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SLAVE TRADE. No. 8 (1874).

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CORRESPONDENCE

WITH

BRITISH REPRESENTATIVES AND AGENTS,

AND

REPORTS FROM NAVAL OFFICERS,

RELATIVE TO THE

EAST AFRICAN SLAVE TRADE.

From January 1 to December 31, 1873.

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*Presented to both Houses of Parliament by Command of Her Majesty.*  
1874.

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LONDON:  
PRINTED BY HARRISON AND SONS.



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CORRESPONDENCE WITH BRITISH REPRESENTATIVES  
AND AGENTS, 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 18.)*

(Extract.)

*Zanzibar, January 1, 1873.*

I HAVE the honour herewith to inclose copy of a letter in translation from King Abdulla of Johanna, asking that freed slaves may be landed on the Island to be worked on his plantations.

Against acceding to such a proposition there are the obvious objections that Johanna is a slave-importing place, governed by slave laws, and the only labour now to be had is that of slaves, that we have there no Consul, and the island is one of very small importance.

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Inclosure in No. 1.

*Sultan Abdullah of Johanna to Dr. Kirk.*

(Translation.)

*26 Shaban.*

YOUR honoured letter has reached, and your friend has understood it.

Now, I tell you, my friend, having knowledge that cholera passed over our place several times, causing many deaths, and before that we were few and the place is small, so when cholera came we were reduced, and ever since then we are weak and in want of labour. Still we cultivate a good deal of sugar cane and other things, and what I ask of your kindness is, to send us workmen whom we will pay; perhaps we may find profit from the ground when cultivation increases. Please do this for us as is done to others in the Seychelles. They will work, and we pay them, and they shall be as free as ourselves, and salam.

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No. 2.

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

My Lord,

*Zanzibar, January 8, 1873.*

I HAVE the honour to inclose herewith copy of Court proceedings and minutes of evidence in the case of a dhow seized by the Captain of Her Majesty's ship "Briton," and condemned by me as being at the time engaged in the illegal Slave Trade.

To the Court proceedings annexed I have no remarks to add, the case being clearly established by the evidence taken by myself immediately on arrival of the prize, and before the crew, passengers, and owner had time to concoct a consistent story in their defence.

I may here state that there is no doubt that the illicit introduction and export of slaves in which this vessel was engaged is greatly on the increase, for the following

reason,—the Zanzibar Custom-house being farmed to a British Indian subject, who is at the present moment uncertain what course will be adopted regarding the Slave Trade, takes no interest in so insignificant a portion of his business, which, moreover, brings him personally into disgrace; all the precautions that before limited the Slave Trade pretty effectually as regarded the introduction of slaves into the island to one channel, the Custom-house, for the sake of obtaining the duty, have been disregarded, and smuggling become easy.

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

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Inclosure in No. 2.

*Vice-Admiralty Court at Zanzibar, 1873.*

CASE No. 1.

*Her Majesty's ship "Briton" v. a Zanzibar Vessel.*

(Seized January 2, 1873. Case heard, January 8, 1873. Decree:—Condemnation and Destruction.)

Her Majesty's Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against the Zanzibar vessel or betela called the "Mpaji-Mungu," whereof Aman was master, her tackle, apparel, and furniture, and also against one male slave called Songoro, seized by Augustus M. R. Hamilton, Sub-Lieutenant in Her Majesty's Navy.

APPEARED personally, George John Malcolm Esq., Captain of Her Majesty's ship "Briton," and made oath that on the 1st January, 1873, whilst at anchor in Zanzibar harbour, he sent two boats under orders to cruize for the Slave Trade in the neighbourhood of the River Kingani, on the African coast,—Augustus M. R. Hamilton, Sub-Lieutenant, being in charge. That upon the return of the boats on the 4th of January, 1873, the said Augustus M. R. Hamilton, Sub-Lieutenant, informed the deponent that he had seized on the 2nd January, 1873, in the Kingani River, a Zanzibar dhow, said to belong to a Persian residing in Zanzibar, having on board a slave not a domestic, but obviously for introduction into the Island of Zanzibar, in contravention of the Sultan's Proclamation forbidding the import of slaves between the 1st January and 1st May, and that when the dhow was boarded the said slave was concealed, and his presence denied.

Whereupon Augustus M. R. Hamilton, Sub-Lieutenant, brought the said dhow into the harbour of Zanzibar, and he forthwith made oath that no pass-papers, or documents of any description, were found on board the vessel, or delivered up, relative to the said ship and slave.

Lastly, the deponent made oath that it appears, per statement of the captain and supercargo, that the vessel's owner is a Persian residing in Zanzibar, who can easily be recognized.

(Signed) G. J. MALCOLM, *Captain, R.N.*

On the 6th day of January, 1873, the said deponent was duly sworn to the truth of this affidavit,

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

Filed in Court, and summonses issued to the owner, Faraj Saeed, to appear on Wednesday the 8th January, 1873, at 10.30 A.M.

Notice given, with Memorandum of case, on 5th January, 1873, to His Highness Seyyid Bargash.

(Signed) JOHN KIRK.

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*Depositions taken on board the Vessel seized and brought to Zanzibar the 5th January, 1873, in the Swaheli language, by John Kirk, Judge in Vice-Admiralty Court.*

1st Witness.—Moosa, an Arab, lived commonly at Bagamoyo, on the African Coast. Have a plantation one day's journey distant from coast. This vessel was

## ZANZIBAR.

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chartered to take cargo of wood from River Kingani to Zanzibar. I embarked in the vessel in charge as friend of the owner, resident at Bagamoyo, then in Zanzibar, now to be found in Zanzibar with Haji Mirza, the Persian baker. Had with me a slave in dhow; this slave was born and brought up in my family; both his father and his mother are now with me at Bagamoyo. I took this domestic with me in order to have him brought up in the Mohammedan religion, and trained as a personal servant. How could I think of selling a boy born in my house? I often pass from Bagamoyo on the coast to Zanzibar, and should require this boy. I might have put the boy in this dhow to learn to be a sailor; in fact, I had this in view in bringing him with me now.

It is true the slave speaks none of the languages of the coast, but he lived on my plantation in the interior; he speaks the Uzaramo language, and my plantation is beyond Ki Koka; it is in the Uzaramo country.

NOTE.—The slave speaks Ki Kami, not Kizaramo. There are no Arabs found in Uzaramo, and none beyond Ki Koka.

True translation,  
(Signed) JOHN KIRK.

*2nd Witness.*—Menia Aman, am master of this vessel, which is called "Mpa-ji-Mugu" ("Gift of God"), had charge of the sailors and navigation; no responsibility with the charter, that was done by the dhow-owner himself, who was then on the coast; when about to sail the vessel was in the hands of Moosa, an Arab, friend of the owner, who had gone to Zanzibar; dhow-owner is friend of Haji Mirza, the Persian. Took in wood that had been cut in the country; went up the river for this purpose. When the agent Moosa came on board, he brought a small slave boy with him; as a negro captain I could say nothing. I had no responsibility, and dare not mention any doubt I might have to Moosa, an Arab; he was alone responsible. I sail the dhow. This slave of Moosa's could speak nothing of the languages of the coast.

True translation,  
(Signed) JOHN KIRK.

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*Evidence taken on board Her Majesty's ship "Briton," to which vessel the Crew of the Dhow were ordered to be removed on the 5th of January, 1873.*

*3rd Witness.*—Juma, native of opposite coast, am sailor. We were one month up Kingani, loading wood, which belonged to the woodcutters themselves. Moosa came from Bagamoyo village, distance an hour or so, to the dhow, then at the river's mouth. He was accompanied by his slave boy: boy could not speak Swaheli, he had evidently just been brought from the interior. He spoke the language of Ukami only. I do not understand Ki Kami. I am a free man.

True translation,  
(Signed) JOHN KIRK.

*4th Witness.*—Gesi, am sailor, of the Sagara tribe inland. Have been eleven months in this dhow; am slave of one Isa; get 1½ dollars a-month, half goes to master. When Moosa came to the dhow to go to Zanzibar, he had slave boy with him; boy knows almost nothing of the coast language. He speaks his own language, that of Ukami. I am of Usagara, not very far off from Ukami; but the dialects of these places are different; thus we have a dialect in Usagara, in Ukami, in Udoe, in Uzaramo, all near each other, but the dialects sufficiently distinct not to be readily understood, and a native could always be told in a moment. Although I do not speak Ki Kami, this boy I know does, for I can understand him a little, and know perfectly each language when I hear them spoken.

True translation,  
(Signed) JOHN KIRK.

*5th Witness.*—Mufta, of Usagara, was sailor in this dhow, am a slave of Faraz, the owner; get 1¼ dollars per mensem as wages. The boy who came with Moosa is a native of Ukami. I do not understand his language, although myself a native of a neighbouring country.

True translation,  
(Signed) JOHN KIRK.



*6th Witness.*—Othman, native of the coast. The small boy who followed Moosa on board our dhow spoke no Swaheli, the language of Bagamoyo, nor did he understand it. I do not know his tribe, some of the people of the interior.

True translation,  
(Signed) JOHN KIRK.

*7th Witness.*—Kembo, am of the Dengergo, a sailor. Moosa came to us at night with his boy; he knew no language with which I am acquainted, although I have travelled to Uganda and lived in Unyamwezi. I believe he is from Ukami, a country about eight or nine days going from the coast. I do not know the dialects of that part, they are many.

True translation,  
(Signed) JOHN KIRK.

*8th Witness.*—This boy seems about twelve years of age; he is the slave of Moosa shipped in the dhow. He speaks practically no Swaheli, but has been taught to repeat to almost every question, that his father and mother both live in Bagamoyo, and that he was born there—so much Swaheli (the language of Bagamoyo), he knows but little more. He speaks the Ukami language, with which I am not acquainted, but by calling in an interpreter it seems this boy was taken very lately in war, his village being attacked, and he, with others, kidnapped by the people of Kutu, who marched them down and sold them to Swaheli slave-traders. The boy has been so intimidated by the Arabs that he answers very little, and the little he says is in his own language, repeats the lesson he has evidently been taught to say under the most fearful threats, that he was born in Bagamoyo, a simple absurdity, as he does not know the language, and speaks fluently that of Ukami, a distant country.

True translation,  
(Signed) JOHN KIRK.

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*Minutes of Court of Proceedings.*

*Vice-Admiralty Court at Zanzibar, January 8, 1873*

Her Majesty's ship "Briton" v. a Zanzibar Dhow.

Present in Court for the captors:—G. J. Malcolm, Captain, R.N.  
Present for the Defence:—Faraj ben Saeed Bagora, owner of the vessel.

Read in Court in translation the affidavit sworn to on 6th January, 1873, by Captain Malcolm, R.N., to the owner, who appears at the order of His Highness Seyed Bargash, in answer to Monition issued by this Court.

*Deposition of the Owner of the Vessel, taken January 8, 1873.*

*9th Witness.*—My name is Faraj bin Saeed Bagora, Nubian, born at Jiddah, in Arabia. Am dhow owner, and appear by order of the Sultan to defend my property. I left Bagamoyo on the coast five days ago. Moosa, passenger, and in charge of my dhow, purchased the slave boy he had with him about forty days ago; the slave is a native of Ukami. Moosa at the time bought no other slave. Did not buy the mother or any one else; he bought this slave alone from slave-dealers come from the interior. The slave was bought in the village of Bagamoyo, and shipped in the dhow; he was to be trained as a sailor in this dhow. I see no harm in this; he was not to be landed at Zanzibar. I do not know who sold him to Moosa.

Moosa lives usually at Bagamoyo, but goes often to Zanzibar. He has no plantation anywhere; he possesses no plantation in the interior. Moosa and I are of the same place in Arabia. Moosa bought this slave to put in my dhow.

True translation,  
(Signed) JOHN KIRK.

*By the Court.*

*January 8, 1873.*

In this case before the Court, the vessel, her cargo, crew, and passengers, have been brought to this port, and the owner, being on the spot, has appeared personally in his defence. No case has been brought by the captors against the cargo, there being no reason to think that the owners were criminally concerned.

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The case presented by the captors is, that during the forbidden times this vessel was about to sail with a slave on board, and that this slave was not part of the dhow's crew, but to be dealt with as a slave on arrival in Zanzibar. The owner of the slave denies this, and says that the slave boy was not only a domestic, but born in his house; while the dhow-owner, a party to the embarking of the slave, says he was just bought from slave-dealers, and to be used on board the dhow.

Now it has been clearly shown that the slave is not a native of the coast, much less born in the house of an Arab of Bagamoyo; he is undeniably a newly-purchased slave from Ukami, where a good deal of slave-hunting goes on, not as in the Nyassa country, but on a small scale. There can be no doubt the slave was to be sold at once on landing, and that he was taken away from the Kingani River mouth to conceal the shipment from the authorities.

Under these circumstances a decree of condemnation will be given, and the dhow destroyed according to custom, the cargo being landed.

(Signed) JOHN KIRK.

---

*Decree.*

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against the Zanzibar ship or vessel called the Mpa-ji-Mungu, whereof Menia Aman was Master, her tackle, apparel, and furniture, and also against one slave boy named Songoro, seized as liable to forfeiture by G. J. Malcolm, Esquire, Captain, Royal Navy, commanding Her Majesty's ship "Briton," before John Kirk, Esquire, Judge in the Vice-Admiralty Court at Zanzibar, on the 8th January, 1873.

PERSONALLY appeared the above-named G. J. Malcolm, Esquire, Captain of Her Majesty's ship "Briton," and produced before me, the said Judge, the sworn declaration hereto annexed, which sets out the circumstances under which a Zanzibar vessel, owned by Faraj Saeed Bagora, of the description and measurement specified in the certificate annexed, taken after condemnation by order of the Court.

Also one slave boy, named Songoro, was seized in the mouth of the Kingani River, on the African coast, on the 2nd day of January, 1873.

I, the said Judge, having heard the evidence on both sides, having found sufficient proof that the vessel at the time of her seizure was engaged in the illegal Slave Trade, but in contravention of the orders of the Sultan of Zanzibar, for the carrying out of a Treaty existing between Great Britain and Zanzibar, do adjudge the above-named vessel, her tackle, apparel, and furniture, and also one slave, to have been lawfully seized, and to be forfeited to Our Sovereign Lady the Queen, and do condemn the same accordingly. Ordering the vessel to be destroyed; and whereas no proof has been brought against the charterer of this vessel, we order the cargo to be landed and restored.

In witness whereof I have signed the present Decree, and caused my seal of office to be affixed thereto, this 8th day of January, 1873.

(Signed) JOHN KIRK,  
*Acting Political Agent, Her Britannic Majesty's Consul,  
Judge in the Vice-Admiralty Court at Zanzibar.*

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*Certificate for Admeasurement of Tonnage according to the Merchant Shipping Act,  
Section 22, Art. II.*

We, the undersigned officers of Her Majesty's ship "Briton," do hereby certify that we have carefully admeasured, in the manner presented by Rule 2 of the 22nd Section of the Merchant Shipping Act, 1854, the Zanzibar dhow "Mpaji-Mungu," detained by Her Majesty's ship "Briton's" boats on the 2nd day of January, 1873, on the ground that she was engaged in, or equipped for, the Slave Trade, and we certify that her dimensions are as follows:—

	Ft.	in
Length on upper deck from outside of plank at stem to outside of plank at stern-post .. .. .	50	6
Main breadth of plank .. .. .	15	6
Girth of ship under the keel at main breadth from the upper deck on one side of the ship to the upper deck on the other .. .. .	25	6

## ZANZIBAR.

TONNAGE.							Tons.
Tonnage under tonnage deck ..	..	..	..	..	..	..	39·20
Closed-in spaces above the tonnage deck, if any, naming them, poop or round houses—							
Poop, length, 11 feet; breadth, 13 feet; Height, 2 feet ..	..	..	..	..	..	..	2·86
Total ..	..	..	..	..	..	..	42·06

Signed this 6th day of January, 1873,

(Signed) JOHN FELLOWES, *Lieutenant, Her Majesty's ship "Briton."*  
 JAMES F. FOOT, *Navigating Sub-Lieutenant.*  
 H. BODLEY, *Carpenter.*

Approved,  
 (Signed) G. J. MALCOLM, *Captain.*

*Certificate for Admeasurement of Tonnage according to the Merchant Shipping Act,  
 Section 21, Rule I.*

We, the undersigned officers, do hereby certify that we have carefully admeasured, in the manner prescribed by Rule 1 of the 21st section of the Merchant Shipping Act, 1854, the dhow "Mpaji-Mungu," detained by Her Majesty's ship "Briton's" boats on the 2nd day of January, 1873, 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.							Ft. in.
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 ..	..	..	..	..	..	..	50 0
Main breadth inside from plank to plank ..	..	..	..	..	..	..	15 0
Depth amidships at the point of one-third of round of beam below the under side of deck to ceiling in floor timber at limber strake ..	..	..	..	..	..	..	8 9

TONNAGE.							Tons.
Tonnage under tonnage deck ..	..	..	..	..	..	..	36·79
Closed-in spaces above the tonnage deck, if any, naming them poop or round houses, &c.—							
Poop ..	..	..	..	..	..	..	2·00
Total ..	..	..	..	..	..	..	88·79

Signed this 11th day of January, 1873.

(Signed) G. J. MALCOLM, *Captain, Her Majesty's ship "Briton."*  
 JOHN FELLOWES, *Lieutenant, ditto.*  
 JAMES F. FOOT, *Navigating Sub-Lieutenant, ditto.*  
 H. BODLEY, *Carpenter, ditto.*

*"Briton," at Zanzibar, January 11, 1873.*

This is to certify that the slave dhow "Mpaji-Mungu" was, in accordance with the Decree of the Vice-Admiralty Court at this place on the 8th January, 1873, broken up and destroyed on the 11th January, 1873.

(Signed) G. J. MALCOLM, *Captain, Her Majesty's ship  
 "Briton."*  
 JOHN KIRK, *Judge of the Vice-Admiralty  
 Court at Zanzibar.*

*Zanzibar, January 9, 1873.*

In accordance with a Decree of the Vice-Admiralty Court at Zanzibar of the 8th January, 1873, the prize crew from Her Majesty's ship "Briton" of the dhow "Mpaji-Mungu," placed on shore and delivered up to me a cargo of 54 tons of wood, being the freight of that vessel, and having been cut for me in the Kingani River.

I have no further claims of any kind against the dhow "Mpaji-Mungu," or Her Britannic Majesty's ship "Briton."

The owner has appeared, and, being illiterate, accepted the above.

(Signed) JOHN KIRK, *Judge of the Vice-Admiralty Court,  
 Her Britannic Majesty's Consul.*

## ZANZIBAR.

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No. 3.

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

My Lord,

Zanzibar, January 13, 1873.

I HAVE the honour to furnish, for your Lordship's information, the following Slave Trade Returns of the Zanzibar Customs for the year 1872.

These being extracted from the Official Custom-house Books, may be relied on as not exaggerating the numbers, and represent accurately the Slave Trade as carried on openly under the Zanzibar Government, in accordance with the letter of existing Treaties.

The number of slaves coming from Quiloa, landed at the Zanzibar Custom-house between the 1st May and 31st December, 1872, has been 14,721; and from all other coast towns together, only 408. The total number of slaves landed at this Custom-house, has therefore been 15,129.

Those leaving Zanzibar under the Sultan's pass, have been:—

	No.
To the Island of Pemba .. .. .	3,097
To the coast towns Lamo, Melindi, and Membas .. .. .	5,737
To the coast towns Pangani, Wassein, and Tanga .. .. .	547
Total . . . . .	9,381

The State Revenue from the above, according to the Tariff explained in my last year's Slave Trade Report, has been:—

	Dollars.
Imports from Quiloa, 15,129 at 1½ dollars . . . . .	22,694½
Ditto, elsewhere, 408 at 2 dollars .. .. .	816
Exports, 9,381 at 2 dollars .. .. .	18,762
Total .. .. .	42,272½

Or, at 4 dol. 75 c. equal to 1*l.* sterling 8,899*l.*

This season, the number of slaves smuggled, kidnapped, or carried off from the Zanzibar dominions, has certainly exceeded the average, while our cruizers have intercepted an unusually small number; this is easily to be accounted for, by the small number of available ships, and by the removal of these from the proper cruising-grounds, owing to a series of unforeseen circumstances. So far as I know, not a single slave has this year been lost by capture in the Somali trade, while only two prizes have been taken on the voyage to Arabia; but as prices of slaves this year have been higher in Brava and the Somali ports than at Muskat, a great number have been removed there.

The fact that the Slave Trade this year has been publicly denounced, will account for the Custom house, which is farmed to an Indian, taking little interest in securing a tax, the receipt of which by him may be questioned, while there is otherwise no machinery whatever to prevent smuggling.

The fact that in a few days the three ships of war now present, all new to the service, have captured two good prizes, both engaged in smuggling slaves, the one sailing from, the other for Zanzibar, will show how general this has become.

Looking at the above official statistics, and taking my remarks regarding smuggling into consideration, we must conclude that this year the actual Slave Trade has increased rather than diminished; and the slave-dealers make no secret of having done well, owing to no captures of any consequence being made.

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

No. 4.

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

My Lord,

Zanzibar, January 13, 1873.

I HAVE the honour to inclose, for transmission to the Lords Commissioners of Her Majesty's Treasury, a List of all cases that have been adjudged in the Vice-Admiralty Court here, during the half-year ending 31st December, 1872.

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

## ZANZIBAR.

Inclosure in No. 4.

LIST of Cases adjudged in the Vice-Admiralty Court at Zanzibar, during the Half-year ending 31st December, 1872.

Date of Seizure.	Property Seized.	Date of Sentence.	Decretal part of Sentence, Forfeiture or Restitution.	Whether Property Condemned has been Sold or Converted, and whether any part remains Unsold, and in whose hands Proceeds remain.
1872. May 15th	Dhow .. ..	1872. Nov. 15th	Forfeiture	No proceeds, the dhow having been destroyed on the spot at time of capture.
July 18th	One slave .. ..	July 20th	Ditto ..	No proceeds, the dhow and fittings burnt by order of this Court.
July 20th	Dhow and 9 slaves ..	July 22nd	Ditto ..	
Sept. 27th	Dhow and 79 slaves ..	Oct. 9th	Ditto ..	Dhow destroyed by order of this Court, but fittings sold, the proceeds of which (9 <i>l.</i> 5 <i>s.</i> 4 <i>d.</i> ) kept by the Judge to defray Court costs in this case.
Oct. 5th	Dhow .. ..	Dec. 12th	Ditto ..	Dhow, &c., destroyed on the spot at the time of capture. Thirty-two 5-franc pieces, equivalent to 6 <i>l.</i> 8 <i>s.</i> , found on board, which has been applied by the Judge in paying costs in this case, and the balance, 11 <i>s.</i> 3 <i>d.</i> , remitted to the Chief Clerk to the Foreign Office, London.

(Signed) JOHN KIRK, *Acting Political Agent, and Her Britannic Majesty's Consul, Zanzibar.*  
*British Agency and Consulate, Zanzibar,*  
*January 13, 1873.*

No. 5.

*Viscount Enfield to Dr. Kirk.*

Sir,

*Foreign Office, March 6, 1873.*

LORD GRANVILLE has received your despatch of the 1st January, inclosing a translation of a letter from the Sultan of Johanna, in which he asks that freed slaves may be landed on that island to be employed as free labourers, and pointing out the objections which exist to a compliance with this request.

I am directed by Earl Granville to inform you that an application to the same effect has already been received from the Sultan through the Admiralty; and that his Lordship has requested that Department to procure a Report on the subject from a competent naval officer on the East Coast station, and that Sir Bartle Frere has also been asked to give his opinion on the matter.

I am to add that Her Majesty's Government are fully alive to the objections very properly pointed out by you which exist to a compliance with the Sultan's request, unless proper provision can be made to secure their freedom to the liberated slaves.

I am, &amp;c.

(Signed) ENFIELD.

No. 6.

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

(Extract.)

*Zanzibar, January 24, 1873.*

WITH reference to the subject of your Lordship's despatch of the 4th December, relative to the master and owner of the dhow captured by Her Majesty's ship "Columbine" on the 13th December, 1871, with 133 slaves on board, and which was condemned here, the master and owner being present in Court, I have the honour to report that immediately after the trial the owner was made over to his Highness the Sultan, by whom he was at my especial request imprisoned in irons in the Arab fort for one month.

I take this occasion to inform your Lordship that his Highness has shown himself

## ZANZIBAR.

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most desirous to punish all such offenders and has himself, asked that they may be given up when the vessel has been condemned. In all cases I have indicated to his Highness the respective guilt of each one so made over for punishment, nor have I to complain of the smallest laxity on his Highness's part in this matter as yet.

## No. 7.

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

My Lord,

Zanzibar, February 10, 1873.

I HAVE the honour to acknowledge the receipt of the despatch of the 30th of December, with reference to the purchase of the slave market of Zanzibar by a British-protected subject. I have to report that, on a representation from this office the slave auctioneers were expelled upwards of a month ago from the space in question, and the market removed to a new site, owned, I believe, by Arabs only.

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

## No. 8.

*Dr. Kirk to Earl Granville.—(Received April 21.)*

My Lord,

Zanzibar, March 18, 1873.

I HAVE the honour herewith to transmit proceedings and Decree of condemnation in this Vice-Admiralty Court in the case of a native coasting vessel owned by a Kutchee and sailing under the Consular provisional pass, which was seized and destroyed near Lindy on the African Coast, by Lieutenant Philpotts, in command of the boats of Her Majesty's ship "Briton," on detached service.

In this case no suspicion attached to either the owner of the cargo or the vessel itself, but the latter was compromised through the acts of his agent, the Captain, a native of the coast. The cargo, being landed and made over on receipt to its owner, did not become matter for my consideration.

The sole proof of slave dealing here rested on the status and history of a small boy found on board. Each native vessel carrying, as a rule, a canoe boy, it would have been difficult to bring a case against this had the boy been mustered with the crew, as the pass expressly named a canoe boy as one of those on board: but, in the first place, he was stowed away under cargo and found only after search; in the second place he was far too young to be of the smallest use to the dhow; and, in the third, an efficient boy, the one on board when the pass was issued, had been landed somewhere and replaced by this one. The inference was, that this lad had been shipped to be sold, and he certainly was the slave of the Captain very recently bought at Quiloa; at the same time, looking simply at the evidence adduced in Court, I confess that the case was not so clear as might have been desired.

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

Inclosure in No. 8.

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

*Case No 3 of 1873.*

*Her Majesty's ship "Briton," Captors, v. Native Vessel, under English Colours and Consular Provisional Pass, named "Mubrooke."*

(Seized February 17, 1873. Heard in Court, March 17, 1873. Decree for Condemnation dated March 18, 1873.)

Her Majesty's Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against the English vessel or betela called the "Mubrook," whereof Sinidi was master, her tackle, apparel, and furniture, and also against one male slave called Mambo, seized by Lieutenant Arthur Stevens Philpotts, in Her Majesty's Navy.

APPEARED personally, George John Malcolm, Esq., Captain of Her Majesty's ship "Briton," and made oath that, on the 15th day of February, 1873, whilst at anchor

off the Island of Monfia, he sent two boats under orders to cruize for the suppression of the Slave Trade on the East Coast of Africa, Arthur Stevens Phillpotts, Lieutenant, being in charge; that, upon the return of the boats on the 14th March, 1873, the said Arthur Stevens Phillpotts, Esq., Lieutenant, informed the deponent that he had seized, near Lindy, a native vessel under English colours, said to belong to Dongorlee Ruttensee, having on board a slave, not a domestic, who was concealed, and evidently for sale, in contravention of an act to amend and consolidate the laws relative to the abolition of the Slave Trade of 24th June, 1824, 5 Geo. IV, cap. 113, and that, when the said dhow was boarded, the said slave was concealed; whereupon Arthur Stevens Phillpotts, Esq., Lieutenant, after a survey and mature consideration, destroyed the said vessel or betela, on the 19th February, 1873, off Lindy Harbour, and he forthwith made oath that the only paper found on board was a provisional pass dated at Zanzibar the 13th day of October, 1872, signed by John Kirk, Esq., Her Majesty's Consul at Zanzibar.

(Signed) G. J. MALCOLM, *Captain.*

On the 15th of March, 1873, the deponent was duly sworn to the truth of this affidavit, before me.

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

Filed in Court, and Minutes issued to the Captain and owner, both present. March 15, 1873.

(Signed) JOHN KIRK.

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*Report of Survey.*

We whose names are hereunto subscribed, do hereby certify that we have been on board the Zanzibar dhow "Mubrooke," by order of Lieutenant A. Phillpotts, R.N., in command of the boats of Her Majesty's ship "Briton," on detached service, and find, taking into consideration the monsoon being against her and her general condition, that she is unfit to undertake the voyage to Zanzibar, and recommend that she be broken up in accordance with "Instructions for the suppression of the Slave Trade."

Given under our hands on board Her Majesty's ship "Briton's" boats, on detached service, this 18th day of February, 1873, at Lindy.

(Signed) HORACE R. ADAMS, *Sub-Lieutenant.*  
FREDK. BOKER, *Navigating Midshipman.*

Approved and concur,

(Signed) ARTHUR PHILLPOTTS,  
*Lieutenant, Commanding Her Majesty's ship "Briton's" Boats.*

Approved,  
(Signed) G. MALCOLM, *Captain.*

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*Certificate of Destruction of Dhow.*

I, the undersigned A. Phillpotts, holding the rank of Lieutenant in Her Majesty's Navy and commanding Her Majesty's ship "Briton's" boats, do hereby certify that, on the 18th day of February, 1873, I directed a survey to be held on board the dhow "Mubrooke," detained by me on the 17th day of February, 1873, on the ground that she was engaged in the Slave Trade; and that the surveying officers having reported to me that she was unfit to proceed to Zanzibar against the monsoon, as from the report of survey, hereunto annexed, will more fully appear: the said dhow has been destroyed by my orders on the 19th day of February, 1873, off Lindy river.

Signed this 14th day of March, 1873, at Zanzibar.

(Signed) ARTHUR PHILLPOTTS,  
*Lieutenant, in Command of Boats.*

Approved,  
(Signed) G. MALCOLM, *Captain.*

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## ZANZIBAR.

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*Certificate of Admeasurement.*

We, the undersigned officers of Her Majesty's ship "Briton," 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 dhow "Mubrooke," detained by Her Majesty's ship "Briton's" boats on February 17, 1873, on the ground that she was engaged in the Slave Trade, and we certify that her dimensions are as follows:—

Length on upper deck from outside of plank at stem to outside of plank at sternpost ..	Feet.
Main breadth to outside of plank .. .. .	41
Girth of ship under the keel at main breadth from the upper deck on one side of the ship to the upper deck on the other .. .. .	16
Tonnage (no poop) .. .. .	32
	Tons.
	42.5

Signed this 19th day of February, 1873, at Lindy.

(Signed) HORACE R. ADAMS, *Sub-Lieutenant.*

FREDK. BOKER, *Navigating Midshipman.*

Approved and concur,

(Signed) ARTHUR PHILLPOTTS,

*Lieutenant, Commanding Her Majesty's ship "Briton's" Boats.*

Approved,

(Signed) G. MALCOLM, *Captain.*

I, the undersigned Arthur Phillpotts, holding the rank of Lieutenant in Her Britannic Majesty's Navy and belonging to Her Majesty's ship "Briton," do hereby certify that I have removed from the Zanzibar dhow under English colours "Mubrooke," which was detained on the 17th day of February, 1873, on the ground that she was engaged in the Slave Trade, the following, viz:—

On the destruction of the dhow, not having room for them in the boats, I allowed the crew with the exception of the master, to go on shore, but the later escaped from the boats.

Signed this 14th day of March, 1873.

(Signed) ARTHUR PHILLPOTTS,

*Lieutenant in Command of Boats of Her Majesty's ship "Briton."*

Approved,

(Signed) G. MALCOLM, *Captain.*

*Inventory of the Stores, Cargo, and Furniture.*

I, Horace Reid Adams, holding the rank of Sub-Lieutenant in Her Majesty's Navy and the Prize Officer in charge of the Zanzibar dhow "Mubrooke," detained on the 17th February, 1873, on the ground that she was engaged in or equipped for the Slave Trade, by Her Majesty's ship "Briton's" boats, do hereby certify that the following is a correct inventory of the stores, furniture, and cargo of the said vessel so far as the same can be ascertained:—

One mast, one sail, two water-casks (one large, one small), one grapnel and cable, one wooden bowl, one tub.

Cargo, seed. Restored to owner, for which a receipt was given and produced in Court.

Signed this 18 day of February, 1873, at Lindy.

(Signed)

HORACE R. ADAMS,  
*Sub-Lieutenant and Prize Officer.*

Approved,

(Signed) ARTHUR PHILLPOTTS.

*Lieutenant, and Officer Commanding Boats.*

Approved,

(Signed) G. MALCOLM, *Captain.*



## ZANZIBAR.

In the Vice-Admiralty Court at Zanzibar.

March 17, 1873.

*Minutes of Proceedings.*

Present for the capture:

Captain G. Malcolm, R.N., Her Majesty's ship "Briton."

For owners of vessel:

1. Dunji Dungensi, Agent for Dunjasi Ratinsi, of Kutch.
2. Sewadi, Master of the Dhow.

READ affidavit sworn to on the 15th day of March, 1873.

Exhibited pass of vessel destroyed, being No. 501; name "Mubrooke," dated 13th October, 1872.

Owner's name, Dungarsee; Captain's name, Sewedi; signed by John Kirk, and granted provisionally, and for one year.

Exhibited also a receipt for the cargo which was landed and given in charge on shore.

Lieutenant Arthur Stephens Phillpotts, R.N., examined:—

At the time of boarding this dhow I was myself ill with fever. The boat that boarded was the jolly-boat, in charge of Sub-Lieutenant Adams; the dhow was first examined by Mr. Adams, who reported that he had found a slave concealed on board. The same evening I examined into the case slightly, detaining the dhow until next morning, when I went more minutely into the matter. I did not myself proceed on board being satisfied that a clear case of slave trading had been proved. I ordered the destruction of the vessel, ordering at the same time the cargo to be landed, having no reason to think that the owner was aware of the fact of a slave being on board. The cargo was landed and duly given over to the Banian who shipped it, he giving a proper receipt for the same.

Receipt read in Court—is a full acknowledgment of all the cargo that had been loaded.

Sub-Lieutenant Adams, R.N., examined:—

Was in charge of the jolly-boat. When putting off from the pinnace observed a dhow coming to an anchor off Lindy; boarded her under weigh and examined her papers; found crew correct, and had them mustered aft. Then assisted by two men I searched her, proceeding aft myself and sending the seamen forward. One of the men came up with a slave boy in his arms. He said the slave was concealed amongst the bags. The dhow had a full cargo of seed in bags. Took the dhow off to the Pinnace and took the slave boy and captain on board of her. The captain began to frighten the boy by signs so that he could not be got to speak, at first. The captain said the boy was on board for the purpose of assisting to work the dhow. Received orders to detain her for the night. The boy stated he was a slave owned by the captain. He also said he had come from Quiloa. The dhow was from Quiloa, and had called at Kiswara the night before. Next day inquired about the cargo; found that it belonged to a Banian on shore named Dumba, but the captain said to one Sinji. This Sinji, who was at Lindy, said it was not his and declined to take it. The real owner afterwards came and landed the cargo.

John Brimming examined:—

Was one of the crew of the jolly-boat off Lindy. When searching the forward part of the dhow found a little boy stowed away among the bags under the fore-castle. The crew of the dhow were on deck at the time. Lifted the boy out.

Sewedi, Captain of the dhow, examined:—

Had been seven months in the service. Had four sailors in the crew besides myself and a boy. Got the boy at Quiloa. He had been in the dhow two months. His father was of Lufiji; his mother died of cholera. After that the boy was with Binti Sabi, of Quiloa, he is native of Chole. He was placed in the dhow to work, and had to stay and watch while the crew went on shore.

Dunji Dungensi, Agent for Dunjarsi Ratinsi of Kutch, examined:—

The dhow was bought at Quiloa by an agent. She was bought about six months ago. The pass was sent to her on the depositions being given at the Consulate. This transaction was done through Senda, agent of the house at Quiloa.

Sewba Premji, agent of Dunyens at Quiloa, examined:—

Bought the dhow in question. The captain has been about seven months in her. She loaded the cargo on this voyage at Mitingi. After the purchase she went to

Delgado; thence to Quiloa and back to Delgado; thence to Zanzibar; then trading between Delgado and Quiloa. I do not know anything about the captain and his crew; I do not know where he got the boy. The custom in small dhows is to allow the captain to engage and pay the dhow boy himself.

Boy examined:—

Says his name is Mambo. He is Waiao. He is a slave of the captain of the dhow. Before he was slave of a woman at Quiloa. Seems about seven years of age.

Ali bin Ahmed, interpreter in Her Majesty's ship "Briton," examined:—

Was in the jolly-boat when the dhow was boarded. Asked for her papers. The boy was found under the bags. The captain said the boy was not a slave. The boy said the captain was his master. He came from Quiloa, and said he was of the Ginda tribe.

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against the native vessel named "Mubrooke," No. 501, in the British Consular list of provisional registry, whereof Sewedi was master, her tackle, apparel, and furniture; and also against one slave boy named Mambo, seized as liable to forfeiture, by G. J. Malcolm, Esq., Captain Royal Navy, commanding Her Majesty's ship "Briton," before John Kirk, Esq., on 17th March, 1873.

APPEARED personally, the above-named G. J. Malcolm, Esq., and produced before me, the said Judge, the sworn declaration setting out the circumstances under which a native vessel named the "Mubrooke," No. 501, owned by Dungarsee, of the description and measurement specified in the certificate annexed, also one slave boy named Mambo, were seized near Lindy, on the African coast, on the 17th day of February, 1873. I, the said Judge, having heard the evidence on both sides, having found sufficient proof that the vessel at the time of her seizure was engaged in the illegal Slave Trade, do adjudge the above-named vessel, her tackle, apparel, and furniture, and also the one slave-boy Mambo, to have been lawfully seized, and to be forfeited to Our Sovereign Lady the Queen, and do condemn the same accordingly.

In testimony whereof I have signed the present decree, and caused my seal of office to be affixed thereto, this 18th day of March, 1873.

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

No. 9.

*Earl Granville to Dr. Kirk.*

Sir,

*Foreign Office, April 25, 1873.*

YOUR despatch of the 11th of January, including your account of Court fees and proceeds of sale of condemned vessels for 1871 and 1872, and a post office order for 11s. 3d., has been communicated to the Lords of the Treasury, and I am now to acquaint you that their Lordships consider that the explanations you have furnished make the accounts quite clear and satisfactory, and that in continuing to act as you have done hitherto upon the Foreign Office instructions of September, 1871, all chance of confusion will be avoided.

Their Lordships would wish to receive with your quarterly or half-yearly returns of cases adjudicated in the Court, statements of the fees charged and proceeds received, similar to those which were forwarded in your above despatch, and I am to instruct you accordingly to furnish these returns in future.

I am, &c.  
(Signed) GRANVILLE.

No. 10.

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

My Lord,

*Zanzibar, April 25, 1873.*

I HAVE the honour to inclose herewith copies of Decrees and Annexes relative to the capture and condemnation of two small native vessels seized, with slaves on board, by

the boats of Her Majesty's ship "Briton" near Tola Island on the African Coast between Lamo and Brava.

Being myself on board Her Majesty's ship "Briton" when the boats rejoined the ship off Tola, I had ample opportunity on the spot of examining, so far as was possible, into the circumstances of each case. In each, slaves were found in the vessel, nor was there a shadow of doubt of the illicit nature of the voyage, while in one, some of the slaves were thrown overboard by the Somali passengers or crew, probably in the hope that they might thus reach the shore and escape capture.

It was much to be regretted that in neither case was it possible to secure the crew or slave-owners who escaped while the dhows were being taken possession of and the drowning slaves rescued, but I took occasion to impress upon Captain Malcolm and the capturing officer the necessity of using every endeavour to seize and bring to justice such criminals, whenever it may be possible to do so.

The slaves being strangers to Zanzibar and so out of reach of their former masters, I shall endeavour to locate them in the Island.

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

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Inclosure 1 in No. 10.

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

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Case No. 4 of 1873.

Her Majesty's Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against the Thoala dhow called the "Wohada Salem," whereof Sali was master, her tackle, apparel, and furniture, and also against three male slaves and three women slaves, seized by John Edrie Blaxland, Lieutenant in Her Majesty's navy.

APPEARED personally George John Malcolm, Esq., Captain of Her Majesty's ship "Briton," and made oath that, on the 11th day of March, 1873, whilst off the Island of Monfia he sent two boats under orders to cruise for the suppression of the Slave Trade on the East Coast of Africa, John Edrie Blaxland, Esq., Lieutenant, being in charge, that upon the return of the boats on the 9th April, 1873, the said John Edrie Blaxland, Esq., Lieutenant, informed the deponent that he had seized near Tola Island a native vessel without colours, said to belong to Banahob of Thoala Island, having on board three male and three female slaves not domestics (one of the former being in irons), in contravention of the Treaty engagements in force between Great Britain and Zanzibar for the suppression of the Slave Trade, whereupon John Edrie Blaxland, Esq., Lieutenant, after a survey and mature consideration, destroyed the said vessel or dhow on the 22nd March, 1873, and he forthwith made oath that there were no papers found on board.

(Signed) G. J. MALCOLM, *Captain.*

On the 10th day of April, 1873, the deponent was duly sworn to the truth of this affidavit before me on board Her Majesty's ship "Briton."

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

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*Decree.*

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against the native vessel or dhow called the "Wohada Salem," whereof Sali was master, her tackle, apparel, and furniture, and also against three male and three female slaves seized as liable to forfeiture, by John Edrie Blaxland, Lieutenant in Her Majesty's navy, and at the time commanding boats of Her Majesty's ship "Briton," before John Kirk, Esq., Judge in the Vice-Admiralty Court at Zanzibar, on the 10th April, 1873.

PERSONALLY appeared George John Malcolm, Esq., Captain commanding Her Majesty's ship "Briton," and produced before me the said Judge the sworn declaration

## ZANZIBAR.

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hereto annexed, which sets out the circumstances under which a native vessel, said to have been owned by Banahobo, native of Thoala Island, of the description and measurement specified in the certificate annexed taken before condemnation; also three male and three female slaves were seized near Tola Island on the African Coast on the 20th day of March, 1873. I, the said Judge, having heard the evidence of the captors and of the slaves, and in the absence of the master, who escaped, or of any one on behalf of the owners, having found sufficient proof that the vessel at the time of her seizure was engaged in the illegal transport of slaves, in contravention of Treaties existing between Great Britain and Zanzibar, do adjudge the above-named vessel, her tackle, apparel, and furniture, also three male and three female slaves, to have been lawfully seized, and to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly. Further, I consider that the captors were justified in destroying the vessel.

In testimony whereof I have signed the present decree, and caused my seal of office to be affixed thereto this 25th day of April, 1873.

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

The Undersigned, John Edrie Blaxland, holding the rank of Lieutenant in Her Britannic Majesty's navy, and commander of Her Majesty's ship "Briton's" cutters on detached service, do hereby certify that on the 22nd day of March, 1873, I directed a survey to be held on board the native vessel without colours, "Wahada Salem," detained by me on the 20th day of March, 1873, on the ground that she was engaged in or equipped for the Slave Trade, and that the surveying officers, viz. Sub-Lieutenant Alexander R. C. Hood, and myself, being of opinion that she was unseaworthy, and it was not possible to keep her afloat, as from the Report of Survey hereto annexed will more fully appear, the said vessel was destroyed by my orders.

Signed this 22nd day of March at Tola Island, 1873.

