a large amount of wood, fish, rice, &c., and was six days from Pemba bound to Muscat. Whereupon this deponent seized the said ship and slaves, as liable to forfeiture to Her Majesty, and after careful examination, had in view of the impossibility of taking a vessel from the position where this one was seized into a port of adjudication, and the conclusive nature of the evidence in proof of the illegal nature of the voyage, did, after admeasurement duly taken by competent officers, destroy the vessel, and brought the crew, passengers and slaves into the port of Zanzibar, the master having died during the voyage; and he further made oath that the papers, writings, and documents, relative herunto annexed, marked No. 1, which were found on board, are the whole of the papers, writings, and documents delivered up relative to the said ship and slaves, and that they are now in the same plight and condition as when received by the deponent, saving the numbering thereof, without any fraud, addition, or subduction whatever.

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Lastly, the deponent made oath that it appears by the said ship's papers that Nassur bin Mohammed en Nami are the owners of the said ship or vessel.

(Signed) H. R. WRATISLAW.

On the 9th day of October, 1872, the said H. R. Wratismaw, Esq., was duly sworn to the truth of this affidavit

Before me,

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

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Annex (A).

ONE paper found on board an Arab dhow, name unknown, captured by Her Majesty's ship "Wolverene," on the 27th September, 1872.

(Signed) H. R. WRATISLAW, *Commanding  
H.M.S. "Wolverene."*

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*Certificate as to the State of the Prize at the time of Detention.*

THE Undersigned H. R. Wratismaw, holding the rank of Captain in Her Britannic Majesty's Navy, and commanding Her Majesty's ship "Wolverene," do hereby certify that, in exercise of the authority vested in me, I did, on the 27th day of September, 1872, being in latitude 1° 5' north, and longitude 45° 44' east of Greenwich, detain the Arab dhow, name unknown, on the ground that she was engaged in and equipped for the Slave Trade. And I further certify that she had on board at the time a crew of 13 persons, 14 passengers, and 45 male and 34 female slaves.

And I further certify that Annex A hereto contains a correct list of the papers which were delivered up to me at the time of detention.

Signed this 27th day of September, 1872.

(Signed) H. R. WRATISLAW, *Commanding  
H.M.S. "Wolverene."*

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*Report of Survey on a Dhow captured by Her Majesty's Ship "Wolverene" the 27th day of September, 1872.*

WE, the Undersigned, hereby certify that, after a careful examination, we consider that the Arab dhow, name unknown, captured by Her Majesty's ship "Wolverene," on the 27th day of September, 1872, was leaky, and that being so many miles from land, she was unfit to be towed against the monsoon into the port of adjudication.

(Signed) A. J. ERRINGTON, *Senior Lieutenant.*  
A. GAIN, *Navigating Lieutenant.*  
W. SHANNON, *Carpenter, 2nd Class.*

Approved,  
(Signed) H. R. WRATISLAW, *Captain.*

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*Certificate of Admeasurement.*

WE, the undersigned, do hereby certify that we have carefully admeasured, in the manner prescribed by Rule I of the 21st section of the Merchant Shipping Act, 1854, the Arab vessel, name unknown, detained by Her Majesty's ship "Wolverene," on the 27th day of September, 1872, on the ground that she was engaged in or equipped for the Slave Trade, and we certify that her dimensions are as follows:—

PRINCIPAL DIMENSIONS.	Feet.
Length at under side of tonnage deck from inside of plank, at side of stem to inside of plank at midship stern timber, at the point of one-third of round of beam below the deck .. .. .	96
Main breadth inside from plank to plank .. .. .	27·6
Depth amidships at the point of one-third of round of beam below the under side of deck to ceiling on floor timber at limber strake .. .. .	14·9

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TONNAGE.								No. of Tons.	
Tonnage under tonnage deck	..	..	..	..	..	..	..	213·64	
Closed-in spaces above the tonnage deck, if any, naming them	..	..	..	..	..	..	..	..	
house	..	..	..	..	..	..	..	Poop.	
Poop .	..	..	..	..	..	..	..	31·67	
House	..	..	..	..	..	..	..	..	
Total								..	245·31

Signed this 27th day of September, 1872.