(Signed) J. E. BLAXLAND, *Lieutenant, in Command of Cutters on Detached Service.*

Approved,  
(Signed) G. J. MALCOLM, *Captain.*

We, the undersigned officers of Her Majesty's ship "Briton," do hereby certify that we have carefully admeasured in the manner prescribed by Rule II of the 22nd section of the Merchant Shipping Act of 1854, the native vessel, without colours, "Wohada Salem," detained by Her Majesty's ship "Briton's" boats on the 20th day of March, 1873, and destroyed on the 22nd day of March, 1873, on the ground that she was engaged in or equipped for the Slave Trade, and we certify that her dimensions are as follows:—

	Ft.	in.
Length on upper deck from outside of plank at stem to outside of plank at stern		
post .. .. .	60	0
Main breadth to outside of plank .. .. .	16	5
Girth of ship under the keel at main breadth from the upper deck on one side of the ship to the upper deck on the other .. .. .	30	0

## TONNAGE.

	Tons.
Tonnage under tonnage deck .. .. .	58·38
Closed-in spaces above tonnage deck, if any, &c.—	
Poop .. .. .	
House .. .. .	
Total .. .. .	58·38

Signed this 22nd day of March, 1873.

(Signed) J. E. BLAXLAND, *Lieutenant.*  
A. R. HOOD, *Sub-Lieutenant.*

Approved,  
(Signed) G. J. MALCOLM, *Captain and Senior Officer.*

*"Briton," at Sea, April 10, 1873.*

Received from Captain George J. Malcolm, Her Majesty's ship "Briton," three male and three female slaves,\* emancipated, having been taken from the native vessel "Wohada Salem," captured by Her Majesty's ship "Briton's" boats, with a request that he will keep them on board until arrival at Zanzibar.

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

Inclosure 2 in No. 10.

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

Case No. 5 of 1873.

Her Majesty's Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against the dhow "Dah Selim," whereof Seasa was master, her tackle, apparel, and furniture; and also against 1 man, and 3 boys, slaves, seized by John Edrie Blaxland, Lieutenant in Her Majesty's Navy.

APPEARED personally, George John Malcolm, Esq., Captain of Her Majesty's ship "Briton," and made oath, that on the 11th day of March, 1873, whilst off the Island of Monfia, he sent two boats, under orders to cruize for the suppression of the Slave Trade on the East Coast of Africa. John Edrie Blaxland, Esq., Lieutenant, informed the deponent that he had seized, near Tola Island, a native vessel without colours, said to belong to Mohamed bin Sheikh, of Thoala Island, having on board 1 man, and 3 boys, slaves, not domestics, in contravention of the Treaty engagements in force between Great Britain and Zanzibar for the suppression of the Slave Trade; whereupon John Edrie Blaxland, Esq., Lieutenant, after a survey and mature consideration, destroyed the said vessel or dhow on the 9th April, 1873; and he forthwith made oath that there were no papers found on board.

(Signed) G. J. MALCOLM, *Captain.*

On the 10th day of April, 1873, the deponent was duly sworn to the truth of this affidavit before me, on board Her Majesty's ship "Briton."

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

*Decree.*

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against the native vessel or dhow called the "Dah Selim," whereof Seasa was master, her tackle, apparel, and furniture; also against 1 man, and 3 boys, slaves, seized as liable to forfeiture, by John Edrie Blaxland, Lieutenant in Her Majesty's Navy, and at the time commanding the boats of Her Majesty's ship "Briton," before John Kirk, Esq., Judge in the Vice-Admiralty Court at Zanzibar, on the 10th April, 1873.

PERSONALLY appeared, George John Malcolm, Esq., Captain, commanding Her Majesty's ship "Briton," and produced before me, the said Judge, the sworn declaration hereto annexed, which set out the circumstances under which a native vessel, said to have been owned by Mohamed bin Sheikh, a native of Thoala, of the description and measurement specified in the certificate annexed, taken before condemnation; also 1 man, and 3 boys, slaves, seized near Tola Island, on the African coast, on the 20th day of March, 1873. The said Judge, having heard the evidence of the captors of the slaves in the absence of the master, who escaped, and of any one on behalf of the owners, having found sufficient proof that the vessel at the time of the seizure was engaged in the illegal transport of slaves, in contravention of Treaties existing between Great Britain and

\* 1. Mabruki; 2. Serenge; 3. Mambo; 4. Zafrani; 5. Salama; 6. Suedi (enrolled as a Siedi boy in Her Majesty's ship "Briton.")

## ZANZIBAR.

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Zanzibar, do adjudge the above-named vessel, her tackle, apparel, and furniture, also 1 man, and 3 boys, slaves, to have been lawfully seized, and to be forfeited to Our Sovereign Lady the Queen, and do condemn the same accordingly. Further, I consider that the captors were justified in destroying the vessel.

In testimony whereof I have signed the present Decree, and caused my Seal of Office to be affixed thereto this 25th day of April, 1873.

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

The Undersigned, John Edrie Blaxland, holding the rank of Lieutenant in Her Britannic Majesty's Navy, and commanding Her Majesty's ship "Briton's" cutters on detached service, do hereby certify, that on the 9th day of April, 1873, I directed a survey to be held on board the native vessel without colours, "Dah Selim," detained by me on the 20th day of March, 1873, on the ground that she was engaged in, or equipped for, the Slave Trade, and that the surveying officers, namely, Sub-Lieutenant Alexander R. C. Hood, and myself, being of opinion that she was unseaworthy, and it was scarcely possible to keep her afloat, as from the Report of Survey hereto annexed will more fully appear, the said vessel was destroyed by my orders.

Signed this 9th day of April, 1873, at Tola Island.

(Signed) J. E. BLAXLAND, *Lieutenant,*  
*In Command of Cutters on Detached Service.*

Approved,  
(Signed) G. J. MALCOLM, *Captain.*

We, the Undersigned, Officers of Her Majesty's ship "Briton," do hereby certify that we have carefully admeasured, in the manner prescribed by Rule II of the 22nd section of the Merchant Shipping Act of 1854, the native vessel without colours, "Dah Selim," detained by Her Majesty's ship "Briton's" boats, on the 20th day of March, 1873, and destroyed on the 9th day of April, 1873, on the ground that she was engaged in, or equipped for, the Slave Trade. We certify that her dimensions are as follows:—

	Ft.
Length on upper deck from outside of plank at stem to outside of plank at stern-post .. .. .	54
Main breadth to outside of plank .. .. .	15
Girth of ship under the keel at main breadth from the upper deck on one side of the ship to the upper deck on the other .. .. .	27
TONNAGE.	
Tonnage under tonnage deck .. .. .	42·86
Closed in spaces above tonnage deck, if any, &c.—	
Poop .. .. .	
House .. .. .	
Total .. .. .	42·86

Signed this 9th day of April, 1873.

(Signed) J. E. BLAXLAND, *Lieutenant.*  
A. R. C. HOOD, *Sub-Lieutenant.*

Approved,  
(Signed) G. J. MALCOLM, *Captain and Senior Officer,*  
*East Coast of Africa.*

*"Briton," at Sea, April 10, 1873.*

Received from Captain George J. Malcolm, Her Majesty's ship "Briton," 1 man, and 3 boys,\* slaves, having been taken from the native vessel "Dah Selim," captured by Her Majesty's "Briton's" boats, with a request that he will keep them on board until arrival at Zanzibar.

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

\* 1. Ibrahim; 2. Mabruke; 3. Baraka; 4. Sarma.

## ZANZIBAR.

No. 11.

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

(Extract.)

*Zanzibar, May 10, 1873.*

I HAVE the honour herewith to inclose extract of despatch dated the 27th of March, 1873, from the Secretary to the Government of India to the Secretary to the Government of Bombay, forwarded for my information and guidance.

Inclosure in No. 11.

*The Secretary to the Government of India to the Secretary to the Government of Bombay.*

(Extract.)

*Fort William, March 27, 1873.*

I AM directed to inform you that, by the notification in the "Gazette" of India dated 18th March, Dr. Kirk has been confirmed in the appointment of Political Agent at Zanzibar.

This was communicated on the 13th idem to the Resident at Aden, by telegraph, and he was told to transmit the information to Dr. Kirk by the quickest opportunity.

Steps will be taken to appoint an Agency Surgeon to Zanzibar in succession to Dr. Kirk.

No. 12.

*Earl Granville to Dr. Kirk.*

(Telegraphic.)

*Foreign Office, June 16, 1873.*

HER Majesty's Government have received with great satisfaction your telegram of June 5, announcing the signature of the Treaty with the Sultan, and the closing of the slave-market at Zanzibar.

No. 13.

*Earl Granville to Dr. Kirk.*

Sir,

*Foreign Office, January 19, 1873.*

I APPROVE the language which, as stated in your despatch of the 25th of April, you held to Captain Malcolm as to the great desirability of securing the punishment, wherever practicable, of the owners of dhows which have been convicted for carrying slaves. Her Majesty's Government do not doubt that His Highness the Sultan will continue to co-operate with them to this end, according to the terms of the Treaty which they understand from your telegram of the 5th instant has been recently signed by His Highness; and the Lords of the Admiralty will be moved to issue Instructions to their Naval Officers on the East Coast, calling their attention to this point in future cases of seizure of dhows.

I am, &amp;c.

(Signed) GRANVILLE.

No. 14.

*Dr. Kirk to Earl Granville.—(Received July 1.)*

(Extract.)

*Zanzibar, May 16, 1873.*

I AM in possession of reliable information that at Quiloa there are now upwards of 3,000 slaves, chiefly children, all ready for shipment. These, I am convinced, cannot be marched up the coast to Dar-es-Salam, and the dealers fear to embark them where they are.

## ZANZIBAR.

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No. 15.

*Dr. Kirk to Earl Granville.—(Received July 1.)*

My Lord,

*Zanzibar, May 22, 1873.*

I HAVE the honour to inclose, without exhibits, the accompanying abstract of proceedings in the British Consular Court here against Arnasallo, a native of Madras, for some time resident here, where he came as personal servant of the late Baron von der Decken.

This man has for several years led a very disreputable life, first in Zanzibar and latterly on the coast, where he seems to have concealed himself, after being sentenced to deportation for slave-trading by Mr. Churchill.

On this occasion the evidence was not only clear, but the facts admitted by the accused. I have, therefore, enforced the former sentence of deportation, sending him prisoner in a native vessel to Kutch, and have realized and paid over to Government 100 dollars, the amount of fine, from his estate, the remainder of which will be divided to meet part claims among his creditors.

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

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Inclosure in No. 15.

*Abstract of Proceedings in the British Consular Court, Zanzibar.*

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Criminal Case.—Thursday, May 22, 1873.

Arnasallo, of Madras, residing at Bagamoyo, accused of Slave-dealing.

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*Preliminary Remarks on Accusation and previous Examinations.*

A LETTER to Dr. Kirk, dated 21st March, 1873, annexed to proceedings, and another, dated 18th April, led to inquiry and to the dispatch of Songoro, Consular Peon, to Bagamoyo, to arrest Arnasallo. May 5, he was brought to Zanzibar a prisoner, with two slaves, found in his possession.

The result of several carefully conducted inquiries, was a conviction that the charge of murder could not be proved, resting, as it appeared to, only on vague and hearsay statements.

Arnasallo was accordingly brought before the Court, accused of slave-dealing.

John Kirk, Esq., Her Majesty's Political Agent and Consul, after appointing Frederic Elton, Esq., Her Majesty's Acting-Assistant and Vice-Consul, and Frederic Holmwood, Esq., Assistant in Her Majesty's Consulate, both of Zanzibar, to sit with him as Assessors, proceeded, on Thursday, the 22nd May, 1873, to the trial of Arnasallo, of Madras, residing at Bagamoyo, on the charge of slave-dealing.

It is brought in evidence before the Court, that the prisoner was previously convicted of a similar offence before the Zanzibar British Consular Court, and was condemned to pay a fine of 100 dollars, and to deportation. The deportation was never carried out.

Keshina, a girl of the Miao tribe, of Bagamoyo, examined, states, that she came from Kilwa, was sold in the market at Zanzibar to a slave auctioneer, by him sold to a Sheheri Arab, one Buksem, by him sold to his brother, who finally sold her to prisoner, with whom she had lived some time. Prisoner had another slave, a child, bought lately from the people of the coast, the child was not bought from the Sheheri. Prisoner beat his slaves; he beat witness daily with a stick.

(The child referred to, a boy of a few years old, was produced before the Court, having been brought over from Bagamoyo with prisoner.)

The child, witness states, was bought through Sayid Maznam, from whom she was purchased.

Several documents belonging to the prisoner, and taken in his possession, were produced in Court. These proved that a slave named Zaya had been taken by prisoner, under a mortgage of 15 dollars; both the girl Heshina and the woman Hassina, on being questioned by the Court, corroborate this written evidence, and state the slave in question is still his, and lives in a hut near prisoner's house at Bagamoyo.

Prisoner now states, of his own free will, that as regards Heshina, he received her



as a set-off against a debt from Sayid Maznam, and thus admits complicity in slave-dealing.

The Judgment of the Court, taking into consideration his previous conviction, is as follows :—That the sentence of deportation, not previously enforced, but decreed by Her Majesty's Consular Court at Zanzibar, in 1870, be now immediately enforced, and that the prisoner, Arnasallo be banished for the term of his natural life, from the dominions of Zanzibar, under the Rule of his Highness Seyd Burgash; and, further, that a fine of 100 dollars be levied upon him.

The slaves found in his possession to be forfeited to Her Majesty, and declared freed.

Both Assessors fully concur in this Judgment.

The Court directs immediate steps to be taken for his deportation.

(Signed) JOHN KIRK,

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

*Her Britannic Majesty's Consulate, Zanzibar,*

*May 22, 1873.*

No. 16.

*Dr. Kirk to Earl Granville.—(Received July 1.)*

(Extract.)

*Zanzibar, May 26, 1873.*

I HAVE the honour to report that the 24th instant was observed here as a holiday, and the large flag hoisted, as usual, over the Agency. In thus marking the occasion we were joined not only by the other foreign Consuls, but also by his Highness Seyd Burgash, who dressed his ships and fired a salute of twenty-one guns at noon.

In the course of the day I was visited by the various Consuls.

His Highness, in order to show that he perfectly appreciated the private friendship that still fortunately subsists between us, notwithstanding the antagonism of our policy to his own in Slave Trade matters, sent a present of fruits and cakes to be placed on the table in the evening, when the chief European and American residents dined at the Consulate, and came with his suite this morning to offer his congratulations.

I take this occasion to mention the good taste and feeling displayed by his Highness.

I ought also to mention that occasion was taken of the congratulatory visits of the chief native merchants to impress strongly upon them that the Slave Trade was ruined, and that they had better accept the position, and although directly not implicated in slave-dealing, look upon the men who have to do with it as ruined, and the articles that purchase slaves as unsafe investments in which to speculate.

No. 17.

*Dr. Kirk to Earl Granville.—(Received July 1.)*

(Extract.)

*Zanzibar, May 29, 1873.*

I HAVE the honour to report that Her Majesty's ship "Daphne," which with the boats has hitherto so efficiently maintained the blockade against the Slave Trade between Quiloa and the Southern Coast with Zanzibar, entered harbour yesterday, and having re-fitted two of her boats, will proceed south again to-morrow to take up her station as formerly.

Captain Bateman brought before me the master and owner of a dhow detained at Quiloa and that had been sent into port the day before under a prize crew.

From the master of this dhow I ascertained that there are thousands of slaves in Quiloa now ready for shipment; that since the 1st May prices have fallen 50 per cent. in the market there owing to our movements; that there are large dhows ready to carry them, only awaiting a favourable occasion, and among these vessels is a bugala, the property of one of the Sultan's sisters, that can take 400 easily, and another owned by the old Wuzeer Seyd Suleeman-bin-Hamed, capable of taking at least 300.

I have warned his Highness that he must be prepared to see these large vessels captured and dealt with like any other notwithstanding the distinguishing flag they presume to carry as a mark that they belong to his family, and that in the transport of slaves I could recognize no privilege, and had instructed Captain Bateman accordingly.

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

My Lord,

*Zanzibar, May 31, 1873.*

I HAVE the honour to report that, availing myself of the invitation of Captain Malcolm to accompany him on the hurried visit he proposed making to several of the northern ports within the Sultan's dominions, I went on board Her Majesty's ship "Briton" on the 4th April.

2. The first place touched was Pangani, where we landed the same afternoon. We were there well received by the Arab Governor, and afterwards walked about in the bazaars conversing with the people. The trade of Pangani consists of ivory, grain, ghee, timber, molasses, and cattle. Caravans here set out that explore the regions to the north-west as far as the shores of the Victoria Nyanza, and the Baringo Lakes. Shorter trips are made to Jagga and the country near Kilimanjaro and the neighbouring hills of the Wasegna that overlook the Masai Plains. Pangani, therefore, holds an important place in the commerce of Zanzibar; there we find an Indian Colony that consists of thirty Bhattias, three Khojas, and one Bohra, in whose hands the export and import trade is chiefly held while Suahelis conduct the ivory caravans that go inland. I was pleased to learn that whereas formerly no caravan having less than 600 muskets for its protection could safely pass the Masai country that lays right in the way to the lakes, now smaller bodies with from 50 to 100 guns can go through safely and return laden with ivory.

3. Unlike the more southerly Unyamwezi route, however, all the ivory has here to be carried by the caravan itself, there being no tribe in the line of march that will take service to the coast for pay, and this not being a slave-producing region in the interior.

4. The country outside Pangani, including the Mountains of Ushambala, has for several years been the theatre of a slave-hunting war, carried on by one village against another, the captives being sent to the markets of Pangani, Tanga, or other coast villages for sale. In this way vast, and until lately, well-peopled districts have become barren wastes, or inhabited by the few straggling remains of the former industrious agricultural population.

5. Although this slave-hunting has now almost exhausted itself I ascertained that it still goes on to a certain extent, a village not far distant from Pangani having been attacked the previous day to our arrival, and the captives, thirty-five in number, carried off to Tanga by the Wadigo. On a former occasion I urged the Governor to do what he could to stop this state of things, but the Sultan's power can hardly be said to extend beyond the immediate vicinity of the towns.

6. The Pangani River, although perennial and of considerable size, is not navigable above a very limited extent from the ocean. The lower part is, however, a rich field for the cultivation of the sugar-cane, which there grows luxuriantly.

7. The next point touched at being Mombasa, I need not delay with the mention of a town so recently described by Sir Bartle Frere. While there my attention was called to the holding of slaves by Indians, on which subject, as it then came before me, I have the honour to forward a few remarks in Inclosure 1.

8. Passing Melinda, which is one of the richest corn-producing regions on the coast, we proceeded to Mogdeesho, a Somali town north of the Equator, the natives of which are reputed the most dangerous on the whole coast to Europeans. I was here struck with the considerable export of corn that went on, proving how very rich the country must be behind the barren ridge of sand and rock that skirts the coast, extensive and rich plantations being found on the banks of the river that passes Ahmed Yoosof's country at Geledi. Unfortunately we could not land and meet the elders of the place, the principal of whom is styled a Sultan, and also an Imam of religion.

9. The flag of the Sultan of Zanzibar was displayed on our arrival, but he has neither influence nor power. The town is evidently worth a careful study; there are many buildings and towers with curious inscriptions, of which at Brava I have seen specimens well cut in an Arabic character more simple than the Kufic, but quite illegible to the people now. Being unable to land here on account of the surf, we sailed on our return voyage the same day, passing Merka, which seemed also a very considerable and thriving town. There were nineteen dhows at anchor laden with grain, which they had shipped here.

10. At Brava we anchored and landed. Although here received without any

deference, there was nothing in the behaviour of the Somali or town-people objectionable, and I soon found that being able to converse freely with them in person, and without an interpreter, I had no reason to fear a misunderstanding. On the contrary, we arranged a party for next day to cross over the hills and into the Somali plains. In conversation with the natives, on this excursion, I gained much information that at a formal meeting in town they never would have given; nor had we the smallest reason to suspect the people of the treachery usually ascribed to them, for some of our party overcome by heat and fatigue fell behind, and did not return until sunset, when they came straggling in; and another, unacquainted with a word of the language, was brought back safely the following morning from the endless plain on which, after spending the night alone, he had again set out in search of the sea-coast, but in the wrong direction. For notes on the Somali Slave Trade I beg to refer to inclosure marked No. 2 herewith forwarded.

11. After Brava we anchored at the mouth of the River Juba, but finding the bar impassable, proceeded to the harbour south of Cape Bissell, known to the natives as Kismayo, although that name has been transferred on the Admiralty charts to an island further south, to which it does not apply. This is a harbour first brought to notice by His Highness Seyyid Majid, and here there are two distinct settlements of Somalis, both foreign to this part of the country. These live near the mouth of the River Juba, where good pasture is found for cattle. Although at present the trade of Kismayo is insignificant, there can be little doubt in time it will rise to importance as the natural harbour for the River Juba, which possesses so very bad an approach at its mouth, and from the fact that north of this is no other refuge to be found on the whole of the Somali coast available during the monsoons.

12. Here, as at Brava, having special objects in view besides forming a collection of the rare vegetation, I again set out with the people upon a long walking excursion that occupied the whole day. Nor did I find any difficulty either among the Somalis in the village or outside its limits. The information collected here bearing upon the reported captives in the Galla land I have thrown into the inclosure No. 3.

13. After Kismayo we visited the Shamba River, a mere creek of the sea, and the Tola River, which although larger is nothing more, and thence came back to Zanzibar without communicating at any other spot along the coast.

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

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Inclosure 1 in No. 18.

*Memorandum on Slave-holding by Natives of India settled on the African Coast.*

IT is well known, and has been often reported to Government, that Indian traders residing at the coast towns distant from the head-quarters of the British Agency still hold domestic slaves, as did their countrymen in Zanzibar previous to the measures taken by Colonel Rigby for the abolition of slavery among them.

During the very hurried visit paid by me to Mombasa in Her Majesty's ship "Briton," immediately after the departure of his Excellency Sir Bartle Frere, I took the occasion of a slave having sought refuge on board the ship I was in to investigate in a preliminary way this matter and arrange the means for organized interference that will put an end to the practice as effectually there and elsewhere on the coast as here.

I ascertained that in Mombasa there are 31 Hindoos, 131 Bohras, besides a considerable body of Scindi residents, and that amongst both the latter slave-holding is pretty general. Although I could not at the time ascertain that any of the Banians held domestic slaves, I doubt not that a full inquiry will show that they are, if to a less extent, also implicated.

With only a few hours and no staff whatever at my disposal it was clearly impossible to attack successfully an institution such as this, but I determined on the first possible occasion to collect the fullest particulars of those who own slaves, where they reside, and how they are employed, with a view to a personal visit, when, with the necessary time at disposal the offenders may be fairly tried and punished if found guilty.

I called the owner of the slave who claimed my protection on board Her Majesty's ship "Briton," but he did not appear until arrested at my request through

the Arab authorities, when he confessed the fact of owning not only this one slave who came off, but also others whom I secured. As the man was a native of Scinde, who had come here not many years ago, there could be no doubt of our jurisdiction. I accordingly ordered him to appear in Zanzibar, which he has not done. I shall, therefore, take steps to have him seized and his property confiscated, following this at the same time by giving freedom to all slaves found in the possession of other Indians there, of whom I am now being provided with a list.

There can be no doubt, as I have before stated in official reports, that slaves are very generally held by Indians at the coast towns, but in making this strong statement I would not wish to be understood to imply that the Indians, as a class, are slave-dealers who enter into the traffic as a commercial speculation; on the contrary, they are, I believe, as free of this as any part of the trading community. With their European and American fellow-traders, they are interested in the sale of Venetian beads, English and Swiss prints, and American cottons, and would willingly see the disturbance in trade that must for a time follow the stoppage of a large branch of commerce averted or lessened; but except at Quiloa itself I have no reason to think that Indians do more than purchase slaves for house use, or accept them in pledge for debts.

I have most carefully investigated the loose accusations of a more sweeping nature made against the Indian traders as a class, and find them to rest on no firmer foundation than that the local capital in trade here is Indian, and goods pass through their hands, but that with the exception of the petty traders at Quiloa, the Indians are as free of all criminality in the slave traffic as a branch of commerce as the European and American merchants who bring out goods that are used not alone in Slave Trade, but in the varied commerce of Zanzibar.

The holding of domestic slaves by Kutchees when out of sight of the Agency is, however, a known fact, and one easily remedied, the first time a vessel is placed at the disposal of the Agent.

At the present moment, with only two vessels on the station, it would be injudicious to withdraw one for such a purpose when they are performing so well the duty they have taken in hand of blockading the Slave Trade of Quiloa; but I have the thorough support of Captain Malcolm in the course I have proposed, and that officer will, I know, place his ship at my disposal on the earliest occasion, nor should I desire to have a more intelligent officer to co-operate with on such a duty.

(Signed) JOHN KIRK.

#### Inclosure 2 in No. 18.

##### *Memorandum on the Somali Slave Trade.*

THE southern Somali towns of Brava, Merka, Mogdeesho, and Worsheikh, commonly known as the "Benadir," or the "Harbours," from being the only points at which native vessels are able to call along this part of the coast, have been long marked as chief places at which slaves are yearly landed in thousands; and the general belief has been that so barren a country and so wild a race as the Somalis do not require slaves, all taken there being destined for reshipment to Arabia and elsewhere.

That this was to a considerable extent at one time done, there can be no doubt; but it is equally certain that at present a large part of the slaves now taken to the Benadir are retained, and used as slaves in the interior of the Somali land itself.

On the occasion of my recent visit, I was much struck with the development of the grain trade from Merka and Mogdeesho, at each of which places we found nineteen or twenty good-sized native vessels laying at anchor, some fully laden, and all with bags ready to load with native grain. Many other vessels, provided with empty bags, were also communicated with on the voyage there. To this must be added the enormous amount of orchilla weed, which, until very lately, was exported from those places, and crops of the best kind of sesam oil-seed, that forms a very important item in the Zanzibar trade, not to mention ox-hides, that, arriving from the Benadir in great numbers, constitute one of the chief exports of the latter place.

A country producing these valuable and varied products may well demand slaves, and pay for them, when the Somali men themselves would seem to be so averse to manual labour—the females alone working in the fields.

A comparison, however, of the average prices of slaves ruling at Muscat and on the Somali coast will show that the export from the latter could not have been effected of late years, unless at a loss. I therefore reported, in 1871, that, in my opinion, the Somali land retained at least 3,000 slaves yearly—a number that I am now convinced was far below the truth; that, in fact, the demand for slaves in that country itself has been one of the chief supports of the Quiloa Slave Trade, as the transport thither was so profitable and, at the same time, so easy, while the Sultan issued passes in favour of any one who applied, securing the cargo as far as Lamo.

Once at Lamo, there is no difficulty, if ships are known to be in the vicinity, in moving the slaves for a considerable distance by water behind the island, when a short voyage took them to Brava, or elsewhere, as information led the owners to think the boats of our cruisers were stationed.

While the feuds subsisted between the Somalis of the north of the Juba with their rivals (new settlers at Kismayo, to the south of that river), many captures of slave-vessels were made by our cruisers, as the disposition of the boats was not known to the Lamo traders; but now, the land communication being open, intelligence is speedily passed to Lamo when the boats of Her Majesty's cruisers have taken up any one station.

This year, knowing that greater difficulty would be met with, the land route, which I before informed the Government would be a resource to which the Arabs would fall back when the sea became too dangerous, has been tried; and, at the time of our visit to Brava, in April, one caravan had already passed, having marched through Kismayo and Brava to Mogdeesho.

As there is every reason to believe that the present enormous demand for slaves in Somali land itself is but of comparative recent growth, it seems the more necessary at once to call attention to it, and to take means for its suppression.

The Somalis are a cruel treacherous race; described to me, by those who have been among them, as the very worst of all slave-masters, and who, from their behaviour generally to Europeans, although to me personally they were not uncivil, do not deserve the smallest consideration.

(Signed) JOHN KIRK.

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Inclosure 3 in No. 18.

*Memorandum of Inquiries at Brava and Kismayo regarding the reported White Captives in Galla Land, South of the River Juba.*

AS directed by the Government of India I took the first occasion of a flying visit to Brava and Kismayo to make inquiries regarding a rumour that reached Zanzibar through two French gentlemen who had ascended the River Juba, and reported a story they had heard of white captives in Galla Land south of that river.

My facilities during the very short stay at either place were perhaps greater than those usually afforded to a mere passer, and if not conclusive I look upon the information obtained as greatly strengthening the conclusion that this rumour is without foundation.

When at Brava, in company with three gentlemen from the Cape of Good Hope, fellow-passengers on board Her Majesty's ship "Briton," I crossed the sand-hills and entered the plain beyond, attended by some Somalis who had travelled recently to Genana, Berdera, and other parts of Somali Land. I questioned them, not in a formal manner, but in course of conversation, to pass the time occupied on the march, and besides inquiries regarding Slave Trade, geography, and other matters, touched upon the subject of captives.

All knew well the story of the "St. Abb's" captives in Somali Land, as it seemed to me entirely through the numerous inquiries made, but not one gave the smallest hint of captives south of the river, among the Gallas.

At Kismayo, under equally favourable circumstances I collected no other information unless from the man who accompanied the French gentlemen who first spread the report, and he said he had heard the tale, but that the captives were reported to be very far distant from Berdera.

As this man, although a Somali, was a foreigner in this part and has never travelled far from the river, and as no one either at Brava or Kismayo seemed to

know anything of the story, I venture to think it has no foundation, the more so as the original informer proves to be a Somali who had been to Bombay, Aden, &c., where he possibly first heard of prisoners in Somali Land, which he afterwards confounded so as to give rise to the story that there were others in the Galla country as well.

(Signed) JOHN KIRK.

No. 19.

*Dr. Kirk to Earl Granville.—(Received July 1.)*

My Lord,

*Zanzibar, May 31, 1873.*

I THINK it my duty to bring before your Lordship's notice, in a separate letter, the very efficient course adopted by the naval authorities on the station for the suppression of the Slave Trade.

So thoroughly indeed have the steps taken achieved the object aimed at, that whereas in former years over 4,000 slaves have usually been imported here by the end of May, this season only two small cargoes have been entered at the Custom-house—one with nineteen and the other with two slaves on board, both from Bagamoyo, a coast village almost within sight of the harbour. From Kilwa not a single slave has yet escaped, and the Arab owners, driven to desperation, are selling off the strongest ones at very reduced prices to speculators, who propose attempting their transport by land.

Again, during the past thirty-one days, instead of the wholesale exportation of past years, I have only one cargo of thirty-seven slaves to report as escaped from the island, and that only destined for Pangani—a neighbouring town on the mainland. The Sultan's Custom-house has in fact only realized in slave duties during the month, 116 dollars, against a sum of 8,290 dollars drawn from the same source as duties for 4,145 slaves imported during the same month of 1872.

Such striking results as these have not, however, been attained without considerable strain on both Her Majesty's Navy and this Agency. The Senior Naval Officer, Captain Malcolm, of the "Briton"—at first alone on the station until rejoined by Her Majesty's ship "Daphne," Commander Bateman, on her return from escorting Her Majesty's Special Envoy to Ras Hafun—has by a well-planned disposition of every available boat, and the skilful management of the slender means at his disposal, paralysed the Arabs, who fear at every town the sudden appearance either of the ships or one of their boats—to such an extent, indeed, that the weakness of the fleet is matter of public disbelief.

I should, however, fail in my duty when speaking of the means concerted to bring about so startling a result, did I not also bring before your Lordship's notice, the energy, endurance, and high moral courage displayed by the junior officers and men of Her Majesty's Navy—upon whom the toil of carrying out these measures has devolved—short-handed and throughout a rainy season all have patiently done their duty in open boats without even the excitement of active resistance or the incentive of prize captures, whilst Her Majesty's ships have at no previous time, and with such reduced crew, without even boats in case of accident, ventured into such intricate channels and dangerous waters upon this difficult and imperfectly surveyed coast.

Whilst placing on record my firm conviction that the efforts of the officers and men of Her Majesty's two ships on the station—the "Briton" and "Daphne," are well deserving of special recognition, the more so indeed as they have by their display of zeal and energy destroyed their chances of prize-money, I must not at the same time neglect to award to the Agency and Consular staff under my orders their justly earned share of credit for the active, intelligent, and cheerful manner in which they have at all times assisted in the performance of the special duties entailed by the measures lately adopted, and which, added to a daily increasing press of Court cases, both European and native, bankruptcy work, work in connection with Her Majesty's Navy, slave prosecutions and the customary office routine, has rendered it imperative of late for us to devote our whole energy and time to the Government service.

I trust, however, your Lordship will not draw as a conclusion from the above Report, that the present strain on the limited resources of Her Majesty's Navy on the station and on this Agency can be long continued without additional naval strength. Good sailing and thorough sea-going boats of larger dimensions than the ships are now provided with are a more urgent need than additional vessels, although in order to keep up the blockade of Kilwa, Zanzibar, and Lamoo, as at present one vessel at the very least will become a necessity; and it must be borne in mind that the entire coast to the south, Mozambique and Madagascar, has been left totally unwatched, and as a consequence, although to

## ZANZIBAR.

march large gangs of raw slaves by land to opposite Zanzibar might be a difficult matter, and one of which, sooner or later, this Agency would gain intelligence, yet were the same slaves shipped from the coast a few miles south of Kilwa at the present moment, it is probable they would escape to sea without meeting any of our cruisers or boats until again nearing the land.

And in conclusion, I must also urge upon your Lordship, that with the many duties pressing on this Office in connection with the steps now being taken, it is impossible to visit the coast towns or make that Consular inspection of the Indian community, which is at the present moment so urgently needed, both to protect our subjects at such a crisis from Arab oppression, and at the same time to thoroughly up-root any slave holding prevalent amongst them, unless a vessel is appointed for the due performance of such a duty, which is one incompatible with effective cruising for the suppression of the Slave Trade.

I have, &c.  
(Signed) JOHN KIRK

No. 20.

*Dr. Kirk to Earl Granville.—(Received July 1.)*

My Lord,

*Zanzibar, June 4, 1873.*

I HAVE the honour to inform your Lordship that Captain Malcolm, Senior Naval Officer on this station, returned from a cruise to the Northern Ports on the 31st May.

On this occasion, Captain Malcolm touched at Lamoo, Brava, and Magadoxa, and reports that at the former town he was placed in possession of six slaves supposed to be the property of British Indian subjects, and two more escaped to his boats, claiming protection under the plea they were also held by Kutchis. These cases will be carefully inquired into, and the alleged slave-holders severely punished, should they be proved guilty.

At Brava, Captain Malcolm was surprised to find the inhabitants insolent and overbearing. On inquiry being made, it appeared a report had travelled down that, on the occasion of the "Briton's" previous visit to Magadoxa, when I was on board, an interpreter had been insulted and spat upon by the Somali, and as no redress was demanded, the opinion had been circulated that we were glad to slur over the incident. Captain Malcolm, on questioning the interpreter, found that he had actually been so insulted, but fearful of consequences, had carefully concealed the fact from all on board.

Fearing the results of such a mischievous rumour, and bad impressions upon the coast inhabitants, in order to insure respect to Englishmen, and more especially induced by the fact of having under-manned boats engaged in the suppression of the Slave Trade, Captain Malcolm deemed it his duty to steam at once to Magadoxa. On his arrival, after placing the "Briton" in such a position that the town lay at the mercy of her guns, he landed alone on the beach, having previously dispatched an Arabic letter to the Elders, summoning them to appear and account for the insult offered to the interpreter. After some delay, the Elders attended, numerously accompanied, and (before two Interpreters and a Frenchman conversant with the language) made a most ample and thorough apology, promising to do their best to discover the offenders.

Captain Malcolm assured them that the next time any insult was offered to any English subject, a simple apology would not be sufficient, but such measures would be adopted as Magadoxa would long remember, and only left after showing the natives that Her Majesty's ships were in stern earnest.

I have the honour to inclose copy of Captain Malcolm's despatch on the matter, and he is, I am glad to say, of opinion that this will create the best possible impression on the lawless inhabitants of Brava and Magadoxa.

Off Lamoo, two dhows were captured (unfurnished with the Sultan's Pass) by the "Briton's" boats; after careful investigation, Captain Malcolm being convinced of their being engaged in the Slave Trade, they were directed to be destroyed by a Committee of Officers, and the cases brought before me in the Vice-Admiralty Court; these I shall have the honour to forward in detail with their condemnations in a future letter.

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

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Inclosure in No. 20.

*Captain Malcolm to Dr. Kirk.*

Sir,

*"Briton," at Magadoxa, May 20, 1873.*

WHEN you took a passage in this ship to visit some ports on the East Coast of Africa in April last we were at Magadoxa on the 11th April, but did not land as there was a surf, and because we had no encouragement to do so from the people, we neither heard nor suspected that our messenger Mahomed bin Ali bin Hassan had been insulted.

On the 13th April we touched at Brava, remaining there until the 15th April. I am right when I say that we were struck with the civility and friendliness, almost cordiality, of our reception.

2. When I arrived at Brava on the 18th May Lieutenant John E. Blaxland informed me that the people were not friendly, almost threatening in their demeanour. On going on shore I remarked the change, was informed that the Chiefs and people of Magadoxa were boasting that they had not allowed us to land, and had spat upon and defiled the messenger of the English. I saw a headman from Magadoxa who said such was the report on the coast. I then asked Mahomed bin Ali bin Hassan if they had spat on him and insulted him. He said it was true, but had not told me as he did not wish to make a quarrel.

3. I felt if I allowed this to pass no white man's life would be safe amongst the Somali or Benhadi, as they are sometimes termed; that our boats might be attacked and a serious conflict might occur, as amongst these Somalis, who are treacherous and full of cupidity, allowing an insult to pass unnoticed is sure to lead to further and greater insults being offered; in fact, this is almost an axiom, and applies to other countries beside that of Benhadi.

I therefore determined, as my cruising for the suppression of the Slave Trade would admit of it, to go to Magadoxa and settle the affair on the spot.

4. On my way up I wrote the letter for Iman Mahamoud, of Magadoxa, a copy of which I inclose. As there is some difficulty in writing English, so as to make the meaning clear to a native mind, I have had to use the expressions I thought the Iman could best understand, which I think he did.

5. On arriving at Magadoxa I took up a position as close to the principal gate and the Iman's house consistent with safety to the ship, that I could, and sent a cutter manned and armed under Lieutenant Arthur S. Philpotts, to land Mahomed bin Ali bin Hassan, telling the latter to let the Iman and the headman know that this was not a formality but a demand—it would be the wisest earnestly to weigh before refusing compliance.

When I considered that they had had time to decide, I went to the strand myself; as soon as a party of armed Somali came down, I landed amongst them, making the boat lay off. Two of the headmen were of this party, and wanted me to go and see the Iman.

I said the Iman must come to me to ask pardon; then another party with the brother of the Iman and some other relations came. They said he was at the gate of the town waiting for me. I replied they all knew my conditions, and the Iman must come here to the water's edge to me; they had gloried in insulting us, and now they should as publicly demand pardon, and promise in future to behave better to all white men, as we intended stopping these insults. They then urged:—"The Iman only remains at the gate of the town to prevent the people from coming out, and your life might be in danger." I replied, "If I feared you, I would not come alone amongst you to make you ask pardon, and to the beach publicly the Iman and all of you shall come, and there you will hear my terms." On this they said: "A captain always visits an Iman." I replied, "This captain will not do it, and the Iman must come to him to the water's edge."

On this they went away, and after some time the Iman came down, accompanied by his chief men and a large body of people, armed with spears, &c. I told him the same as what was contained in the letter, the interpretation of Mohamed bin Ali bin Hassan being checked by others and myself.

He publicly, before his people, apologized. I demanded the men who spat on my messenger, to punish them publicly on the beach before all the Somalis. He said they were not known, but he would use every endeavour to find them and be loaded with chains, and that all who insulted white men should be so treated. I asked him did he promise this on his word as a King before everyone? He said he did. I said I would accept this and should be here again, I then would visit him, but it would be a day they



would have cause to remember if I ever had to return on an errand like that of this day. I then said "he might go," and called my boat in and went on board.

6. I did not wish to press the matter further as I thought my ends had been gained, but I felt I was near the kindred and abettors of the men who murdered Baron von der Decken, and others, who in this very town poisoned Mr. Kenzibach, and who, if an European comes to trade, imprison him, and I hope that in future they will be more civil, and, from fear, less treacherous.

I have, &c.  
(Signed) G. MALCOLM.

No. 21.

*Dr. Kirk to Earl Granville.—(Received July 1.)*

(Extract.)

*Zanzibar, June 5, 1873.*

ON receipt of your Lordship's orders,\* which reached me on June 2, I asked for an interview with His Highness Seyd Burgash, at which I desired his Council might be present.

By appointment on the following morning, the 3rd, I went to the palace unattended, but with your Lordship's orders in my hand, and was met by His Highness and a Council of the most influential men of rank, whose names are marginally noted.†

After reading the first paragraphs of your Lordship's instructions, I explained to the Sultan and his advisers what a blockade implied, and particularly pointed out that it would affect not his vessels alone, but our own, together with those under the French, German, American, or other flags; and that from the day the blockade was established, no ships whatever would be allowed to communicate with the Island, and no cargo but any previously shipped permitted to be taken away.

His Highness objected that this was not the way to make a Treaty—by force. I explained that many Treaties were only signed when one of the parties concerned had been subdued, but none the less was a Treaty under such circumstances considered binding, and I instanced the late French war as a case in which a complete Treaty was only obtained after the siege of Paris, remarking that the blockade of an island was a process similar to the siege of a town; however, I must assure His Highness that I had not come to discuss but to dictate, and that it remained for him either to accept the present terms in their full integrity, and in anticipation of the arrival of the fleet, or to subject his people to the ruinous results of a rigorous blockade. On this occasion I hoped sincerely the Council would not commit the dangerous fault of misdirecting the Sultan. I had requested the presence of its members for the express purpose of placing responsibility on their shoulders, lest at any future time it should please them to turn on their Chief and accuse him of want of foresight in not yielding at such a crisis, when further resistance became almost a criminal act. What had now taken place arose solely from the error they themselves had committed in advising His Highness to reject the advice of Sir Bartle Frere, and I knew well, if once the blockade were established, unless their personal assistance at this interview was not a matter of public notoriety, they would be the very first to shift all blame upon the Sultan.

Knowing their hopes of causing delay, I clearly assured them that what I came armed with now was an ultimatum, and non-acceptance involved war, that was, a blockade; such war only as England could carry on with so defenceless a State as Zanzibar, and with whose Ruler, moreover, she was in friendly relations on all matters save the one exception of the suppression of the Slave Trade.

This last remark closed the interview, and on my return I furnished the Sultan, at his request, with a copy in Arabic of your Lordship's orders (as far as I had read them at my visit), and I also annexed a formal demand for the speedy signature of the Treaty.

The same evening His Highness intimated a wish to call upon me at the Agency, but having guests in the house at the time, and feeling more at freedom to address the Seyd under his own roof, I suggested my going to the palace.

On my arrival there the complete change which had taken place in the policy of His Highness was evident in a moment. His councillors were no longer silent, but, accepting

\* See No. 45 of Papers respecting Sir B. Frere's mission to Zanzibar, laid before Parliament in 1873.

† Seyed Suleiman bin Hamed, Seyed Hamed bin Suleiman, Mahommed bin Abdullah el Shagsi, Mahommed bin Mahommed Ba Kashmir.

the responsibility I had forced upon them, entered into a keen discussion, which lasted upwards of an hour and a-half, and was directed to discover, in the first place, whether there was any flaw in my powers to act, and in the second whether I held authority, as Sir Bartle Frere did, to modify the terms or text of the Treaty.

I kept constantly before the Assembly my actual position. I had a simple message to communicate, without discussion of its merits; two alternatives were before them, acceptance of the Treaty or refusal, by allowing time for the arrival of the fleet, and I warned them that, on learning the non-compliance of His Highness with the request of Her Majesty's Government, the Admiral would know what steps to adopt, irrespectively in every way of anything I might wish to say on the subject.

Throughout this interview the greatest courtesy and deference was shown to me, and conversation was open and unreserved on both sides. I left thoroughly convinced that, but for some unforeseen incident, my object was gained, and the more so that I had placed the position clearly before His Highness' secret and powerful advisers, and, as I believed, convinced them of the extreme danger of further delay.

Fearing a protracted discussion, I now returned a transcript of the Treaty (carefully preserving an exact copy for my guidance), with the additional clause inserted, and such alterations as to dates and names as was manifestly needed, and informed the Sultan that the only answer required was his consent to sign such amended Treaty, any other reply would not delay our action for a moment.

I was subsequently asked to come in the evening. All the Council, including the three Matawah and some others of the Al-bu-Sacedi, who had not been present before in the discussion of the question, were with the Sultan, who opened matters by saying that they wished for some explanatory information, but that a final answer should be given me before leaving the palace.

The additional clause inserted in the Ist Article of the Treaty I had rendered, so they said, so as to make it obligatory on the Zanzibar Government to effect the complete suspension of the Traffic, and it was an open matter, should there be an evasion of the new law, to throw blame on them from the one fact that in such an instance the trade had not been successfully suppressed; they might be free from all guilty connivance, and might have used all means at their disposal to anticipate and stop shipment, but still the fault, and perhaps its punishment, might fall upon them.

I informed His Highness that I conceived the aim of this additional clause to be the insurance of a guarantee that His Highness would be bound to use his utmost endeavours to stop the trade, and was rendered necessary because this was a Treaty, not granted from conviction of justice or friendship, or an alliance of feeling, but enforced as a matter of expediency by proceedings equal to war, and such a clause was necessary to prevent his saying, "You have got your Treaty by force; enforce it yourself, I will do nothing."

The Sultan replied that he accepted the full meaning, and only wished to guard against the possibility of such an eventuality as he had just alluded to, and after some discussion on this head, I consented to add to the insertion directed by your Lordship, which runs as follows: "The Sultan engages to take effectual measures within all parts of his dominions to prevent and suppress the same"—the words "to the utmost of his powers."

His Highness then proceeded to ask what position an old domestic slave would be in now, if accompanying his master to the coast? I replied, that to my apprehension, he would be exactly on the same footing as slaves now are who travel with their masters to Aden, Mecca, Bombay, or elsewhere. If he goes of his own free will no fault can be found.

The next question put was an inquiry how slaves would be regarded who might escape to the mainland. I said, that as runaway slaves, they could not be touched or returned to Zanzibar under the new Treaty, unless guilty as criminals by any Act, such as theft, which would bring them under the law.

"Now I understand," said the Sultan, "you may consider the Treaty signed, and to-morrow I will name my agent, and I will ratify the deed with my own hand."

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Inclosure in No. 21.

*Dr. Kirk to the Sultan of Zanzibar.*

Sir,

*Zanzibar, June 3, 1873.*

AT the interview I had with your Highness this morning, I had the honour to inform you that a communication had reached me from Lord Granville, in which I am

ordered to demand your Highness' acceptance and signature to a Treaty, similar in purport to the Treaty which was presented to you by his Excellency Sir Bartle Frere, on inserting in the first Article one additional clause.

Your Highness thereupon desired me to furnish you with a copy of the extract from Lord Granville's despatch, which was then read to you.

I have now the honour to forward a copy and an Arabic translation of that portion of his Lordship's letter which it is, as yet, my duty to lay before you, and to require your Highness' immediate compliance therewith.

You will be pleased to observe, that on the arrival of Admiral Cumming, failing the receipt of your favourable reply, the naval officers hold instructions to establish the blockade of the Island of Zanzibar, and enforce it according to the Law of Nations.

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

## No. 22.

*Dr. Kirk to Earl Granville.—(Received July 1.)*

(Extract.)

*Zanzibar, June 6, 1873.*

I HAVE the honour to report that yesterday afternoon His Highness Seyed Burgash ratified the new Treaty for the total abolition of the Slave Trade in his dominions which had been signed by Seyd Naser bin Saeed the same day on his behalf, and by me on the part of Her Majesty the Queen.

I shall await your Lordship's orders and directions in what way the copy I retain for His Highness will be ratified on the part of Her Majesty, and whether any formal powers are needed before doing so.

The copy ratified by His Highness I shall send to London by the first safe occasion.

## No. 23.

*Dr. Kirk to Earl Granville.—(Received July 1.)*

(Extract.)

*Zanzibar, June 6, 1873.*

I HAVE decided on availing myself of the offer of Captain Malcolm, the Senior Officer on this Station, and sending the new Slave Treaty, in original, signed on the part of Her Majesty by me, and ratified by His Highness Seyed Burgash, by the hand of Lieutenant Augustus Hamilton, R.N., who has been detached from his vessel, Her Majesty's ship "Briton," for this special duty.

Lieutenant Hamilton is an officer highly recommended by Captain Malcolm, and one who has been engaged in keeping up that effective boat blockade of the coast against the Slave Trade which has been the principal means of forcing His Highness to yield now to our demands, without awaiting the more hostile measures that otherwise would have become necessary.

I trust the course now followed in insuring the safe arrival of this valuable deed will be approved.

## No. 24.

*Dr. Kirk to Earl Granville.—(Received July 1.)*

My Lord,

*Zanzibar, June 6, 1873.*

I HAVE the honour to report that yesterday afternoon, in accordance with the IIInd Article of the Slave Treaty signed on that date, the public slave-market in Zanzibar was cleared by order of His Highness Seyed Burgash, and closed.

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

## ZANZIBAR.

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No. 25.

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

My Lord,

Zanzibar, June 6, 1873.

I HAVE the honour to inclose herewith the new Slave Treaty, signed and ratified on the part of the Sultan yesterday.

I have for safety placed it in the hands of Lieutenant Hamilton, R.N., who will deliver it on arrival to your Lordship, and I trust that the course followed will meet with your Lordship's approval.

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

Inclosure in No. 25.

*Treaty between Her Majesty and the Sultan of Zanzibar for the Suppression of the Slave Trade.*

In the name of the Most High God.

HER Majesty the Queen of the United Kingdom of Great Britain and Ireland, and His Highness the Seyed Burgash-bin-Said, Sultan of Zanzibar, being desirous to give more complete effect to the engagements entered into by the Sultan and his predecessors for the perpetual abolition of the Slave Trade, they have appointed as their Representatives to conclude a new Treaty for this purpose, which shall be binding upon themselves, their heirs, and successors, that is to say, Her Majesty the Queen of Great Britain and Ireland has appointed to that end John Kirk, the Agent of the English Government at Zanzibar, and His Highness the Seyed Burgash, the Sultan of Zanzibar, has appointed to that end Nâsir-bin-Said, and the two aforesaid, after having communicated to each other their respective full powers, have agreed upon and concluded the following Articles:—

## ARTICLE I.

The provisions of the existing Treaties having proved ineffectual for preventing the export of slaves from the territories of the Sultan of Zanzibar in Africa, Her Majesty the Queen and His Highness the Sultan above named agree that from this date the export of slaves from the coast of the mainland of Africa, whether destined for transport from one part of the Sultan's dominions to another or for conveyance to foreign parts, shall entirely cease. And His Highness the Sultan binds himself, to the best of his ability, to make an effectual arrangement throughout his dominions to prevent and abolish the same. And any vessel engaged in the transport or conveyance of slaves, after this date, shall be liable to seizure and condemnation by all such naval or other officers or agents, and such Courts, as may be authorized for that purpose on the part of her Majesty.

## ARTICLE II.

His Highness the Sultan engages that all public markets in his dominions for the buying and selling of imported slaves shall be entirely closed.

## ARTICLE III.

His Highness the Sultan above named engages to protect, to the utmost of his ability, all liberated slaves, and to punish severely any attempt to molest them or to reduce them again to slavery.

## ARTICLE IV.

Her Britannic Majesty engages that natives of Indian States under British protection shall be prohibited from possessing slaves and from acquiring any fresh slaves in the meantime,\* from this date.

\* The words "in the meantime" are redundant here. They were connected in the original English draft and in my translation, from which they are copied, with the sentence "from and after a date to be hereafter fixed."—G. P. B.

## ZANZIBAR.

## ARTICLE V.

The present Treaty shall be ratified and the ratifications shall be exchanged at Zanzibar as soon as possible, but in any case in the course of the 9th of Rabîa-el-Akhir [5th of June, 1873] of the months of the date hereof. In witness whereof the respective Plenipotentiaries have signed the same, and have affixed their seals to this Treaty, made the 5th of June, 1873, corresponding to the 9th of the month Rabîa-el-Akhir, 1290.

(Signed) JOHN KIRK,  
*Political Agent, Zanzibar.*  
(L.S.)

The mean in God's sight.  
(Signed) NASIR-BIN-SAID-BIN-ABDALLAH.\*  
With his own hand.

We have looked into and considered this Treaty, and we agree to it and accept it; and we confirm everything which it sets forth in all its provisions and articles. And we confirm the same on behalf of our heirs and those who may succeed us, giving our firm bond and covenant, and our faithful word, to carry out all that is set forth in the body of this written document, and to avoid as much as possible everything that contravenes it, and to the best of our ability not to transgress its provisions and conditions. In confirmation of which we hereto affix our seal and our signature with our own hand this 9th of Rabîa-el-Akhir, 1290 [5th June, 1873].

Approved by  
The poor, the unworthy.  
(Signed) BARGHASH-BIN-SAID-BIN-SULTAN.  
Written by his own hand.  
(L.S.)

Translated by  
(Signed) GEORGE PERCY BADGER.  
June 30, 1873.

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No. 26.

*Dr. Kirk to Earl Granville.—(Received July 1.)*

My Lord,

*Zanzibar, June 6, 1873.*

I HAVE the honour to report, that letters have been received from Lieutenant Cameron, of the Livingstone Expedition to East Central Africa, dated the 22nd May last, at which time he had reached Roheneka, in Usegara.

Both he and his companion, Dr. Dillon, were well, and the party in good spirits, awaiting the arrival of Lieutenant Murphy with the second detachment, which must have joined them two days after writing.

In Lieutenant Cameron's note he states that Lieutenant Murphy was suffering from fever when last he communicated with him; and Mr. Moffat delirious, and supposed to be dying.

I regret to say that the native who brought down this note tells me, that when he passed the second party, one of the Europeans was dead, and he saw the grave on the roadside, two days' march beyond Simbamweni. The remaining European of this party, who there can be little doubt must be Lieutenant Murphy, seemed well, but gave no letter to the Arab caravan as they passed.

My informant states, that it is eleven days since he passed the second party, and that they would join Lieutenant Cameron in two days' time after he saw them.

Although it was Mr. Moffat who was supposed to be dying, there is no absolute certainty of the event having occurred; yet, taking Lieutenant Cameron's information, in conjunction with the unhesitating manner in which the native stated the above as things which he saw, there can remain but little doubt that Mr. Moffat is the one who died.

At the same time it may be prudent not to circulate the news as official, until letters have placed it beyond doubt.

I would therefore suggest that, in so far, this may be considered confidential.

\* No seal is appended to this signature. The defect is made good by the signature and seal of the Sultan to the ratifications following.—G. P. B.

Nothing was known at Unyanyembe of Dr. Livingstone's movements, and the Mirambo war still continued.

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

No. 27.

*Dr. Kirk to Earl Granville.—(Received July 1.)*

My Lord,

Zanzibar, June 3, 1873:

I HAVE the honour to inclose copies of Decrees, with the necessary accompanying papers in each of two cases tried before the Vice-Admiralty Court here.

These captures were both made by the boats of Her Majesty's ship "Briton," near Lamo. They are devoid of all individual interest, and, slave-dealing being apparent, I had no hesitation in making decrees of condemnation accordingly.

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

Inclosure 1 in No. 27.

Case No. 6 of 1873.

*Decree.*

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against the Zanzibar ship or vessel, her name and that of the master unknown, her tackle, apparel, and furniture; and also against four male slaves named Eureka, Mabrake, Hamissi, and Hamadi, seized as liable to forfeiture by George John Malcolm, Esquire, Captain Royal Navy, commanding Her Majesty's ship "Briton," before John Kirk, Esquire, Judge in the Vice-Admiralty Court at Zanzibar, on the 2nd of June, 1873.

PERSONALLY appeared the above-named George John Malcolm, Esquire, captain of Her Majesty's ship "Briton," and produced before me, the said Judge, the sworn declaration hereto annexed, which sets out the circumstances under which a Zanzibar vessel, her name and that of master unknown, of the description and measurement specified in the certificate annexed, taken by the officers of Her Majesty's ship "Briton," and approved of by the Court; also four male slaves named Eureka, Mabrake, Hamissi, and Hamadi, were seized in the port of Lamo on the 21st day of April, 1873. I, the said Judge, having heard the evidence, having found sufficient proof that the vessel at the time of her seizure was engaged in the illegal slave transport in contravention of the Treaty existing between Zanzibar and Great Britain, do adjudge the above-named vessel, her tackle, apparel, and furniture, and also four slaves to have been lawfully seized, and to be forfeited to Our Sovereign Lady the Queen, and do condemn the same accordingly; and, as by certificate annexed, it appears the vessel was destroyed on the 15th May, 1873, after due survey and consideration, by order of George John Malcolm, Esquire, Captain of Her Majesty's ship "Briton," which course is approved.

In testimony whereof I have signed the present decree, and caused my seal of office to be affixed thereto this 2nd day of June, 1873.

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

Our Sovereign Lady the Queen against the Lamo dhow (her name and that of master unknown), her tackle, apparel, and furniture; and also against four male slaves seized by Augustus Maitland Ronald Hamilton, Esquire, Sub-Lieutenant in Her Majesty's Navy.

Appeared personally George John Malcolm, Esquire, Captain of Her Majesty's ship "Briton," and made oath that, on the 28th day of March, 1873, whilst at Mombasa,

he sent two boats under orders to cruize for the suppression of the Slave Trade on the East Coast of Africa, Augustus Maitland Ronald Hamilton, Esquire, Sub-Lieutenant, being in charge; that, upon the return of the boats, on the 14th May, 1873, the said Augustus Maitland Ronald Hamilton, Esquire, Sub-Lieutenant, informed the deponent that he had seized, on the 21st April, 1873, near Lamo, a native vessel without colours, said to belong to the Port of Lamo, having on board two male slaves, and later two more appeared, not being domestics, in contravention of the Treaties between Great Britain and Zanzibar for the suppression of the Slave Trade, whereupon Augustus Maitland Ronald Hamilton, Esq., Sub-Lieutenant, reported the circumstances to him. After mature examination he agreed with his report, had the dhow surveyed by competent officers, and she was destroyed in accordance with that report by Augustus Maitland Ronald Hamilton, Esq., Sub-Lieutenant, on the 15th May, 1873, and he forthwith made oath that there were no papers found on board.

(Signed) G. J. MALCOLM, *Captain.*

On the 31st day of May, 1873, the deponent was duly sworn to the truth of this affidavit.

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

I, the undersigned Augustus Maitland Ronald Hamilton, holding the rank of Sub-Lieutenant in Her Britannic Majesty's navy, and commanding Her Majesty's ship "Briton's" pinnace, do hereby certify that on the 15th day of May, 1873, a survey was held on board the dhow (name unknown), detained by me on the 21st of April, 1873, on the ground that she was engaged in the Slave Trade, and the surveying officers having reported that she was unfit to proceed to Zanzibar, as from the report of survey hereto annexed will more fully appear, the said dhow has been destroyed by the order of Captain George John Malcolm, of Her Britannic Majesty's ship "Briton," on this day.

(Signed) A. M. R. HAMILTON, *Sub-Lieutenant.*

Approved,  
(Signed) G. J. MALCOLM, *Captain and Senior Officer,*  
*East Coast of Africa.*

"Briton," Kilindini, May 15, 1873.

*Report of Survey on Dhow (name unknown).*

In pursuance of orders from Captain George J. Malcolm, Her Majesty's ship "Britain," Senior Officer East Coast of Africa, dated 14th May, 1873, as proceeded on board the dhow (name unknown), captured by Augustus M. R. Hamilton, Esq., Sub-Lieutenant, on the 21st April, 1873, and now lying at anchor at Kilindini-Manda Reach. After a strict and careful survey we are of opinion that it is not practicable to take this dhow to Zanzibar. She cannot possibly work up against the south-west monsoon, particularly with the strong currents running to the northward, nor will she bear towing against the heavy sea which exists in this monsoon.

Given under our hands on board Her Majesty's ship "Briton," at Kilindini, this 15th day of May, 1873.

(Signed) JOHN FELLOWES, *Senior Lieutenant.*  
ARTHUR PHILLPOTTS, *Lieutenant.*  
JAMES F. FOOT, *Navigating Sub-Lieutenant.*

Approved,  
(Signed) G. J. MALCOLM, *Captain and Senior Officer,*  
*East Coast of Africa.*

"Briton," Kilindini, May 15, 1873.

We, the undersigned officers of Her Majesty's ship "Briton," do hereby certify that we have carefully admeasured, in the manner prescribed by Rule 2 of the 22nd section of the Merchant Shipping Act of 1854, the dhow rigged vessel (name unknown), detained by Her Majesty's ship "Briton's" boats on the 21st of April, 1873, on the ground that she was engaged in the Slave Trade, and certify that her dimensions are as follows:—

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Length on upper deck outside of plank at stem to outside plank at sternpost ..	Feet.
Main breadth to outside plank .. .. .	74·3
Girth of ship under keel at main breadth from upper deck on one side of ship to the upper deck on the other .. .. .	20·7
	29·5

## TONNAGE.

Tonnage under tonnage deck .. .. .	Tons.
Closed-in spaces above the tonnage deck, if any, naming them, poop or round-house, &c. .. .. .	84·6
	None.
Total .. .. .	84·6

Signed this 15th day of May, 1873.

(Signed)

JOHN FELLOWES, *Senior Lieutenant.*ARTHUR PHILLPOTTS, *Lieutenant.*JAMES F. FOOT, *Navigating Sub-Lieutenant.*

Approved,

(Signed)

G. J. MALCOLM, *Captain and Senior Officer,*  
*East Coast of Africa.*"Briton," *Kilindini, May 15, 1873.*


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 Inclosure 2 in No. 27.

Case No. 7 of 1873.

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 Decree.

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against the Zanzibar ship or vessel called the "Fathulheir," whereof Wakate was master, her tackle, apparel, furniture, and cargo, and also against one male slave named Farjala, seized, as liable to forfeiture, by George John Malcolm, Esq., Captain Royal Navy, commanding Her Majesty's ship "Briton," before John Kirk, Esq., Judge in the Vice-Admiralty Court at Zanzibar, on the 2nd day of June, 1873.

PERSONALLY appeared the above named George John Malcolm, Esq., Captain of Her Majesty's ship "Briton," and produced before me, the said Judge, the sworn declaration hereto annexed, which sets out the circumstances under which the Zanzibar vessel "Fathulheir," owned by Islam, of the description and measurement specified in the certificate annexed, taken by the officers of Her Majesty's ship "Briton," and approved of by the Court; also one male slave, named Farjala, was seized between the islands of Manda and Lamo on the 14th day of May, 1873. I, the said Judge, having heard the evidence on both sides, having found sufficient proof that the vessel at the time of her seizure was engaged in the illegal slave transport, in contravention of the Treaty existing between Zanzibar and Great Britain, do adjudge the above-named vessel, her tackle, apparel, furniture and cargo, and also one slave to have been lawfully seized, and to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly, and as by certificate annexed it appears the vessel was destroyed on the 15th May, 1873, after due survey and consideration by order of George John Malcolm, Esq., Captain of Her Majesty's ship "Briton," which course is approved; and whereas it has been reported that the cargo consisting of rough wood was utterly worthless, we approve of its destruction.

In testimony whereof I have signed the present decree, and caused my seal of office to be affixed thereto, this 2nd day of June, 1873.

(Signed)

JOHN KIRK,

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


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Our Sovereign Lady the Queen against the Mambroe dhow called the "Fathulheir," whereof Wakate was master, her tackle, apparel, furniture, and cargo, and also against one male slave seized by Arthur Phillpotts, Esq., Lieutenant in Her Majesty's Navy.

Appeared personally George John Malcolm, Esq., Captain of Her Majesty's ship "Briton," and made oath that, on the 21st day of April, 1873, when off Kuyo Island,



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he sent the jolly boat under orders to join the pinnace and to cruize for the suppression of the Slave Trade on the East Coast of Africa, Arthur Stevens Phillpotts, Esq., Lieutenant, being in charge; that upon the return of the boats, on the 14th May, 1873, the said Arthur Stevens Phillpotts, Esq., Lieutenant, informed the deponent that he had seized, on the 14th May, 1873, near Manda Island, a native vessel, without colours, said to belong to a certain individual named Selam, of Mambrue, having on board one male slave, not a domestic, in contravention of the Treaties between Great Britain and Zanzibar for the suppression of the Slave Trade, whereupon Arthur Stevens Phillpotts, Esq., Lieutenant, reported the case to him. After careful inquiry he came to the conclusion that the case of the slave Farjala, he being for sale, was in contravention of the above Treaties. On the 15th May, 1873, he caused the dhow to be carefully surveyed by competent officers, who reported her as unfit to make the passage to Zanzibar. He, therefore, ordered her to be destroyed on the same day, in accordance with the report made by Arthur Stevens Phillpotts, Esq., Lieutenant, and he forthwith made oath that there were no papers found on board.

(Signed) G. J. MALCOLM, *Captain.*

On the 31st day of May, 1873, the deponent was duly sworn to the truth of this affidavit.

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

“*Briton*,” *Kilindini, May 15, 1873.*

We, the Undersigned, officers of Her Majesty's ship “*Briton*,” do hereby certify that we have carefully admeasured, in the manner prescribed by Rule II of the 22nd section of the Merchant Shipping Act of 1854, the dhow rigged vessel “*Fathulheir*,” detained by Her Majesty's ship “*Briton's*” boats on the 15th day of May, 1873, on the ground that she was engaged in the Slave Trade, and certify that her dimensions are as follows:—

	Feet.
Length on upper deck from outside of plank at stem to outside of plank at sternpost ..	56·6
Main breadth to outside plank .. .. .	14·5
Girth of ship under keel at main breadth from upper deck on one side of ship to upper deck on the other .. .	23·7

## TONNAGE.

	Tons.
Tonnage under tonnage deck .. .. .	37·2
Closed-in spaces above the tonnage deck, if any, naming them, poop or roundhouse ..	None.
Total .. .. .	37·2

(Signed) JOHN FELLOWES, *Lieutenant.*  
A. M. R. HAMILTON, *Sub-Lieutenant.*  
JAMES F. FOOT, *Navigating Sub-Lieutenant.*

Approved,  
(Signed) G. J. MALCOLM, *Captain and Senior Office,*  
*East Coast of Africa.*

“*Briton*,” *Kilindini, May 15, 1873.*

“*Briton*,” *Kilindini, May 15, 1873.*

I, the undersigned Arthur Phillpotts, holding the rank of Lieutenant in Her Britannic Majesty's navy, and commanding Her Majesty's ship “*Briton's*” pinnace, do hereby certify that, on the 15th day of May, 1873, a survey was held on board the dhow “*Fathulheir*,” detained by me on the 14th day of May, 1873, on the ground that she was engaged in the Slave Trade. And the surveying officers having reported that she was unfit to proceed to Zanzibar, as from the report of survey hereto annexed will more fully appear, the said dhow has been destroyed by order of Captain G. J. Malcolm, of Her Britannic Majesty's ship “*Briton*” this day.

Signed this 15th day of May, 1873.

(Signed) ARTHUR PHILLPOTTS, *Lieutenant.*

Approved,  
(Signed) G. J. MALCOLM, *Captain and Senior Officer,*  
*East Coast of Africa.*

“*Briton*,” *Kilindini, May 15, 1873.*

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*Report of Survey on Dhow "Fathulheir."*

In pursuance of orders from Captain George J. Malcolm, Her Majesty's ship "Briton," Senior Officer East Coast of Africa, dated 14th May, 1873, we proceeded on board the dhow "Fathulheir," captured by Arthur Stevens Phillpotts, Esq., Lieutenant, on the 14th May, 1873, and now lying at anchor at Kilindini, Manda Reach. After a strict and careful survey we are of opinion that it is not practicable to take this dhow to Zanzibar. She cannot possibly work up against the south-west monsoon, particularly with the strong currents running to the northward, nor will she bear towing against the heavy sea which exists in this monsoon.

Given under our hands on board Her Majesty's ship "Briton," at Kilindini, this 15th day of May, 1873.

(Signed)

JOHN FELLOWES, *Senior Lieutenant.*A. M. R. HAMILTON, *Sub-Lieutenant.*JAMES F. FOOT, *Navigating Sub-Lieutenant.*

Approved,

(Signed)

G. J. MALCOLM, *Captain and Senior Officer,*  
*East Coast of Africa.**"Briton," Kilindini, May 15, 1873.*

No. 28.

*Earl Granville to Dr. Kirk.*

Sir,

*Foreign Office, July 3, 1873.*

LIEUTENANT HAMILTON of Her Majesty's ship "Briton" arrived in London on the morning of the 29th ultimo, and deposited in this Office the Treaty which you signed on the 5th ultimo with His Highness Seyed Burgash, by which he engages to put a complete, and so far as practicable, immediate stoppage to all Slave Trade within the Zanzibar dominions.

I fully approve the course which you adopted in sending home Lieutenant Hamilton with this Treaty, and have to express to you the satisfaction of Her Majesty's Government at the able manner in which you have carried out the instructions contained in my telegram of the 5th ultimo, without having recourse to the stronger measures therein mentioned.

I am, &amp;c.

(Signed)

GRANVILLE.

No. 29

*Viscount Enfield to Dr. Kirk.*

Sir,

*Foreign Office, July 17, 1873.*

I AM directed by Earl Granville to inform you that his Lordship approves the steps taken by you on the trial of one Arnasallo, a native of Madras, convicted of slave-dealing, as reported in your despatch of the 22nd of May.

I am, &amp;c.

(Signed)

ENFIELD.

No. 30.

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

My Lord,

*Zanzibar, June 10, 1873.*

I HAVE already had the honour to report, that the same day as that on which the Treaty was signed by His Highness for the suppression of the Slave Trade, and closing of the public slave markets throughout his dominions, the market that here has so long been one of the institutions of the place, and that only a few months ago was removed from the site it had so long occupied, was cleared by messengers sent from the Palace.

2. On the day following, namely, the 6th June, certain Arabs collected in the space

that lately had been put in order for the public sale of slaves, and would have made some demonstration, but on arrival of His Highness' soldiers they quietly dispersed; thus, as regards the town of Zanzibar, that part of the new Treaty has been given full effect to.

3. It was not, however, until the afternoon of the 8th June that the general Proclamation was published by His Highness. I have the honour to annex a copy, in Arabic and English, of this document as it first appeared. On seeing this I at once pointed out to the Sultan that the word "Bagham" could not stand; that in the Treaty no such limitation was mentioned, and we should hold by the clearly-expressed meaning of that document.

4. I reminded His Highness of the conversation before he signed the Treaty, when, in presence of the Council, he asked me what would be the position of runaway slaves escaped to the coast. I told him plainly, that in no case could the recovery of a slave who had escaped beyond sea simply as a slave be recognized, but that if he were otherwise a criminal it would only be in the interest of society that he should be seized, and I told him, that while it would not be our object to throw difficulties in the way of slaves moving about in vessels when they did so of their own free will, that any such limitation as he had without warrant introduced, must open the way to future loss to his subjects and misunderstanding with himself. The notice was at once recalled and the objectionable word removed.

5. When re-posted a large crowd assembled at the Custom-house, and read it, not without emotion, but the public have accepted the situation, and know that the final Act has been that of their Chiefs and not of the Sultan individually.

6. I should explain that this word is not pure Arabic, it is probably not to be found in any dictionary, being used in Oman for a barbarian; perhaps in Arabic it would be represented by "ajem." It is a term of contempt, and implies that the person so named cannot speak the language. In English we have no equivalent, and in Suaheli it is represented by "jinga," which, like Bagham, is used only in speaking of slaves who have not learnt Suaheli.

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

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Inclosure in No. 30.

*Proclamation.*

(Translation.)

From Burgash bin Saeed.

To all our Subjects who may see this, and also to others, may God save you.

KNOW that we have prohibited the transport of raw\* slaves by sea in all our harbours, and have closed the markets which are for the sale of slaves through all our dominions. Whosoever, therefore, shall ship a raw\* slave after this date, will render himself liable to punishment, and this he will bring upon himself. Be this known.

Dated 12 Rabi el Akhr, 1290 (June 8, 1873).

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No. 31.

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

My Lord,

Zanzibar, June 23, 1873.

I HAVE the honour to inclose copy of decree of condemnation, with accompanying papers, in the case of a slave vessel seized near Kokotoni by the boats of Her Majesty's ship "Daphne" on the 14th June.

The trial of this case presented unusual difficulties, from both the lads, almost children, having been induced on board the vessel under false pretexts for the purpose of being sold in Pemba.

Both told the captors they had been purchased at Quiloa only a month ago, and were being taken to Pemba, but I at once pointed out that this was utterly false, the dialect in which one of them spoke being that of the north of Zanzibar Island, a circumstance that might have been noted by the ship's interpreter had he been an intelligent person.

\* "Bagham." The amended Proclamation omitted this word.

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It was eventually shown that one of the children was free, the son of a free man, and had gone from home not knowing he was being kidnapped, but to escape from his father, who wished him to begin to learn his trade and to assist him at work; the other was a domestic slave of some one who had gone to Arabia, and did not belong to the dhow owner.

I have caused inquiries to be made for the captain, who had been allowed to escape from the officers of the boats when the dhow was taken, and I have pointed out to Captain Bateman the necessity now of being very particular in impressing on his officers the importance of bringing in the captain or slave-owner in every case.

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

Inclosure in No. 31.

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

Case No. 8, 1873.

Her Majesty's ship "Daphne," Captors, *v.* Native Vessel, name unknown, owned by one Baia, of Zanzibar.

*Decree.*

In Her Majesty's Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against the native vessel, name unknown, whereof Baia was master, her tackle, apparel, and furniture, and also against two male slaves, named Ali and Ida, seized as liable to forfeiture, by Richard S. Bateman, a Commander in Her Majesty's Navy, and Commander in Her Majesty's ship "Daphne," before John Kirk, Esq., Judge in the Vice-Admiralty Court at Zanzibar, personally.

APPEARED the above-named Richard S. Bateman, Esq., R.N., commanding Her Majesty's ship "Daphne," and produced before me, the said Judge, the sworn declaration hereto annexed, which set out the circumstances under which a native vessel, name unknown, of which Baia was master, of the description and measurement specified in the certificate annexed, taken before condemnation by the captors; also two male slaves named Ali and Ida were seized near Kokotoni on the 14th day of June, 1873; the said Judge having heard the evidence, having found sufficient evidence that the vessel at the time of her seizure was engaged in the illegal Slave Trade, in contravention of Treaties between Great Britain and Zanzibar, do adjudge the above-named vessel, her tackle, apparel, and furniture, and also the slaves Ali and Ida, to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly.

In testimony thereof I have signed the Decree, and caused my seal of office to be affixed thereunto this 18th day of June, 1873.

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

In Her Majesty's Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against a native vessel, name unknown, of which one Naser was said to have been master, her tackle, apparel, and furniture, and also against two slave boys named Ali and Idi, seized by Percy Hockin, Esq., R.N., Acting Sub-Lieutenant in Her Majesty's ship "Daphne."

APPEARED personally, Richard Sacneverell Bateman, Esq., a Commander in Her Majesty's Royal Navy, and commanding Her Majesty's ship "Daphne," made oath that, on the 14th of June, 1873, on the return of the pinnace and whaler from detached service, Sub-Lieutenant Marcus MacCausland, informed the deponent that, on the 5th June, 1873, being anchored to leeward of the Tumbat Island in the pinnace to watch Kokotoni, he observed a dhow standing out from Kokotoni, and going towards Hog Point; on seeing the boat she altered course; that he sent the whaler to board her

## ZANZIBAR.

in charge of Mr. Hockin, Acting Sub-Lieutenant, and he returned with two boys, who stated that they were slaves, and had been bought at Zanzibar within the last fortnight, taken to Manda, and then shipped; that they did not know where they were going, nor the name of their master; that he took the boys on board the pinnace, and they again told the same story as related above; that he then landed the crew, seeing no cause to detain them, and the dhow being unseaworthy, and having no papers or cargo, he measured and destroyed her the same day; that he made a prisoner of the captain, with a view to taking him to Zanzibar, but he made his escape at low water to Tumbat Island, where it was impossible to find any traces of him.

The deponent also made oath that no papers were found on board the vessel.

June 16, 1873.

(Signed) RICHARD S. BATEMAN, *Commander.*

The deponent was duly sworn to the truth of this affidavit.

Before me,

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

I, the Undersigned, holding the rank of Sub-Lieutenant in Her Britannic Majesty's Navy, and commanding the boats detached from Her Majesty's ship "Daphne," do certify that, in exercise of the authority vested in me, I did, on the 5th day of June, 1873, being off Tumbat Island, detain the dhow, whereof Naseem is master, 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 five persons, no passengers, and two male and no female slaves.

And I further certify that the dhow, at the time of her detention, was unseaworthy.

(Signed) MARCUS MAC CAUSLAND, *Commanding the Boats  
detached from H.M.S. "Daphne."*

Signed this 14th day of June, 1873.

Approved,

(Signed) RICHARD S. BATEMAN, *Commander.*

June 14, 1873.

*Certificate of Papers found on board the Prize.*

I, the Undersigned, holding the rank of Sub-Lieutenant in Her Britannic Majesty's Navy, and commanding the boats detached from Her Majesty's ship "Daphne," do hereby certify that, in exercise of the authority vested in me, I did, on the 5th day of June, 1873, being off Tumbat Island, detain the dhow, whereof Naseem is master, on the ground that she was engaged in, or equipped for the Slave Trade.

And I further certify that she had no papers on board.

Signed this 14th day of June, 1873.

(Signed) MARCUS MAC CAUSLAND, *Commanding the Boats  
detached from H.M.S. "Daphne."*

Approved,

(Signed) RICHARD S. BATEMAN, *Commander.*

June 14, 1873.

*Certificate as to Money and Valuables found on board the Prize.*

I, the Undersigned, holding the rank of Sub-Lieutenant in Her Britannic Majesty's Navy, and commanding the boats detached from Her Majesty's ship "Daphne," do hereby certify that the following is a correct account of all monies and valuables found on board the dhow detained by me on the 5th day of June, 1873, on the ground that she was engaged in or equipped for the Slave Trade.

No monies or valuables.

Signed this 14th day of June, 1873.

(Signed) MARCUS MAC CAUSLAND, *Sub-Lieutenant, Commanding  
Boats detached from H.M.S. "Daphne."*

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The master of the dhow made his escape before I had an opportunity of giving him a copy of the above.

Approved,  
(Signed) RICHARD S. BATEMAN, *Commander*,  
H.M.S. "Daphne."

June 14, 1873.

*Certificate as to Articles and Equipments on board a Vessel wrecked or destroyed.*

I, the Undersigned, holding the rank of Sub-Lieutenant in Her Britannic Majesty's Navy, and commanding the boats detached from Her Majesty's ship "Daphne," do hereby certify that there were no equipments on board the vessel.

Signed this 14th day of June, 1873.

(Signed) MARCUS MAC CAUSLAND, *Sub-Lieutenant, Commanding*  
Boats detached from H.M.S. "Daphne."

Approved,  
(Signed) RICHARD S. BATEMAN, *Commander*,  
H.M.S. "Daphne."

June 14, 1873.

*Certificate as to the Destruction of the Vessel.*

I, the Undersigned, holding the rank of Sub-Lieutenant in Her Britannic Majesty's Navy, and commanding the boats detached from Her Majesty's ship "Daphne," do hereby certify that, on the 5th day of June, 1873, I destroyed the dhow detained by me that day, on the ground of her being unseaworthy.

Signed this 14th day of June, 1873.

(Signed) MARCUS MAC CAUSLAND, *Sub-Lieutenant, Commanding*  
Boats detached from H.M.S. "Daphne."

Approved,  
(Signed) RICHARD S. BATEMAN, *Commander*,  
H.M.S. "Daphne."

June 14, 1873.

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

We, the Undersigned, officers of Her Majesty's ship "Daphne," do hereby certify that we have carefully measured, in the manner prescribed by Rule 2 of the 22nd section of the Merchant Shipping Act, 1854, the vessel detained by Her Majesty's ship "Daphne," on the 5th June, 1873, on the ground that she was engaged in or equipped for the Slave Trade, and we certify that her dimensions are as follows:—

Length on upper deck, from outside of plank at stem, to outside of plank at stern-post	..	45	6	Ft.	in.
Main breadth to outside of plank	..	12	0	..	..
Girth of ship under the keel at main breadth, from the upper deck on one side of the ship, to the upper deck on the other	..	30	0	..	..

*Tonnage.*

Tonnage under tonnage-deck	..	50	$\frac{1}{2}$	Tons.
Closed-in spaces above the tonnage-deck, if any, naming them; poop or round-house, &c.	..	Nil		

	Length.	Breadth.	Height.	
Poop	..	..	..	..
House	..	..	..	..
Total	..	..	..	50

Signed this 14th day of June, 1873.

(Signed) MARCUS MAC CAUSLAND, *Sub-Lieutenant*.  
JOSIAH FITHON.

Approved by me, this 14th day of June, 1873.

(Signed) RICHARD S. BATEMAN, *Commander*.

## ZANZIBAR.

No. 32.

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

(Extract.)

Zanzibar, June 23, 1873.

I HAVE the honour to report the arrival here, on the 15th instant, of Rear-Admiral Cumming, C.B., in Her Majesty's ship "Glasgow." There were at the time in harbour the "Briton," "Wolverene," and "Daphne," and Her Majesty's ship "Nimble" has since arrived from Ceylon.

On the 17th June I called on His Highness Seyd Burgash, accompanied by Admiral Cumming, the Consular Staff, and upwards of sixty Officers of the Fleet, and informed the Sultan, that the Treaty being signed, the ships of Her Majesty's Navy, instead of proceeding to blockade the island, as they would have done, had he not acceded, were ready to co-operate with him in the execution of it, by seizing all vessels having slaves on board.

At Admiral Cumming's personal invitation, His Highness, escorted by the Chiefs of the place, returned the visit on board Her Majesty's ship "Glasgow," when he was received with all honour.

His Highness gave an invitation to the Admiral, myself, and Officers of the Navy, to dine at the Palace, which was politely declined, and without giving offence.

I have the honour to inclose copy of correspondence that has passed between this Office and Admiral Cumming, relative to the signature of the Treaty. I have also, as required, furnished a copy of your Lordship's Instructions of May 16.

Admiral Cumming has, I am glad to report, taken the occasion publicly to acknowledge the successful manner in which the officers and men of the only two ships on the station performed the arduous duties required of them between the 1st of May this year, and the signing of the new Treaty.

Inclosure 1 in No. 32.

*Dr. Kirk to Rear-Admiral Cumming.*

(Extract.)

Zanzibar, June 11, 1873.

I HAVE the honour to inform your Excellency, that on the 2nd June I received orders, dated the 16th of the previous month, from the Foreign Office, directing me to present to His Highness the Sultan of Zanzibar, a Treaty similar to that before submitted by his Excellency Sir Bartle Frere, and to demand his signature thereof.

In event of his declining to sign, or delaying compliance, I was further authorized to inform him, that on arrival of your Excellency, the fleet would at once blockade the island, according to the law of nations.

I need not trouble your Excellency with an account of the various meetings that ensued between the Sultan and myself, all of which have been fully reported to the Foreign Office, and to the Indian Government; but I am glad to be able to state, that in the end I succeeded in inducing the Sultan and his Council to yield, and that the Treaty was signed, with the additional clause required, on the 5th of June.

Instructions, in conformity, have been sent by His Highness to the various coast stations; and here the provisions have been at once put in force.

The new Treaty provides, first, that the transport of slaves by sea, shall for ever cease; and all vessels so engaged be liable to capture and condemnation. All former limits as those within which the people of Zanzibar were enabled to trade in slaves, and transport them by sea, are therefore abolished, and a slave-vessel is prize when and where found.

This will clearly not forbid people who are slaves in the island from going to the coast of their own free will, and on business; but the forcible removal of slaves by sea is entirely illegal; and even a runaway slave, who may have escaped to the mainland, cannot be brought back legally to Zanzibar simply as a slave, although his status both here and on the coast would still be slavery.

The II<sup>nd</sup> Article of the new Treaty provides that all slave-markets for the public sale of slaves shall be closed throughout the whole of the Sultan's dominions.

The III<sup>rd</sup>, that the Sultan will protect freed slaves.

In the IV<sup>th</sup>, we are bound to stop all slave-holding by Indians under our protection.

The V<sup>th</sup> provides that this Treaty shall be ratified at the earliest possible time.

## ZANZIBAR.

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The Treaty having been signed on the 5th June by myself, on the part of Her Majesty, and on that of His Highness, by Nasser bin Saeed, the Wuzee, was ratified the same day by the Sultan, under his hand and seal, as binding on himself, his heirs, and successors.

In sending to Europe a document of such moment, I was glad to be afforded the occasion of requesting Captain Malcolm to detach one of his officers specially for this purpose, as it is to the active co-operation of that intelligent officer, and the thorough manner in which those under his command, both in his own vessel, and Her Majesty's ship "Daphne," have done their duty, that I am greatly indebted for having been able to convince the Arabs of the utter hopelessness of further opposition to the wishes of Her Majesty's Government.

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Inclosure 2 in No. 32.

*Rear-Admiral Cumming to Dr. Kirk.*

Sir,

"Glasgow," at Zanzibar, June 16, 1873.

I HAVE the honour to acknowledge receipt of your letter of the 11th instant, informing me of your having succeeded in inducing His Highness the Sultan of Zanzibar and his Council to yield, and sign the Treaty which you were directed to present by Her Majesty's Government.

It affords me great pleasure to hear that your endeavours have met with such signal success; and also that the services of Her Majesty's ships under my orders have been so highly appreciated by you.

I have caused the expression of your satisfaction to be made known to the officers and men concerned.

I have, &c.  
(Signed) A. CUMMING.

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No. 33.

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

My Lord,

Zanzibar, June 26, 1873.

I HAVE the honour to inclose copies of two Decrees, with accompanying papers, relating to captures made by the boats of Her Majesty's ship "Briton."

On the 23rd instant I had the honour to inform your Lordship that I had condemned a slave vessel seized by the boats of Her Majesty's ship "Daphne," engaged in transporting kidnapped slaves from Zanzibar to Pemba. Again, in the case marked No. 9, a similar offence has been detected, while in No. 10 the owner of a slave, with the knowledge and connivance of the owner of the vessel, was simply removing him from Zanzibar to Pemba, in contravention of the Treaty of the 5th June, 1873.

I regret to have to report that while in case No. 8, already sent, captured by the boats of Her Majesty's ship "Daphne," the captain of the dhow who kidnapped the slaves, was allowed to escape for want of due precaution taken by the Naval Officers here, the criminal has again evaded justice with the full sanction of the capturing officer, who placed him on shore at Pemba, on his giving a written acknowledgment, in Arabic, that he gave up his dhow rather than come and contend the case in Court.

I have pointed out that so open a departure from the rules can only be excused while the work of Slave Trade repression is being carried on with inadequate boats; but that if continued, it will be necessary to take further notice of it, as the loss of a dhow, perhaps not owned by those on board, has little influence in checking the traffic in slaves in comparison with the personal punishment of the culprits.

By the new Treaty His Highness has bound himself to punish offenders, and I have never found him slack to do so. It is most important, therefore, in all cases that the captain of the dhow should appear in Court alike for the defence as to undergo punishment if proved guilty.

The limited traffic in slaves carried on from Zanzibar to Pemba is now being actively watched by boats of the ships of war, on my information that slaves are collected near Kokotoni, ready for shipment, and His Highness has imprisoned, on information quite apart from any received from me, one of the chief Arab proprietors of that district,



convicted of harbouring slaves for the purpose of shipment to Pemba, where labour is now in high demand.

The owner of the slave in case No. 9 has been put in prison by His Highness, on receiving a report of the proceedings that led to the condemnation and destruction of the dhow.

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

Inclosure 1 in No. 33.

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

*Case No. 9 of 1873.*

*Decree.*

In the Vice-Admiralty Court, at Zanzibar.

Our Sovereign Lady the Queen against the Zanzibar vessel called the "Hassara," whereof Mohammed bin Ali was master, her tackle, apparel, and furniture; and also against the two male slaves, named Sudi and Sangama, seized as liable to forfeiture by John Edrie Blaxland, Esquire, Lieutenant in Her Majesty's Navy, in command of the boats of Her Majesty's ship "Briton." Before John Kirk, Esquire, Judge in the Vice-Admiralty Court at Zanzibar, on the 24th June, 1873.