(Signed)

A. J. ERRINGTON, *Senior Lieutenant.*

A. GAIN, *Navigating Lieutenant.*

W. SHANNON, *Carpenter.*

Approved,

(Signed)

H. R. WRATISLAW, *Captain.*

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*Certificate as to the Destruction of the Vessel.*

I, THE Undersigned H. R. Wratislaw, holding the rank of Captain in Her Britannic Majesty's Navy, and commanding Her Majesty's ship "Wolverene," hereby certify that, on the 27th day of September, 1872, I directed a survey to be held on board the Arab vessel, name unknown, detained by me on the 27th day of September, 1872, on the ground that she was engaged in and equipped for the Slave Trade, and that the Surveying Officers having reported to me that she is in a leaky state and unfit to be towed to the port of adjudication, as from the Report of Survey hereunto annexed will more fully appear, the said vessel has been destroyed by my orders.

Signed this 27th day of September, 1872.

(Signed)

H. R. WRATISLAW, *Commanding*

*H.M.S. "Wolverene."*

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*Examination of Witnesses.*

*First.*—Captain H. R. Wratislaw has little to add to the statements made in the affidavit. One of the slaves has died this morning, he had been ill for some time. The captain of the dhow died at sea, he was ill when the dhow was captured, and never seemed to recover, but sank slowly. The dhow was laden with a full cargo of house rafters, and the slaves were out of sight between them. She was well found in food and water, was a new vessel and well kept, to all appearance a legal trader, and not at all one of the old rotten slave ships of this coast. It was said by the slave crew when on board, that two dhows full of slaves preceded them; this was detained a day, waiting for the captain who had not arrived.

True evidence as given before me.

(Signed)

JOHN KIRK, *Judge of the Vice-Admiralty Court  
at Zanzibar.*

*Second witness.*—Is named Nasser bin Mahommed en Namani, a native of Pemba. Father lives there at a creek in the Northend called Finga. Father and he owned another vessel besides this, which has been destroyed as a slaver; is the owner of the vessel in which the slaves, now on board of Her Majesty's ship "Wolverene," were taken, purchased the dhow about eight months ago for 750 dollars, then tried to go to Madagascar, but the wind failed and he returned to Zanzibar; made one voyage to the coast, then this, was to have received 4 dollars for each slave and the owner to find food. There were about 75 slaves who would pay freight; had a cargo of wooden rafters as well, hoped to gain on these; had passengers, received freight from them. Had the dhow reached Muskat this trip would have realized upwards of 400 dollars, all expenses paid. Has nothing to say why he did this, knew it was forbidden, he is caught this time and must make the best of it. No other business pays so well if the dhow runs safely; there are risks in all trades. Is not a regular slaver, never carried cargo before. Slavery is a thing that any owner may take to in a moment's notice, there is risk in it, and money to be made or lost. The vessel he had would contain 300 gizlahs of corn, Had a crew of seventeen, one of the crew was a slave of his brother. Landed the slaves

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at Kichange, a creek in Pemba, where rafters are to be cut, it is no port or village, a mangrove creek. Had one slave for sale.

True evidence as given before me in the Swaheli language.

(Signed) JOHN KIRK, *Judge of the Vice-Admiralty Court at Zanzibar.*

*Third witness.*—Is named Hamis bin Abood. Is an Arab of Muskat, came this year from Arabia in a dhow of Soor, owned eight slaves of this lot, was passenger in the dhow captured, bought two of the slaves in the market here, got the Sultan's pass, and paid the duty to Pemba. The other six slaves were not my property, but ventures placed in my hands; they belonged to people of Zanzibar and Pemba, and were consigned to various parties at Muskat. A common slave at Muskat will fetch 30, 40, and 50 dollars. There is no trouble in landing them at Muskat.

True evidence as given before me in the Swaheli language.

(Signed) JOHN KIRK, *Judge of the Vice-Admiralty Court at Zanzibar.*

*Fourth witness.*—Is named Seif bin Salim, native of Muskat. Has been four years in Zanzibar; was once a soldier in the service of His Highness Seyed Burgash. Had one concubine and child on board this dhow in which he was passenger; also one regular slave. Lived with the woman he calls his concubine since January 1870. Bought her at Dar-es-Salam. She is from Unyamwezi, was purchased in the market, could speak the coast language when bought. The child is his own.

True evidence as given before me in the Swaheli language.

(Signed) JOHN KIRK, *Judge of the Vice-Admiralty Court at Zanzibar.*

*Fifth witness.*—Is named Seif bin Talib, of Muskat. Has been two years here, owned four slaves in this cargo, and was going with them to Muskat. Bought the slaves in the market, paid duty, and got the Sultan's pass on going with them to Pemba.

True evidence as given before me in the Swaheli language.