PERSONALLY appeared George John Malcolm, Esquire, Captain of Her Majesty's ship "Briton," and produced before me, the said Judge, the sworn declaration, hereto annexed, which set out the circumstances under which a Zanzibar vessel, named the "Hassara," owned and commanded by Mohammed bin Ali, of the description and measurement specified in the certificate, annexed, taken before condemnation by the captors; also two male slaves, named Sudi and Sangama, were seized near the Island of Pemba, on the 13th day of June, 1873. I, the said Judge, having heard the evidence produced by the captors, having found sufficient proof that the vessel, at the time of her seizure, was engaged in the illegal transport of the slaves Sudi and Sangama, in contravention of Treaties existing between Great Britain and Zanzibar, do adjudge the above-named vessel, her tackle, apparel, and furniture, and also the two slaves, Sudi and Sangama, to have been lawfully seized, and to be forfeited to Our Sovereign Lady the Queen, and do condemn the same accordingly: And, whereas it has been shown that the vessel could not be brought into Court, and that it became necessary to destroy her, and that the cargo, passengers, owner, and crew, were landed at Pemba; we approve the same, unless, in so far as regards the landing of the owner, for whose safe custody and production in Court the captors were responsible.

In testimony whereof I signed the present Decree, and caused my seal of office to be affixed thereto, the 24th day of June, 1873.

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

Her Majesty's Vice-Admiralty Court, at Zanzibar.

Our Sovereign Lady the Queen against the Zanzibar dhow or vessel called the "Hassarah," whereof Mahommed bin Ali was master, her tackle, apparel, and furniture; and also against two male slaves, named Sudi and Sangama, seized by John Edrie Blaxland, Esquire, Lieutenant in Her Majesty's Navy.

APPEARED personally, George John Malcolm, Esquire, Captain of Her Majesty's ship "Briton," and made oath that on the 7th day of June, 1873, whilst at anchor in Zanzibar Harbour, he sent one boat under orders to cruize for the suppression of the Slave Trade, on the East Coast of Africa, John Edrie Blaxland, Esquire, Lieutenant, being in charge, that upon the return of the boat on the 21st day of June, 1873, the said John Edrie Blaxland, Esquire, Lieutenant, informed the deponent that he had detained, near Chak Chak Bay, Island of Pemba, on the 13th day of June, 1873, a Zanzibar vessel, said to belong to Mahommed bin Ali, of Pemba, having on board two

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male slaves not domestics, in contravention of the Treaties existing between Great Britain and Zanzibar for the suppression of the Slave Trade, whereupon John Edrie Blaxland, Esquire, Lieutenant, seized her for the purpose of bringing her to Zanzibar, but as she could not fetch, he, after mature consideration, destroyed her on the 18th day of June, 1873, and finding the cutter would be overloaded, he landed on the same day for the safety of his boat, all except the two slaves, and he forthwith made oath that the only paper found on board was a pass relative to the crew and passengers from the authorities at Zanzibar.

(Signed) G. J. MALCOLM, *Captain.*

On the 21st day of June, 1873, the deponent was duly sworn to the truth of this affidavit,

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

On the 21st June, 1873, the above affidavit was filed in Court.

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*Report of Survey.*

WE, whose names are hereunto subscribed, do hereby certify that at Pemba, on the 18th June, 1873, we held a strict and careful survey on the dhow "Hassara," with regard to the possibility, against the strong current and south-west monsoon, of taking her to Zanzibar. Having for nearly three days, i.e., from 14th to 16th June, attempted to beat the "Hassara" to windward, and having been drifted from one end of Pemba to the other, and fearing to be carried to the northward, whence we should not have been able to return at all, we stood in for an anchorage.

We consider her as unfit for the passage, she being also leaky and the sails old and torn, we therefore condemn her to be destroyed, and destroyed her accordingly on same day.

Given under our hands, at Pemba, this 18th day of June, 1873.

(Signed) J. E. BLAXLAND, *Lieutenant, in Command of Cutter on detached Service.*

HY. EDDY, *Gunner's Mate, and Cowswain of Boat.*

Approved,

(Signed) G. J. MALCOLM, *Captain.*

"*Briton,*" Zanzibar, June 21, 1873.

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*Certificate of Admeasurement.*

I, the Undersigned Officer commanding Her Majesty's ship "Briton's" 2nd cutter, do hereby certify that I have carefully admeasured, in the manner prescribed by Rule II of the 22nd section of the Merchant Shipping Act, 1854, the "Hassarah" dhow detained by Her Majesty's ship "Briton's" 2nd cutter, on the 13th day of June, 1873, on the ground that she was engaged in the Slave Trade, and I certify that her dimensions are as follows:—

						Ft.	in.
Length from outside of plank at stem, to outside of plank at stern-post	..	..	..	..	..	67	8
Main breadth to outside of plank	..	..	..	..	..	21	9
Girth of ship under the keel at main breadth, from the upper deck on one side of the ship, to the upper deck on the other	..	..	..	..	..	37	3

*Tonnage.*

						Tons.
Tonnage under tonnage deck	..	..	..	..	..	106·9
Closed-in spaces above tonnage deck, if any, naming them, poop or round house, &c.:						
Poop:—length, 18·7 feet; breadth, 18·3 feet; height, 3·4 feet	..	..	..	..	..	11·6
Total	..	..	..	..	..	118·5

Signed this 13th day of June, 1873.

(Signed) J. E. BLAXLAND, *Lieutenant.*

Approved by me, this 21st day of June, 1873, at Zanzibar.

(Signed) G. J. MALCOLM, *Captain.*

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## ZANZIBAR.

*Certificate as to the Destruction of the "Hassarah."*

I, the Undersigned, J. E. Blaxland, holding the rank of Lieutenant in Her Britannic Majesty's Navy, and commanding Her Majesty's ship "Briton's" 2nd cutter, on detached service, do hereby certify that on the 18th day of June, 1873, I directed a survey, to be held on board the native vessel "Hassarah," detained by me on the 13th day of June, 1873, on the ground that she was engaged on the Slave Trade, and that the Surveying Officers having reported that she is unfit to proceed to Zanzibar, as from the Report of Survey hereto annexed will more fully appear, the said vessel has been destroyed by my orders.

Signed this 18th day of June, 1873.

(Signed)

J. E. BLAXLAND, *Lieutenant.*

Approved,

(Signed)

G. J. MALCOLM, *Captain.*

"Briton," Zanzibar, June 21, 1873.

Inclosure 2 in No. 33.

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

Case No. 10 of 1873.

*Decree.*

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against the Zanzibar vessel called the "Bara Salam," whereof Mashano was master, her tackle, apparel, and furniture, and also against the slave boy Faraji, seized as liable to forfeiture by John Edrie Blaxland, Esquire, Lieutenant in Her Majesty's Navy, and in command of the boats of Her Majesty's ship "Briton." Before John Kirk, Esquire, Judge in the Vice-Admiralty Court at Zanzibar, on the 24th June, 1873.

PERSONALLY appeared George John Malcolm, Esquire, Captain of Her Majesty's ship "Briton," and produced before me, the said Judge, the sworn Declaration hereto annexed, which set out the circumstances under which a Zanzibar vessel, named the "Bara Salam," owned by Haji Osi, of which Mashano was captain, of the description and measurement specified in the certificate annexed, taken by order of the Court ..... condemnation, also one slave boy named Faraji, were seized near the Island of Za on the 10th day of June. I, the said Judge having heard the evidence on both having found sufficient proof that the vessel at the time of her seizure was engaged in the illegal transport of the slave Faraji, in contravention of Treaties existing between Great Britain and Zanzibar, do adjudge the above-named vessel, her tackle, apparel, and furniture, and also the slave Faraji, to have been lawfully seized, and to be forfeited to Our Sovereign Lady the Queen, and do condemn the same accordingly.

In testimony whereof I have signed the present Decree and caused by seal of office to be affixed thereto the 24th day of June, 1873.

(Signed)

JOHN KIRK,

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

Her Majesty's Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against the Zanzibar dhow or vessel called the "Bara Salam," whereof Mashano was master, her tackle, apparel, and furniture, and also against the slave boy Faraji, seized by John Edrie Blaxland, Esquire, Lieutenant in Her Majesty's Navy.

Appeared personally George John Malcolm, Esquire, Captain of Her Majesty's ship "Briton," and made oath that on the 7th day of June, 1873, whilst at anchor in Zanzibar Harbour he sent a boat under orders to cruize for the suppression of the Slave Trade on the East Coast of Africa, John Edrie Blaxland, Esquire, Lieutenant, being in charge;

## ZANZIBAR.

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that upon the return of the boat on the 21st day of June, 1873, the said John Edrie Blaxland, Esq., Lieutenant, informed the deponent that he had detained on the 20th day of June, 1873, near Mungopani Point, Island of Zanzibar, a native vessel under Zanzibar colours, said to belong to Hardusee of Pemba Island, having on board one male slave not a domestic, in contravention of the Treaties existing between Great Britain and Zanzibar for the suppression of the Slave Trade, whereupon John Edrie Blaxland, Esquire, Lieutenant, brought the vessel to Zanzibar for adjudication; and he forthwith made oath that the only paper found on board was a certificate relative to the crew from the authorities at Zanzibar.

(Signed) G. J. MALCOLM, *Captain.*

On the 21st day of June, 1873, the deponent was duly sworn to the truth of this affidavit,

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

On the 21st June, 1873, the above affidavit was filed in Court.  
(Signed) JOHN KIRK, *Judge in the Vice-Admiralty Court at Zanzibar.*

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*Certificate of Admeasurement.*

We, the Undersigned, officers of Her Majesty's ship "Briton," do hereby certify that we have carefully admeasured, in the manner prescribed by Rule II of the 22nd Section of the Merchant Shipping Act, 1854, the Zanzibar dhow "Bara Salam," detained by Her Majesty's ship "Briton's" second cutter as being engaged in the Slave Trade, and do certify that her dimensions are as follows:—

Length on upper deck from outside of plank at stem, to outside of plank at stern-post ..	Ft. in.
Main breadth to outside of plank .. .. .	47 5
Girth of ship under the keel at main breadth, from the upper deck on one side of the ship, to the upper deck on the other .. .. .	17 6
	31 5
<i>Tonnage.</i>	
Tonnage under deck . . . . .	Tons.
Closed-in space above the tonnage deck, if any, naming them, poop, round house, &c. :	51 53
Poop :—length, 13 feet; breadth, 11·5 feet; height, 3·8 feet .. .. .	5 68
	57 2

Signed this 23rd day of June, 1873.

(Signed) JOHN FELLOWES, *Lieutenant.*  
HORACE R. ADAMS, *Sub-Lieutenant.*  
JAMES F. FOOT, *Navigating Sub-Lieutenant.*

Approved by me this 23rd day of June, 1873, at Zanzibar.  
(Signed) G. J. MALCOLM, *Captain.*

"Briton," Zanzibar, June 24, 1872.

I hereby certify that, as per Decree dated 24th June, 1873, of the Vice-Admiralty Court at Zanzibar, the dhow "Bara Salam" was broken up and destroyed this day.

(Signed) G. J. MALCOLM, *Captain.*

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

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No. 34.

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

My Lord,

Zanzibar, July 3, 1873.

IT has been my particular duty, since the Treaty was signed, to make myself fully acquainted, not only with the movements of the slave traders and the measures adopted in order to evade the law, but to be particularly informed as to how the Sultan acted up to the additional clause that binds him to give his active and efficient co-operation toward

carrying out the objects in view, namely, the complete suppression of the Slave Trade throughout his dominions, the prohibition of all public sale of slaves, and securing to freed slaves their newly-acquired rights.

It is, my Lord, with much satisfaction that, as the result of my diligent inquiries, not in town only, but by the reports of secret agents along the coast, that hitherto the Traffic may be said to have been closed, notwithstanding the fact that there are at Quiloa about 4,000 slaves now offered for sale at the reduced rates of from half a dollar to three dollars apiece. Some have been moved by land to Dar-es-Salam, but the losses I am told have been great; on this, I shall, however, be in a position soon to report fully as well as on the route difficulties, and on the undertaking generally as a commercial venture. I am, however, now of opinion that by land few slaves can be profitably taken, and that the bulk of those on hand at Quiloa will scatter in the neighbourhood and become settlers outside the town; any how, the losses sustained by every one, directly or indirectly concerned in the Traffic, have been such as will, I hope, prevent any new slave caravans being fitted out at Quiloa, or the traders from finding credit among the merchants here, whether European, American, or Asiatic.

One manifest result of the present stoppage of the trade in slaves is shown by the cases that now appear in the Consular Court. Beads and cloth that before were accepted without question, are now subjects of litigation on sample, quality, time of delivery, and a thousand other objections that, while the Slave Trade flourished, no one looked to; this indicates the firm conviction among the merchants that these sorts of goods will now entail a loss, and proves how widely all classes of the commercial community were indirectly profiting by and tacitly sharing in the Slave Trade, which, however, in its truly criminal form, was carried on by none but the Arabs, Johanna men, and Suahelis.

It is not, however, to be imagined that smuggling and contraband Traffic in slaves is at an end; this will doubtless continue to a greater or less extent so long as slavery is an institution of the coast and of the islands, and, on so difficult a coast, ways and means will be found to evade the greatest vigilance, whether on our part or that of the Sultan.

From the 1st of May, when the Sultan issued his Proclamation allowing his people to transport slaves as usual until the signing of the new Treaty made such transport illegal and the vessels so engaged liable to capture and condemnation, that branch was paralyzed, while smuggling to a limited extent continued in defiance of the unusual efforts of our ships of war. Several cargoes have been taken to the Somali Coast and others to Pemba, one or two have succeeded in setting out to Arabia. The legitimate trade in slaves that ought to have commenced after the 1st of May was undoubtedly stopped far more by the action of the Agency than by anything done by the boats of our vessels. The Custom-house being administered by British Indians, each one was warned by me, without notice to their Chief here in the town, that if any one compromised himself in the least in respect to the Slave Trade, although acting under the Sultan's orders, he would be arrested and brought to trial. Left uncertain what was meant by this, they referred the matter both to myself and the Customs Agent, but no action was arrived at before orders to insist upon His Highness signing the new Treaty had been received.

In regard to the part His Highness has played since concluding the Treaty, it gives me still greater pleasure to be able to report that hitherto he has done all that one can possibly ask. He has in all cases of attempted breach of the new law acted without informing me, and in so decided and summary a manner as to make his people say they care little for the English who interfere after the crime is committed, in comparison now of their own Sultan, who punishes them for attempting to do so.

In one instance that took place very lately His Highness, without notice to me or even informing me of what he had done, imprisoned one of the Arab Chiefs living near Kokotoni for harbouring slaves evidently intended for shipment to Pemba.

I have studied to make it apparent to His Highness that since signing the Treaty it is to us he ought to look for aid and support, as with this Treaty binding him to give his active assistance our interests and his are intimately united so long as he acts faithfully up to the spirit of its provisions. His Highness, however, fears much the effects of his former stubborn conduct. I would, therefore, strongly counsel the adoption of a liberal yet very firm policy in dealing with him at the present time. The past misunderstanding with England has almost lost him the Mombas districts. The slave population are not under their masters as they were before, and there are many signs of a rapid and internal change that needs a strong Government to direct it in proper channels. Trade is depressed as Zanzibar trade never has been before, all influences combining to weaken the Sultan's hands; and without his Government is supported the new Treaty will become a dead letter, which with our ships alone it is impossible to enforce without further ruin to legitimate commerce.

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The action of our Navy in slave suppression has always its serious attendant evils, and any check applied from on shore, whether through the Agency or the Sultan's Government, is ten times more efficient.

Such, my Lord, is my experience of the first month in which the new Treaty has been in operation, and so far I am enabled to report favourably, and with a strong hope that it will prove sufficient and attain the object with which it has been framed.

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

No. 35.

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

My Lord,

Zanzibar, July 3, 1873.

BY the last mail I took occasion to mention the assistance rendered by Captains Malcolm and Bateman, with the officers and men under their command, in the two ships "Briton" and "Daphne," left on the station after the departure of Sir Bartle Frere.

Since then, Rear-Admiral Cumming, C.B., has arrived in Her Majesty's ship "Glasgow," together with the "Wolverine," "Nimble," and "Magpie."

I take the present occasion to convey to you my high sense of the value of the hearty co-operation afforded by Rear-Admiral Cumming, not at this time only, but also on the two former occasions he has, within the last year, visited this part of the station.

On none of these occasions, when in personal contact, or during the course of official correspondence, could I have desired a firmer or more willing support than has been accorded to me.

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

No. 36.

*Earl Granville to Dr. Kirk.*

Sir,

Foreign Office, August 23, 1873.

I TRANSMIT, herewith, Her Majesty's ratification of the Treaty recently signed by the Sultan of Zanzibar and yourself, for the suppression of the Slave Trade within his dominions.

You will deliver this document to His Highness, together with the inclosed letter,\* of which a copy is annexed for your information, and you will, at the same time, request His Highness to affix his signature to the English version of the Treaty which accompanies this despatch. You will also yourself sign the English version, and return it thus signed and sealed to this office.

I avail myself of this opportunity to express to you the satisfaction of Her Majesty's Government at the able manner in which you have conducted the difficult negotiations which have led to the signing of this Treaty.

I have, &c.  
(Signed) GRANVILLE.

No. 37.

*Earl Granville to the Sultan of Zanzibar.*

Sir,

Foreign Office, August 23, 1873.

HER Majesty's Government learnt with satisfaction from the Treaty which was signed by Your Highness on the 5th of June that Your Highness had agreed to co-operate fully and to the best of your power with Her Majesty's Government in the endeavour to put an end to the Traffic in slaves within your dominions.

The ratification of the Treaty by Her Majesty the Queen will be delivered to you by Her Majesty's Political Agent and Consul-General in your dominions, and it only remains for me to express to you the warm interest which Her Majesty takes in the welfare of your House, and in the prosperity of the countries over which you rule.

I am, &c.  
(Signed) GRANVILLE.

\* No. 37.

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

My Lord,

Zanzibar, July 9, 1873.

I HEREWITH have the honour to forward copy of Decree and papers connected with the case of a native vessel seized by the boats of Her Majesty's ship "Briton," near Kokotoni in the north of Zanzibar Island, on the ground that there was on board at the time a slave being transported for sale, and also that the master of the vessel had concluded an agreement, whereby he was about to ship thirty slaves from Pemba, where the vessel was bound under a charter to bring back cocoanuts on the return voyage.

The circumstances under which this vessel was captured were these: I had learnt, as I have already reported to your Lordship, that slaves were being collected at the north of Zanzibar for shipment to Pemba, where there is a demand for labour at present, owing to the very high prices of slaves, since the estates of Zanzibar were ruined by the hurricane of last year.

I communicated the details of the information obtained to Captain Malcolm, and requested him to take steps to stop the traders *en route*. For this purpose, having sent his boats to the neighbourhood from which shipments would be made, he proceeded in the vessel himself, and anchored at the north-west point.

The dhow now condemned having been seen hovering off and on some time, raised a suspicion that she was about to carry the slaves known to be ready for shipment on shore, and when boarded had one slave, who said he was being taken for sale to Pemba.

The vessel being detained, a Prize Officer at once communicated with me, and asked to be allowed, as evidence seemed to his mind strong, to destroy the vessel before bringing the case into Court.

This I decidedly refused, informing Captain Malcolm that he would be quite without excuse if he did so. The prize was accordingly towed into port.

At the time of trial, it was clearly proved that, in so far as the slave found on board was concerned, the dhow owner had been deceived by the master of the slave, who passed his slave off as a free man.

This was clearly established by the small amount of passage-money paid the vessel on his account, being only a fraction of that charged for smuggling slaves since the late Treaty has been concluded. The amount per head now offered for taking slaves from the north of Zanzibar to the south of Pemba, distant only a few hours' sail, being 3 dollars.

Thus, had the case rested on the presence of this one slave alone, the vessel must undoubtedly have been released, as there existed no reasonable ground to believe that, in this instance, the owner, or his agent the captain, had a criminal knowledge, having themselves been deceived.

At the same time it was proved conclusively by several witnesses examined in the native language by myself, first apart, and again cross-examined before each other, that not only had five slaves been taken to the vessel the previous night and relanded in the vessel's own boat, but that they had been relanded simply because there were twenty-five others not ready for shipment, and as unsafe to keep them on board while the boats of our cruisers were known to be in the immediate vicinity.

It was further established to my satisfaction, that those five slaves were to be marched to Ras Noongwe, a point still further north than where the vessel lay, and nearer to Pemba, and that there the vessel would ship the thirty slaves it had been agreed to carry.

It was not before I had fully examined all the witnesses, to which, in this case, the greater part of two days had been devoted, that I felt fully justified in declaring sentence of condemnation, but this hesitation was due to the necessity of showing clearly, to both parties in the cause, the importance of formal and legal proof being produced in Court, rather than doubt in my own mind, for I had at an early stage been convinced that the captain of the vessel fully intended carrying slaves.

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

## ZANZIBAR.

Inclosure in No. 38.

Case No. 11 of 1873.

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against the Zanzibar vessel called the "Il Mahmoud," whereof Khalfan bin Abdulla was master, her tackle, apparel, and furniture, and also against one male slave called Uledi, seized as liable to forfeiture as being engaged in the Slave Trade by Alexander R. C. Hood, a Sub-Lieutenant in Her Majesty's Navy, before John Kirk, Esquire, Judge in the Vice-Admiralty Court at Zanzibar, on the 7th day of July, 1873.

PERSONALLY appeared George John Malcolm, Esquire, Captain of Her Majesty's ship "Briton," and produced before me, the said Judge, the sworn declaration hereto annexed, which set out the circumstances under which a Zanzibar vessel called "Il Mahmoud," of which Khalfan bin Abdulla was master, of the description and measurement specified in the annexed certificate taken by order of the Court after condemnation, also one slave named Uledi, were seized near Kokotoni in the Island of Zanzibar on the 22nd day of June, 1873, the said Judge has heard the evidence on both sides, having found sufficient proof that the vessel at the time of her seizure was engaged in the Slave Trade and about to carry a cargo of slaves from Zanzibar to Pemba, does adjudge the above-named vessel, her tackle, apparel, and furniture, and also the one slave named Uledi, to have been lawfully seized and to be forfeited to our Sovereign Lady the Queen, and does condemn the same accordingly.

In testimony whereof I have signed the present Decree and have caused my seal of office to be affixed thereto this 7th day of July, 1873.

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

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Her Majesty's Vice-Admiralty Court at Zanzibar.

*Affidavit.*

Our Sovereign Lady the Queen against the Arab dhow or vessel called the "Il Mahmoud," whereof Khalfan bin Abdulla was master, her tackle, apparel, and furniture, and also against one male slave called Uledi, seized by Alexander R. Cockburn Hood, Sub-Lieutenant in Her Majesty's Navy.

APPEARED personally George John Malcolm, Esquire, Captain of Her Majesty's ship "Briton," and made oath that on the 18th day of June, 1873, whilst at anchor in Zanzibar harbour he sent one boat under orders to cruize for the suppression of the Slave Trade on the East Coast of Africa, Alexander Rutherford Cockburn Hood, Sub-Lieutenant, being in charge; that upon the return of the boat on the 25th June, 1873, the said A. R. C. Hood, Sub-Lieutenant, informed the deponent that he had detained near Salley Island on the 22nd day of June, 1873, an Arab dhow or vessel called the "Il Mahmoud," said to belong to Ali bin Salem, having on board one male slave, not a domestic; that she was found fitted ready to transport slaves, and that she was only awaiting a favourable opportunity when the supercargo and captain thought no man-of-war's boats were present to ship them somewhere between Kokotoni and Hog Point, Island of Zanzibar, in contravention of the Treaties existing between Great Britain and Zanzibar for the suppression of the Slave Trade; whereupon A. R. C. Hood, Sub-Lieutenant, seized her for the purpose of bringing her to Zanzibar, and as she could not fetch he anchored her off Morna Island until she could be brought to Zanzibar, where she arrived on the 30th June, 1873; and he forthwith made oath that the only papers found on board were articles of agreement dated 16th June, 1873, and three native letters.

(Signed) G. J. MALCOLM, *Captain.*

On the 1st day of July, 1873, the deponent was duly sworn to the truth of this affidavit.

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

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## ZANZIBAR.

*Certificate of Admeasurement.*

We, the undersigned officers of Her Britannic ship "Briton," do hereby certify that we have carefully admeasured, in the manner prescribed by Rule II of the 22nd Section of the "Merchant Shipping Act, 1854," the Zanzibar dhow "Il Mahmoud," detained by Her Majesty's ship "Briton's" whaler, as being engaged in the Slave Trade, and we certify that her dimensions are as follows:—

Length on upper deck from outside of plank at stem to outside of plank at stern-post .	Feet.	78·5
Main breadth to outside of plank .. .. .	.. .. .	19
Girth of ship under the keel at main breadth from the upper deck on one side of the ship to the upper deck on the other .. .. .	.. .. .	38
Tonnage—		Tons
Tonnage under tonnage deck .. .. .	.. .. .	114·7
Closed-in spaces above the tonnage deck, if any, naming them, poop, round-house, &c.—		
Poop: length, 22·9 feet; depth, 8 feet; breadth, 16·2 feet..	.. .. .	29·5
Total .. .. .	.. .. .	144·2

Signed this 26th day of June, 1873.

(Signed)

JOHN FELLOWES, *Lieutenant.*

HORACE R. ADAMS, *Sub-Lieutenant.*

A. R. C. HOOD, *Sub-Lieutenant.*

Approved by me this 26th day of June, 1873.

(Signed)

G. J. MALCOLM, *Captain.*

*Certificate as to Destruction of Vessel.*

This is to certify that, in pursuance of a Decree of the Vice-Admiralty Court at Zanzibar, dated 7th July, 1873, the native vessel "Il Mahmoud" was broken up and destroyed on the same day.

(Signed)

G. J. MALCOLM, *Captain.*

"Briton," July 8, 1873.

No. 39.

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

My Lord,

Zanzibar, July 9, 1873.

I HAVE the honour herewith to transmit copy of Decree in the Vice-Admiralty Court here, in the case of a slave vessel, name and nation unknown, that was run on shore on the Arabian coast by her captain, to escape capture by Her Majesty's ship "Magpie."

There being no defence, and no possibility of one arising, I gave Decree of Condemnation, after hearing the statement of the captain and officers of Her Majesty's ship "Magpie," but as neither were the slaves seized nor the wreck of the vessel, which seems to have broken up, reached, it has been impossible to certify to the measurement further than by the rough estimate made by three of the officers, judging by comparison of the wreck, seen at the distance of about one-third of a mile, with vessels of a similar class and character.

I have, &c.

(Signed)

JOHN KIRK.

Inclosure in No. 39.

Case No. 18 of 1873.

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against the native beden or vessel (name, nation, master, and owner unknown), her tackle, apparel, and furniture, run on shore and wrecked by the owners in order to escape seizure by F. Proby Doughty, Esq., a commander in the Royal Navy, commanding Her Majesty's ship "Magpie." Before John Kirk, Esq., Judge in the Vice-Admiralty Court at Zanzibar, on the 8th day of July, 1873.

PERSONALLY appeared F. Proby Doughty, Esq., R.N., Commander of Her Majesty's ship "Magpie," and produced before me, the said Judge, the sworn declaration

## ZANZIBAR.

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hereto annexed, which set out the circumstances under which a biden or vessel, whose name, nation, master, and owner are unknown, of the estimated dimension of 130 tons, was run on shore at Cape Madraka, on the Arabian coast, and a number of men, seemingly slaves, landed to escape capture by Her Majesty's ship "Magpie," that was then in chase. I, the said Judge, having found sufficient evidence that the vessel at the time she was run on shore was engaged in the Slave Trade, do adjudge the above described vessel, her tackle, apparel, and furniture, to be forfeited to Our Sovereign Lady the Queen, and do condemn the same accordingly.

In testimony whereof I have signed the present Decree, and caused my seal of office to be affixed thereto this the 8th day of July, 1873.

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

Our Sovereign Lady the Queen against a dhow (whereof the name and nation is unknown), her tackle, apparel, and furniture destroyed by Frederic Proby Doughty, a Commander in the Royal Navy, and commanding Her Majesty's ship "Magpie."

Appeared personally the said Frederic Proby Doughty, and made oath that on the 3rd day of June, 1873, when off Ras Madraka, on the Coast of Arabia, he observed the said dhow, bearing south-west about six miles, running to the north-eastward along the coast; that he then steered a course with the intention of boarding her, on which the said dhow immediately stood in for the land; all possible endeavours were then made to prevent her getting in-shore of the said ship "Magpie," but the said dhow was successful in gaining the breach. On the said dhow striking, some people landed, and others were seen to be hurrying the disembarkation of those on board by throwing them over into the broken water, where they were washed up or assisted by those already landed; in this manner about 150 persons landed which were seen to be conducted towards the ravines in the north-east. That from the before-mentioned circumstances he had every reason to believe that the persons thrown out of the said dhow were slaves, and that the said dhow had run on shore to avoid capture; and further, that it was impossible to communicate with the said dhow, or to capture the master or any of the crew of the said dhow, on account of the very high surf which was breaking on the beach; also, that it was not possible to measure the said dhow, but judging from the number of people who landed, he estimates the said dhow at not less than 130 tons; and further, that within twenty minutes from the time the said dhow was beached, she was broken to pieces by the force of the waves.

(Signed) F. PROBY DOUGHTY, *Commander.*

On the 8th day of July, 1873, the said Frederic Proby Doughty was sworn to the truth of this affidavit.

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

*Certificate of Measurement.*

We, the Undersigned, officers of Her Majesty's ship "Magpie," do hereby certify that, it being impossible to communicate with the dhow, whereof the name is unknown (described as H. No. 8), which was run on shore and wrecked to avoid capture by Her Majesty's ship "Magpie," on the 3rd day of June, 1873; we had no means of obtaining her dimensions, but, judging from her apparent size and by the number of persons seen to land from her, we estimated her tonnage at not less than 130 tons.

Signed this 4th day of June, 1873.

(Signed) W. C. CODRINGTON FORSYTH, *Senior Lieutenant,  
Her Majesty's ship "Magpie."*  
GEO. H. EDEN, *Sub-Lieutenant, ditto.*  
EDWIN H. RICHARDS, *Navigating Sub-Lieutenant,  
ditto.*

Approved by me, this 4th day of June, 1873.

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

*Certificate of Wreck to avoid Capture.*

The undersigned Frederic Proby Doughty, holding the rank of Commander in Her Britannic Majesty's Navy, and commanding Her Majesty's ship "Magpie," do hereby certify that, in exercise of the authority vested in me, I did, on the 3rd day of June, 1873, being in latitude 18° 57' N. and longitude 57° 44' E. of Greenwich, drive on shore and cause to be wrecked the Arab slave dhow, whereof the name is unknown (described as H. No. 8), 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 of her wreck a number of persons, apparently many slaves, about 150 in number. And I further certify that the dhow ran on shore to avoid capture notwithstanding the exertions that were made to intercept her; that on beaching some people landed, and others were seen to be throwing many of the slaves into the surf, who were washed on shore, and assisted to land by those already there. The crew and slaves were then seen to proceed in a long irregular line towards the hills. And I further certify that on account of the very heavy surf breaking on the beach it was impossible to communicate with the dhow or capture the master or crew or any of the slaves, and that within twenty minutes from the time she was beached she went to pieces.

Signed this 4th day of June, 1873.

(Signed)

F. PROBY DOUGHTY, *Commander,*  
*Commanding Her Majesty's ship "Magpie."*

No. 40.

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

My Lord,

*Zanzibar, July 10, 1873.*

I HAVE the honour to inclose copy of a Decree, &c., in the case of a native vessel detained by Her Majesty's ship "Wolverene," off Bagamoyo, on the 30th June, 1873, in which case a decree for restitution to the master was given in this Vice-Admiralty Court.

The vessel was proceeding to Bagamoyo from Zanzibar, having on board goods of an expedition being sent by His Highness the Sultan to aid in suppressing the war at Unyanyembe, that stops the ivory trade and seriously affects commerce. The ground of detention was having on board an Unyamivezi boy who spoke very little Suaheli. The officer in charge of the boat of Her Majesty's ship "Wolverene" imagining that this boy was being shipped from Zanzibar to Bagamoyo for sale seized the vessel and part of her cargo, one portion being landed at Bagamoyo and made over to the person in charge.

Obviously no Arab slave owner having once got an Unyamivezi boy to the island would re-ship him to Bagamoyo, the landing place on the coast in direct communication with his own country, had he been sold he would have been taken to Pemba or some more distant place or retained here.

On examination, however, it proved that this boy had been stolen from one of the Chiefs friendly to the Arabs at Unyanyembe and brought here not more than three or four months ago, and that the Sultan was sending him back to his own people.

I allowed in this case no demurrage or damages, as the captain of the vessel was said to have given money to the ship's interpreter not to stop this vessel. That the interpreter did get 12 dollars was acknowledged, but the dhow people said it was taken by force, and that thefts of other things were committed. These I could not prove or disprove, and so gave the benefit of the doubt in favour of the captors.

The vessel and her part cargo were both returned and acceptance taken after all things had been found in order.

I have, &c.  
(Signed) JONN KIRK

## ZANZIBAR.

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Inclosure in No. 40.

*Case No. 13 of 1873.*Decree.

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against a Zanzibar dhow or vessel (name unknown), whereof Mohammed bin Salim is master, her tackle, apparel, and furniture, seized as liable to forfeiture as being engaged in the Slave Trade, by Colebrooke T. Mandeville, Esq., a Lieutenant in Her Majesty's navy, when in command of the boats of Her Majesty's ship "Wolverene." Before John Kirk, Esq., Judge in the Vice-Admiralty Court at Zanzibar, on the 7th day of July, 1873.

PERSONALLY appeared H. R. Wratislaw, Esq., R.N., Captain of 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 (name unknown, commanded by Mohammed bin Salim), was seized near Bagamoyo on the African Coast on the 30th June, 1873. I, the said Judge, having heard the evidence and examined the witnesses on both sides, having found no proof that the vessel at the time of her seizure was engaged in the Slave Trade, do decree the said vessel, her tackle, apparel, and furniture, to be restored, as claimed, to her master Mohammed bin Salim, and do condemn H. R. Wratislaw, Esq., R.N., the captain of Her Majesty's ship "Wolverene," in all Court costs, acquitting him, however, from all claims on account of demurrage and expenses, &c., as have arisen, or shall or may arise by reason of the said seizure.

In testimony whereof I have signed the present decree, and caused my seal of office to be affixed thereto this 7th day of July, 1873.

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

No. 41.

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

My Lord,

Zanzibar, July 10, 1873.

I HAVE the honour to forward decree and accompanying certificates in the case of an English-owned dhow, detained on the 26th May, 1873, by the boats of Her Majesty's ship "Daphne," in the creek leading to Chak-Chak, in the island of Pemba.

Suspicion rested on this dhow from the fact of the captain and three others making off among the mangroves when sighted by the man-of-war's boat. Thereupon, finding her loaded with a valuable cargo and having passengers on board, the officer took the vessel to her port of destination, namely, Chak-Chak, and there delivered the cargo to the owner, an Indian passenger on board, making the vessel herself over to the Customs Master.

This official in a letter given to me, certifies that the goods had been duly delivered over, and that the vessel was in his hands at Chak-Chak. The owner of the cargo also sent an acknowledgment for the goods on board.

One month after, being sent back to Pemba at my request, the officer who detained this vessel found her still at Chak-Chak, but dismantled and full of water. No captain or owner having turned up, as certified under the hand of the Customs Agent's letter and that of the owner of the cargo, the vessel was burned, and proceedings again opened in this Vice-Admiralty Court.

The owner, whose name appeared on the Provisional Pass of Registry, having disowned all interest or property in the vessel, which had been sold very lately to Pira, the one who owned the cargo, and who, until lately, had been his correspondent in Pemba, but who lately had transferred his business to another house, I had no hesitation in giving decree of condemnation, as ample time had been given for any one to appear, and had there not been some slave-dealing undoubtedly the owner would have come forward.

I shall make further inquiries in this matter for the purpose of arresting the captain of this vessel, who is said before to have carried slaves, and to have been imprisoned for so doing.

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

## ZANZIBAR.

Inclosure in No. 41.

Case No. 15 of 1873.

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Decree.

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against the British Indian vessel called the "Kasoomba," (whereof Hammis was master), her tackle, apparel, and furniture, seized as liable to forfeiture by Marcus McCausland, Esq., Sub-Lieutenant in Her Majesty's Navy, when in command of the boats of Her Majesty's ship "Daphne." Before John Kirk, Esq., Judge in the Vice-Admiralty Court at Zanzibar, on the 10th day of July, 1873.

PERSONALLY appeared Richard S. Bateman, Esq., a commander in the Royal Navy, commanding Her Majesty's ship "Daphne," and produced before me, the said Judge, the sworn declaration hereto annexed, which set out the circumstances under which a British Indian vessel (whereof Hamis was master), of the description and measurement specified in the accompanying certificate, taken by the captors before condemnation, was seized at Pemba on the 26th day of May, 1873. I, the said Judge, having heard the evidence by the captors, and examined all parties that might be interested in the defence, having found sufficient proof that the vessel at the time of her seizure was engaged in the Slave Trade, do adjudge the above-named vessel, her tackle, apparel, and furniture, to have been lawfully seized, and to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly.

In testimony whereof I have signed the above Decree, and caused my seal of office to be affixed thereto this 10th day of July, 1873.

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

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*Affidavit.*

In Her Majesty's Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against an English vessel "Kasoomba," of which one Hammis was said to have been master; for tackle, apparel, and furniture seized by Marcus McCausland, Esq., Sub-Lieutenant in Her Majesty's ship "Daphne."

APPEARED personally Richard Bateman, Esq., a Commander in Her Britannic Majesty's navy, and commanding Her Majesty's ship "Daphne;" and made oath that, on the 4th of July, 1873, on the return of the pinnace and whaler of Her Majesty's ship "Daphne" from detached service, Sub-Lieutenant Marcus McCausland informed the deponent that, on the 26th of May, 1873, he proceeded into Pemba in the pinnace accompanied by the whaler, and anchored off the watering place. That he went ashore accompanied by Mr. Hockin, the officer in charge of the whaler, to obtain fresh water. That, during their absence, a dhow arrived from Zanzibar, and was boarded by Frank Holsgrove, leading seaman and coxwain of the pinnace, in the whaler. Whilst the whaler was boarding her Mr. McCausland came down on the beach and hailed Holsgrove to send the whaler ashore for him, as without an interpreter, who had landed with the officers, Holsgrove would be unable to ascertain if the dhow was engaged in the Slave Trade. The dhow, observing the whaler steering for her, proceeded up the Channel, and, notwithstanding Mr. McCausland pursuing her, continued her course. When he had nearly overtaken her, he noticed a canoe shove off from the dhow with four people in it, one dressed and three naked, or nearly so; the dhow then anchored and was boarded by Mr. McCausland, Mr. Hockin, and the interpreter; she flew British colours, and on Mr. McCausland's asking for the master, he was told that he had just left the dhow. The four people were seen running up the hill from the beach. Mr. McCausland asked for the dhow's papers, which were found after some time by a Banyan passenger, who said that the captain had landed, but intended to return and take the dhow up to Chak-Chak. Mr. McCausland's suspicions being excited by the unusual departure of the dhow's master, accompanied by three people, and by the fact that he left no one in

charge of the canoe, but sent her adrift, he left Mr. Hockin in the dhow, and went in pursuit of the master and his companions, but was unable to overtake them. He then returned and worked on the fears of the Banyan passenger, who said he was the owner of the valuable cargo, by telling him that his cargo was in danger of confiscation if the master did not return to claim the dhow and explain the very suspicious circumstances under which he left her. The Banyan then proceeded on shore and searched the town and neighbourhood for the master of the dhow, but was unable to find any traces of him or of the people who had landed with him, beyond the fact that two were men and the third a woman. Some of the people in the dhow, on being questioned, at first said that the master had landed with three slaves; but afterwards they contradicted themselves and seemed determined to give no opinion whatever. Mr. McCausland then took the dhow with all the crew (except the master) to Chak-Chak. The Banyan passenger stated that he thought the circumstances very suspicious, but could not say whether they were slaves who were landed or not. The Custom-house Officer also came on board, and on the circumstances of the case being explained to him, thought it most probable that the master of the dhow had smuggled the slaves on shore as well to evade the Custom's duties as to escape the boats. At Mr. McCausland's suggestion the Custom-house Officer had notices posted throughout the neighbourhood that, if the master of the dhow did not return within forty-eight hours the dhow would be destroyed. The passengers were allowed to land, and next morning Mr. McCausland discovered that two of the crew had escaped, leaving four only in the dhow. The forty-eight hours having elapsed, and the master of the dhow not having returned, Mr. McCausland placed the dhow in charge of the Custom-house officer, first obtaining a receipt for her, and gave orders that, if the master ever turned up he was to be detained. Mr. McCausland returned to Zanzibar and reported the case.

The deponent also made oath that, the pinnace and whaler of Her Majesty's ship "Daphne," in charge of Sub-Lieutenants McCausland and Hockin, were again sent on detached service with orders to visit Chak-Chak and collect additional evidence. That, on the return of the whaler on the 2nd of July, 1873, Mr. Hockin informed the deponent that, the pinnace and whaler arrived at Pemba on June 21, 1873, and found the Banyan dhow detained by the orders of Mr. McCausland, stripped of everything moveable, her mast gone, and a large hole in her bottom. It being quite impossible to bring the dhow to Zanzibar, and the captain and slaves not having been heard of, the dhow was burnt. Before destroying her Mr. McCausland told the Banyan, Pera, the owner of the cargo, that, if he thought he could find the master, or any of the crew, all of whom had disappeared, that he would give him time to do so, but Pera said he could not find them. Mr. Hockin also informed the deponent that, he heard at Pemba that the master of the dhow was a notorious runner of slaves, and had twice been imprisoned for running them under English colours.

(Signed) R. S. BATEMAN, *Commander.*

On the 8th day of July, 1873, the above deponent was duly sworn to the truth of this Affidavit before me.

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

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Annex (A).

1 paper. (Dhow's papers.)

(Signed) PERCY HOCKIN, *Sub-Lieutenant, R.N.*

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*Certificate as to Papers found on board the Prize.*

I, the Undersigned, Percy Hockin, holding the rank of Sub-Lieutenant in Her Britannic Majesty's Navy, do hereby certify that Sub-Lieutenant Marcus McCausland, R.N., commanding the pinnace and whaler of Her Majesty's ship "Daphne," on detached service, did, by virtue of the authority invested in him, on the 26th day of May, 1873, detain the English vessel "Kasoomba," of which one Hammis was master, on the ground that she was engaged in the Slave Trade.

And I hereby certify that Annex (A) hereto, contains a correct list of the papers which were delivered up at the time of detention.

(Signed) PERCY HOCKIN, *Sub-Lieutenant, R.N.*

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*Certificate of Destruction of Vessel.*

I, the Undersigned, Percy Hockin, holding the rank of Sub-Lieutenant in Her Majesty's Navy, and commanding the whaler of Her Majesty's ship "Daphne," on detached service, do hereby certify that the dhow "Kasoomba," detained by Sub-Lieutenant Marcus McCausland on the ground that she was engaged in the Slave Trade, was unseaworthy, and the said dhow was destroyed by the orders of Sub-Lieutenant Marcus MacCausland.

Signed this 4th day of July, 1873.

(Signed)

PERCY HOCKIN, *Sub-Lieutenant.*

*Certificate of Admeasurement.*

We, the Undersigned, Marcus McCausland and Josiah Fithon, do hereby certify that we have carefully admeasured, in the manner prescribed by Rule 1 of the 21st section of the Merchant Shipping Act, 1854, the dhow "Kasoomba," detained by Her Majesty's ship "Daphne's" boats on the 26th of May, 1873, 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 stern to inside of plank at midship stern timber, at the point of one-third of round of beam below the deck .. .. .	74
Main breadth inside from plank to plank .. .. .	21
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 .. .. .	11

## TONNAGE.

	Tons.
Tonnage under tonnage deck .. .. .	123·53
Closed-in spaces above the tonnage deck, if any, naming them, poop or round-house, &c. .. .. .	25·74
Poop—Length, 22 ft.; breadth, 18 ft.; height, 6 ft. 6 in.	
Total .. .. .	149·27

Signed this 10th day of July, 1873.