(Signed) JOHN KIRK, *Judge of the Vice-Admiralty Court at Zanzibar.*

*Sixth witness.*—Is named Amir bin Nasser, of Muskat. Father lives at Choweni in Zanzibar. His father gave him the two slaves he was taking to Muskat.

True evidence as given before me in the Swaheli language.

(Signed) JOHN KIRK, *Judge of the Vice-Admiralty Court at Zanzibar.*

*Seventh witness.*—Is named Saeed bin Khalfan, of Muskat. Had four slaves in this dhow that were purchased at Quiloa this year for 15, 17, 19, and 19 $\frac{3}{4}$  dollars each respectively. These would sell at Muskat probably for from 25 dollars to 45 dollars, after paying custom dues at Zanzibar, freight, &c. Did not expect above a moderate profit.

True evidence as given before me in the Swaheli language.

(Signed) JOHN KIRK, *Judge of the Vice-Admiralty Court at Zanzibar.*

*Eighth witness.*—Is named Saeed bin Mahommed, and a native of Oman. Came last year from that part. Owns a sugar estate at Pangani on the African coast. Had no slaves in this vessel in which he was a passenger; was forced to go in this vessel, as he had been detained convalescent from small-pox, and this was the last dhow of the year. It was his only chance.

True evidence as given before me in the Swaheli language.

(Signed) JOHN KIRK, *Judge of the Vice-Admiralty Court at Zanzibar.*

*Ninth witness.*—Is named Abooda bin Nasser, of Muskat. Has been three years in Zanzibar. Owned two slaves in this dhow; they were bought in Pemba.

True evidence as given before me in the Swaheli language.

(Signed) JOHN KIRK, *Judge of the Vice-Admiralty Court at Zanzibar.*

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*Tenth witness.*—Is named Menin bin Juma, of Muskat; owned seventeen slaves in this dhow. Has been three years a Sepoy in the service of Seyed Burgash. The slaves were bought in Zanzibar.

True evidence as given before me in the Swaheli language.

(Signed) JOHN KIRK, *Judge of the Vice-Admiralty Court at Zanzibar.*

*Eleventh witness.*—Is named Ali bin Rashid, of Muskat. Has been long resident in Pemba; has a plantation there. Had two slaves, bought in Zanzibar.

True evidence as given before me in the Arabic language.

(Signed) JOHN KIRK, *Judge of the Vice-Admiralty Court at Zanzibar.*

*Twelfth witness.*—Is named Muttar bin Rashid, of Muskat. Lives in Pemba. Owned three slaves in this dhow.

True evidence as given before me in the Arabic language.

(Signed) JOHN KIRK, *Judge at the Vice-Admiralty Court at Zanzibar.*

*Thirteenth witness.*—Is named Seif bin Majid, of Muskat. Owned five slaves in this cargo, all bought in Zanzibar.

True evidence as given before me in the Swaheli language.

(Signed) JOHN KIRK, *Judge of the Vice-Admiralty Court, at Zanzibar.*

*Fourteenth witness.*—Haif bin Muttar. Was a passenger only, and owned no slaves.

True evidence as given before me in the Arabic language.

(Signed) JOHN KIRK, *Judge of the Vice-Admiralty Court at Zanzibar.*

*Fifteenth witness.*—Ali bin Kaif. Was a passenger only, and a poor man. Obtained a passage free, and had no property, much less slaves.

True evidence as given before me in the Swaheli language.

(Signed) JOHN KIRK, *Judge of the Vice-Admiralty Court at Zanzibar.*

*Sixteenth witness.*—Jaffer bin Hussein, is a Persian. Came from the north this year. Had three concubines in his charge; they were free, not slaves. Asked him to take them to Arabia and teach them Arabic. Their father, mothers, brothers, and uncles are all here, and live in a house near that of a Persian, Ali Gullam, a notorious slave-dealer.

True evidence as given before me in the Arabic language.

(Signed) JOHN KIRK, *Judge of the Vice-Admiralty Court at Zanzibar.*

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In the Vice-Admiralty Court at Zanzibar.

OUR Sovereign Lady the Queen against the Zanzibar dhow, the property of Nassur bin Mohammed, of which Suleiman bin Masood was master, her tackle, apparel, and furniture, also against 45 male and 34 female slaves, seized as liable to forfeiture by H. R. Wratishaw, Esq., a Captain in Her Britannic Majesty's navy, commanding Her Majesty's ship "Wolverene." Before John Kirk, Esq., Judge in the Vice-Admiralty Court at Zanzibar, on the 9th October, 1872.