(Signed)

MARCUS Mc CAUSLAND, *Sub-Lieutenant.*  
JOSIAH FITTON, *Leading Seaman.*

[No. 42.]

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

(Extract.)

*Zanzibar, July 22 1873.*

SINCE the late Treaty was signed, abolishing the Slave Trade, the coast near Zanzibar has been constantly watched by a fleet of seven ships, which, including that of the Admiral, have sent out all their available boats on detached service. Although during this time a few vessels, compromised as carrying one or two slaves from place to place, have been seized, and some condemned in the Vice-Admiralty Court, not a single case has occurred of a slave cargo being taken, nor has there been suspicion of such having been landed in either of the islands. The Slave Trade by sea, as commonly understood, may therefore be said to be for the time in abeyance, and owing to the heavy losses sustained by all connected directly or indirectly with it, is not likely to be revived in the form of the large caravans that hitherto have fitted out at Quiloa to supply the trade.

The favourable result thus far attained is, however, as much owing to the assistance rendered by His Highness the Sultan, and to the pressure brought upon the trading community, as to the exertions of our fleet which, unsupported, the slavers would not have found it difficult to evade.

## ZANZIBAR.

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No. 43.

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

My Lord,

Zanzibar, July 22, 1873.

I AM now enabled to report more fully as to the movements of the slave-dealers, and the steps being taken to transport slaves, without exposing themselves to a breach of the new law.

At Quiloa there are still many slaves for sale, and about six large slave caravans are expected, those fitted out last year, and now returning to the coast.

At Quiloa strong able-bodied youths command at present from 6 to 10 dollars, poorer lots falling in price to even half a dollar each, where their state of health would not enable them to stand a land journey.

No slave cargo has as yet sailed from Quiloa, but no doubt this will soon be attempted, unless the coast is watched and land agents employed as informers.

On leaving that place a tax of from 1 to 2 dollars each is levied by the Governor as the slaves pass the Mgungara River, a few miles outside the town. Ten days' march takes the slave caravan to Dar es Salam, where the same slaves that sold at 6 to 10 dollars command from 12 to 15 dollars, the mortality having been from 5 to 10 per cent. on the way.

About 500 slaves have already passed through Dar es Salam by the land route, and 400 or thereabout through Bagamoyo; all these are destined for Pangani or places on the north.

At Pangani slaves are now selling at from 25 to 40 dollars each. At Mombasa and Lamo they will be still higher, while at Brava, where before they sold at 40 to 45 dollars each, the price now cannot be under 60 or 80 dollars.

The inducements thus offered, as a consequence of the difficulties thrown in the way, for speculators to transport small consignments of slaves from Quiloa, or the places south of that port, which are less watched by our ships, direct to the Somali coast, are so great, being 700 or 800 per cent. profit on a successful run, as to lead natives to attempt it, and it is most essential to the success of our endeavours, that this should at the outset not prove profitable, otherwise the Slave Trade in Africa will be continued, to a small extent.

At Zanzibar slaves are now selling at twice the price they fetched before the Treaty was signed, common slaves averaging 20 dollars.

In Pemba the same are sold at 30 dollars.

With such varying prices up and down the coast, it will be seen that the tactics of intending slave-dealers will vary from day to day, rendering essential more than ever a thorough system of informers and native agents along this coast, and the frequent visits to the various stations of a Consular officer of experience and local knowledge.

I have, &c.

(Signed) JOHN KIRK.

No. 44.

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

My Lord,

Zanzibar, July 23, 1873.

I HAVE the honour to inclose copy of Decree and papers relating to the capture and condemnation of a dhow taken at Pemba, as contravening the provisions of the new Treaty which prohibits the conveyance and transport of slaves by sea.

This vessel, belonging to an Arab of Mombasa, was on a voyage to Zanzibar from Pemba, having a full cargo on board of cloves and cocoanuts, valued at about 480 dollars, the property of an Indian merchant of Pemba, when first visited by the officers in charge of one of the "Glasgow's" boats, nothing suspicious was found, but on the same night a boy who was on board made his escape to the boat and declared he was a slave lately taken from Quiloa, being removed from the shore, and having nothing to do with the vessel, unless he was the slave of the captain, and reshipped, as his master saw a more profitable way of disposing of him.

The dhow being seized, an attempt was made to reach Zanzibar with the crew and cargo, but an accident that happened forced the prize officer to put back to Mokwane, a small village in Pemba within ten miles of where the cargo had been embarked. Clearly nothing could have been easier than to have run the vessel up the creek to Chak Chak,



the principal town, and there left her in charge, either of one of the boats or the Customs master, but the captors decided on summary destruction, landing the cargo, which was sold at Mokwane, through the interpreter, to the few Indian traders of the place, the interpreter assuring the officers that the cargo came from Mombasa, belonging to the dhow owner, and was being sold at prices equal to those at Zanzibar, whereas he must have known that the cargo had just been shipped at Pemba, and was owned by a man living within ten miles of where it was being sold, and at one half its market value.

In this case it is fair to state that the captain of the dhow considers the English officers acted in good faith, and only after calm deliberation, while he stated that the interpreter was fully informed by him regarding the ownership of the cargo, a fact he seems purposely to have concealed from the officers. Amidst the palpably false statements made by the slave on the one hand, and by the captain of the vessel on the other, I found it no easy matter to decide what amount of weight was to be attached to their respective evidence. Had the whole crew been before me, and subjected to the searching separate cross-examination to which I am in the habit of submitting them, the case might have been satisfactorily cleared up; judging, however, by what I had before me, it seemed established that the boy was a slave, who unsolicited, entered an active protest by taking refuge on board the man-of-war's boat, that he was not a sailor, and not a domestic of any one in the vessel. He was, therefore, being carried and transported in a manner clearly forbidden by the new Treaty, and I believe he was being taken in this dhow, which belonged to his master, for the purpose of being restored to Mombasa, where slaves are now very valuable.

A Decree of condemnation as affecting the vessel was therefore given, and full compensation to the owner of the cargo awarded.

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

P.S.—Since closing the above report, the compensation due to owners of cargo has been decided, and paid by the captors through the Court.

July 30, 1873.

J. K.

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Inclosure in No. 44.

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

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Case No. 12 of 1873.

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against the Zanzibar dhow or vessel, whereof Kombo was master, her tackle, apparel, cargo, and furniture, and also against one male slave named Jana Heri, seized as liable to forfeiture by Arthur Moore, a Lieutenant in the Royal Navy, in command of one of the boats of Her Majesty's ship "Glasgow," before John Kirk, Esq., Judge in the Vice-Admiralty Court at Zanzibar on the 1st day of July, 1873.

Personally appeared Theodore Morton Jones, Esq., Captain in the Royal Navy, commanding Her Majesty's ship "Glasgow," and produced before me, the said Judge, the sworn declaration hereto annexed, which sets out the circumstances under which a Zanzibar dhow or vessel, owned by Said bin Moharak, of Mombasa, of which Kombo was master, of the description and measurement given in the certificate annexed, taken by the capturer before condemnation, also one male slave named Jana Heri, were seized at Pemba on the 22nd day of June, 1873.

I, the said Judge, having heard the evidence on both sides, having found sufficient proof that the vessel at the time of her seizure was engaged in the illegal conveyance and transport of the slave Jana Heri, in contravention of Treaties existing between the Sultan of Zanzibar and Great Britain, do adjudge the above-named vessel, her tackle, apparel, and furniture, and also the slave Jana Heri, to have been lawfully seized and to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly.

And whereas no proof has been shown against the owners of the cargo seized in the above-described vessel, which was landed and sold by the capturer, we decree restitution and compensation in full for all losses sustained by them.

## ZANZIBAR.

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In testimony whereof we have signed the above Decree, and caused our seal of office to be attached thereto this 21st day of July, 1873.

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

In the Vice-Admiralty Court of Zanzibar.

Our Sovereign Lady the Queen against the ship or vessel named "Mambo Comunk," master Sahid Mbarika, her tackle, apparel, furniture, and cargo, also against one male slave, Jana Heri, seized by Lieutenant Arthur Moore, of Her Majesty's Navy.

Appeared personally Theodore Morton Jones, Esq., Captain in Royal Navy, and Commander of Her Majesty's ship "Glasgow," and made oath that, on the 21st day of June, 1873, whilst at anchor off the town of Zanzibar, he sent the second launch, under the command of Lieutenant Arthur Moore, to cruize off the south end of Pemba for the suppression of the Slave Trade; that upon the return of the said boat on the 30th June, 1873, the said Lieutenant Arthur Moore informed the deponent that about ten miles to the southward of Chak Chak he boarded a dhow and found apparently all correct on the evening of the 22nd July, 1873; that about 10 P.M. the same evening a slave boy came alongside the launch in a small canoe from the said dhow, and stated that he had been originally sold at Kilwa and resold at Zanzibar, whence he had been brought by the master of the dhow, and had been exposed for sale at Chak Chak, but had been again taken on board the dhow by the master, and made to work as part of the crew; that he further stated that he had been threatened by the master of the dhow that he would kill him if he mentioned this on being boarded by boats from a British man-of-war, which was his reason for not having made this statement on the dhow being boarded by the said Lieutenant Arthur Moore.

That the said Lieutenant Arthur Moore did then get the dhow under weigh with the master and crew on board, with a view of bringing her to Zanzibar for adjudication; that about six miles from her previous anchorage the mast became badly sprung, and she shipped so much sea that it was impossible to proceed further; he therefore returned to the anchorage, not being able to procure a new mast, and having removed the cargo he was compelled to destroy the dhow, selling the cargo by public auction for the benefit of whomsoever it might concern, and he moreover made oath that the accompanying paper was found on board the dhow.

(Signed) T. MORTON JONES, *Captain, R.N.*

Declared before me this 1st day of July, 1873.

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

*Certificate of Admeasurement.*

We the Undersigned, officers of Her Majesty's ship "Glasgow," do hereby certify that we have carefully admeasured, in the manner prescribed by Rule II of the 22nd section of the Merchant Shipping Act, 1854, the slave vessel "Mambo Comunk," detained by Her Majesty's ship "Glasgow," on the 22nd day of June, 1873, on the ground that she was engaged in, or equipped for, the Slave Trade, and we certify that her dimensions are as follows:—

Length on upper deck from outside of plank at stem, to outside of plank at stern-post ..	Ft.	in.
Main breadth to outside plank . . . . .	60	6
Girth of ship under the keel at main breadth, from the upper deck on one side of the ship, to the upper deck on the other . . . . .	14	6
<i>Tonnage.</i>		
Tonnage under tonnage deck . . . . .	28	6
Closed-in spaces, &c. . . . .		
Poop . . . . .	Tons.	47·54
House . . . . .	Nil	Nil
Total . . . . .	Nil	Nil
	Total	47·54

Signed this 24th June, 1873.

(Signed) A. W. MOORE, *Lieutenant.*  
FRANK FINNIS *Sub-Lieutenant.*

Approved by me this 20th July, 1873.

(Signed) T. MORTON JONES, *Captain.*

## ZANZIBAR.

*Certificate as to the Destruction of the Vessel.*

I, the Undersigned, Arthur W. Moore, holding the rank of Lieutenant in Her Britannic Majesty's Navy, and commanding the first launch of Her Majesty's ship "Glasgow," held a survey on board the vessel "Mambo Comunk," detained by me on the 22nd day of June, 1873, on the ground that she was equipped for, or engaged in, the Slave Trade, and finding that her mast was badly sprung, and being unable to procure a new one, and that she shipped so much water that it was impossible to beat her up to Zanzibar against the strong monsoon that was blowing, the said vessel was destroyed by my orders,

Signed this 24th June, 1873.

(Signed) A. W. MOORE,

I certify that the slave boy Jana Heri was retained at my request on board Her Majesty's ship "Glasgow," not considering it safe to re-land him in Zanzibar for the present.

July 25, 1873.

(Signed) JOHN KIRK.

AWARD in Court of compensation to owners of cargo of dhow No. 12 in the Vice-Admiralty Court under Decree dated the 21st July, 1873.

			Dollars.
To owners of 73 frasilahs of cloves, at $4\frac{1}{2}$ dollars per frasilah	::	::	328 $\frac{1}{2}$
To owners of 12,000 cocoanuts, at $4\frac{1}{4}$ dollars per 1,000	::	::	54
			382 $\frac{1}{4}$

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

Received compensation awarded by Decree of Vice-Admiralty Court to owners of cargo in Case No. 12 of 1873, Her Majesty's ship "Glasgow." Total, 382 $\frac{1}{4}$  dollars.

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

No. 45.

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

My Lord,

*Zanzibar, July 23, 1873.*

SINCE the conclusion of the Treaty with His Highness putting a stop to all transport of slaves by sea, it has been my wish and intention to visit Quiloa for the double object of giving effect to that clause in the new Treaty that binds us not to allow slave-holding by natives of India under our protection, and to ascertain personally the state of the slaves accumulated in Quiloa before the transport by sea was declared illegal, or who since they may have arrived at the coast from the Interior.

The constant pressure of Vice-Admiralty work of a complicated and technical nature, the settlement of disputes between the officers of the Royal Navy and the natives, together with the many important matters on which my advice has been called upon by the Sultan, have hitherto prevented me from leaving head-quarters even for a day.

Under these circumstances I have made constant inquiries regarding the state of the slaves at Quiloa through the officers of our cruizers and by availing myself of all other means, and I am happy to be able to report that no such destitution as I for one was fully prepared to meet with has as yet occurred.

Although depreciated in value, slaves are retained and cared for as property by their owners. In event of general destitution, and of the owners abandoning all care for the slaves, I should not hesitate to advise His Highness to take immediate action, and for this purpose on my own responsibility offer him material help, but this would be clearly unadvisable unless in the face of actual and general destitution, a state of things that now is, I am happy to state, not likely to occur, the land route having been found quite practicable, although costly.

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

## ZANZIBAR.

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No. 46.

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

(Extract.)

*Zanzibar, August 1, 1873.*

I BEG to report that the state of Zanzibar remains perfectly quiet, the Treaty lately executed stopping all Slave Trade, having seemingly produced no political excitement or feeling among the people.

No. 47.

*Viscount Enfield to Dr. Kirk.*

(Extract.)

*Foreign Office, September 9, 1873.*

I AM directed by Earl Granville to inquire whether you have taken any steps to make known to the Chiefs in the interior of Africa and other parties interested in sending slaves to the coast, that, for the future, no slaves will be allowed to embark, and that any persons found guilty of sending slaves to the coast for embarkation will be severely punished.

No. 48.

*Earl Granville to Dr. Kirk.*

Sir,

*Foreign Office, September 23, 1873.*

I HAVE received your despatch of the 31st of May last, reporting the results of a voyage, which you made along the northern shores of the Zanzibar Possessions in Her Majesty's ship "Briton," and also the manner in which you intend to act with a view to preventing the holding of slaves by British Indian subjects in Africa; and I have to convey to you my approval of your past proceedings and proposed action as reported in your above-mentioned despatch.

I am, &c.  
(Signed) GRANVILLE.

No. 49.

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

My Lord,

*Zanzibar, August 8, 1873.*

I HAVE the honour to report the seizure and condemnation in the Vice-Admiralty Court here of a native vessel sailing under assumed English colours and papers under the following circumstances:—

Lieutenant Hockin, when cruising off Saadani, a village near the mouth of the River Wami, opposite Zanzibar, in one of the cutters of Her Majesty's ship "Daphne," boarded a small dhow at anchor, and, finding a boy who declared himself a slave of the owner of the dhow, kept in the vessel against his will, and to be disposed of as he said (the dhow being known to fly English colours), seized the boy and proceeded on shore to get the captain of the vessel. In the village he met the captain, who delivered up the ship's papers, or what he professed to be such, and under which he had been in the habit for some time of sailing. Finding the papers English, issued at the Consulate, and in favour of one Kermali Madani, an Indian, but out of date, and the description given not corresponding to the vessel, he inquired how she came to be owned by Bwani Heri, Chief or Sultan of Saadani, a Sowaheli of the coast, and, receiving no satisfactory reply, determined to take her to Zanzibar. On notifying this intention, the captain used violent and threatening language, saying that not one of the boat's crew should, in that case, leave the place alive. The war drum of the village was then beat, and the population called together under arms; in the meantime the tide had ebbed, leaving the vessel that was afloat when first boarded, high and dry, and the cutter, afloat a long way off, having the slave boy in her. On rejoining his boat, Lieutenant Hockin observed the natives of the place landing the cargo that had just been shipped in the dhow, and busy unbending the sail, evidently with the intention of preventing her removal when the tide rose. On going

near the dhow to prevent this, the population, about 200 in number, having by this time come down, armed mostly with guns and matchlocks, others with spears, axes, and other native weapons, finding it unsafe to remain, Lieutenant Hockin withdrew his men towards the cutter, followed by the natives, who gained courage as he retired, firing at last and compelling Lieutenant Hockin to order his men to turn and give them a volley. On the tide rising, he was allowed to remove the vessel without further molestation; but till then had to keep the people back from scuttling her by firing occasionally on the jungle in which they were concealed.

In Court I found the vessel to be the property of the coast Sultan, who had managed to become possessed of an old pass of the Consulate, the date of which had long expired, and with this flew the English flag, under which she had been before boarded by our cruisers. Had the case rested simply on the slave, it would have required close examination to determine his status, and under which category he fell; as it stood there was sufficient *prima facie* evidence to justify the seizure, and no defence offered. I therefore condemned the vessel; but, as the greatest offence in this case undoubtedly was the assumption of false colours, supported by false papers and the attack on the officer and boat's crew while exercising a jurisdiction that undoubtedly belonged to them, the vessel being under the national flag, I ordered her to be destroyed by the captors at Saadani in presence of the people.

For this purpose I addressed a letter to the Chiefs and people of Saadani and placed it in the hand of Navigating Lieutenant Nankivill, of Her Majesty's ship "Daphne," who has, while serving here, acquired a very competent knowledge of the Swaheli language. This officer, supported by boats from the "Daphne," navigated the vessel back to Saadani, landed there, and had my letter read to the people, explaining it himself by word of mouth in the vernacular, after which, the people fully concurring in the justice of the order, and understanding why it was given, he burnt the vessel of their Chief before the village and returned to Zanzibar.

It is right to state that Bwana Heri, the Sultan of Saadani, was not present himself either when the dhow was first taken or, subsequently, when burnt, and it was his wife who restrained the villagers from continuing to fire on the boat's crew while close to the jungle getting the dhow off, when it would have been no difficult thing for them to have caused considerable injury.

From what I personally know of Bwana Heri, he is not a man to have allowed a collision to occur had he been present.

I understand that one of those wounded by the rifle bullets has since died, and this, together with the burning of the Chief's vessel, which, after judgment, was sent to the place to be destroyed, will, I doubt not, exercise a good effect on the people.

I inclose herewith, Court proceedings and Decree of Condemnation, also correspondence relative to the attack on the boat's crew.

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

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Inclosure 1 in No. 49.

*Rear-Admiral Cumming to Dr. Kirk.*

Sir,

*"Glasgow," at Zanzibar, July 29, 1873.*

I HAVE the honour to forward herewith, a copy of a letter I received this day from Commander Bateman of Her Majesty's ship "Daphne," inclosing a detailed Report from Acting Sub-Lieutenant Hockin of that ship, of the capture of a dhow off Saadani, supposed to be engaged in the traffic of slaves, and which capture was resolutely opposed by a party of 150 to 200 armed Arabs, who not only fired on Mr. Hockin and his boat's crew, but threatened that, if the dhow was taken, none of them should leave the place alive.

I consider that the measures adopted by Mr. Hockin on this occasion, which resulted in the capture of the dhow, without any of his men being even wounded, were most expedient, and reflect credit on this young officer.

I have, &c.  
(Signed) A. CUMMING.

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## ZANZIBAR.

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Inclosure 2 in No. 49.

*Commander Bateman to Rear-Admiral Cumming.*

Sir,

*"Daphne," Zanzibar, July 28, 1873.*

I HAVE the honour to forward herewith, an account of the capture by Mr. Percy Hockin, Acting Sub-Lieutenant, of a dhow engaged in the Slave Trade, and I have to inform you that I have carefully inquired into this case, and am convinced that Mr. Hockin used discretion, judgment, and determination, the latter particularly when he said he intended to take off the dhow in spite of there being from 150 to 200 armed men on the beach ready to resist him. I think Mr. Hockin's conduct on this occasion is worthy of great credit, and hope your Excellency will take the same view of it.

I have, &amp;c.

(Signed)

RICHARD S. BATEMAN.

Inclosure 3 in No. 49.

*Acting Sub-Lieutenant Hockin to Commander Bateman.*

Sir,

*"Daphne," Zanzibar, July 28, 1873.*

I HAVE the honour to inform you that, on the 27th July, being off Saadani in the first cutter, I observed three dhows at anchor off that town. I boarded them, and on board one I found a slave boy, who was paid no wages and detained against his will. The nakhoda of the dhow was ashore with the papers. I went on shore with the Interpreter to see him; he came down on the beach with a number of people armed with axes, and was very violent. He threatened to kill the Interpreter, and said the boat's crew should not leave the place alive if the dhow or boy were taken, this he shouted out whilst running away from us. I then went to the Chief's house; the Chief was absent on an expedition to the Interior, but his brother was acting in his absence. I said I wanted to see the dhow's papers, and after some little time the nakhoda returned with the papers. He gave me an English pass signed by Dr. Kirk, and an Arab one as well. The owner of the dhow, he said, was the Chief of Saadani, though the English pass named a Banyan, and the boy told me the dhow always flew English colours. I had determined to take the dhow to Zanzibar, and wishing to bring the nakhoda, I told him to come back to the dhow with me. He came part of the way and then ran away. I had previously put the boy into the cutter. On my return to the dhow I found her high and dry, and my boat about half a mile off afloat. I went to the cutter and watched the dhow, intending to bring her out at high water. I saw people come down and begin to take the cargo out of her, and unbend the sails. I then served out three rounds of ammunition a man, and leaving two hands to keep the cutter afloat, I waded ashore with the rest and went on board the dhow. The Arabs then came down in great force, and began surrounding the dhow to landward, waving swords and guns, and shouting and gesticulating.

The dhow being close up to the bushes, from whence the Arabs could have picked off my men without any chance of my hitting them, and having such little ammunition, I deemed it best to get back to the boat, as I thought my apparent retreat would make the Arabs attack me if they really intended to, and I was anxious to know what they intended to do.

Directly we retired from the dhow they ran after us, some of them kneeling down and aiming at us. I ordered my men to fix bayonets and retire, facing the Arabs. They then fired at us; I returned the fire, and hit some of the Arabs. This checked them, but after a moment they came on firing again. By this time we were up to our waists in water, but I fired a second volley, and they then retired to some distance. My Interpreter then told them we meant to take the dhow to Zanzibar, and should report their conduct to the Sultan. Their leader answered, he would not let us take the dhow, and he did not care for the Sultan. On reaching the cutter, the tide falling fast, I went out to 7 feet of water, and fired on any one attempting to go near the dhow. The Arabs then dispersed, but fearing they would take the dhow's sail, I landed with Cornelius Duggan, A.B., and ordering the boat's crew to fire on any coming near, I waded on shore and walked up to the dhow; we found the sail had been unbent ready for taking away. We brought the sail back to the boat. As the tide rose, I pulled in nearer and nearer, and then Duggan and myself waded on shore with the cutter's grap-line, but it not being long enough, I went on board the dhow and paid over her

hawser, which we then bent to the grap-line. I had brought an axe with me, and I cut the shores which were supporting the dhow. After about five minutes' pulling the dhow floated, and I towed her off and made sail. The Arabs had evidently enough of the Snider, and did not fire at us as I expected when cutting the shores clear and bending the hawser. I deem it my duty to say that I am well satisfied with the behaviour of the cutter's crew, and I wish to bring Duggan's good conduct to your notice, he coming on shore with me both to bring down the sail and to bend the hawser.

Whilst the affair was going on, some Banyans came down and waved a white flag; I went on shore to meet them, and they told me that they expected to be maltreated by the Arabs. I told them I was going to Zanzibar, and would give them a passage in the dhow. This they declined, but asked me to tell the English Consul they wanted his protection.

In conclusion, I have the satisfaction to state that, notwithstanding the number of Arabs and their expressed determination to defend the dhow, I have brought her back without having a single man wounded.

Hoping my proceedings meet with your approval, I have, &c.,

(Signed) PERCY HOCKIN.

Inclosure 4 in No. 49.

Case No. 19 of 1873.

In the Vice-Admiralty Court at Zanzibar.

*Certificate as to the Destruction of a Dhow.*

I, THE undersigned Richard S. Bateman, holding the rank of Commander in Her Britannic Majesty's Navy, and commanding Her Majesty's ship "Daphne," do hereby certify that, acting under instructions from the Judge in the Vice-Admiralty Court at this place, the dhow (name unknown), captured by the first cutter of this ship on the 27th day of July, 1873, was destroyed on the 6th day of August, 1873.

Dated on board Her Majesty's ship "Daphne," at Zanzibar, the 7th day of August, 1873.

(Signed) RICHARD S. BATEMAN, *Commander.*

*Affidavit.*

In the Vice-Admiralty Court at Zanzibar.

OUR Sovereign Lady the Queen against an English vessel the "Indorama," of which one Sheriff was said to have been master, and one Karamali Madani was said to have the owner, her tackle, apparel, and furniture, and also against a slave boy named Faraji, seized by Percy Hockin, Esq., a Sub-Lieutenant in Her Majesty's ship "Daphne," and commanding the first cutter of Her Majesty's ship "Daphne" on detached service, on the ground that she was engaged in the Slave Trade.

Appeared personally R. S. Bateman, Esq., a Commander in Her Britannic Majesty's navy, and commanding Her Majesty's ship "Daphne," and made oath that on the 28th of July, 1873, on the return of the first cutter of Her Majesty's ship "Daphne" from detached service, Sub-Lieutenant Percy Hockin informed the deponent that on the 27th of July, 1873, being off Saadani, he observed three dhows at anchor, and he boarded them. In one he found a slave boy named Faraji, who was detained against his will, was paid no wages, and wished to be made free. Mr. Hockin placed the boy in the cutter, and went to see the nakhoda who was ashore with the papers. The nakhoda, whose language and behaviour were very violent, eventually gave up the papers, one Arabic and one English, both stating that Karamali Madani was the owner, although the nakhoda and the slave boy said that Bwana Hari, the Chief of Saadani, was the owner of the dhow, and the boy said the dhow always flew English colours. The master threatened that if the boy or the dhow was taken the cutter's crew should not leave the place alive, and the

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Arabs fired on the boat's crew. After some resistance Mr. Hockin succeeded in bringing the dhow off, and sailed her to Zanzibar.

(Signed) R. S. BATEMAN, *Commander.*

Before me,

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

Filed in the Vice-Admiralty Court, the 28th July, 1873.

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

*Minutes of Court of Proceedings.*

*August 4, 1873.*

Present :

Captain Bateman, for the Captors.  
Agent of Bwana Heri, of Saadani, for the Vessel.

Read affidavit of captors.

Read affidavit of Karamali Mandani to the effect that this vessel never was his, that he had a vessel once which was sold, but a different one from this, and that he has sailed as passenger in this under the English flag.

Read deposition by the slave boy to the effect that he is a native of Uzegua, was bought by Bwana Hari some time ago, put in the vessel, and was to be sold, although he has been several voyages in the dhow.

Agent of Bwana Hari states dhow is his property, has sailed under the English colours, and been boarded before under them, does not know why Bwana Hari gave out English papers to her or where he got them.

Ordered Decree of condemnation to be given, and, as the vessel has been taken under false colours and papers, the vessel to be destroyed off Saadani, and a letter addressed to the Chiefs and people of the place prepared, and read on shore before the destruction is carried out.

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

*Affidavit.*

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against the vessel, without name or nation, sailing under assumed English colours, and false papers, whereof Sheriff was Master, her tackle, apparel, and furniture; and also against one male slave named Faraji, seized as liable to forfeiture, as being engaged in the Slave Trade, by Percy Hockin, Sub-Lieutenant in Her Majesty's Navy, before John Kirk, Esq., Judge in the Vice-Admiralty Court at Zanzibar, on the 14th day of August, 1873.

PERSONALLY appeared R. S. Bateman, Esq., and produced before me, the said Judge, the sworn declaration hereto annexed, which set out the circumstances under which the vessel, without name or nation, of which Sheriff was Master, and owned by Bwana Heri of Saadana, on the African coast, of the description and measurement specified in the annexed certificate, taken by order of the Court, after condemnation; also one slave boy, named Faraji, were seized at Saadani on the 27th July, 1873, under the English flag, and papers; and the said Judge having heard the evidence on both sides, having found sufficient evidence that the vessel at time of seizure was engaged in the Slave Trade, and making use of false papers and colours, do adjudge the above-named vessel, her tackle, apparel, and furniture, and also the slave boy Faraji, to have been lawfully seized, and to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly.

In testimony whereof I have signed the present Decree, and caused my seal of office to be affixed thereto, this 4th day of August, 1873.

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

Ordered that the vessel be taken to Saadani, and there destroyed, in presence of the owners.



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

We, the Undersigned, E. Nankivill, Navigating Lieutenant, and Henry Brown, carpenter, 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 vessel detained by the first cutter of Her Majesty's ship "Daphne, on the 27th day of July, 1873, on the the ground that she was engaged or equipped for the Slave Trade.

Principal dimensions—	Ft. in.
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 .. .. .	35 0
Main breadth inside from plank to plank .. .. .	10 9
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 .. .. .	8 0
Tonnage—	No. of Tons.
Tonnage under tonnage deck .. .. .	32 $\frac{3}{4}$
Closed-in space above the tonnage deck, if any, naming them, poop or round-house, &c.—	
Poop .. .. .	—
House .. .. .	—
Total .. .. .	32 $\frac{3}{4}$

Signed this 29th day of July, 1873.

(Signed)

E. NANKIVILL, *Navigating Lieutenant.*  
HY. BROWN, *Carpenter.*

Approved in Court, after condemnation, August 4, 1873.

(Signed) JOHN KIRK,

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

No. 50.

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

(Extract.)

*Zanzibar, August 9, 1873.*

I HAVE the honour to report that an expedition has started under the personal direction of the Governor-General of Mozambique, to make another effort to establish Portuguese supremacy on the Zambesi, where it has now been for several years completely lost. On the 24th June the Governor General left Quillimane for the Luabo mouth of the Zambesi in the screw-steamer "Tête," having the two steamers "Senna" and "Quillimane" in company.

I understand it is the purpose on the present occasion to ascend the Zambesi by water alone, and without any land party, but from my experience of that river, the season has been allowed to advance too far, nor is the river really navigable, unless to vessels of the shallowest draught of water, as far as Massangano, near Tête, the fortified position of the rebel Chief. Moreover, unless the course of the river at that point has much changed since I knew it, the vessels, on reaching, in the dry season, will find themselves at a distance from the stockade too far to make their fire efficient, unless it is purposed chiefly to use rockets for the purpose of burning down the houses, a thing that might very easily be accomplished.

While the Bonga rebellion remains unbroken, and finances are in a deplorable state, new difficulties seem to arise from the north, the Makololas left by the Livingstone expedition, having attacked, burnt, and plundered, carrying off captives from villages between Senna and Mazzaro, on the Lower Zambesi.

From private sources I learn that a very large Slave Trade has been carried on this year with Madagascar, which the Portuguese Government is wholly unable to check, having no real power unless within gunshot of their stations; and I am told by natives that a Slave Trade vessel going to Madagascar has just been seized, with 125 slaves on board, near Majunga.

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No. 51.

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

(Extract.)

*Zanzibar, August 26, 1873.*

I HAVE the honour to inclose herewith copy of a decree of condemnation of a native canoe and two slaves seized in the passage between the islands of Chole and Mafia.

As that is a region badly surveyed and little known, and as I have just returned from inspecting that part of the coast, I may explain, for the information of your Lordship, that Chole is one of three small islets at the south-east corner of Mafia, of importance as being the favourite residence of the proprietors of estates in the latter, which is a rich and well cultivated island.

The reason assigned by those I asked, why, having their plantations in Mafia, they lived in another island, was that a chill air from the marshes and hollows of the larger island caused swellings and dropsies, from which in Chole they were free, as they expressed it, they preferred Chole as being warmer than Mafia.

The arm of the sea that divides the two islands is at one place not above a quarter of a mile in width, and over this the farm produce is carried by the slaves, who cultivate the land and watch the cocoa-nut plantations, to the houses of their masters, and the canoe seized by the boats of Her Majesty's ship "Shearwater" was returning to Mafia, having the same day taken across slaves and produce.

When spoken with two of the passengers complained loudly of ill-treatment by their masters, and claimed protection of the English officers, and finding that both were newly-imported slaves, neither of whom could speak the language of the coast, and that they voluntarily protested against being kept as slaves, the officer in charge destroyed the canoe and removed the slaves to his boats.

Entering the following day, but after the boats of the ship of war had left, I received and noted all that the people of Chole had to say. They accepted all that might be said by the slaves, but, falling back, disputed the case on the general issue, on the ground that Chole and Mafia were one, the former being simply the residence of the people of Mafia and its port of shipment.

That the slaves were slaves they acknowledged; that they did not understand Swaheli they did not deny; they simply said that, if their slaves could not be moved with perfect freedom, at the will of the owner, from one island to the other, they, the proprietors, must remove to Mafia and abandon Chole.

Against this view of the case, it must be kept in mind that Mafia has good harbours of its own; that, if not so healthy as Chole, it is still reputed better than most places on the coast; and that it was clearly understood, at the time the late Treaty was signed, that slaves could not be removed by water, and the instance of slaves who escaped from Zanzibar to the mainland, thirty miles distant, used as an example.

Did, then, the narrowness of the sea channel between Mafia and Chole here authorize an opposite meaning?

To my mind this could not be admitted.

It is essential for the proper working of the Treaty that the general principle agreed to and understood by the Arabs, that slaves cannot be taken as slaves afloat and removed against their will, be maintained intact, especially now, when slave gangs in chains and slave sticks are marched along the coast by land with a view to accomplish, if possible, the same object before attained by the easier and cheaper sea voyage.

Inclosure in No. 15.

Case No. 21 of 1873.

*Decree.*

Our Sovereign Lady the Queen against the Zanzibar canoe or vessel, name unknown, owned by Abdullah bin Omar Mafazi, of Chole, and also against the two male slaves called Matumale and Sudi, seized as liable to forfeiture by William Osborne Moore, a Lieutenant in Her Majesty's navy, on detached service in the boats of Her Majesty's ship "Shearwater." Before John Kirk, Esq., Judge in the Vice-Admiralty Court at Zanzibar, on the 25th August, 1873.

PERSONALLY appeared Commander W. Lloyd Wharton, R.N., Commander Her Majesty's ship "Shearwater," and produced the sworn declaration hereto annexed, which

sets out the circumstances under which a Zanzibar canoe or vessel, name unknown, owned by Abdulla bin Omar Mafazi, of Chole, of the description and dimensions specified in the annexed certificate of admeasurement, also two male slaves named Matumale and Sudi, were seized between the islands of Chole and Mafia on the 18th day of August, 1873. I, the said Judge, having heard the evidence produced on both sides and examined the witnesses, having found sufficient proof that the canoe or vessel, at the time of her seizure, was engaged in the illegal transport of the two slaves above named in contravention of Treaties existing between Great Britain and the Sultan of Zanzibar, do adjudge the above-mentioned canoe or vessel, and also the two slaves Matumale and Sudi, to have been lawfully seized and to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly.

In testimony whereof I have signed the present Decree and caused my seal of office to be affixed thereto, this 26th day of August, 1873.

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

*Affidavit.*

Our Sovereign Lady the Queen against a canoe unnamed, whereof Abdulla bin Omar Mofazi was owner, and also against two male slaves, called Matumale and Sudi, seized by Lieutenant William Osborne Moore.

Appeared personally William James Lloyd Wharton, Esq., Commander of Her Majesty's ship "Shearwater," and made oath that, on the 18th day of August, 1873, whilst off the island of Songa Songa, he detached two boats, under the orders of Lieutenant William U. Moore; that, on the return of said two boats on the 24th instant, the said Lieutenant William Osborne Moore informed deponent that, on searching a canoe passing from Chole Island to Mafia on the 19th instant, he found there on board the two slaves above named who, from their own statement, as well as appearance and ignorance of the Swaheli language, he deemed to be slaves, carried in contravention of the Treaties existing between the Sultan of Zanzibar and our Sovereign Lady the Queen; whereupon he seized the said canoe and slaves as liable to forfeiture to Her Majesty, destroyed the canoe, and brought the said slaves to this port; and he further made oath that there were no papers or documents on board said canoe.

(Signed) W. J. L. WHARTON, *Commander.*

On the 25th day of August, 1873, the said William James Lloyd Wharton, Esq., was duly sworn to the truth of this affidavit.

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

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

I, the Undersigned, William U. Moore, holding the rank of Lieutenant in Her Britannic Majesty's navy, and detached from Her Majesty's ship "Shearwater," do hereby certify that, in exercise of the authority vested in me, I did, on the 19th day of August, 1873, between Chole Island and Mafia, detain canoe 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 four passengers and two male slaves.

And I further certify that, on examination by Sub-Lieutenant James F. Bedford and myself, she proved unfit for conveyance to the ship or port of adjudication, from her small size and leaky condition.

Signed the 25th day of August, 1873.

(Signed) WM. USBORNE MOORE, *Lieutenant, R.N.*

*Certificate as to the Destruction of the Canoe.*

I, the Undersigned, William U. Moore, holding the rank of Lieutenant in Her Britannic Majesty's navy, and detached from Her Majesty's ship "Shearwater," do hereby

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certify that, on the 19th of August, 1873, I directed a survey to be held on the said canoe detained by me on the 19th of August, 1873, on the ground that she was engaged in, or equipped for, the Slave Trade, and that the Surveying Officer has reported to me that it was impossible, from her size and leaky condition, to bring her to the port of adjudication, as from the report of survey hereto annexed will more fully appear, the said vessel has been destroyed by my orders.

Signed this 25th day of August, 1873.

(Signed) WM. USBORNE MOORE, *Lieutenant, R.N.*

*Certificate of Admeasurement.*

WE, the Undersigned, William U. Moore and James F. Bedford, do hereby certify that we have carefully admeasured, in the manner prescribed by Rule 1 of the 21st section of the "Merchant Shipping Act, 1854," the canoe detained by Lieutenant William U. Moore, on the 19th of August, 1873, on the ground that she was engaged in, or equipped for, the Slave Trade; and we certify that her dimensions are as follows:—

Length..	..	..	..	..	..	..	..	..	Feet.
Main breadth inside from plank to plank	..	..	..	..	..	..	..	..	29
Girth ..	..	..	..	..	..	..	..	..	4
									12
Tonnage	..	..	..	..	..	..	..	..	Tons.
									1.774

Signed this 25th day of August, 1873.

(Signed) WILLIAM USBORNE MOORE, *Lieutenant, R.N.*  
JAMES F. BEDFORD, *Sub-Lieutenant, R.N.*

RECEIVED from Captain Wharton, R.N., captured in the canoe seized at Chole on 18th August, No. 21 of 1873, in the Vice-Admiralty Court two male slaves.

(Signed) *Zanzibar, August 26, 1873.*  
JOHN KIRK,  
*Judge in the Vice-Admiralty Court at Zanzibar.*

No. 52.

*Consul-General Kirk to Earl Granville.—(Received September 24.)*

(Extract.)

*Zanzibar, August 27, 1873.*

I HAVE the honour to report, for your Lordship's information, that, in order personally to ascertain the true state of the slaves at Kilwa, I left Zanzibar in Her Majesty's ship "Shearwater" to visit Kilwa Kivinji and the intermediate stations where information regarding the overland Slave Trade might be collected. The special work on which I was to be engaged coinciding with the service on which Captain Wharton, as a surveying officer, has been here charged, I was most fortunate in finding one so desirous to see as much as possible of the coast, and assist me personally throughout the tour, while carrying out his own proper duties.

The coastline we were to pass being the least accurately surveyed of all the sheets of Captain Owen's East African charts, presented at the same time one point of considerable geographical interest, including, as it did, the mouths of the hitherto unexplored River Lufigi, advantage was taken in passing to fix and delineate, not only the principal sea mouths of this large stream, but to ascend and ascertain its course, and relative importance as a possible water-way for the future to inner Africa.

The results of observations made at various places examined by Captain Wharton and myself, I have thrown, for convenience of reference, into the form of separate inclosures, and will now generally indicate the course followed on the voyage.

Leaving the harbour of Zanzibar on the 11th of August, we anchored early the following day on Latham Bank, a detached and dangerous coral reef that lies in the southern entrance to the Zanzibar channel, having in its centre a low island, visible only a few miles off, on which several merchant-vessels have been wrecked, and that has nearly caused the loss of more than one of our cruizers in these seas.

After taking astronomical observations, and noting the currents that sweep the reef,

and constitute its chief danger, we made for the nearest headland of the opposite coast, correcting here, as elsewhere throughout our voyage, the names often wrongly placed on the present sea-charts, the want of which information has hitherto proved so baffling in identifying localities where wrecks or other events have been reported by natives to have taken place.

In future, as regards the coastline between Zanzibar and Kilwa, this difficulty has been completely removed, and errors in names corrected.

Following closely the coastline, we anchored, on the 13th August, off the second mouth of the Lufigi River, which on the following day we ascended as far as the head of the delta.

Following still the most in-shore passage, we anchored off Kilwa Kivinji, the centre of East African Slave Trade. Here I sent the Sultan's letters to the officials on shore by an officer in uniform, and landed at an adjacent spot, out of sight of the town.

I have embodied the results of my inquiry relative to the Slave Trade in a separate Annex, and may here state that I found no destitution whatever among the slaves still here, while large numbers, I ascertained, have been and are now daily marched up the coast by land. Thus, so far as rendering assistance to destitute slaves, there was no room for my interference, a circumstance I cannot, in one sense, but regret, as it indicates that hopes are entertained by slave-dealers of still working off the present stock to a profit, which, if the speculation turn out well, must lead to a continuance, although on a limited scale, of Slave Trade in the interior.

If, on the other hand, present speculators meet with heavy losses, and fail to realize at the end of their journey remunerative prices, the Slave Trade will die out. On this point, however, I may be better able to offer an opinion when I have visited Lamo.

After careful examination of the legitimate commerce of Kilwa, its limited extent and resources, it is evident that indirectly, if not directly, there can be few in business there not in some way involved in the Slave Trade, for however honestly they may have given goods or credit, or shut their eyes as to how those goods would be employed, the only way of recovering money from a bad payer who returned with slaves, must be by securing the debt against the proceeds of sale of slaves.

The result of my careful investigation on the spot has, therefore, been fully to confirm my former reports that the Kilwa traders must all be more or less implicated; but, effectually to meet this, I find it will be absolutely necessary for a European officer under this Consulate to reside there some time, when, through the disputes that constantly arise between the borrower and the lender at time of payment, the former seeing that the debt cannot be fully enforced, will repudiate and disclose the evidence of its illegality, and the Indian community having only commercial instincts to guide them, will, when once an example has been made of a few, abandon a dangerous, and now far from profitable, branch of trade.

A remarkable circumstance I learned at Kilwa was that, where before the Treaty was signed there were sixty Sheheri Arabs there are now only six. The Arabs of Sheher are all slave-dealers; many were wealthy men. There are few in Zanzibar now not bankrupt; and through them, again, the European and American houses lose directly, as they have given advances of merchandize, paid for nominally after six months.

Seldom has a slave-vessel been taken by our cruisers that did not more or less affect some one of the European and American houses here, as it rendered some Arab or other unable to meet his obligations when due.

From near Kilwa I ascertained that two slave-vessels have sailed since the 5th of June. They left at night from a village to the south; the cargoes were for Lamo and Brava, and owned by Baloochis and Sheheris. In one I heard the Governor of Kilwa had a small venture, but the fact I could not bring home, although I have reported it as a rumour to the Sultan, and told him that for the escape of such vessels we must now under Treaty hold him responsible, and that if the same occurs again he will undoubtedly be called to account.