Personally appeared H. R. Wratishaw, Esq., commanding Her Majesty's ship "Wolverene," and produced before me, the said Judge, the sworn declaration hereto annexed, which set out the circumstances under which a Zanzibar vessel owned by Nassur bin Mohammed en Namani, of Pemba, of the description and tonnage specified in the annexed certificate of admeasurement taken at time of seizure, and having on board 45 male and 34 female slaves, was captured on the 27th day of September, 1872, in latitude 1° 5' north and longitude 45° 44' east, by H. R. Wratishaw, Esq., commanding Her Majesty's ship "Wolverene." I, the said Judge, after examining the captors, the crew, passengers, and slaves in the presence of the owner of the vessel, having found sufficient proof that the said vessel or dhow was engaged in the illegal transport of slaves at the

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time of her capture, in contravention of Treaties existing between Great Britain and Zanzibar for the suppression of the Slave Trade, do adjudge the above-named dhow or vessel, her tackle, apparel, and furniture, as also 45 male and 34 female slaves, to have been lawfully seized by the aforesaid H. R. Wratismaw, Esq., R.N., and to be forfeited to Our Sovereign Lady the Queen; and it having been shown that ample proof existed at the time of seizure to condemn the vessel, and that the port of adjudication was distant, I consider that the captors acted judiciously in summarily destroying her after measurement taken.

In testimony whereof I have signed the present Decree, and caused my seal of office to be affixed thereto.

Dated at Zanzibar this 9th day of October, 1872.

(Signed) JOHN KIRK,  
*Judge of the Vice-Admiralty Court at Zanzibar.*

*British Agency and Consulate, Zanzibar, October 9, 1872.*

Received from Captain H. R. Wratismaw, R.N., commanding Her Majesty's ship "Wolverene," slaves (11 men, 34 boys, 14 women, 19 girls, and 1 baby) captured on the 27th September, 1872, and released under an order from this Vice-Admiralty Court dated 9th October, 1872.

(Signed) JOHN KIRK,  
*Judge of the Vice-Admiralty Court at Zanzibar.*

*Extract from the Log of Her Majesty's Ship "Wolverene" the 9th day of October, 1872.*

2 A.M.—Departed this life one liberated slave (male).

(Signed) H. N. DUDDING, *Sub-Lieutenant,  
Officer of Watch.*

(Signed) H. R. WRATISLAW, *Captain.*

No. 2.

*Dr. Kirk to Earl Granville.—(Received January 15, 1873.)*

My Lord.

*Zanzibar, November 5, 1872.*

I HAVE the honour to report that on the 2nd instant a few slaves reached the coast, bearing letters of their masters from Unyanyembe.

One to my address, herewith annexed in translation, mentions that the men sent to help Dr. Livingstone have reached, and that Dr. Livingstone started for the interior, leaving Unyanyembe about the 18th August last. The bearers of the letter confirm this, and identify the party of Nassick boys and others by mentioning the short carbines which they carried, and which were supplied them from the Search Expedition. They say that Dr. Livingstone has gone for the district of Ironda and Manyema, to visit the people who dwell in caves, of whom all travellers in East Africa have heard mention from native traders, although as yet no European has happened to reach them.

In the native mind it would seem more natural to take an interest in ghouls and caverns than in river-sources and watersheds, which are Dr. Livingstone's chief aim and object in this new journey.

By an unaccountable mistake the messengers now come to the coast have brought back a tin case intact, full of letters of His Highness Seyd Burgash and others, that was sent off from Zanzibar to Unyanyembe in June last. The Arabs of the interior, probably thinking that a closed tin-box was intended for the white man who had then left, sent it back without opening it, as it arrived with the solder still intact, and His Highness' letters unopened.

The position of the Arabs and Mirambo seems unaltered, and the Unyanyembe ivory trade of that part still closed.

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



## ZANZIBAR.

## Inclosure in No. 2.

*Saeed bin Salim-el-Lemki to Dr. Kirk.*

(Translation.)

After compliments.

Rejeb 14, 1289.

THE news of this part is good ; and if you ask concerning the Doctor, on arrival of his people we sent them to him, and he has gone on to see the regions of Africa, and may he gain his wish, through God, and come back in safety. He started on the 17th of Jemad-el-Akhr.

(Signed)

SAEED BIN SALIM.

## No. 3.

*Dr. Kirk to Earl Granville.—(Received January 15, 1873.)*

My Lord,

Zanzibar, December 17, 1873.