When Sir Bartle Frere visited the Delgado district he found the Sultan's authority there nominal. Since then I discovered matters are much worse. Attacks from the interior have prevented the Coast people from cultivating the land, and I was given to understand that the Wali of the district has left Mitingi, where formerly his headquarters were supposed to be, and that the natives were dying of hunger, and reduced to collecting the seeds of wild grasses.

This process of depopulation never goes on in Africa without Slave Trade either as a cause or consequence; and as outside Kilwa there is now a desert that requires ten days to cross, where the Wa'Moera and Wa'Sindo formerly lived, so Delgado will probably follow the same course.

To meet such a state of things the Sultan, whose attention is now occupied with troubles nearer home, has not the means; but in connection with this subject I shall forward a separate Report.

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Inclosure 1 in No. 52.

*Report on Latham Island.*

LATHAM SHOAL and Island was visited by Captain Wharton, of Her Majesty's ship "Shearwater," on the way to Kilwa, in order to fix, by astronomical observations, its true position, when I took advantage of the occasion to land and examine the island, while the surveyors were busy with its triangulation.

The shoal lies 25 miles east of the nearest point of the African mainland, and 37 miles distance from the south end of Zanzibar Island; it is, therefore, a real danger in the way of vessels entering from the south. In 1869 the "Hydrabad," with upwards of seventy persons on board, was here lost, and a few years before another English vessel, with a valuable cargo, also became a total wreck. On more than one occasion, too, Her Majesty's ships of war have been in the greatest danger, for the island is low, without vegetation, and swept by strong, yet rather uncertain currents; the surface of this rocky island, which is covered with the nests of sea-fowl, is made level with a layer of guano, on which trees have not been able to spring up; thus the only warning on approaching by night must be gathered by the lead, and on the bank there is pretty good anchorage.

It had been proposed formerly, in consequence of inquiries that followed the loss of an outward-bound vessel, to urge the Sultan to erect here a lighthouse, a scheme that has been again brought forward; but I am convinced that in the existing state of Zanzibar such a plan could not be efficiently carried out, for the following reasons: first, the landing on Latham is dangerous, and cannot be safely effected in the height of either monsoon; secondly, communication with a spot out of sight of land could only be kept up by means of a steam-vessel; thirdly, away from supervision natives could not be depended on to keep lights burning, and would be dependent on the light-vessel for water and food, as well as relief in event of illness; fourthly, it appears to me that the leading light for entering the south passage ought to be on the north point of Mafia Island, and that a large stone beacon would be ample on Latham. On Mafia there is a large and orderly population, and there no difficulty should be found, whereas, without a steam service and European light-keepers, who must be often relieved, Latham could not be kept up, and, if not regularly attended to, would become a still greater danger than now, as ships would make for it, trusting to the light rather than avoid it, as now, by making Mafia Head, and then steering up the land inside the Latham bank.

Captain Wharton erected a small beacon while we remained on the island, and has undertaken to construct a much larger one next time he visits it; and I propose to making the attempt to grow cocoa-nuts and casuadinas in pits filled with sand among the guano.

I may here mention, in order to show how little this bank is visited by native vessels, even by fishermen, that no one can have landed since I was myself there in September 1869, as the wreck of the "Hydrabad" still remained, and the seamen of Her Majesty's ship "Shearwater" picked up on the reef, where left by the wrecked people, a box with bottles of rose-oil, also a Koran, and upwards of 20l. worth of old copper, including the ship's bell, and a silver anklet. Had any native been there since the wreck nothing of all this would have been left.

Thus light-keepers would be absolutely dependent on the attendance of a special vessel, and could hope for nothing from casual vessels touching or passing near the reef.

(Signed) JOHN KIRK.

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Inclosure 2 in No. 52.

*Report on the Lufigi River Delta.*

THE attention of geographers has, for some time, been called to the Lufigi River which, throughout its whole course, still remains unknown, the mouths by which it opens to the sea not being even laid down with anything approaching to accuracy in our best maps. It has also been thought that this stream, coming from a great distance inland, might yet prove to be an available water way for trade into Central Africa.

The head waters of the Lufigi, coming from the lands of Urori Uhena, Uranga, and South Unyamwezi, open to the sea behind the Island of Mafia, a district most imperfectly examined by the surveying staff under Captain Owen, who, it appears, did not even see the coast line, or attempt to delineate it on the charts.

The alluvial Delta of Lufigi has a sea-face of thirty miles in length, but nowhere does it extend far inland; the southern arms are now shut off from the river, or united only by connecting canals with those from the north, by which alone the body of water at present finds its way to the sea.

Desirous to determine the position of the principal branches, and reach, if possible, the body of the river where these become united, so as to estimate its comparative importance and the prospects it affords, either for further explorations or for trade, Captain Wharton, in company with myself, started in a steam cutter. Entering the Simbaoranga mouth, which we had been told was the largest and deepest, we found on the outer bar not less than one fathom and a half at low water springs, and inside, the river became suddenly much deeper.

Following a S.S.W. course, we ascended this wide mangrove-lined creek, passing many channels going off to the right and left, the first met with on the north being that passing to the sea, known as the Kikuja mouth. About nine miles up the river, which was still mangrove-lined, it divided into two arms of nearly equal size, the one we had ascended being the most northerly, the other called the Bumba, passing eastward to the sea. On our return we followed the latter, which, although more shallow than the Simbaoranga mouth, seemed to have a right to be considered the main embouchure of the river, the water being here perfectly fresh at the mouth, even when the tide commenced to flow. Three miles above the bifurcation of the Bamba and Simbaoranga streams, we come to the Mukerani creek, which, the natives assured us, was the highest offset going to the sea; the Mukerani unites with one of the southern creeks, probably that named the Jani, which again, by cross creeks, is connected with three or four more.

Above the Mukerani the river makes a great bend, and all mangroves are here left behind and nothing seen but the alluvial plain covered with the rankest grasses; clearings here and there were observed where rice was being planted, this being the second crop of the season, and here the natives came unarmed to the banks and watched the steamer.

At the point where we turned to come back to the ship, the stream was about 150 yards in width, 6 feet average depth in the channel, and flowing two knots; so far as we could see ahead there were neither mountains or other obstacles to prevent boats from passing. The chief obstruction in this, as in all East African streams, would arise from the sand banks, which had begun to appear where we turned back.

In the dry season I cannot think that a boat of the size of the steam cutter we had would be able to reach very far; although, in July, before the water has fallen and the river dried up, there seems no reason to doubt it might pass a very long way up inland.

The natives we spoke with knew nothing of the river above, but I have been assured that two hundred miles, if not near the coast, it is full of rapids. In comparison with other African streams I have explored, it will rank as slightly larger than the Rovuma.

The slave-crossing where, caravans pass from Kilwa to Dar-es-Salam and the north, was still some distance beyond where we reached, the muddy delta-lands being avoided, both on account of the difficulty in crossing creeks and the scarcity of food, which, higher up, is cheap and abundant.

I have the honour to forward a plan to the river delta and river so far as examined, which has been kindly placed at my disposal by Captain Wharton, and that may be of interest to the President of the Royal Geographical Society as a small contribution to the map of Africa.

(Signed) JOHN KIRK.

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Inclosure 3 in No. 52.

*Report on Kilwa Kivinji and the Slave Trade.*

THE head-quarters of the Zanzibar Slave Trade, known as Kilwa Kivinji, to distinguish it from the older and now almost abandoned Kilwa, of Arab and Portuguese historians, called Kilwa Kiswani, or "on the island," is built on the face of a bay guarded from the swell of the Indian Ocean by an intricate and ill-surveyed barrier of reefs.

At high tide the calm sea here rises to the foundation of the huts, but leaves, on ebbing, a hideous sand and mud flat half a mile in extent.

On this native craft are beached and loaded or unloaded alongside.

The town of Kilwa Kivinji stretches along the shore, and consists of two or three rows of stone houses and mud huts. On either side are a few cocoa-nut plantations, and the ground rises behind to about 200 feet.

The town is open, and each hut, with the exception of those in the bazaar, has a large compound, fenced in with corn-stalks tied together, in which gangs of slaves are kept and concealed on the occasion of an official visit such as I was now engaged on—for the slave-market is closed, and all buying and selling done secretly now.

The total population of Kilwa cannot exceed 2,000 or 3,000, exclusive of the slaves who are herded together inside the compounds. Most of these are naturally Swahilis, and these are the men who form and conduct the caravans that bring the slaves to the coast.

I was recognized in the street by the leader of one slave caravan who had seen me at Kotakota on Lake Nyassa, and from him I learnt something of the depopulation the country had undergone since then.

There is in Kilwa a resident Indian Colony consisting of 25 Hindoo and 70 Khoja families, including in itself about 200 individuals, 1 Bhora and a few natives of Sind. These keep retail shops, and do not go inland. They advance readily, however, and often on the smallest security to any native, securing themselves by heavy interest and the high profits taken on all goods advanced.

The Sultan is here represented by a Governor or Wali, who on this occasion was obsequiously polite, yet avoiding all outward acts that might be taken to imply watching, with whom I talked on where I went. On such occasions, on parting from him, if I expressed the smallest desire to be alone, even without my own attendant, I was permitted to saunter in the streets and address whomsoever I met.

To maintain the Sultan's authority here 100 mercenaries are kept, all natives of Oman, and not of Hadramant. Besides these the Custom-house, administered by a Hindoo, has a guard of thirty Baloochis. These soldiers each receive 3½ dollars monthly wage, out of which they find food, arms, and clothing—a proof that native provisions cannot be very expensive. Only when sent away on duty do they get batta.

At the time of Sir Bartle Frere's visit there existed another element, now gone, Arabs of Sheher, in Hadramant, sixty in number, all engaged actively in the Slave Trade as a branch of business and not for their own use.

When I was there I could find only six of these individuals left, but I know that many have gone up the coast with gangs of slaves by the land route.

These they had purchased before the prohibition, consequent upon the Treaty, had been published, and unless the venture pays, they are not likely to return next year; certainly they will not come back in numbers as formerly.

Any notice of the people of Kilwa Kivinji would, however, be very incomplete without mention of the old coast families who have taken the place of the Dinans and Sultans of the Merima opposite the Island of Zanzibar. To them the Sultan Seyyid Burgash pays a yearly subsidy of 400 dollars, besides which they exercise, independently of him, more than sovereign rights on all native caravans coming from the interior with ivory. Whether the same rights are asserted in the case of slave caravans I neglected to inquire, but in the matter of ivory, each native, on arrival outside the town, is called upon, before he may sell his ivory, to elect some member of one of these families as his patron. From the latter he has a claim for food and lodging, and a gift on again setting out. The patron again superintends all his transactions for the sale of the ivory, and takes, on the bargain being concluded, from 10 to 20 dollars per frasileh, according to the value of the ivory and the shrewdness of the native with whom he has to deal. This may, in round numbers, be said to represent 50 per cent. *ad valorem*, in addition to which the Sultan has recently levied an additional tax at Kilwa of 4 dollars per frasileh and a 5 per cent. *ad valorem* duty again on arrival in Zanzibar. The two last are common to all the Sultan's subjects. The tax collected by the elders of the place is simply a prohibitive duty against native caravans, and a protection directly given in favour of those fitted out from the coast.

It is not altogether the Sultan's weakness that has permitted a system so prejudicial to the interests of trade to continue, but rather the facility the system offers to the Governor, the Chiefs, and Indians to cheat the native, together with the advantage reaped by the Arabs or half-castes who form a caravan.

Ivory, however, forms a most important item in the trade of Kilwa, and one that, since the stoppage of Slave Trade by sea, has already increased. In the past four months, during which the local levy of 4 dollars per frasileh has been in force, there have been 900 elephants' teeth brought to the town, representing in all 700 frasilehs.



After slaves and ivory the Kilwa trade includes bees' wax, chiefly from the Rufji, orchella weed of fine quantity, from Old Kilwa, also millet, sesamseed, rice, and tobacco.

Kilwa has, therefore, many resources, but the curse of the Slave Trade rests upon it. The people are demoralized, and, outside the immediate circle of the Kilwa plantations, the country is a perfect desert. A few years ago an outbreak of the Maviti from the north of Nyassa came upon it; they did not enter the town itself, but swept off the Wa'Moera and the Wa'Sindo, selling thousands of them as slaves, and killing still more. I was assured by all the caravan-leaders I spoke with, that in going now to Nyassa it is necessary to buy corn in Kilwa, grind and dry it, and for each man to carry with him half his load of food, as beyond the plantations of the towns-people—only one day's march inland—there is a desert that cannot be crossed in less than ten days. On the return the same difficulty is met with, but the slaves are made to carry the food. Further on, after crossing the Rovuma, another depopulated belt of country is traversed, but slave-dealers are, I am sorry to report, going to the head-waters of the Rufji, to Ukena Urori, and Uranga, where certain Arabs of Zanzibar, under pretext of annexing the country to the dominions of the Sultan, are simply carrying on a slave-hunting foray.

At the time that slave transport by sea was prohibited, there were about 4,000 slaves in Kilwa, and several large vessels ready fitted to take them off. How they were treated I have already had occasion to inform your Lordship. Suffice it here to say, that since the Treaty was signed, only two vessels have been able to steal away from a village a few miles south of Kilwa, one having gone to Brava with 150 slaves on board, the other to Lamo with about 50, the latter owned by people of the Islands of Patte and Fazi, the former by Baloochis and Arabs of Sheher. I could not find that any had gone to Arabia.

While the sea transport and the public slave markets, both in Zanzibar and on the coast, have been effectually closed, I have now to report that a vigorous effort is being made to develop the overland route. It is, however, far from certain whether, when the old and now depreciated stock of slaves has been worked off, it will pay to send out caravans to procure others. On this I can offer as yet no opinion; I may do so when, after visiting places further north, I have learnt the losses and expenses sustained on the way, and compared them with the selling price obtained. Should the land transport simply end in disposing of existing slaves, one serious problem has solved itself; if it leads to further raids for the supply, our work is still incomplete, although I think we may well congratulate ourselves on the results hitherto.

Even now, when slaves are known to have reached Melinda by land, prices at Kilwa do not exceed 6 dollars, and at such the business, I am convinced, cannot pay.

Outside Kilwa, at the Mgingera Creek, a duty of 2 dollars per head is taken, I am told, by the Governor. I satisfied myself, however, that, hitherto at least, the Custom-house has not been implicated, nor could I find out that any duty was levied on regular scale or openly.

Further north, in order to avoid the creeks of Samanga, and muddy delta of the Rufji, the route lies inland. Once beyond that river it again closes to the coast at Mboa Maji—the slaves are then ferried in canoes over the Dar Salam Creek, and marched to Bagamoyo. Most of them are in chains, or wooden slave sticks, during the whole of the march, to prevent their running away.

There can be no doubt some are being taken at night to Zanzibar and Pemba in fishing canoes, and I pointed out long ago that this we never can wholly prevent while slavery exists in the islands. Moreover, before the present Treaty had been proposed to the Sultan, I showed that to stop effectually the land route, which I foresaw would be opened, it would be necessary to interpose a barrier, in the form of a free Settlement, although one still under the Sultan and an integral part of his dominions. This could then more readily have been effected before the Arabs saw fully what they would be driven to, than now, when the land route is on its trial.

Possibly, however, as I have said, the land route may fail, as being unprofitable.

It will be our policy to throw, at the commencement, every difficulty in their way.

As regards the main object of my visit, namely, to give relief to destitute slaves, if such were needed, I have to report that I found no sign of this being required. Native food is at Kilwa cheap, and the slaves there cared for by their owners, as they have been hitherto, and any interference in their behalf could only assist the dealers, and add value and countenance to the Traffic.

With reference to the participation of Indians on the coast in the Slave Trade, I can only repeat what I have before reported, that at Kilwa doubtless every one is more

or less, either directly or indirectly, involved; but even when there I could get no evidence of direct slave-trading among them; at the same time I saw that many instances of advances secured against slaves would be brought to light, but these are matters demanding patient investigation, and I propose to send at the earliest possible occasion one having Consular authority to take the matter up.

*Zanzibar, August 28, 1873.*

No. 53.

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

(Extract.)

*Zanzibar, August 27, 1873.*

I HAVE the honour to inclose a Decree and accompanying certificates in the case of a slave-vessel seized by Her Majesty's ship "Nimble," and placed in Court here for adjudication.

The ground of seizure, which was in Mombasa Harbour, was that a slave was said to have been kidnapped and kept on board for the purpose of sale at Lamo.

The statements made by the slave were, however, so false in every particular in which they could be checked, that no credence could be given to his tale, at the same time this may also be said of the evidence of the captain and crew in defence.

The investigation, however, disclosed certain facts that made the vessel most suspicious, and led to a thorough examination of her papers.

As these amounted to upwards of 300 documents, this was no light matter, but the owner being the notorious Saeed Anter, one of the chief slave dealers, and shipper of slaves to the Somali coast, it became important that the case should be thoroughly investigated, the more so as the vessel was doubly mortgaged to Europeans here, and the cargo owned by honest men, and if she could be condemned, a good occasion offered of showing that those who risked their money and indirectly hope to profit in the luck of slave dealers must also take their chance of loss.

The vessel, if condemned, would be simply a direct loss to a German and English house, the latter bankrupt.

One direct loss to a few of the chief houses would make them more careful in future, and create a list of suspected vessels that could not find freight, thus placing more difficulty in the way of the slave-dealer, making his vessels, in the first place, bad security to advance money upon, and still worse to ship an honest cargo in.

The examination of the papers produced a whole collection of Slave Trade correspondence from Sheher, Makulla, Mogdesha, Merka, and Brava, relating, some to this voyage, but mostly to one of last year, and the manifest in duplicate was obtained, showing how many slaves were taken to Brava, how much paid on them, and to whom consigned.

In the face of such evidence, I at once condemned the vessel, her cargo, and everything on board. The vessel I ordered to be broken up by Her Majesty's ship "Shearwater," the cargo to be sold.

Against this two Banians, owners of cargo on board, have applied to me, but I have explained to them clearly my reasons, and shall circulate a notice that will, I trust, have some effect in depreciating the value of ship property held by Sheheri Arabs such as Saeed Anter, all of whom are slave-traders, and since the prohibition under the late Treaty, most of them bankrupt.

The crew have been placed in prison, and their property on board, of some value, all confiscated, and I have asked the Sultan to take steps to secure Saeed Anter, who now is at Lamo, and, I think, going to Somali land.

P.S.—The sale of cargo not being completed, I shall furnish a statement with balance, also certificate of destruction, by the following mail.

## ZANZIBAR.

Inclosure in No. 53.

Case No. 20 of 1873.

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Decree.

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against the Zanzibar vessel called the "Metsahal," whereof Ali bin Abdulla was master, her tackle, apparel, furniture, and cargo; and also against one male slave named Uledi, seized as liable to forfeiture by Richard Hasting Harington, Esq., a Commander in Her Majesty's Navy, and commanding Her Majesty's ship "Nimble," before John Kirk, Esq., Judge in the Vice-Admiralty Court at Zanzibar, on the 28th day of August, 1873.

PERSONALLY appeared, Frederic Holmwood, Esq., second assistant to the Political Agent, on behalf of the seizer, Captain R. H. Harington, R.N., and produced the sworn declaration hereto annexed, which set out the circumstances under which the Zanzibar vessel called the "Metsahal," of which Ali bin Abdulla was master, and owned by Saeed Anter, of the description and dimensions specified in the annexed certificate of admeasurement, with cargo on board, and also one male slave seized at Mombasa, on the 13th day of August, 1873. I, the said Judge, having heard the evidence produced on both sides, and on that of the owners of the cargo, and examined the witnesses, having found sufficient proof that the vessel at the time of her seizure, as also formerly when owned by the same person, was and had been engaged in the Slave Trade, in contravention of Treaties existing now and that did formerly exist between Great Britain and the Sultan of Zanzibar, do adjudge the above-named vessel, her tackle, furniture, and apparel, also the whole of the cargo, together with the one male slave Uledi, to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly.

In testimony whereof I have signed the present decree, and caused my seal of office to be affixed thereto this 26th day of August, 1873.

(Signed) JOHN KIRK,

Judge in the Vice-Admiralty Court at Zanzibar.

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Affidavit.

Our Sovereign Lady the Queen against the Arab dhow called the "Metsahal," whereof Say'yd Anter is owner, and Ali bin Abdulla nakhoda; her tackle, apparel, furniture, and cargo, and also against a male slave called Uledi, seized by Richard Hastings Harington, Esq., a Commander in Her Britannic Majesty's navy, and commanding Her Majesty's ship "Nimble."

Appeared personally in the Consular Court at Zanzibar the said Richard Hastings Harington, Esq., commanding Her Majesty's ship "Nimble," and made oath that, on the morning of the 13th day of August, 1873, whilst the said ship was lying at anchor off the town of Mombas, a male slave called Uledi, who had been paddling about the said ship in a canoe during the night, came on board and stated that he was a runaway slave from the dhow "Metsahal," which he pointed out, and which was then lying at anchor a short way off, and which vessel "Metsahal" was seen by the deponent to enter the port and anchor about two hours before the arrival of his ship, the "Nimble," on the afternoon of the 11th day of August, 1873. That, on questioning the said slave, it appeared that his master's name was Nassibeo; that he was in the said vessel against his will, having been enticed on board of her at Zanzibar by the Syrang Howadi, by a promise of some bread and dates; that when on board the said vessel he was not allowed to go on shore again, and was told that he was to be taken away to sea, and he was to say he was part of the crew and not a slave; that, having arrived off Mombas, and a man-of-war having been observed in the offing, the aforesaid vessel "Metsahal" was run into the said port of Mombas; that, having inquired of the Syrang, who gave him everything to eat, why he was not landed at Mombas, he was informed, in reply, it was not his place; that he was to be taken to Lamo; that, in the night, when all on board the said vessel "Metsahal" were asleep, he made his escape from her, and swam towards the said ship "Nimble," picking up with a canoe on the way, which he got into and kept paddling about in until

## ZANZIBAR.

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he was taken on board next morning; that the aforesaid vessel "Metsahal" had brought a cargo of rice from Zanzibar, and had taken on board cocoanuts at Mombas. Upon this information the deponent sent a boat with Navigating Sub-Lieutenant George Pirie to board and examine the said dhow; and that, upon the return of the said boat, the said Navigating Sub-Lieutenant George Pirie informed him that he found the cargo of the said dhow to consist of rice, ghee, and cocoanuts; that there were four large water jars on board, and that the crew consisted of seven persons, including the nakhoda, who had handed him over a permit, said to come from the Sultan Say'yd Burgash, and a bundle of letters; and that the said dhow was bound to Lamo. Upon this information deponent caused three of the crew, including the nakhoda of the said dhow to be brought on board, and at once set apart from each other and examined, from which it transpired that the aforesaid slave Uledi was not unknown to two of them; one, Howadi the Syrang, having said that the said slave was taken on board the said dhow at Zanzibar, and that he had given him dates; the other, Abdulla, having admitted that he had seen the said slave on board the said dhow, but that he did not know to whom he belonged. And it appearing that the said dhow was to call at the noted slave ports of Melinda and Lamo, and, moreover, that there was a second set of food pounding and cooking apparatus of very much larger dimensions than the utensils in use by the crew when boarded; and this, together with a large quantity of spare matting and feeding utensils, and a supply of inferior and uncleaned rice, the property of the nakhoda, gave grounds for believing that the said vessel was about to take slaves on board, which impression was confirmed by her papers, which appear to show that she had previously been engaged in the illegal Slave Trade; and the aforesaid nakhoda having also admitted that one of the crew, a boy, had run away from his vessel, the deponent was impressed with a conviction that the evidence was strongly suspicious against the said dhow, and thereupon seized the said vessel and slave as liable to forfeiture to Her Majesty, in contravention of the Treaties for the suppression of the Slave Trade, and brought her, together with all her crew, to this port of Zanzibar for adjudication. Further, a large quantity of letters and papers were discovered on board of her, the said dhow, at the time of seizure, the contents of which appear to show that she had been engaged in the illegal Slave Trade. And the deponent further made oath that the papers, writings, and documents hereunto annexed, marked A, B, C, and D, are the whole of the papers and writings found on board or delivered up, relative to the said dhow and slave, and that they are in the same plight and condition as when received by the said deponent, save the arrangement thereof, without any fraud, addition, or subduction whatever.

(Signed) R. H. HARRINGTON, *Commander.*

On the 12th day of August the above deponent was duly sworn to the truth of this affidavit.

(Signed) F. HOLMWOOD, *2nd Assistant to the Political Agent.*

Filed in Court, August 23, 1873.

(Signed) JOHN KIRK, *Judge.*

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*Certificates relating to the Capture by Her Majesty's ship "Nimble," on the 13th day of August, 1873, of the Arab Slave Dhow "Metsahal."*

1.—*Certificate of Detention.*

I, the Undersigned, Richard Hastings Harrington, holding the rank of Commander in Her Britannic Majesty's navy, and commanding Her Majesty's ship "Nimble," do hereby certify that, in exercise of the authority vested in me, I did, on the 13th day of August, 1873, off the town of Mombas, in latitude 4° 4' south, and longitude 39° 43' east of Greenwich, detain the Arab dhow "Metsahal," whereof Ali bin Abdullah is nakhoda, 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 seven persons who were stated to be crew.

And I further certify that, on the morning of the aforesaid date, a male slave called Uledi came on board Her Majesty's ship under my command and stated that he was a runaway slave from the said dhow, which he pointed out; that he was in the said vessel against his will, and had been enticed on board of her at Zanzibar by a promise of some bread and dates, and not allowed to go on shore again; that he made his escape in the night, and came on board Her Majesty's ship under my command for protection.

And I further certify that the cargo of the said dhow was found to consist of rice, ghee, and cocoanuts, &c. ; that four large water jars, a second set of food pounding and cooking apparatus (of very much larger dimensions than the utensils in use by the crew when boarded), a large quantity of spare matting and feeding utensils, and a supply of inferior and uncleaned rice, the property of the nakhoda, were also found on board the said dhow.

And I further certify that, on finding the said vessel was proceeding to the noted slave depôts of Melinda and Lamo ; that, on inquiry, two of the crew having admitted their knowledge of the said slave having been brought from Zanzibar in the said dhow ; that, from the foregoing fittings and equipments, there were grounds for believing that the said vessel was about to take slaves on board, I deemed the case so suspicious that I towed the said dhow to this port of Zanzibar for adjudication.

Signed this 19th day of August, 1873.

(Signed)

R. H. HARINGTON, *Commander,*  
*Commanding Her Majesty's ship "Nimble."*

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2.—*Certificate as to Papers found on board.*

I, the Undersigned, Richard Hastings Harington, holding the rank of Commander in Her Britannic Majesty's Navy, and commanding Her Majesty's ship "Nimble," do hereby certify that in exercise of the authority vested in me, I did, on the 13th day of August, 1873, off the town of Mombas, in latitude 4° 4' south, and longitude 39° 43' east of Greenwich, detain the Arab dhow "Metsahal," whereof Ali bin Abdulla is nakhoda, on the ground that she was engaged in or equipped for the Slave Trade.

And I further certify that Annex A hereto contains all the papers which are deemed to be of a suspicious nature ; that Annex B hereto contains all other papers and documents ; that Annex C hereto is an account book ; and Annex D hereto contains a quantity of closed letters, all of which were obtained on board the said dhow : that is to say, a permit from Say'yd Burgash and a bundle of closed letters, not now distinguishable from the rest, were delivered up by the nakhoda upon demand, and the remainder were discovered stowed away in a box upon its being searched ; the said permit being now inclosed in Annex A, and the said bundle of letters being now inclosed in Annex D before-mentioned.

Signed this 19th day of August, 1873.

(Signed)

R. H. HARINGTON, *Commander,*  
*Commanding Her Majesty's ship "Nimble."*

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3.—*Certificate of Money and Valuables found on board.*

I, the Undersigned, Richard Hastings Harington, holding the rank of Commander in Her Britannic Majesty's Navy, and commanding Her Majesty's ship "Nimble," do hereby certify that the following is a correct account of all moneys and valuables found on board the Arab dhow "Metsahal," detained by me on the 13th day of August, 1873, on the ground that she was engaged in, or equipped for, the Slave Trade ;

Two swords, one double-barrelled gun, a bag containing 2,000 pice were found in the after part of the vessel at the time of seizure.

ne bag, containing 5 American gold dollars, and 5 small copper coins ; 47 American gold dollars and 2 silver dollars tied up in a wrapper ; 5 silver dollars tied up in a piece of rag ; 9 pice in a small bag ; and 124 pice in an old bag, were taken from the persons of two of the crew of the vessel on the 15th instant, who were caught in the act of breaking open a box and helping themselves therefrom ; the rest of the crew, at the time, being at the British Consulate and Residency to answer to the charge of being engaged in the Slave Trade brought against them.

Signed this 19th day of August, 1873.

(Signed)

R. H. HARINGTON, *Commander,*  
*Commanding Her Majesty's ship "Nimble."*

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4.—*Certificate of Equipments on board.*

I, the Undersigned, Richard Hastings Harington, holding the rank of Commander in Her Britannic Majesty's Navy, and commanding Her Majesty's ship "Nimble," do

hereby certify that amongst the equipments on board the Arab dhow "Metsahal," when detained by me on the 13th day of August, 1873, tending to show that she was engaged in or equipped for the Slave Trade, were the following:—

Her cargo consisting of cocoa-nuts, ghee, and rice, &c; four water-jars of about five gallons each; a large quantity of spare matting and feeding utensils; a second set of food-pounding and cooking apparatus of very much larger dimensions than the utensils in use by the crew when boarded; and a supply of inferior and uncleaned rice, the property of the nakhoda; several yards of calico stuff for waist-cloths; a Turkish flag (having given her nationality as Arab); and the arms referred to in Certificate No. 3, which latter only have been removed to this ship for safe custody, it being inadvisable to disturb any of the other articles of equipment, &c., in the vessel

(Signed) R. H. HARRINGTON, *Commander,*  
*Commanding Her Majesty's ship "Nimble."*

#### 5.—Certificate of Measurement.

We, the Undersigned, of Her Majesty's ship "Nimble," do hereby certify that we have carefully admeasured, in the manner prescribed by Rule II of the 22nd Section of the Merchant Shipping Act, 1854, the Arab dhow "Metsahal," detained by Her Majesty's ship "Nimble," on the 13th day of August, 1873, on the ground that she was engaged in or equipped for the Slave Trade; and we certify that her dimensions are as follows:—

Length on upper deck from outside of plank at stem to outside of plank at sternpost ..	55	Feet.
Main breadth to outside of plank .. .. .	14	
Girth of ship under the keel at main breadth from the upper deck on one side of the ship to the upper deck on the other . . . . .	30	
Tonnage .. .. .	45.25	Tons.
(No closed-in spaces above tonnage deck.)		

Signed this 16th day of August, 1873.

(Signed) GEO. PIRIE, *Navigating Sub Lieutenant.*  
WM. GILES, *Engineer.*  
G. J. GOODWIN, *Chief Carpenter's Mate.*

Approved by me, this 19th day of August, 1873.

(Signed) R. H. HARRINGTON, *Commander,*  
*Commanding Her Majesty's ship "Nimble."*

No. 54.

*Consul-General Kirk to Earl Granville.—(Received September 24.)*

(Extract.)

Zanzibar, August 29, 1873.

I HAVE the honour to forward, for your Lordship's information, letters which have been written and given me by my Assistant, Captain Elton, on his return yesterday from short leave on private affairs to Natal.

Whilst my Assistant was in Natal Her Majesty's ship "Briton," Captain Malcolm, landed 113 slaves, captured, it appears, near the coast of Madagascar; but I have no information of the details, nor were any papers made over to the Colonial authorities, throwing any light upon them.

It will, I feel certain, be satisfactory to Her Majesty's Government to learn how hospitably these unfortunate people were received; and the promptness with which the idea was adopted of an Industrial School for the children does credit to the Colony. At the same time the very important evidence elicited by Colonel Lloyd's Court of Inquiry proves, unquestionably, how active a Slave Traffic is now being carried on from the Portuguese East Coast; and the fact of the shipment in this case being made almost within sight of the town of Mozambique clearly demonstrates the utter powerlessness of the Portuguese Government to put a stop to the illegal acts of their so-called subjects.

Inclosure 1 in No. 54.

*Vice-Consul Elton to Consul-General Kirk.**On board R.M.S. "Natal," 150 miles from Mozambique,  
August 25, 1873.*

(Extract.)

I DO not know of any means so likely to put a stop to the Portuguese East Coast slaving as this establishment of a line of steamers, increasing communications, and establishing legitimate trade. If the Union Company were forced to run fast boats, and to touch at more ports, the end would be of course more readily gained. The individuals engaged in the Traffic would always be in dread of being informed against, and see danger in every new move—a good point to score. But what do we really know about the six Portuguese settlements between Pomba Bay and Cape Delgado, or the four Querimba Islands, Ibo, Querimba, Mattemo, and Foomo? Nothing, except that it is a certainty they are mixed up with the Madagascar Traffic; and below Mozambique to the Zambezi it is the same. I do not believe there has ever been any connected Report on the thousand and one places on this coast drawn up, even by the Portuguese themselves. Hence all that is done, is done groping in the dark.

Inclosure 2 in No. 54.

*Vice-Consul Elton to Consul-General Kirk.**On board steam-ship "Natal," off Cape Correntes,  
August 18, 1873.*

Sir,

I HAVE the honour to inform you that on August 4, Her Majesty's ship "Briton," Captain Malcolm, arrived at the Port of D'Urban, Natal, having on board 113 slaves, captured from a dhow in the Mozambique Channel. These slaves, viz.:—

Men .. .. .	..	..	..	..	..	..	..	..	..	Souls.
Women . . . .	..	..	..	..	..	..	..	..	..	28
Boys under 12	..	..	..	..	..	..	..	..	..	22
Girls under 12	..	..	..	..	..	..	..	..	..	37
Little children and infants	.	..	..	..	..	..	..	..	..	18
										8
Total	..	..	..	..	..	..	..	..	..	113

were landed on the following day, the 5th, under charge of Colonel B. P. Lloyd, the Protector of Indian Immigrants, who received "carte-blanche" from the Lieutenant-Governor, Sir Benjamin Pine, to provide them with all requisite necessaries and comforts.

On the next day, the 6th, the "Briton" sailed in the morning for the Mauritius, and on the same afternoon I returned from Maritzburg, where I had been visiting Sir B. Pine, for the purpose of ascertaining the precise measures which the Colonial Government proposed should any freed Africans at any time be sent to Natal from Zanzibar.

On my arrival, Colonel Lloyd requested me to accompany Mr. Warwick Brooks (the Superintendent of Education), and himself, on the following morning, the 7th, to inspect the freed slaves, their barracks, &c.

I am able to report that I found them lodged in commodious and well-ventilated barracks, with boarded floors and sufficient windows, which were constructed by Government in anticipation of the arrival of immigrants from St. Helena. This block of buildings, faced by a similar one and flanked by out-houses, cook-houses, &c., incloses a large, open square of sandy soil; a well of good water is within 100 yards of the quarters; and sea, in which the men and women bathe of their own accord daily, is distant across the line of rail only about 600 yards from the barracks.

Clothing had been furnished to all, a woollen blanket and a cotton blanket to each, besides dresses of the blue stuff called salempore to the women—soldiers' old coats and trousers to the men; tin-plates, spoons, and mugs were also served out.

The rations consisted of mealie meal porridge, rice, sweet potatoes, and  $\frac{1}{2}$  lb. of meat, per head daily. Those suffering from extreme weakness received rations of wine.

At the date of my departure, the 15th, out of twelve who had been originally sent to the hospital, suffering from debility, low fever, skin disease, &c., the results of hardships, starvation and filthy overcrowding, one death only was reported. It would be impossible to describe the state of emaciation in which they were first landed, or the visible change which even on the second day a few spoonful of food had upon them,

producing an almost intoxicating effect and an instant exhilaration of spirits hardly to be realized unless witnessed.

Efficient assistants belonging to the Indian Immigration Department are on the spot throughout the day. They are daily, often twice a day visited by Colonel Lloyd and the District Surgeon, and have also been inspected by the Bishop of Natal and Mr. Warwick Brooks (the Superintendent of Education), and I may say, without any qualification, having paid seven visits to them myself between the 7th and the 15th, want for nothing, have been received with sympathy, are well looked after, clothed and fed, and rapidly regaining strength and heart.

I, however, told Colonel Lloyd that I did not imagine Her Majesty's Government would approve of so large a proportion of children being simply apprenticed as domestic servants, when, had they been in the first instance taken to Zanzibar, it was probable that the Mission Schools might have undertaken their education with a view to rendering them able to earn their living. The same idea had struck Colonel Lloyd and was warmly joined in by Bishop Colenso, Mr. Warwick Brooks, and others. Colonel Lloyd then wrote to Sir Benjamin Pine, suggesting that these children should form the nucleus of an Industrial School, to be trained in the English language and to some branch of industry, with a view to being hereafter apprenticed for a term of years (say five), to fitting masters, at a premium, which shall assist to recoup the initial outlay incurred.

Sir Benjamin Pine was to arrive in D'Urban, on the day of my leaving, the 15th, and I am the bearer of a letter from Colonel Lloyd to you, which states his thorough confidence in the establishment of such an Industrial School being effected—pending the settlement of which question it is decided the children should remain under Government charge.

The men will be assigned to Government, under the provisions of Sir Benjamin Pine's letter to you, dated 4th August, 1873; and the women to approved parties, as domestic servants.

I should add that the slaves were landed by Her Majesty's ship "Briton" without any documents whatever, but the evidence elicited by examination appears of such importance as to require explanation in a separate letter.

I have, &c.  
(Signed) FREDERIC ELTON.

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Inclosure 3 in No. 54.

*Vice-Consul Elton to Consul-General Kirk.*

Sir,

*On board steam-ship "Natal," August 19, 1873.*

IN continuation of my letter of the 18th, I beg to inform you that having, in company with the Bishop of Natal, on the 8th August visited the freed slaves landed by Her Majesty's ship "Briton" at D'Urban, I considered it my duty to request Colonel Lloyd, Protector of Indian Immigrants, in consequence of statements elicited from individuals by his Lordship, to be good enough to hold a formal Court of investigation as to the circumstances attending the original shipment of these unfortunate people.

Colonel Lloyd at once agreed to my request, Mr. Warwick Brooks, Superintendent of Education, and myself being present at the inquiry, and Mr. W. Shepstone, Clerk of the Peace, and an accomplished African linguist, acting as interpreter. Three sittings were held on the 9th, 10th, and 11th August, and the evidence is embodied in the inclosures.

My suspicions were first aroused by observing that the whole body consisted of Makuas and Maganja, that the women (whose upper lips had nearly all been pierced for the ring called "pelele," long since removed on capture) on being given strips of serampore immediately dressed themselves in the manner peculiar to the slaves under the Portuguese; that they smoked tobacco (which they bought eagerly with some money subscribed for them by the captains of merchant-ships in harbour), and moreover by ascertaining that not a few spoke indifferent Portuguese.

One among their number, a woman, discovered an own brother (same father and mother), who as a slave had accompanied his master, a Portuguese, from Mozambique to Delagoa Bay, and there being ill-treated escaped, and has for several years been working in Natal, where he had picked up the Zulu dialect, and first threw light on the question by his answers to Bishop Colenso and myself.

It would be unfair to the evidence, as it appears on paper, if I omitted to state the extreme eagerness with which all "chimed in" in the statements, and I should also



mention that such names as "Soares," "Cabaçeira," &c., were not in any way suggested to the witnesses, but came volutarily from their mouths; indeed, I drew the attention of Colonel Lloyd, Mr. Brooks, and Mr. Shepstone to the fact at the time.

It appears to be proved beyond a question:—

1st. That these slaves were kidnapped and otherwise collected months previously to sailing with the sanction of one "Umkuba Muntu," a Chief under Portuguese rule, from the coast lying in the immediate vicinity of the town of Mozambique.

2ndly. That the same "Umkuba Muntu," who it must be remarked visits, and is visited by white people, and, moreover, reports to the Portuguese authorities, is in the habit of "collecting" slaves himself, as also of sanctioning slave-hunting in the district under his rule.

3rdly. One dhow at least has lately run successfully from the same district (this one has fortunately been captured), and four were still loading with slaves some twenty-eight days back. "People have been missed often of late." Everything, indeed, points to the fact of an active Traffic being established.

4thly. That the slaves were closely packed in tiers on slave-decks, almost starved, and shamefully treated during the ten days preceding capture by Her Majesty's ship "Briton."

5thly. That according to Mozambique opinion Zanzibar is the motive money-power in promoting the Slave Trade from Umkuba Muntu's coast.

The evidence as to locality clearly points to the coast line extending between Angoxa River and Port Mokambo, a distance of about 75 miles, watered by the Angoxa River, the Antonio River, and the Mogincale River. At Port Mokambo a colony of Arabs monopolize the trade, and the river flowing into it would appear to be the head-quarters of Umkuba Muntu. I shall, however, make all possible inquiry as to the exact positions of Umnapa, Kirulane, Umfusi, Bukhein (or Bukheina).

I consider it quite probable that the active measures lately adopted in Zanzibar waters have driven many Arabs to seek for other outlets for the Slave Trade in the Portuguese territory; but that the Mozambique Government, which at the present moment is placing every difficulty in the way of a most legitimate labour immigration from Delagoa Bay to Natal under trivial charges, should permit a thriving Slave Traffic to take place within a few miles of its head-quarters under the auspices of one of its appointed Chiefs, appears to me an anomaly to which Her Majesty's Government will be anxious to provide a speedy remedy.

I have, &c.  
(Signed) FREDERIC ELTON.

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Inclosure 4 in No. 54.

*Deposition of Maria, female Makura, a liberated African, received from Her Majesty's ship "Briton."*

(Taken before Colonel B. P. Lloyd, Protector of Indian Immigrants, August 9, 1873, at D'Urban-Natal.)

I LIVE in the Portuguese territory. I am one of the slaves brought by Her Majesty's ship "Briton." About six months ago I went to catch crabs on the sea-side; as I was returning a Mussulman asked me where I was going. I told him "home." He seized me and put a collar round my neck. He took me to a house in a village and put me in the house. Slaves are put one by one into the house so that it may not be known they are there. Umkuba Muntu is the Mussulman. He is black, and is set over us by the Portuguese; he takes the people as slaves and barter them. Umkuba Muntu did not actually catch me. The dhow comes, the men catch as many of us as they can, and they pay a royalty for each slave to Umkuba Muntu. Sometimes when a ship comes, Umkuba Muntu gives orders to his men to collect slaves. When the dhow that we left in sailed, there were still four dhows loading with slaves. The slaves are packed in the night, and they sail during the night. I, with these others (picking out some dozen of the freed slaves), have been six months in one house imprisoned, waiting for a dhow. Mozambique is the nearest town to where Umkuba lives. All the slaves come from the country around the town of Mozambique. I come from close to Cabaçeiro. It is as far as the Bluffs (about half-a-mile) from my village at high tide by water. At low tide it is a little further. I know Java Soares; he is dead; it is Pedro now. Chaha I know; it is a farm of Java Soares.

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Where the dhow came is a large river, as large as the Jugda, called Umnapa; the next river to the south of Umnapa is Kirulane; the next is Umfusi. Dhows come to these rivers constantly for slaves. Umkuba Muntu governs the country under the Portuguese. Slave dhows go to an Arab country. They wear Arab gowns (points one out). This ship was going there. I was slave to Umsaji, Patron Moro. He did not sell me, I was kidnapped.

(Signed)

B. P. LLOYD, *Protector of Indian Immigrants, Natal.*  
 T. WARWICK BROOKS, *Superintendent of Education.*  
 F. ELTON, *Assistant Political Agent, Zanzibar.*  
 W. E. SHEPSTONE, *Clerk of the Peace, Interpreter.*

## Inclosure 5 in No. 54.

*Memorandum of Information elicited from several freed Africans received from Her Majesty's ship "Briton," and taken down in my presence, at d'Urban, Natal, August 9, 1873.*

ONE boy has made the voyage before on the same dhow. He was captured as a slave, but, being sharp, the captain kept him for himself. The ships go to Bukhein; and do it in ten days from Mozambique in a dhow. Bukhein is an island like Mozambique, but much larger. There are Frenchmen there and Dutch. At Bukhein the English come in steamers and stop all slaves in dhows if they can. People from Zanzibar send to Bukhein to get slaves over. Money comes to Bukhein with orders, and then they go to get slaves at Mozambique. When they reach Bukhein then they come from Zanzibar to fetch them. Ten days from Zanzibar is the voyage to Bukhein. Jujungu is another name for the island (Majunga?). It is a big island, much larger than Mozambique.

(Signed)

B. P. LLOYD, *Protector of Indian Immigrants, Natal.*  
 T. WARWICK BROOKS, *Superintendent of Education.*  
 F. ELTON, *Assistant Political Agent, Zanzibar.*  
 W. E. SHEPSTONE, *Clerk of the Peace, Interpreter.*

## Inclosure 6 in No. 54.

*Memorandum of Information elicited from several freed Africans received from Her Majesty's ship "Briton," and taken down in my presence, at d'Urban, Natal, August 11, 1873.*

WE were ten days on board before we were captured. We saw no Portuguese whilst we were being collected. They were Arabs who collected us. We were packed closely in tiers one above the other. Those of us who died, died of starvation; they gave us hardly any food and but little water. Two boats came in sight and chased all day, and next day, after firing six shots at us, the dhow hauled down her sail and surrendered. The boats took us and put us on board the steamer from the dhow. The steamer went to Majunga. Bokhein is a long way from Majunga; thirty days' sail perhaps. Amongst the freed slaves are three taken in previous captures above Zanzibar, who have been serving sometime on the "Briton." Nearly all these slaves belong to tribes thrown over 150 miles, who have squatted on the coast and been placed by the Portuguese under Umkuba Muntu. Umkuba Muntu is a grey-headed old man. He occasionally visits Mozambique to report himself at the town. The Portuguese come to see him at his place; it is three hours in a boat from the town. He wears a red fez and an Arab gown; he is very black; he pays tribute to the Portuguese. We do not know whether he has run many dhows, but people have been missed often of late. One large dhow left shortly before full of slaves and was not captured. Four are loading under Umkuba Muntu. All are pleased at being captured and brought to Natal. Some of the slaves have found relations here, and none of them would wish to be returned to Umkuba Muntu to run the risk of being stolen again.

(Signed)

B. P. LLOYD, *Protector of Indian Immigrants, Natal.*  
 J. WARWICK BOWLES, *Superintendent of Education.*  
 F. ELTON, *Assistant Political Agent, Zanzibar.*  
 W. E. SHEPSTONE, *Clerk of the Peace, Interpreter.*

## ZANZIBAR.

Inclosure 7 in No. 54.

*Vice Consul Elton to Consul-General Kirk.**On board R.M.S. "Natal," 120 miles from Mozambique,  
August 25, 1873.*

Sir,

IN continuation of my letter dated the 19th instant, I beg to inform you that I held a long conversation in Hindustani with the Government pilot and his assistant at Mozambique, and elicited the following information, which was confirmed by further inquiries from responsible people in the town.

The Umnapa, Kirulane (or Kibulane), and Umfusi Rivers all fall into Mokambo Bay, the Umnapa being the most northerly, almost within sight of Mozambique, and with the most water. (It was from this river the slaver captured by Her Majesty's ship "Briton" sailed.) Next below the Umnapa, to the south, is the Kirulane; then follows the Umfusi, all at short distances the one from the other. Umkuba Muntu is well known as the head man of the country round this bay, and is visited by the Portuguese, who trade with him, after coming himself to Mozambique; but it appears doubtful whether he pays tribute to the Portuguese Government, with which he is on good terms. Bokhein\* is a well-known port of Madagascar, not far from Majunga, where there is a considerable Arab population, trading principally with Zanzibar and Mozambique, and it is a matter of general belief that nearly every dhow conveying cattle from that and other Madagascar ports, after taking in some trifling cargo as a blind at Mozambique, runs into one or other of the neighbouring rivers to fill up with slaves for the return voyage.

The Portuguese aviso "Zarco," and other boats, were sent by the Government to Mokambo Bay about six months ago, in consequence of the open talk in the town with regard to Umkuba Muntu's Slave Trade. They, however, returned with the report that nothing out of the common was going on.

When, in my letter of the 19th, I suggested that the evidence pointed to a frontage of seventy-five miles of coast, I was in fault. This question narrows itself into Mokambo Bay alone, all three rivers being within a few hours' sail of Mozambique; nevertheless it is certain that from the Zambezi to Cape Delgado the Slave Trade is still in active existence, the Portuguese hold over the people being simply nominal.

I have, &amp;c.

(Signed) FREDERIC ELTON.

No. 55.

*Viscount Enfield to Dr. Kirk.*

Sir,

*Foreign Office, October 8, 1873.*

I AM directed by Earl Granville to acknowledge the receipt of the interesting Report on the state of slaves and the Slave Trade at Kilwa and its neighbourhood, which was contained in your despatch of the 27th August, and I am to desire that you will continue to keep his Lordship fully informed of the land Traffic in Slaves within the Zanzibar dominions.

I am, &amp;c.

(Signed) ENFIELD.

No. 56.

*Dr. Kirk to Earl Granville.—(Received October 28.)*

My Lord,

*Zanzibar, September 6, 1873.*

YOUR Lordship has been made fully aware, through former reports from this office, that subsequent to the prohibited transport of slaves by sea, large gangs of those previously accumulated at Kilwa have been taken by land on the way north to Lamoo, &c., which being owned in great part by known slave-dealers, are obviously intended for the Somali coast, if not, to some extent, for Arabia.

Although the road by land as far as Melinde is safe and easy to the dealers, I am led to believe that it is their intention to transport their slaves from the latter place to

\* "Bokhein" is also used by the Banyans as a name for the Island of Madagascar.

Lamoo by sea, watching a time when no ships are on that part of this station, and as at the present moment there are no cruizers on the Zanzibar coast, the "Nimble" having gone to Arabia, the "Daphne" to Seychelles, and the "Briton" to Mauritius, at this, the most important time of year, I was particularly desirous to supplement our naval weakness, and to impress upon the natives that they have now more to fear from their own Sultan and his local Governors acting on land than from us.

For this purpose I have not failed to impress, on every occasion that offered, upon the Sultan the extreme danger to himself of any remissness on the part of those under him, and have, in order to force the Governors to do what, to them, must be an obnoxious and unpopular duty, kept up native agents on the coast by whom any collision between the officials and the slave-dealers was sure sooner or later to be reported, allowing them to see that such reports were being transmitted without their knowledge of who my agents were.

I have now to state that information has just been received by me of the seizure at Shela, near Lamoo, of a vessel having on board 217 slaves, taken by the Governor of that place.

This vessel put into Shela for the purpose of repairing her mainyard, which had been sprung at sea. From this I gather the cargo of slaves was destined for the Somali ports, as Arab dhows would hardly then have ventured to proceed.

The Sultan suggests that possibly this vessel may be one of the two I reported to him as having escaped from near Kilwa, and regarding which letters were addressed to the Governor of Lamoo asking his assistance for their detention should they enter that harbour.

I have recommended the Sultan, in answer to his request to be informed in what way he should best act so as to aid us in enforcing the Treaty, that it will be his duty to order the destruction of the slave vessel by fire in Lamoo harbour after notice given to the public, and to send the slaves here for the purpose of being located in the island as freed men, whilst at the same time the most marked punishment should be inflicted on the crew and all who, by documentary evidence found on board, are proved to have been concerned in the venture.

For the purpose of careful inquiry, I further recommended that suspected parties should be produced here in Zanzibar.

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

No. 57.

*Dr. Kirk to Earl Granville.—(Received October 28.)*

(Extract.)

*Zanzibar, September 16, 1873.*

I HAVE now the honour to report, in continuation of my despatch of the 27th ultimo, having effected the sale of the cargo, &c., condemned in the case of a slave-vessel captured by Her Majesty's ship "Nimble," and having made the vessel over to be broken up, to Captain Wharton, now surveying this harbour in Her Majesty's ship "Shearwater."

Following your Lordship's order, I have transmitted to the Board of Treasury the balance of proceeds of sale of cargo and fittings of the condemned vessel; and now forward, to be filed, together with papers previously sent, account of sale, and statement of account in this matter.

## Inclosure 1 in No. 57.

List of Articles landed from vessel of Saeed Anter, and sold by Public Auction on the 29th August, 1873.

Articles.	Quantity.	Amount.	Total.	Exchange at
				\$4.75 = £1 sterling.
		\$ c.	\$ c.	£ s. d.
LIST No. 1.				
Ghee . . . . .	jars	5	36 87½	
Jars (empty) . . . . .	No.	4	2 81	
Sugar . . . . .	baskets	9	78 10	
Wheat . . . . .	"	2	7 25	
" (a small quantity) . . . . .	"	..	0 72	
Rice . . . . .	baskets	5	20 81	
Baskets (empty) . . . . .	No.	350	7 32	
Mill-stone . . . . .	"	1	1 68½	
Hoes . . . . .	baskets	2	3 56	
Sandal wood (a small quantity) . . . . .	"	..	0 18½	
Books (the "Koran") . . . . .	vols.	19	21 25	
Basins . . . . .	baskets	1	6 37½	
Boxes (empty) . . . . .	No.	..	2 25	
" . . . . .	"	5	18 55½	
Cocoanuts . . . . .	"	4,960	40 67	
Grass mats . . . . .	"	147	103 56½	
Cloth (white) . . . . .	pieces	7	23 54½	
Handkerchiefs . . . . .	doz.	65	89 59	
Cloth . . . . .	pieces	12	37 00	
Shirts . . . . .	No.	34	13 90½	
Kikoyis (clothes) . . . . .	"	15	10 75	
Kaniki (blue cloth) . . . . .	pieces	95	85 17	
Dhoties . . . . .	No.	4	4 48	
Sundries . . . . .	baskets	1	1 76½	
Looking-glasses . . . . .	No.	13	2 89	
Mortar . . . . .	"	1	0 66	
Native bedstead . . . . .	"	1	0 78	
Iron . . . . .	pieces	18	15 48½	
Total . . . . .	..	..	638 00	
Less auctioneer's commission . . . . .	..	..	31 98½	
			606 01½	127 11 7½
LIST No. 2.				
Value of swords . . . . .	No.	2	4 00	
Gun (old) . . . . .	"	1	Nil.	
Vessel broken up into pieces . . . . .	..	..	9 50	
			13 50	2 16 10
LIST No. 3.				
Cash found in vessel—				
The captain's money . . . . .	..	..	49 50	
" serhang's ditto . . . . .	..	..	10 00	
" seaman Mufta's ditto . . . . .	..	..	00 07	
" ship' ditto . . . . .	..	..	13 00	
			72 57	15 5 6¼
Grand Total . . . . .	..	..	..	145 14 0¼

E. E. and contents received.

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

Zanzibar, August 29, 1873.

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Inclosure 2 in No. 57.

## STATEMENT of Proceeds of Sales and Costs incurred in Vice-Admiralty Case No. 20 of 1873.

Date.	RECEIPTS.	Amount.	Total.	Date.	PAYMENTS.	Amount.	Total.
1873.		£ s. d.	£ s. d.	1873.		£ s. d.	£ s. d.
August 29 ...	Proceeds of sale of articles found in vessel, as per List No. 1 ... ..	127 11 7½			Pay of guard kept on board from between date of seizure and that of her condemnation, 11 days, voucher No. ... ..	1 13 0	
" ...	Proceeds of sale of vessel after having been broken, and two swords, as per List No. 2 ... ..	2 18 10			Fees in Vice-Admiralty Court, voucher No. ... ..	17 15 6	
" ...	Cash found in vessel, as per List No. 3 ... ..	15 5 6½			Balance remitted ... ..	...	19 8 6
			145 14 0½				126 5 6½
	Total ... ..	...	145 14 0½		Total ... ..	...	145 14 0½

Balance remitted to Board of Treasury.

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

No. 58.

Dr. Kirk to Earl Granville.—(Received October 28.)

My Lord,

Zanzibar, September 19, 1873.

I HAVE the honour to report that one Jumma bin Jafer, an Indian, was charged in the Court with illegal slave-holding.

On investigation it appeared that the seven Africans on his plantation held certificates of freedom drawn up in an irregular manner. All were, however, anxious to remain with their master, deposing that they were virtually free, happy, and contented. I therefore furnished each individual with properly attested papers of freedom, which were delivered into their own hands at Her Britannic Majesty's Agency and Consulate, Jumma bin Jafer giving the usual present of one dollar at the same time to each of them, in keeping with a Zanzibar custom.

A third case is now under examination of a more important nature—a charge brought against a Memnon of Scinde, comprising a refusal to attend the summons of this Court and a resumption into slavery of slaves freed by the Agency and Consulate. On this I shall report by the next steamer.

I would bring before your Lordship's notice the fact that as yet no complaint has been lodged against any Indian registered as under British protection. The cases hitherto brought forward are against Indians who have never claimed our protection, and who, until the signing of the late Treaty, occupied an anomalous position.

All of the three cases, I should further observe, are cases of domestic slavery.

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

No. 59.

Dr. Kirk to the Earl of Granville.—(Received October 28.)

My Lord,

Zanzibar, September 24, 1873.

MY attention has been called to the Natal Government Notice regarding the disposition of the 113 slaves unexpectedly landed in that Colony by Her Majesty's ship "Briton," of which a copy is inclosed from "The Natal Mercury" of September 2.

In my letter of the 29th August, and inclosures, I had the honour to report to your Lordship the circumstances under which it appeared these Makooas were taken by Her Majesty's ship "Briton," and I need only make one comment, namely, upon the large per-centage of children, who, had this capture been brought to Zanzibar, would certainly not have been sent to Natal, and the more so at present, when the Sultan is working honestly hand in hand with me for the purposes of the late Treaty.

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

Inclosure in No. 59.

*Extract from the "Natal Mercury" of September 2, 1873.**Government Notice.—No. 177 of 1873.**Colonial Office, Natal, August 22, 1873.*

IN modification of the Government Notice No. 142 of 1873, dated 11th ultimo, his Excellency the Lieutenant-Governor has been pleased to direct that, in consideration of the very pressing general demand for labour, one-half only of such freed slaves as may be received from Zanzibar shall be reserved for the service of Government.

2. As regards the "Makooas" recently brought by Her Majesty's ship "Briton," his Excellency has been pleased to approve of the following arrangements:—

3. They consist of—

Adult men	..	..	..	..	27	} under twelve years of age.
" women	..	..	..	..	22	
Boys	..	..	..	..	37	
Girls	..	..	..	..	18	
Infants	..	..	..	..	8	

Of the men, one-half will be made over to Departmental Public Works. The rest of the men, together with the women and children, will be dealt with in the manner hereafter detailed.

4. Adults will be assigned under contracts to employers for a term of five years.

5. No child will on any account be separated from its mother; and it will be necessary for employers to whom women having children may be assigned to agree to allow food and shelter for the said children.

6. Destitute children will be apprenticed for a term of seven years.

7. On the expiration of the above periods, both assigned adults and apprenticed children will be free to make their own terms as to work, or to go where they choose.

8. The rates of pay will be as follows:—

*Adult Men.*—6s. per mensem for the first year, increasing at the rate of 1s. per mensem each year, so that in the fifth year the pay will be 10s. per mensem.

*Adult Women.*—4s. per mensem, increasing 1s. per mensem each successive year.

*Apprenticed Children.*—Boys, 2s. per mensem, increasing as above; girls, 1s. per mensem, increasing in each successive year at the rate of 1s.

9. In addition to the above wages, good and sufficient rations of food, shelter, clothing, medical attendance, and medicines when necessary, shall be provided at the expense of every employer.

10. It will be especially required by the Government that the apprentices shall be taught to read and write in the English language, besides some useful trade or domestic occupation; and that they shall be gradually instructed in the great truths of Christianity. It is expected that they shall be trained to habits of cleanliness, and that their lodgings shall be separate from those of the Kafir servants of the country.

11. The Government entirely reserves the right of selecting the parties to whom these people shall be assigned or apprenticed; and no reason whatever for refusing, or not complying with, any application will be given.

12. Contracts for service or apprenticeship will be entered into before the Protector of Indian Immigrants.

13. Colonel B. P. Lloyd, Protector of Indian Immigrants, is hereby specially appointed to attest and make these contracts, under Ordinance 2 of 1850.

14. It will be the duty of the Protector of Indian Immigrants to cause a register of such contracts for service or apprenticeship to be kept in his office, and from time to time to ascertain by inquiry and personal visits the welfare of the persons assigned or apprenticed. It will be competent to the Government, on report of the Protector of Indian Immigrants, to order the annulment of any contract whenever there shall be reason to believe that any of the above conditions are not fulfilled, or that any assigned domestic servant or apprentice has been subjected to ill-treatment.

15. All persons with whom contracts may be made are required to send to the Protector of Indian Immigrants an immediate report of the death or desertion of any assigned domestic servant or apprentice.

16. A fee of 2*l.* for each adult, and 1*l.* for each apprentice, will be payable by employers with whom contracts may be made, in order to reimburse the expenses incurred by the Government.

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17. It is to be clearly understood that these fees are not to be deducted from the wages of the servants or apprentices.

By his Excellency's command,  
(Signed) D. ERSKINE, *Colonial Secretary.*

No. 60.

*Dr. Kirk to Earl Granville.—(Received October 28.)*

(Extract.)

*Zanzibar, September 25, 1873.*

I HAVE the honour to report that on receipt of your Lordship's letter of 23<sup>rd</sup> August, I lost no time in at once placing the ratified Treaty in the hands of Seyed Burghash, and asking His Highness to affix his signature thereto.

I have now the honour to transmit herewith inclosed the English version of the Treaty of 5th June countersigned by the Sultan, his Plenipotentiary, and myself, and have the greatest pleasure in reporting that, since the Treaty came in force, its provisos have been honestly observed by His Highness.

No. 61.

*Acting Vice-Consul Elton to Earl Granville.—(Received November 18.)*

My Lord,

*Zanzibar, October 7, 1873.*

I HAVE the honour to report that Her Majesty's ship "Briton" having returned from the Mauritius, the Political Agent, Dr. Kirk, sailed in that vessel on a visit of inspection to Mombasah, on the Minna, early yesterday morning, accompanied by the 2nd Assistant, Mr. Holmwood.

Dr. Kirk's intention is, if possible, to visit Melinde and other ports with the object of suppressing slave holding by British Indian subjects under the late Treaty, and his return will depend mainly upon Captain Malcolm's movements.

I remain by Dr. Kirk's orders, until his return, in temporary charge of the Agency and Consulate at Zanzibar.

I have, &c.  
(Signed) F. ELTON.

No. 62.

*Acting Vice-Consul Elton to Earl Granville.—(Received November 18.)*

My Lord,

*Zanzibar, October 7, 1873.*

CAPTAIN MALCOLM having returned from Mauritius and furnished Dr. Kirk with the necessary papers relating to the capture of a slaver, having on board at time of seizure 121 slaves, which capture was referred to in my letter of 29th August, 1873, I have now the honour, by Dr. Kirk's instructions, to forward to your Lordship copy of decree of condemnation in the Vice-Admiralty Court here, together with copy of the receipt of the slaves, and the duplicates of affidavit, certificate of measurement, and certificate of destruction; also account of fees claimed: the whole forming Case No. 22 of 1873.

I have, &c.  
(Signed) F. ELTON.

Inclosure in No. 62.

Case No. 22 of 1873.

*Decree.*

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against a native vessel or dhow (name, nation, and owner unknown), her tackle, apparel, and furniture; and also against 121 slaves, seized as liable to forfeiture by Arthur Stevens Philpotts, Esq., a Lieutenant in Her Majesty's Navy. Before John Kirk, Esq., Judge in the Vice-Admiralty Court at Zanzibar, on the 4th day of October, 1873.

APPEARED personally George John Malcolm, Captain, R.N., commanding Her Majesty's ship "Briton," and produced the sworn declaration, hereto annexed, which set



out the circumstances under which a native vessel, without papers or colours, of the description and dimensions specified in the annexed certificate of admeasurement, and having on board at the time, besides the crew, 121 slaves, males and females, was seized off Port Majunga, Madagascars, on the 23rd day of July, 1873, by the officer above named in charge of the boats of Her Majesty's ship "Briton." I, the said Judge, having heard the evidence, having found sufficient proof that the vessel at the time of her seizure was engaged in the Slave Trade, do adjudge the vessel above described, together with the slaves who were landed at Natal on the 5th August, 1873, as shown by the certificate of the Collector of Customs of that port, namely, 28 men, 22 women, 38 boys, and 25 girls (in all 113 slaves), 8 having died on board Her Majesty's ship "Briton" on the passage, to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly, approving highly of the course followed by the seizors in destroying the vessel.

In testimony whereof I have signed the present Decree, and caused my seal of office to be affixed thereto this 4th day of October, 1873.

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

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*Affidavit.*

Our Sovereign Lady the Queen against a dhow, name and nation unknown, her tackle, apparel, and furniture, as also against 120 slaves or thereabouts, as will hereafter be shown on the arrival of Captain George John Malcolm, or by the production of papers in his charge, seized by Arthur Stephens Phillpotts, Esq., Lieutenant in Her Majesty's Navy. Before John Kirk, Esq., Her Majesty's Political Agent and Consul-General, on the 15th day of September, 1873.

Appeared personally Arthur Stephens Phillpotts, Esq., Lieutenant, on detached service, in charge of Her Majesty's ship "Briton's" pinnace and jolly boat, and made oath that having left Her Majesty's ship "Briton," on the 15th of July, 1873, with orders to cruize for the suppression of the Slave Trade, he, on the 23rd day of July, 1873, whilst cruizing off the coast of Madagascar, under orders from George John Malcolm, Esq., Captain of the said ship, did at 10 A.M. on that day, after two hours' chase, being then off Port Majunga, board a dhow, without colours or papers, and with 120 slaves or thereabouts, as far as could be ascertained whilst on board the dhow. Whereupon the deponent brought the said dhow to Majunga, and there finding Her Majesty's ship "Briton," the slaves were embarked on board that vessel and the dhow destroyed.

Further, the deponent made oath that the captain of the said dhow was reported dead at the time of capture, and that the reported owner of the slaves jumped overboard when the dhow was entering Majunga Harbour, and it is his firm belief was drowned, the vessel being at the time a long way off shore, it being found impossible, without a boat at command, to pick him up, as he struggled to escape from the dhow when stopped for that purpose. And that no papers or documents whatever were found on board the vessel.

Further, that the slaves having been transferred on board Her Majesty's ship "Briton," and an account there taken, Captain Malcolm will hereafter be able to give a certificate of the exact number and of how they were disposed.

(Signed) ARTHUR PHILLPOTTS, *Lieutenant, R.N.*

On the 15th day of September, 1873, the deponent was duly sworn to the truth of this affidavit.

Before me,  
(Signed) JOHN KIRK, *Political Agent and  
Consul-General at Zanzibar.*

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*Certificate of Admeasurement.*

WE, the Undersigned officers of Her Majesty's ship "Briton," do hereby certify that we have carefully admeasured in the manner prescribed by Rule II of the 22nd section of the Merchant Shipping Act, 1854, the dhow (no name) detained by Her Majesty's ship "Briton's" boats on the 23rd day of July, 1873, on the ground that she

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

Length on upper deck from outside of plank at stem to outside of plank at sternpost..	Feet.
Main breadth to outside of plank .. .. .	18
Girth of ship under keel at main breadth from the upper deck on one side of the ship to the upper deck on the other .. .. .	32
TONNAGE.	
Tonnage under tonnage deck .. .. .	Tons.
Closed-in spaces above the tonnage deck, if any, naming them, poop or roundhouse, &c. . . . .	67·2
Poop—Length, 20 feet; breadth, 17 feet; height, 5 feet.	17
Total .. .. .	84·2

Signed this 24th day of July, 1873.

(Signed)

ARTHUR PHILLPOTTS, *Lieutenant.*  
HORACE R. ADAMS, *Sub-Lieutenant.*  
GEORGE K. GORDON, *Sub-Lieutenant.*

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*Certificate of Detention.*

*“ Briton,” at Majunga, July 24, 1873.*

I, the Undersigned Arthur Stephens Philpotts, holding the rank of Lieutenant in Her Majesty's Navy and Commanding Her Majesty's ship “ Briton's ” pinnace and jolly boat, on detached service, do hereby certify that on the 24th day of July, 1873, a survey was held on board the dhow, no name or nation, detained by me on the 23rd July, 1873, on the ground that she was engaged in the Slave Trade, and the surveying officers having reported that she was unfit to proceed to a Vice-Admiralty Court, as from the annexed report of survey will more fully appear, the said dhow has been destroyed by the orders of Captain G. J. Malcolm, Commanding Her Majesty's ship “ Briton.”

(Signed)

ARTHUR PHILLPOTTS, *Lieutenant,*  
*Her Majesty's ship “ Briton.”*

*Natal, August 5, 1873.*

Received from Captain George J. Malcolm, Her Majesty's ship “ Briton,” the undermentioned:—

28 Men.  
22 Women.  
38 Boys.  
25 Girls.

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(Signed)

GEORGE RUTHERFORD,  
*Collector of Customs.*

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No. 63.

*Acting Vice-Consul Elton to Earl Granville.—(Received November 18.)*

My Lord,

*Zanzibar, October 17, 1873.*

I HAVE the honour to report, for your Lordship's information, the return of Her Majesty's ship “ Briton ” to Zanzibar on the 15th instant.

After landing Dr. Kirk and Mr. Holmwood at Mombasah, Captain Malcolm proceeded north to visit his boats cruising for the suppression of the Slave Trade, and, I regret to add, learned that an officer of Her Majesty's ship “ Daphne ” had been murdered at Kionga, a short time previously to his arrival.

In a letter dated 6th October last, and addressed to Captain Malcolm, Lieutenant Arthur Philpotts, of Her Majesty's ship “ Briton,” states that on the 21st September, he, with the boats under his orders, fell in, near the Ogy reefs, with the pinnace and cutter of Her Majesty's ship “ Daphne ” commanded by Sub-Lieutenant Hockin, who reported that Sub-Lieutenant Marcus McCausland had been murdered by the tribe called Wa'gunia, at the village of Kionga, on the coast opposite the island marked as

Sinambaya on the charts, and about forty-five miles to the northward and eastward from the town of Lamo.

Some three weeks before, Lieutenant McCausland had been treated with civility by the Chief of Kionga, and, on the occasion of his last visit, having no suspicion of treachery went on shore unarmed and accompanied only by the interpreter. The Chief again received him with apparent cordiality, seated him under the shade of a tree in the village, and, after some conversation, arose, saying he would fetch a goat for the men. As soon, however, as the Chief's back was turned, a native, a young man, rushed from behind and speared Lieutenant McCausland in the back, others joined in the attack, and the interpreter hotly pursued, with difficulty escaped to the boat.

Lieutenant Hockin at once landed a party, which was fired on from the village, but an arrangement was in the end made by which further hostilities ceased, the body of Lieutenant McCausland being given up by the Wa'gunia to his comrades; besides the spear wound it was found to be much hacked about, and the hands deeply cut as if the unfortunate officer had tried to ward off blows aimed at him with heavy knives or a sword.

(It is not so stated in the letter, but from what follows it is evident Lieutenant Hockin's next step was to report to the Governor of Lamo.)

On the same day, the 21st September, Lieutenant Philpotts proceeded to Lamo, and asked the Governor what steps he had taken to arrest the Chief of Kionga and the three men reported by the interpreter to have been actively concerned in the murder. The Wali Said bin Ahmed replied that he had already sent to Kionga and to Zanzibar on first receiving the intelligence, and eventually hoped to capture the men by not giving them too hasty an intimation of his intention to act with vigour.

Lieutenant Philpotts being dissatisfied with the measures adopted by the Wali, who deprecated any immediate action, sailed on the 22nd with his own and "Daphne" boats, reached Kionga at noon and landed a party who captured and burnt the village, killing one of the inhabitants, the rest taking refuge in the bordering jungle country.

After completing the destruction of the place, the wells were choked, cocoa-nut trees cut down, &c. Lieutenant Philpotts afterwards proceeded to Shakani, another village three miles further northward, and this being deserted he posted an explanatory notice justifying his action, and also, at a later period, verbally explained to some of the people who were induced to return from the bush, that they had nothing to fear, his business being only with Kionga, where an officer had been treacherously murdered. The head man of Shakani said he was on bad terms with the inhabitants of Kionga, and believed, from what he had heard, that the chief of that place had fled to the Somali country, near Kismayo, some six days' journey or thereabouts from Shakani.

On the 29th September Lieutenant Philpotts again saw the Wali of Lamo, who promised to do his best to arrest the chief and the three men; but at Faze on the 3rd October the same officer reports that the Sultan's representative had received no orders up to that date from his superior.

I should here add that Captain Malcolm offered a reward of 200 dollars for the apprehension and conviction of the four concerned, 50 dollars for each man.

I communicated the above information, as received by me from Captain Malcolm, on the 17th instant to His Highness Seyed Burghash. His Highness, who had already heard from the Governor of Lamo on the subject, expressed his great regret that an English officer should have been killed under such circumstances, but, at the same time, hinted that the punishment had not fallen in the right quarter; the actual culprits, he said, since the destruction of the village, would take alarm and probably retreat into the interior, where their capture could scarcely be effected.

His Highness has written to Her Majesty's ship "Daphne," to the Political Agent, and as the "Briton" leaves again on the arrival of the mail steamer, Dr. Kirk, who may possibly visit Lamo in her, will, of course, report to your Lordship any further information which may be forthcoming.

I venture to add, in conclusion, for your Lordship's information, my conviction that Lieutenant McCausland should never have ventured, unarmed and unattended by any of his men, into a village so far north, where the passions of the inhabitants are notoriously running high in consequence of our action in the suppression of the Slave Trade, and where the power and determination of Her Majesty's Government to completely put down the traffic are not so thoroughly realized or so evident to all as on the coast in the immediate vicinity of Zanzibar.

I have, &c.  
(Signed) F. ELTON.

*Dr. Kirk to Earl Granville.—(Received November 18.)*

My Lord,

*Mombasah, October 11, 1873.*

I REGRET to report the murder of Lieutenant Marcus McCausland, R.N., at the time in command of two of the boats of Her Majesty's ship "Daphne," which took place at the village of Kionga on the African coast, some way north of Lamo, on the 15th September last.

So far as I have been able to learn, for my information, although accurate, is still incomplete, Lieutenant McCausland had been in charge of the boats when the "Daphne" went north after the departure of Admiral Cumming from Zanzibar, and it was he who demanded the slave dhow and slaves from the Governor of Lamo, being under the impression that the Governor was only keeping the slaves in order to ship them when the coast was clear. That in this he was mistaken there can be no doubt, the Lamo Governor having, as your Lordship has been informed previously, reported the matter and applied for instructions, which were then on the way from his Sultan.

Although, therefore, Lieutenant McCausland undoubtedly acted in the matter indiscreetly and so as to annoy the Governor of Lamo, there is no reason to think that the attempt made on his life when at Lamo by a Somali, who threw and wounded him with a spear, was in any way connected therewith; still less is there a suspicion that what I shall now report was directly or indirectly caused thereby.

Her Majesty's ship "Daphne" having proceeded to Aden with fifty of the slaves taken from the Governor of Lamo on board, two of the boats were again stationed to cruize on the coast. It would seem they had passed as far north as Magadesho and had touched—on their way thither, I presume—at the village of Kionga, where, as at other places, they were well received.

On coming back on 15th September it seems the pinnace under Lieutenant McCausland's personal charge was leading, while the cutter under Sub-Lieutenant Hockin was behind. Lieutenant McCausland on entering the roadstead of Kionga went on board an English-owned vessel, whose captain he had before seen at Tola, and whom he knew to be a legal trader. The people of Kionga came and invited him to accompany them to the village as he had done before, pressing him to do so as an old friend, and with the customary speech that their country was at his disposal.

Fearing nothing he went to the village unarmed, followed by the captain of the English dhow, by name Mhaji, who is, besides Sub-Lieutenant Hockin, my principal informant. Mhaji carried Lieutenant McCausland's pipe, and, being also accompanied by the interpreter, they sat down inside the village.

The chief and all his people were then bearing, as usual in these parts, arms in their hands, a matter which on the coast would excite no suspicion. They had asked for the cocoa-nut, and the chief was speaking of getting a goat, when suddenly one of his relatives came forward, but unobserved by Lieutenant McCausland, and plunged a spear which passed through his body. Death must have been instantaneous; but of what took place immediately after we know nothing, the English dhow captain and the boat's interpreter both made their escape, the natives trying to spear them as they fled.

At the beach they saw Sub-Lieutenant Hockin and warned him of danger. On learning what had happened, but ignorant whether his chief was killed outright, he with his men at once charged up the village, which, being strongly stockaded and the gates by this time barred, they could not at once enter. By hacking down the parts of the main gate with a cutlass under a severe fire (which, had the natives possessed a particle of bravery, must have been fatal to the party) an entrance was effected, when the captain of the English dhow, who had followed the English party, but kept back a little, passed in and brought out Lieutenant McCausland's body still warm. This was conveyed directly to the boats in the hope that the wounds might not have proved fatal; but on examination it was evident that the whole body was covered with wounds, any one of which would have been mortal. He had been stabbed with spears, cut with a sword, and shot with a musket. There could then be no question that the murder was not only treacherously committed, but done by the chief and his people in a body and by a previously concerted plan.

On the 16th September, Sub-Lieutenant Hockin buried the body on an adjacent island, marked on the chart as Sinambaya.

On the 19th he reached Lamo, and returned to Kionga on the 23rd, in company with two of the boats of Her Majesty's ship "Briton," that had just reached the station. They then attacked the stockaded village, which they burned to the ground.

On entering, the people were found to have made their escape into the jungle behind; only one man had not got away when the sailors entered, and he was shot. The cattle, poultry, &c., were all slaughtered; the cocoa-nut trees cut down, and everything in the village utterly destroyed; but to a miserable coast village, all the property their thatched huts contain, is of little value, and it does not require much time to reconstruct the houses.

Under these circumstances it will be necessary for me to meet with the Senior Naval Officer, and to ascertain more particularly the facts of the case; but most especially to inquire carefully into the history of the people of the village, with a view to get possession, if possible, of their leaders.

It so happens, that we know very little accurately of the population between Lamo and the Somali coast. They are called Bajuni, and have their own families and Chiefs apart from others of the coast. The language they speak is a dialect of Swaheli, which, if spoken rapidly, is unintelligible at first to one who has learned the language at Zanzibar; it contains very many words unknown further south, but is still a very pure Swaheli, of a different type however to that I am in the habit of hearing.

The Bajuni, moreover, have a history of their own; they are barely within the regular authority of the Sultan of Zanzibar, although his orders can always be enforced; but for long they resisted Majid, and beat off, with heavy loss, the late Seyed Saeed from Seewey.

From this it may be supposed, that the population of the islands and the coast between Patte and the Somalis is braver than those further south; they are also like the Somalis more cruel and treacherous, confirmed slave-dealers; and feeling now the effects of the stoppage of the traffic, not as depriving them of domestic slaves, but as depriving them of a means of gaining money in the trade, they doubtless bear a hatred to us; and this caused them to plan and execute the dastardly murder of Lieutenant McCausland.

The destruction of the town of Kionga is certainly not enough; but it will be difficult for either the Sultan or ourselves to arrest the villagers, any one, or any number of whom might be summarily dealt with, as nothing but fear will ever deter others of the coast tribes from following the example.

As I have said, we do not possess much knowledge of the families of the Bajuni, or of their mode of Government, and Seif bin Mohr, a Governor of Lamo, who had long fought against, and subdued them, for Seyd Majid is now dead; but, if I am not greatly mistaken, it will be found that Kionga is a dependency of Fazi (pronounced Paze), and is under one Jahidi bin Sherifu, who sat next to Lieutenant McCausland when he was killed. It was a relative of this man also who struck the first blow, although the Chief and his people were all concerned, and took active part in the murder. I further believe, that Kionga is absolutely under the orders of one Tzee, Seif of Paze; and it seems to me, that if this man could be seized, and taken hostage, the actual murderers might be given up.

These are matters on which it will, however, be necessary for me to consult with the Senior Naval Officer, as the authority of the Governor of Lamo is wholly insufficient to act against the Chief, even were he to receive instructions from Seyd Burghash, whose hands are more than filled with other troubles at various places on the coast.

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

No. 65.

*Dr. Kirk to Earl Granville.—(Received November 18.)*

My Lord,

*Mombasah, October 10, 1873.*

IN anticipation of a more full report I shall have the honour hereafter to render, I have in the meantime to state, for your Lordship's information that finding Captain Malcolm, on the return of Her Majesty's ship "Briton," was about to proceed to Lamo and the Somali coast to pick up the boats he had left, I requested him to land me at Mombasah on his way north, and so enable me to follow out what I have long proposed to give effect to, that part of the Treaty of June 5, which binds us to stop all slave-holding by Indians, still more to take such steps as will deter Indians from embarking more actively in the trade, and to punish severely any individuals who might be found implicated.

Landing on the 7th instant at Mombasah from Her Majesty's ship "Briton," which the same day sailed for the north, I summoned natives of India of every class and

description to appear before me on the following day, and declare any slaves who might be in their possession.

So thoroughly had the way been prepared beforehand, and so impressed had the whole Indian community become by the deliberate but firm manner in which some of their leading members had been treated, that I experienced no difficulty or opposition in carrying out every step I had planned.

On the day fixed, I recorded simply the names of the owners and of their slaves, and on the following day ordered a muster of the slaves themselves, to each of whom I personally gave free papers drawn out in Arabic by the Kathi of the place, and countersigned by myself. Every slave being at the same time asked how he desired to live, it being explained to each one that he was now perfectly free, and that if he still chose to remain with his former master he might do so, but as a free man and entitled to wages, no longer as a slave.

Some idea of how prevalent the holding of domestic slaves by Indians is on the coast (a subject I have on many occasions brought to the knowledge of Government), may be formed from the fact that I have in three days liberated from the Indian Colony of Mombasah 221 slaves, about one-half of whom have elected to leave, and have left, their masters, working for food as free men in town, and serving where they please.

In proportion to the Indian population of this place, such a sweeping act of manumission equals that carried out long ago by Colonel Rigby in Zanzibar, since which domestic slavery has practically ceased as an institution among British Indians of the town of that island, and I feel confident that with due care it is equally at an end here.

I am happy, at the same time, to be able to state that, by working in concert with the Arab Local Authorities, from whom I have received every assistance, and by meeting personally the leading men of each of the Indian sects, and explaining to them fully the hopelessness of any further attempt to cling to slave institutions, together with the utter ruin of so doing, this great domestic change has been effected without the least excitement.

So far from any ill-feeling being called forth, I believe the natives look on me now as having saved them from future trouble, but all confess that, had the way not been prepared by the arrest and punishment of one of their number, and lists in my possession prepared beforehand on which I was ready to deal with their most wealthy members in event of any unwillingness or opposition, the course now taken would not have been either effectual or tamely submitted to. Much has been gained in the matter by deliberate and gradual action.

I now propose going by land to Melinde, distant about 50 miles. I should have preferred the easier way by sea, but Her Majesty's cruizers are too much occupied in more important work.

I trust that the course now being pursued by me will meet with your Lordship's approval, when my full reports shall have come to hand.

I forward the present letter to Captain Elton, whom I have left at head-quarters, with instructions to have it copied and transmitted by mail, as it will be impossible for me to reach Zanzibar before the time of departure.

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

No. 66.

*Dr. Kirk to Earl Granville.—(Received December 16.)*

My Lord,

*Zanzibar, November 5, 1873.*

I HAVE the honour to inclose copy of decree of condemnation, &c., relative to the seizure of a slave vessel by Her Majesty's ship "Briton," near Lamo.

When at Lamo I had an opportunity of personally inquiring into the details of this case, and I was fully convinced that the two slaves found on board had been kidnapped by the master of the dhow for the purpose of being sold at Makulla in Arabia.

The master and owner of the dhow, who were detained as prisoners on board Her Majesty's ship "Briton, on seeing that the case would be proved against them, attempted to escape by lowering themselves overboard at night, but being swept out to sea by the ebbing tide were both drowned before a boat could reach them.

There being nothing against the owner of the cargo, this had properly been landed

by the seizers and given over to the hands of the Supercargo before the case was placed in the Vice-Admiralty Court.

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

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Inclosure in No. 66.

Case No. 23 of 1873.

*Decree.*

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against the Zanzibar ship or vessel named "Mambo kwa Mungu," whereof Sabete was master, her tackle, apparel, and furniture; and also against two male slaves named Farahan and Farjola, seized as liable to forfeiture by George J. Malcolm, Esq., Captain Royal Navy, commanding Her Majesty's ship "Briton." Before John Kirk, Esq., Judge in the Vice-Admiralty Court at Zanzibar, on the 31st October, 1873.

PERSONALLY appeared the above-named G. J. Malcolm, Esq., captain of Her Majesty's ship "Briton," and produced before me, the said Judge, the sworn declaration hereto annexed, which set out the circumstances under which the Zanzibar vessel "Mambo kwa Mungu," owned by Salek bin Saidi, of which Sabete was master, of the description and measurement specified in the certificate annexed; also two male slaves, Farahan and Farjola, were seized near Shela, on the African Coast, on the 7th day of October, 1873. I, the said Judge, having heard the evidence and examined witnesses on both sides, having found sufficient proof that the vessel at the time of her seizure was engaged in the illegal transport of two kidnapped slaves for the purpose of sale in Arabia, in contravention of Treaties existing between Great Britain and Zanzibar for the suppression of the Slave Trade, do adjudge the above named vessel, her tackle, apparel, and furniture, and also the two slaves, Farahan and Farjola, to have been lawfully seized, and to be forfeited to Our Sovereign Lady the Queen, and do condemn the same accordingly, approving of the course followed by the capturer in the destruction before trial of the vessel.

In testimony whereof I have signed the present Decree, and caused my seal of office to be affixed thereto this 31st day of October, 1873.

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

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*Affidavit.*

Our Sovereign Lady the Queen against the native vessel or dhow, under Arab colours, called the "Mambo kwa Mungu" (whereof Sabete was master), her tackle, apparel, and furniture; and also against two male slaves, called Farahane and Farjola, seized by Arthur Stevens Philippotts, Esq. Lieutenant in Her Majesty's Navy.

Appeared personally George John Malcolm, Esq., Captain of Her Majesty's ship "Briton," and made oath that, on the 14th day of July, 1873, whilst cruising off the coast of Madagascar, he sent two boats, under orders, to cruise for the suppression of the Slave Trade on the East Coast of Africa, Arthur Stevens Philippotts, Esq., Lieutenant, being in charge: that, upon the return of the boats on the 8th day of October, 1873, the said Arthur Stevens Philippotts, Esq., Lieutenant, informed the deponent that he had detained, on the 7th day of October, 1873, at Shela, near Lamo, a native vessel, under Arab colours, said to belong to Saleh bin Saidee, having on board two male slaves, Farahane and Farjola, who had been kidnapped and placed in the dhow against their wills, without wages, and for the purpose of being sold at Maculla, in contravention of the Treaties existing between Great Britain and Zanzibar for the suppression of the Slave Trade, whereupon George John Malcolm, Esq., Captain of Her Majesty's ship "Briton," destroyed the dhow, she being unseaworthy, and brought the case before the Vice-Admiralty Court at Zanzibar for adjudication. And he forthwith made oath that the only papers found on board were a cargo book, a pass from the Sultan of Zanzibar, and five private letters; and he further made oath that whilst at Lamo waiting for evidence, the master, and the son of the owner, who had been detained, jumped overboard on the

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morning of the 30th instant, and he believed they were drowned trying to gain the shore, as the boat sent after them could not find them.

(Signed) G. J. MALCOLM, *Captain.*

On the 31st day of October, 1873, the deponent was duly sworn to the truth of this affidavit.

Before me,  
(Signed) JOHN KIRK, *Political Agent and Consul-General*  
*at Zanzibar.*

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*Report of Survey.*

*" Briton," Manda, October 8, 1873.*

We, the undersigned, have held a survey on the dhow "Mambo kwa Mungu," detained by the boats of this ship on the 7th of October on the ground that she was engaged in the Slave Trade, and are of opinion that she is too leaky and unseaworthy to make the voyage to Zanzibar.