I HAVE the honour to inclose a copy of my despatch of the 17th instant, addressed to the Bombay Government, relative to the closing of the present slave market.

I have, &amp;c.

(Signed)

JOHN KIRK

## Inclosure in No. 3.

*Dr. Kirk to the Political Agent at Bombay.*

Sir,

Zanzibar, December 17, 1872.

IMMEDIATELY on receipt of Government Resolution, of 31st October, conveying an expression of the opinion of the Government of India, relative to the late purchase of a large site in town, in which was included the slave market-space, I called the proprietor and stated to him your decision.

He said that the purchase was made chiefly for the house property, which pays good interest, and that to him the slave-market space was absolutely unproductive, but that he was particularly glad to receive this opinion, as he would now do at once what otherwise he might have had difficulty in accomplishing, namely, exclude the slave-dealers and build up houses on the site.

Notice has, therefore, been given before his Highness to the slave-dealers that they may no longer use the late slave-market. This order has been executed, and the slave-dealers are driven to seek another place.

The closing of the old market is most opportune, coming as it does before the arrival of Sir Bartle Frere's Mission. The Zanzibar natives do not understand that the closing of the old slave bazaar has happened in this casual manner from the accident of its being included in a sale of land to a British subject ; it is attributed to pressure from the English, and looked on as a sign of the coming stoppage of all Slave Trade, for which every one now is fully prepared.

I have, &amp;c.

(Signed)

JOHN KIRK.

## No. 4.

*Dr. Kirk to Earl Granville.—(Received February 18, 1873.)*

My Lord,

Zanzibar, December 26, 1872.

I HAVE the honour to acknowledge receipt of your Lordship's despatch of September 24, instructing me to continue the issue of Articles of Agreement between the masters and crews of native vessels who may solicit this service.

I regret extremely having been forced, through the supply of printed forms being exhausted, to have temporarily abandoned issuing these agreements as reported to your Lordship in my letter of 16th September, 1872. I have to assure your Lordship that, without delay, I shall order a supply of similar forms to be printed at Bombay for next season. Fortunately few Arab dhows sailed this season in September, so that I do not think there have been twelve masters disappointed, or that, since I have been

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compelled, as reported, to give up the issue temporarily, more than that number have applied and been refused.

This is explained by the loss of vessels in the hurricane, and the fact that numbers have taken slave cargoes, that having been a peculiarly safe business this season owing to a series of misadventures in our disposition of the small squadron here stationed. I did not at that time anticipate that so few would have applied for articles of agreement, or I might have obtained written copies enough to enable me to await your Lordship's orders.

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

No. 5.

*Dr. Kirk to Earl Granville.—(Received February 18, 1873.)*

My Lord,

Zanzibar, December 31, 1872.

I HAVE the honour to inclose a copy of my despatch of the 31st instant addressed to the Bombay Government, relative to the reported landing of slaves in Arabia from French native vessel.

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

Inclosure in No. 5.

*Dr. Kirk to Mr. Gonne.*

Sir,

Zanzibar, December 31, 1872.

I HAVE the honour to acknowledge receipt of Government Resolution, Political Department, of 6th September, 1872, forwarding a Report from the Political Agent, Muskat, to the effect that it was generally believed that slaves had been landed this season from a French bugala at Makulla and near Muskat.

2. I have made inquiry on this subject and beg to report that the vessel in question was a large bugala, built about three years ago at Soor, of about 280 tons burden register, so far as I can judge by the eye; on being launched she made one voyage up the Gulf, came to Zanzibar, where her owner, Abdulla-bin-Salim el Khemenz, dwells. At this time she was under the Arab flag, but was at once sent to the French possessions of Mayotta to get the French flag with which she had returned the same year.

3. The cost of the vessel was, I think, 5,000 dollars, and the vessel far too valuable to be used in the Slave Trade under the Arab flag, she was called the "Father Rahman," and the "Nakoda Salih-bin-Tahir" on her last voyage.

4. Coming to Zanzibar after the hurricane this vessel took on board a great many shipwrecked seamen, perhaps 200, and being under French colours these must all have been entered on the papers, but it is more than probable that she also shipped slaves: anyhow it is notorious that the French papers are abused; and although I have no reason to think that French dhows carry regular slave cargoes, still I believe few French dhows go to Arabia without a few slaves who are sold. There are no French cruizers on this station and no French authority near Muskat, and the operation is without risk.

5. His Highness, Seyed Burgash, tells me that a French dhow landed slaves this year at Pemba, and these slaves were seized by his order.

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