(Signed) JOHN FELLOWES, *Senior Lieutenant.*  
ARTHUR PHILLPOTTS, *Lieutenant.*  
W. BLACKMORE, *Carpenter.*

Approved,  
(Signed) G. J. MALCOLM, *Captain and Senior Officer,*  
*East Coast of Africa.*

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*Certificate of Destruction.*

I, the undersigned Arthur Phillpotts, holding the rank of Lieutenant, in Her Britannic Majesty's Navy, and commanding Her Majesty's ship "Briton's" pinnace and jolly-boat, on detached service, do hereby certify that on the 8th day of October, 1873, a survey was held on board the dhow "Mambo kwa Mungu," detained by me on the 7th day of October on the ground that she was engaged in the Slave Trade, and the surveying officers having reported that she was unseaworthy, as from the report of survey hereto annexed will more fully appear, the said dhow has been destroyed by order of Captain G. J. Malcolm.

Signed this 8th day of October, 1873.

(Signed) ARTHUR PHILLPOTTS, *Lieutenant.*

Approved,  
(Signed) G. J. MALCOLM, *Captain and Senior Officer,*  
*East Coast of Africa.*

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*Certificate of Admeasurement.*

We, the undersigned officers of Her Majesty's ship "Briton," do hereby certify that we have carefully admeasured, in the manner prescribed by Rule II of the 22nd Section of the Merchant Shipping Act, 1854, the native vessel called the "Mambo kwa Mungu," detained by Her Majesty's ship "Briton's" boats, on the 7th day of October, 1873, on the ground that she was engaged in or 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 sternpost..	82·6
Main breadth to outside of plank .. .. .	23·4
Girth of ship under the keel at main breadth from the upper deck on one side of the ship to the upper deck on the other .. .. .	38·0

TONNAGE.

	Tons.
Tonnage under tonnage deck .. .. .	139·5
Closed-in spaces above the tonnage deck, if any, naming them.. .. .	19·36
Poop—Length, 21 ft. 8 in.; breadth, 17 ft. 6 in.; height, 5 ft. 2 in.	
Total .. .. .	158·86

Signed this 8th day of October, 1873.

(Signed) JOHN FELLOWES, *Senior Lieutenant.*  
ARTHUR PHILLPOTTS, *Lieutenant*  
W. BLACKMORE, *Carpenter.*

Approved,  
(Signed) G. J. MALCOLM, *Captain.*

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*Dr. Kirk to Earl Granville.—(Received December 16.)*

My Lord,

*Zanzibar, November 6, 1873.*

WITH reference to the inquiry made by your Lordship's instructions in the latter part of a despatch, dated September 9, as to what steps, if any, have been taken to make known to the Chiefs in the interior of Africa, and other parties interested in sending slaves to the coast, that, for the future, no slaves will be allowed to embark, and that any persons found guilty of sending slaves to the coast for embarkation will be severely punished, I have the honour to state that, although no steps have been taken by me for the sole purpose of conveying the above information to the Chiefs and others in the interior of Africa, I have ascertained that a knowledge of the provisions of the recent Treaty abolishing the traffic has already become generally known where slave caravans usually pass, and that, in many cases, purchases up country have been cancelled in consequence, and other produce than slaves, such as ivory, sought for.

I indeed learned, when at Kilwa and occupied with an inquiry into the state of slaves before arriving on the coast, that the ivory trade of that port has immensely increased, owing entirely to the depreciation in the value of slaves.

The knowledge of a fact so very materially affecting a great commercial pursuit, that is, the stoppage of all slave-carrying by sea, was sure to spread of itself, as it has done, nor would it have been easy for me to communicate independently with the Chiefs of the interior, who are wholly illiterate, without sending special messengers. Moreover, the trade is not conducted by them, but by Arabs; and the men who collect the slaves and march them to the coast are seldom the same persons who embark them.

The suppression of the public sale of slaves and the practical prohibition of the shipment, which, with the Sultan's aid, is a matter fully within our power, has already, however, become well known in the slave-hunting regions. All now depends upon what local demand may still continue on the coast, and how far the more distant stations can be supplied with slaves by the land route, as to that extent alone will the Slave Trade now continue.

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

No. 68.

*Dr. Kirk to Earl Granville.—(Received December 16.)*

(Extract.)

*Zanzibar, November 6, 1873.*

IN a preliminary Report forwarded from Mombasah to Zanzibar, dated the 10th of October, 1873, I briefly stated the steps taken by me on landing at Mombasah.

During my further stay at that place I did not ascertain that any slaves had been concealed, and it is my belief that the Indian community there is now completely freed of the stigma of slave-holding.

While my agents were actively employed in trying to discover how far the course followed had been effectual, and whether slaves were either secretly kept out of town or had been lately sold in anticipation of my arrival, I occupied the time in daily meeting with the various classes of the community, both Swahili and Indian.

Formerly Mombasah and its dependencies, including a great part of the African coast, both north and south, and the Island of Pemba, were ruled by the Yarabi family of the Imams of Oman through the Mazruai Chiefs, and at Takaungu, a coast village afterwards visited, I was shown the original deed, written 146 years ago, appointing one of that tribe to the Governorship of Mombasah.

On the English evacuating the place the Mazruai were betrayed by three families of Kilindini, a village on the southern side of the island, in consideration of which two of their descendants still receive an annual payment of 300 dol., the third having lost half of what was stipulated through the murder of a Banian in which he was implicated.

Mombasah and part of the coast is still exempt from many dues. In the first place it was stipulated that no dues whatever should be levied, but by degrees the 5 per cent. on imports was taken, then a special tax on ivory and copal, so that now the chief exemption consists in the free export of corn from Mombasah, Takangu, and Gasi.

The Indian Colony comprises here—Bohras, Scindis, and Hindus, many of whom visit Melindi during the millet and sesame harvest, remaining there for three months and

returning to Mombasah, where their wives and families reside. Thus, commercially, Mombasah, Melindi, and Mambroi form but one division of the trading community.

The Bohras of Mombasah are not only the most numerous but the longest established: the first Indian settlers of this caste came from Surat and Cambay; lately they have been recruited entirely from Kutch. The Scindis, of whom we have but few in Zanzibar or elsewhere on the African coast, form a class with which the Agency has hitherto never come in close contact. They, as I learn from their Chiefs, began to come to Mombasah twenty years ago, there were then, however, only two houses; it is within the last seventeen years that the others have arrived, and there are at the present moment thirty houses. Sunni by faith, and calling themselves Memon, they are apart from both Bohras and Khojas, and worship and hold civil regulations in common with the Swahili. Many appeared to be political refugees, and one spoke to me of having fought against us at Mooltan and in Scind, but, curiously, all are descendants of Scindis born in Kutch. They never allow that they are subjects of the Rao, and seem to have left India for good, as have many of the Khoja and Bohra families. The Hindus are the least numerous of the Mombasah traders. Khojas are singularly enough absent, there not being here a single representative. From Pangani northward the Bohras take the place of the Khojas, met with to the south. Hindus are scattered everywhere at the ports, whilst in Zanzibar itself every class is largely represented.

At Mombasah all told me that trade was increasing. Ivory caravans set out taking free men of Mombasah and of the Wanika as porters; these visit Chagga and the country near Kilimanjaro, also Ukumbani and Kenia, whence they proceed further to Ukeru or Samburn. None but Mombasah men are employed on the distant journeys, as the Masai or warlike Wakwafi must be passed, and those on whom dependence is to be placed are alone engaged.

The annual export of ivory, however, does not exceed 70,000 dollars, and much of this is now shipped direct to Bombay since the Sultan collected a 5 per cent. *ad valorem* duty on its entering the harbour of Zanzibar. On reaching Mombasah from the interior 3 dollars per 35 lbs. weight is collected on ivory. Copal here pays, when bought by the natives, the heavy tax of 10 per cent., with 5 per cent. in addition on arrival at Zanzibar, in all a duty of 15 per cent., which discourages a valuable industry that might be developed in the Wanika country. Wax pays 1 dollar per 35 lbs., and rhinoceros horns the same. Other produce, such as grain and oil seed, pass free, but as a place of direct import Mombasah holds a secondary position. Its supplies are all drawn through Zanzibar.

On the same day I left in a native vessel for Takaunga. The creek on which the town is built being tidal, we ran into Kilife, a bay half way between Mombasah and Melindi, and from there walked back for three miles, and visited Sheikh Rashid, the Mazruai Chief, one among the Mazruai who still cherishes the kindest recollections of the English. I found it impossible to return the same night as I had intended; the armed men were turned out, and one old iron cannon fired the usual salute of eleven guns. A letter of Lord Elphinstone's to a former Chief was placed in my hands, and every kindness and attention shown me, the Sheikh stating that he had not seen an Englishman for so many years that he must be excused if he detained us a little.

Takaunga contains about 3,000 inhabitants, depending mainly upon the millet and sesame crop of its neighbouring farms, and a supply of Indian corn grown and brought in for sale by the free Wanika.

Here I found about fourteen Indians, of whom, however, only two Hindus and two Bohras were residents, the others having come from Mombasah; from these, however, I freed nineteen slaves.

Takaunga Creek, being tidal, must necessarily be of little use except as a means of moving produce in small vessels, but the neighbouring Bay at Kilife is really of importance, and much frequented. The surrounding country is magnificent corn-land, and the Wanika industrious and harmless neighbours.

On the 14th we reached Melindi, where 131 slaves were freed, the property of forty-one Indians, including slaves held at Mambroi, a village eight miles to the north.

The country between Melindi and Mambroi and in their neighbourhood is well cultivated, the plantations extending as far as six hours' march inland. The chief produce is millet and sesame seed, and the annual value of grain produced cannot be under 35,000*l*. Of the old Portuguese town of Melindi nothing remains but a mark erected on a rocky headland, consisting of a conical column of concrete surmounted with a cross with the Arms of Portugal in the centre.

Twenty years ago there were here neither houses nor plantations. The port seems to

have been re-occupied by Seyd Saeed, but for many years the people bringing fresh water to the town from the River Sabaki, four miles distant, had to be guarded by soldiers, and constant attacks were made by the neighbouring Gallas and Wasania, the latter firing poisoned arrows at any straggler seen without arms about the settlement. These tribes have for the present lost their strength and cause little annoyance, being paid a subsidy of 450 dollars by the Sultan's Government, but a new and formidable annoyance is now springing up in the shape of settlements of runaway slaves, who, being attacked by the Arabs, retaliate by killing the labourers on the outlying plantations, making it necessary for them to sleep in stockades and keep up stations within signal-fire distance the one of the other.

Slave labour alone cultivates these plantations, producing, as I before stated, not less than 35,000*l.* per annum, neither the Gallas nor any of the adjacent tribes ever working for hire. The average yield of grain and oil seed per slave is 10 measures of corn, worth about 30 dollars, and two one-half measures of oil-seed, worth about 12 dollars, giving a total of 42 dollars per head, the price of a labouring slave varying from 40 dollars to 55 dollars; thus, between 4,000 and 5,000 slaves are employed, and adding for supervision, domestics, &c., the number cannot be under 6,000. Facility for desertion and mortality being considered, an annual import of 600 slaves is required to keep up this body.

Although the coast lands are dry and sandy, the farther plantations are well watered and fertile; excellent figs and other fruit are grown. The bush-land is selected by preference, as when once cleared weeds give no trouble, and for five to ten successive years two crops of millet, sesame, or peas may be taken off before the soil becomes impoverished, when it is allowed to lie fallow until the brushwood again springs up—a sign that the land has recovered. Grass lands, it is said, fail after two years, give trouble in weeding, and require constant cultivation, when, after a bad year or two, good crops are again harvested, of better quality than off the bush-land.

It is a singular fact that for several years the old Melindi wells, twenty in number, after being cleared of the rubbish that filled them, were found so brackish as to be undrinkable, but after a heavy wet season the water became fresh. Now, all these wells, even those close to the sea, furnish sweet and excellent water to the town.

The River Sabaki, entering the sea four miles north of Melindi, divides the district of Mambrui under another Governor. This anomaly arises from Mambrui being a Colony which has risen up around the plantation of one Hamed bin Saeed, whose son now inherits part of the estate and honour of Government.

The Sabaki crossed, a drier country is entered, and here commences the range of sand hills extending north to the Somali coast. The rainfall is not so heavy as, and the seasons more regular than, in Zanzibar. Fevers and dysenteries are rare, the ulcers that are so great a drawback to Mombasah unknown. Arabs, however, complain of mortality amongst the cattle, which they ascribe to a larva found on the grass. Further north, nearer Lamo, I found the Tsetse; here this pest seemed unknown. The regular rainy season is heavy, and later than at Zanzibar. The lesser rains, daily showers, being known as the "kilima" or planting rain, which occurs at seed time, and the "mavuli" recently over.

Plantation slaves are allowed only one day per week to themselves when their gains are their own, but instead of the second day given at Zanzibar, half a "kibaba" of grain is allowed daily. Clothing and any animal food or fish must be provided out of the proceeds of the one day, but this amounts to 10 or 12 dollars, married couples sometime gaining 30 dollars. Estates are of small value—the question is, "How many slaves are there on a property?"

Although the Indians here knew less of what had recently passed, I found no difficulty, so far as domestic slavery was concerned; but it was necessary to punish severely several men who had recently sold slaves in order to avoid the loss by emancipation, which they foresaw. In other cases, slaves had been mortgaged to Indians; one came to my notice where such a mortgage was foreclosed and the slaves sold. Where such transactions had taken place subsequent to 5th June, I seized the slaves from the Arab and allowed no compensation, on the principle that the Indians being then, by the Sultan's consent, unable to hold slaves, the sale was invalid and illegal; but where the transaction had taken place some time back, I forced the Indian to return the purchase money and get back the slaves.

In carrying out this strong measure, I had to thank the steady support of the Arab Governor Seif bin Suleiman and the general orders of Seyd Burgash—without these, and without a single man to support me, placed in an Arab community, my position would have been an unpleasant one.

Here I again named an agent as protector of liberated slaves, a post now looked on as one of consequence, and with its local advantages, as the holder will report directly to the Consulate on Slave Trade matters.

On the 24th October, I sailed in Her Majesty's ship "Briton" for Lamo, reaching Manda harbour the following day, whence I proceeded in boat through the narrow tidal creek forming the water communication between that place and the northern harbour.

As at Melindi, the chief trade here is in millet and sesame, the orchella trade being ruined of late, and the cowries but little in demand. Hides, rice, and ivory are exported, the latter coming from Kismayo and the Somali country on the north, and from Ozi, a town on Formosa Bay, on a river of the same name connecting with the River Dana to the south. The produce is probably under that of Melindi and Mambrui, but a considerable part of the grain and seed crop of these places passes through Lamo in transit.

The Indian community consists of 25 houses of Hindus, 14 of Bohras, and one barber, a Mussulman; there are here neither Sindis nor Khojas.

Having called a meeting, I explained to these men their position as regards slave holding. Lists of slaves were voluntarily declared, and the Kathi drew out papers of freedom which, as at the other towns, I signed and delivered with my own hand to each individual slave, explaining to him, at the same time, his altered condition and status.

In this, I received every assistance from the Governor, whose orders from the Sultan were most positive; the Public Crier, by whom Government orders are notified, proclaimed under my orders that no Indian can hold slaves or advance money on slaves, and that all transactions in slaves between natives and Indians are illegal, both parties concerned being liable to lose their property and to be otherwise punished.

As a result, several Indians at once placed in my hands papers of mortgage securing debts due by Arabs on their slave property. Some of these were for large sums, but in no case can such or similar bonds be proceeded on in any Court, and even should they be concealed, they become debts of honour, irrecoverable by law.

Hereafter, all such advances naturally cease, and Indian capital becomes unavailable to any Arab whose chief property consists in slaves.

I was unable to spare the time to visit the town of Fazi or that of Siu on the same island, peopled by Wagunia, even had I not been unwilling, for political reasons, to proceed amongst that tribe before the question of Lieutenant McCausland's murder is cleared up. On my summons, however, the Indians of both places appeared at Lamo: they include only 6 Hindu houses, and 1 Bohra house, and collectively gave up 21 slaves, none of whom would return to their masters.

M'zee Seif, Chief of the Wagunia, summoned at my request by the Governor of Lamo, also came to the town, but the steps taken with regard to the late murder at Kionga will form the subject of a separate letter.

On the return voyage, Captain Malcolm anchored off Ras Gomeni to allow us to inspect the country here. Only a year ago there were extensive Arab plantations of oil-seed and sesame here; now the ruined houses alone remain, the Gallas and Wasania having annoyed and killed the slaves, who, in consequence, fled; the Arabs abandoned this rich locality, better suited for the growth of cotton than any land I have here seen, but lacking in any security for either property or life, and possessing no indigenous labour at hand.

The harbour of Wassin was also visited, south of Mombasah, between the island of that name and the mainland. This has been suggested as a naval depôt. It is superior as a harbour to that of Mombasah, but there is no supply of water on the island, and the healthiness of the place requires further inquiry before any steps involving outlay or of a permanent nature are undertaken.

Here two Bohras were found, who gave up 8 slaves; in all, 478 slaves freed between Wasin and Lamo from the hands of the Indians.

While engaged on the coast, I have been assisted everywhere by Mr. F. Holmwood, who accompanied me on duty, and whose services I beg to acknowledge.

No. 69.

*Dr. Kirk to Earl Granville.—(Received December 16.)*

(Extract.)

*Zanzibar, November 7, 1873.*

HAVING in my Reports of the 10th October and 6th instant, given a detailed account of proceedings at Mombasa, Melinde, and Lamo, for the purpose of carrying out

that part of the Treaty of the 5th June which binds us to prevent all natives of India within the Sultan's dominions in Africa from holding or trading in slaves, I shall now briefly sum up the results of the present tour of inspection.

In the first place, at Mombasa and everywhere visited, I have been astonished at the large number of slaves openly held by Indians, which has greatly exceeded what I had reason to expect, but it has been most satisfactory to find that they have, in almost every case, been voluntarily brought forward by their owners and given up. There have, however, been at each station a few individuals against whom severe measures have been taken, and one case still awaits trial which, I think, will be dealt with more efficiently in Bombay by the High Court.

Having at each place visited along the coast remained a sufficient time to get full information, through informers and agents, after the Indians had declared the slaves they held, I can fairly state that the scandal of slave-holding by them has been completely wiped out wherever I have been, and the system of lending money on slaves as security, or taking slaves in pledge for old debts, however contracted, completely broken up, these debts being now nothing better than debts of honour, if the facts were concealed, and exposing both the Arab who pledges his slaves to the loss of his slaves, and the Indian to that of his money advance. Further than this, the Indians have not been found, where I have yet visited, to have been implicated, and there is no proof or suspicion of the Indians of Mombasa and Lamo being implicated directly in the Slave Trade as a Commercial speculation, although they certainly were, as a class, holders of domestic slaves, a fact that Her Majesty's Government has long been made aware of, and on which there have been issued at various times conflicting orders.

The disclosures now made along the northern shore of the Sultan's dominions show how necessary it is without delay to continue the same process of inspection in Pemba and to the south, where an exactly similar condition exists, and where, as Kilwa is approached, the merchants will be found to be more nearly involved in the export Slave Trade, or in dealings with Arabs who have no other business; to this I shall devote my attention at the end of the month of Ramadan.

The accompanying statement will show in what proportion slaves were found to be held by Indians of different sects in the various districts:—

MOMBASSA.						
Class.					Owners.	No. of Slaves.
Bohras	..	..	..	..	29	169
Sindis	..	..	..	..	20	40
Hindus	..	..	..	..	6	10
TAKAUNGU.						
Bohras	..	..	..	..	4	13
Hindus	..	..	..	..	4	6
MALINDI AND MAMBRUI.						
Bohras	..	..	..	..	30	112
Sindis	..	..	..	..	5	6
Hindus	..	..	..	..	4	9
Khojas	..	..	..	..	2	4
LAMO.						
Bohras	..	..	..	..	13	43
Hindus	..	..	..	..	19	37
SIN AND FAZE.						
Bohras	..	..	..	..	1	6
Hindus	..	..	..	..	6	15
WASIN.						
Bohras	..	..	..	..	2	8
Total	..	..	..	..	145	478

Of the above number of 478 slaves, 201, when interrogated, have elected for the present, to remain with their former masters, but all are fully aware of the changed status.

Captain Malcolm kindly took on board Her Majesty's ship "Briton," and conveyed

to Zanzibar, a few of the younger slaves from Sin and Faze, places too far from inspection, where to have allowed them to remain would have been attended with danger; at all the other places I have taken the first step towards the creation of a system of Consular supervision and inspection, by placing some of the chief men among the classes from whom the slaves have now been taken, as my agents, with written authority to act in my name before the Kathi and local Arab authorities should any attempt be made to re-enslave those now freed; in time I trust to be able to develop this further, as the appointment is one much sought after, which, while it may be forfeited by remissness, may be made a high mark of confidence, giving to the holder a certain position where his office has been honestly performed. From the very weak hold of His Highness' Government at the outports, some arrangement of this nature will obviously be required in other matters, as the population that now claim our protection has been greatly extended through these measures, the Indians, having now lost the only inducement held out to leave our protection, have as a class reverted to us.

While inquiring into the past and present price of slaves, I was struck all along the coast with the slight advance caused by the operation of the late Treaty. This was explained to me in two ways, both of which have, in a measure, operated: First, since the Treaty was signed, the Indians have ceased to lend money to slave holders on the security of slaves. This restricts the power of purchase as before; at Melinde, for instance, a cargo being landed, a needy but industrious Arab might at once find accommodation, purchase slaves, settle on fine land, grow corn, and in one or two years pay off his debt. This he cannot now do, he must borrow elsewhere, but there are few lenders not Indians. Secondly, it is said that prices were kept above the normal rate by speculators running contraband cargoes to Somali land and Arabia; these men now prefer to take their contraband cargo direct from near Kilwa or Cape Delgado, the Sultan's pass no longer carrying the slaves to Lamo. However, this may be, slave labourers now sell as before at Melinde and Lamo from 40 dollars to 60 dollars each. Thus the 478 slaves now freed represent a confiscation of not less than 4,000*l.*, a large sum when the comparatively small capital the coast Indians possess is taken into consideration.

It was peculiarly difficult for me to learn how far the land route had succeeded for the transport of slaves; but, if my information is at all correct, the number that has been as yet introduced into Melinde in this way is not large, and I could not find evidence of more than 200 having been so conveyed.

While, therefore, the coast stations as far as Lamo may still get slaves by land, these cannot be taken in numbers, and I think it will be found quite impossible to continue working this route to Somali land except at a loss.

The example of the Governor of Lamo in seizing a full slave vessel has produced an excellent effect, but I must reserve a full report on this matter until after the return of Her Majesty's ship "Daphne," which vessel lays claim to the fifty slaves taken off as prize, and has entered the case in the Vice-Admiralty Court here, with the intention of showing proof that the Governor of Lamo did not act honestly and never intended to confiscate the slaves; I have, when at Lamo, made full inquiry in this matter, but as it will come judicially before me in Court, I shall defer any further report until after the trial. The effect of the arrest, however, has been immense, and the course followed by the Governor of Lamo becomes a precedent that will make it thoroughly unsafe for any slavers to enter an Arab port, and compel the Arab authority to detain them should they do so.

From all the Sultan's officials I receive the greatest kindness and attention, in no case was the course I adopted either opposed or disputed, but, on the contrary, each Governor gave me his full support and active assistance acting on the spirit and the letter of His Highness' orders in this matter, which were imperative. To this support of His Highness and his local officials we are indebted for the signal success of the manumission, and for the instant compliance of all classes with the terms of the recent Treaty.

Should I be able to confirm my former reports of the action of the Governor of Lamo in arresting the 217 slaves, I should recommend a more marked notice being taken of his conduct, as he will have been the first to have acted in this way, and his action has been productive of the very best results and done much to render the smuggling of slaves unsafe.

I regret to report that at least five slave vessels holding each from 100 to 150 slaves have escaped from the districts between Kilwa and Delgado, and reached the Somali coast, with the exception of that one seized at Lamo.

In conclusion I must not omit to state that I am greatly indebted to the Senior Naval Officer, Captain Malcolm, who so arranged his plans as to convey me, in the first

instance, to Mombassa, and then bring my mail letters to Malindi. From Malindi I proceeded, in Her Majesty's ship "Briton," to Lamo, and returned to Zanzibar in her, every attention having been kindly paid to my wishes.

## No. 70.

*Dr. Kirk to Earl Granville.—(Received December 16.)*

My Lord,

Zanzibar, November 12, 1873.

ON return from Lamo, I found a native vessel detained by the boats of Her Majesty's ship "Briton," having a slave on board. On examining this case in a preliminary manner,—there being nothing whatever to show that either the owner of the vessel, the captain, or the owner of the cargo were implicated, or had knowledge that a slave had been taken on board ostensibly as a free boy,—the case was withdrawn, to avoid trouble and costs in the Vice-Admiralty Court.

By sending the slave boy before His Highness, who was, with myself, well satisfied that the lad was being conveyed to Pemba for sale, and had been smuggled on board under false representations, his freedom was effectually secured, and the person professing to be his father, but in fact the boy's master, put in prison, where he is undergoing very severe discipline.

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

## No. 71.

*Dr. Kirk to Earl Granville.—(Received December 16.)*

My Lord,

Zanzibar, November 12, 1873.

SINCE writing my previous Report relative to the murder of Lieutenant MacCausland, of Her Majesty's ship "Daphne," at Kionga, I have visited Lamo, and there made inquiries which have enabled me to take steps that will, I trust, lead shortly to the arrest and punishment of those implicated.

After the departure of Her Majesty's ship "Briton" from Mombasah the first intelligence reached me of this occurrence, and the Report I then rendered has been substantially confirmed by subsequent inquiries.

Having visited the intermediate coast in a native dhow, Her Majesty's ship "Briton" returned for me, at the time appointed, to Melindi, when I found Captain Malcolm prepared to carry me to Lamo.

Whilst there, occupied in enforcing the terms of the late Treaty among the Indian population, I lost no time in calling the attention of the local Governor to the murder that had been committed within his jurisdiction. I had received, by Her Majesty's ship "Briton," a reply from the Sultan of Zanzibar to my letter from Mombasah on the subject, with full authorization on his part to use all means to effect the arrest of the murderers; and I was, moreover, bearer of stringent orders to the Governor of Lamo to spare no trouble or expense in carrying out all necessary steps.

Having ascertained that among the Wagunia, north of the Islands on which the towns of Patte, Sin, and Faze stand, and where alone soldiers are stationed, the Sultan exercises his authority through Mzee Seif, paramount Chief of that tribe, whose supremacy over his people is unlimited and fully acknowledged, I desired the Governor to call this individual to Lamo, offering, if he thought necessary, the amount of force required to compel his appearance, such, however, was not needed, Mzee Seif coming of his own accord.

At a private interview, in presence of the Governor of Lamo, I pointed out to Mzee Seif that until the murderers and Chief of the village of Kionga were given up we should hold him in a measure personally responsible for what had happened, and that living, as he did, on an island it was at any time fully in our power to have him arrested; that he had only one way now of clearing himself of suspicion, which was to use his influence and have the murderers sent to Zanzibar, but that until this was done he must expect to find himself and all his people looked on by the officers of our boats in a manner very different from formerly.

Mzee Seif protested his innocence, asserting that this was the act of one individual of a village at a distance from where he lived, and that since the village had been

destroyed it became a difficult matter to seize the people, who, being on their guard, would not obey his summons as before. He acknowledged that he knew the actual murderer, named Bwana Heri, and said that the villagers were living not far from the old spot, being afraid to settle on the open coast; but I showed him before the Governor of Lamo, what both tried to ignore, that this could not have been the act of one man but a premeditated murder, in which the Chiefs of the village were certainly implicated and equally guilty with the man who dealt the first blow.

I therefore demanded the arrest of Bwana Heri and Jahidi bin Sherifu, and told him he would be permitted to return to Faze (or Rasini), but that if the murderers were not quickly secured and given up he must expect to be called to account as being the paramount Chief of the people by whom the crime was committed.

In this way I hope that justice may be done as it is essential for the safety of our officers and men, and also to avoid more serious operations hereafter that this matter be followed up.

This crime seems, however, to have no clear relation to our operations against the Slave Trade, in fact might have been perpetrated upon any Christian, for the people are bigoted Mohammedans. It is just possible that it may have been connected with the unfortunate interference at Lamo with the slave dhow seized by the Governor, an act which undoubtedly produced a very bad effect along the coast. One of the slave owners in that vessel was a Somali of Brava, and Lieutenant MacCausland was struck by a spear thrown at him by a Somali outside Lamo, when guarding the fifty slaves in camp previous to the arrival of Her Majesty's ship "Daphne;" another was one of the Wagunia; but there is nothing to connect either of these men with what followed.

Probably the rumour, in an exaggerated form, passed up the coast that while the Arab Governor had, like ourselves, detained a slaver we again were taking the slaves away from him, and thus may have given rise to the idea that a murder under the circumstances would not be inquired into through the Arab authorities, but of this there is no evidence, and the Wagunia have an evil name for treachery all along the coast.

Since returning to Zanzibar I have satisfied the Sultan that so far from the destruction of Kionga being an infringement of his authority, as had been represented to him by parties here, it was eminently calculated to establish his government among a people who at present do not feel it, and to bring the paramount chief more within his influence when he saw that the Sultan and the English acted in concert, and that the Sultan's orders to have the murderers arrested were supported with a force that was well acknowledged on the whole sea-board.

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

No. 72.

*Dr. Kirk to Earl Granville.—(Received December 16.)*

My Lord,

Zanzibar, November 17, 1873.

I LEARN from Arabs who have returned from Unyanyembe that Lieutenant Cameron and his party reached that station in good health, and were ready to proceed to Ujiji, there being no news of Dr. Livingstone to guide them or cause a change in the plan before proposed.

At Unyanyembe Lieutenant Cameron, finding he had exhausted all his supplies in reaching that place from the coast, had taken up, it is said, 2,000 dollars' worth of goods from the Arabs at local prices.

The war with Mirambo still continued, and the Arab authorities were unable to prosecute their operations or follow up advantages they claim, from news having reached that His Highness Seyd Burgash had refused to honour bills drawn on him for supplies to defray the cost of his troops.

His Highness states, as his reason for this, that the supplies were not applied to the purposes stated, but diverted for other uses; the gross amount of bills that have been so drawn is 100,000 dollars.

An agent has been sent to investigate this matter, but meantime trade is paralyzed, and the Settlement exposed to danger of attack.

No letters have been received from Lieutenant Cameron or his party.

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



*Dr. Kirk to Earl Granville.—(Received December 16.)*

(Extract.)

*Zanzibar, November 18, 1873.*

CAPTAIN WHARTON, of Her Majesty's ship "Shearwater," employed on the survey of this coast, has returned to harbour in order to coal and provision, having completed the survey of the Island of Zanzibar.

At Latham Island Captain Wharton erected a high stone beacon with a spar on top, visible from a distance of more than twenty miles, and, following my advice, he also planted sixty cocoa-nut trees, which were supplied him by the Sultan.

The Island of Latham, as I before reported, is covered with a layer of guano of very inferior quality, and it is said a similar deposit has been found on other reefs further south.

Captain Wharton, however informs me that the guano on Latham (the only known guano island at present) consists only of a most superficial deposit.

Captain Wharton will now continue the survey of the coast, and commence that of the Island of Pemba.

Like all who have visited Dar Salam, Captain Wharton has been much struck with the facilities offered by that fine harbour; and the survey being completed, no dangers will be met with in approaching it.

Many additions, rather than corrections, have been made to Captain Owen's original survey of Zanzibar; on the neighbouring coast, however, the old charts are found to be less exact.

*Captain Prideaux to Brigadier-General Schneider.*

(Extract.)

*"Kwang-Tung," at sea, November 19, 1873.*

THE day after my arrival at Makulla I addressed a letter to the Jemadar at Shehr, expressing a hope that he would find it convenient to visit me, as there were several matters that required discussion. He lost no time in complying with my request and, having arrived by sea, paid me a visit on board the "Kwang Tung" on the evening of the 15th. I first introduced the subject of the anti-Slave Trade engagement which you had requested me to lay before him, and produced for his signature a draft, identical in terms with that which the Nukeeb of Maculla had concluded with Sir Bartle Frere in April last. The Jemadar made some slight objections to the wording of this draft, principally in reference to the insertion of the name of the late Nukeeb, Ali bin Najee, in the preamble of it, and suggested a slightly different form, which I agreed to, the chief point, namely, the renewal of the engagement of the 14th May, 1863, on behalf of heirs and successors, being steadily kept in sight throughout.

The next morning (17th) I paid a visit to the Jemadar, when the Treaties were signed in triplicate and presents exchanged.

Inclosure 1 in No. 74.

*Engagement of the Nukeeb of Shehr for the Abolition of Slave Trade in his Dominions.—  
Signed at Shehr, November 17, 1873.*

THIS 17th day of November, A.D. 1873, answering to the 26th day of Ramadhan, A.H. 1290, I, Abdullah bin Oman Al Kialie, Ruler of Shehr, engage with the Great English Government to abolish and prohibit the import and export of slaves to or from the port of Shehr, and all the dependencies thereof, from or to any other place in Africa or Asia, or elsewhere; and, whereas his Excellency Sir Henry Edward Bartle Frere, G.C.S.I., K.C.B., Her Britannic Majesty's Special Envoy, has impressed upon me the advantage of adhering in perpetuity to the terms of the Agreement entered into by Ali bin Najee, Nukeeb of Shehr, with Brigadier William Marcus Coghlan, on the 14th day of May, A.D. 1863, answering to the 25th day of Dhil-kaada, A.H. 1279, therefore I and my brothers Awadh and Saleh, on behalf of ourselves, our heirs and successors, do hereby solemnly confirm and engage to be bound by the terms of that Agreement.

(L.S)

(Signed)

W. F. PRIDEAUX,

*Assistant Resident, Aden.*

J. W. SCHNEIDER, *Brigadier-General,  
Political Resident, Aden.*

## REPORTS FROM NAVAL OFFICERS.

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### EAST COAST OF AFRICA STATION.

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No. 75.

*Commander Doughty to Rear-Admiral Cumming.*

Sir, [No date.]  
 I HAVE the honour to report the capture and destruction of an Arab slave dhow called the "Assak'hire," by the boats of Her Majesty's ship under my command, when on detached service on the 5th instant.

2. The particulars of the capture are given in the inclosed letter from the officer in charge of the boats at the time.

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

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Inclosure in No. 75.

*Sub-Lieutenant Eden to Commander Doughty.*

Sir, *"Maggie," off False Cape, October 19, 1872.*  
 I HAVE the honour to inform you that, on my arrival in the Boteler River on the 5th instant, off the village of Marambitz, I boarded and detained the Arab dhow "Assak'hire" or "Morbruke," on the ground that she was equipped for and engaged in the Slave Trade, for the following reasons:—

I. She was fitted with two bamboo decks, had an unusually large water-tank, a water barrel, 50 water chatties, 30 cooking chaldrons, a large number of rice platters with spoons having been lately in use, and two fire-places.

II. The information afforded by a man named Adam bin Ali, who stated that when in another dhow, he had fallen in with the "Assak'hire" at the Island of Juan de Nova, and that when there she was full of slaves; she sailed afterwards to the southward. Adam bin Ali, in the other dhow, arrived at Marambitz. Afterwards the "Assak'hire" came there, and he learnt that she had landed her slaves at Tamboran and in Bozanna Bay.

III. The examination of the papers by means of the Interpreter clearly showed she had been engaged in the Slave Trade for a number of years past, and also on her last voyage.

2. The mast being badly sprung, and the sails and cordage old and rotten, I did not deem her safe to be navigated by a European crew to Zanzibar, I therefore measured her and destroyed her by fire.

I have, &c.  
 (Signed) GEO. H. EDEN.

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## REPORTS FROM NAVAL OFFICERS.

No. 76.

*Captain Wratislaw to the Secretary to the Admiralty.*

Sir,

*"Wolverene," at sea, September 28, 1872.*

I HAVE the honour to report that, yesterday afternoon, the 27th instant, about 3:30 P.M., 100 miles due east of Brava, I sighted, chased, and captured a dhow with seventy-eight slaves on board, five days out from Pemba, bound to Muscat.

This vessel was one of the large legal traders, she being laden with wood, and from what I could gather was induced at the last moment to take these slaves on board, who belong to the passengers, of which there are fourteen on board.

After taking out the people, the dhow was burnt, not being able to take her to Zanzibar for adjudication, that port being 600 miles distant to windward.

I have, &amp;c.

(Signed) H. R. WRATISLAW.

No. 77

*Captain Malcolm to Rear-Admiral Cumming.*

Sir,

*"Briton," at Zanzibar, January 5, 1873.*

I HAVE the honour to inclose herewith Sub-Lieutenant Hamilton's Report of the capture of a slave dhow in the Kingani River.

2. I propose putting the dhow into the Vice-Admiralty Court here for adjudication, and will take the necessary steps according to the instructions for the suppression of the Slave Trade.

3. I have the honour to inclose herewith the usual forms, &c., called for by the Station Orders.

I have, &amp;c.

(Signed) G. MALCOLM.

Inclosure 1 in No. 77.

*Sub-Lieutenant Hamilton to Captain Malcolm.*

Sir,

*"Briton," at Zanzibar, January 5, 1873.*

I HAVE the honour to inform you that having passed the reef of the Kingane River on the 2nd January, 1873, I proceeded towards the entrance of the river and saw a dhow a short distance up the river, which the interpreter, who accompanied us, informed me looked like a slave dhow. Acting on this I ordered Mr. Hood to board her with the interpreter, following at the same time in the cutter.

2. On boarding her I had the crew mustered on deck, fifteen in number, six being passengers, and the head man informed me they were all the crew on board, having no slaves. I then asked for papers, which they could not produce, and proceeded to search her, when I discovered hidden away a negro boy, who said he was a slave (through the interpreter), and pointed out his master as the head man. I immediately removed this boy for fear of him being tampered with, and commenced an examination of the head man and crew. The former stated that the boy was no slave, but was his domestic servant having charge of the canoe. The crew denied totally the boy belonging to the dhow, as they said he had been shipped the day before.

3. I then proceeded up the river to search for any other dhow, and on my return (within an hour) Mr. Hood informed me that the captain was on shore and had hailed the dhow for some considerable time to take him on board. After being brought on board I examined him and found the assertion that the head man had made was untrue, as he denied all knowledge of him.

4. I then weighed and towed the dhow to the mouth of the river, and at about 5 A.M. the next day I proceeded out for Zanzibar, arriving here yesterday about 7 P.M.

I have, &amp;c.

(Signed) A. M. R. HAMILTON.

## REPORTS FROM NAVAL OFFICERS.

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Inclosure 2 in No. 77.

*Slave Dhow, name unknown, captured on the 2nd January, 1873.*

FROM what port the vessel cleared out, and for what port?—Taken in the Kingani River.

2. If with slaves on board, where they were shipped?—From interior of mainland.

3. If with equipments only, where it was intended to ship slaves?—No equipments, but it is the custom of these vessels to bring over to Zanzibar from five to twenty slaves, and the father and mother of the boy were said by him to be hidden in the bush.

4. If the master had in that or any other vessel shipped slaves, if so, when and what place, and any other information on the subject of the Slave Trade they can obtain?—Would give no information.

(Signed)

G. MALCOLM, *Captain.*

Inclosure 3 in No. 77.  
RETURN of Vessels detained as being engaged in the Slave Trade, and sent into Port for Adjudication.

Date of Detention.	Where. If at Sea, state the Latitude and Longitude.	Name of—		Under what Colours.	How Rigged.	Number of—		Where—			Date of Sailing from last Port.	Nature of Cargo.	To whom Consigned.	If 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, and of what Place.	Men.	Guns.	Tons.	From.				Bound.	Belonging.	Men.	Women.			Boys.	Girls.	Where Shipped.
1873 January 3	Kingain River ...	Inyagi Kungu	Amanu ...	Apa Mirza Zanzibar	None ...	Dhow . ...	15	Nil	About 34	Kingani River	Zanzibar	Zanzibar .	Taken at anchor	Wood, ...	Arab mer- chants at Zanzibar	...	...	1	...	Mainland (?)	Zanzibar ...	Slave in good health. Vessel leaky, sails torn and rotten. 1 slave emancipated.

“ Briton,” at Zanzibar, January 5, 1873.

(Signed)

G. MALCOLM, Captain.

## REPORTS FROM NAVAL OFFICERS.

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No. 78.

*Rear-Admiral Cumming to the Secretary to the Admiralty.**"Glasgow," at Zanzibar, January 13, 1873.*FORWARDED, for the information of the Lords Commissioners of the Admiralty.  
(Signed) A. CUMMING.*Captain Malcolm to Rear-Admiral Cumming.*

Sir,

*"Briton," at Zanzibar, January 11, 1873.*

IN compliance with the instructions for the suppression of the Slave Trade, I have the honour to inform you, for the information of the Secretary of the Admiralty, that I this day received from Dr. Kirk, Judge of the Vice-Admiralty Court at Zanzibar, an office copy of the condemnation, on the 8th January, 1873, of the slave dhow "Mpaji Mungu."

2. The order for condemnation directed that the cargo of the slave dhow "Mpaji Mungu" should be delivered over to the consignee, which order was complied with on the 9th January, 1873. The cargo landed was about 52 to 55 tons.

3. By the same order for condemnation the slave dhow "Mpaji Mungu" was ordered to be broken up, which order will be complied with on the 11th January, 1873, care being taken in so doing that the operation is not observed from the shore so as not unnecessarily to irritate the native feeling at this place.

4. The facts of the capture of the slave dhow "Mpaji Mungu" were submitted to you in my letter of the 5th January, 1873. I have nothing further to add than that the suspicion of Sub-Lieutenant Augustus M. R. Hamilton, and my views, on inquiry into the case, have been verified by the decision of the Vice-Admiralty Court on the 8th January, 1873.

5. I have reason to believe that, from the Kingani and its neighbourhood 1,000 slaves are illegally imported annually. The system is for vessels, that are apparently only coasters, to ship a small number of slaves for sale in Zanzibar, trusting to their apparent harmlessness to evade detention by our cruisers, as also the notice of the Custom-house authorities of the Sultan of Zanzibar; and it is, on account of its being fenced by technicalities, the most difficult part of the illegal traffic in slaves, for Her Majesty's cruisers to detect.

6. I have reason to believe that, had the boats of this ship captured the "Mpaji Mungu" an hour later, we should have found about twenty slaves on board.

The mother of the boy Songoro was hid in the bush close to the dhow.

On board the "Mpaji Mungu" dhow were found five domestic slaves, serving as part of her crew, whom, being in another category to the boy Songoro, we could not touch.

7. I have pleasure in submitting to your consideration the conduct of Sub-Lieutenants A. M. R. Hamilton and A. R. C. Hood during this cruise, as showing energy and meeting my approval.

In conclusion, I have to submit that I believe all formalities have been carefully complied with.

I have, &amp;c.

(Signed) G. MALCOLM.

No. 79.

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

Sir,

*"Glasgow," at Zanzibar, January 10, 1873.*

IN accordance with the directions contained in the Slave Trade Instructions, I beg to forward, to be laid before the Lords Commissioners of the Admiralty, the following Report for the year 1872.

2. On my assuming command of this station on the 21st March, 1872, I found Her Majesty's ships "Wolverene" and "Columbine" employed on the East Coast of Africa and the Mozambique Channel, cruising for the suppression of the Slave Trade. "Briton" and "Magpie" were at Bombay.

3. On the 10th April "Magpie" left Bombay to relieve "Columbine," and the latter ship proceeded to Trincomalee. "Magpie" relieved "Columbine" off Ras Hafoon in

May, and remained in that neighbourhood until 2nd June. Left Zanzibar on 23rd July for the Mozambique Channel, where she remained cruising until 3rd December, on which date returned to Zanzibar. Having completed provisions, left for Bombay, relieved by "Daphne." During the time she was employed on the East Coast of Africa (May to December) "Magpie" captured three dhows.

4. "Wolverene" remained on East Coast of Africa from March to 30th November, when she left for Seychelles, thence to proceed to Bombay. During this period "Wolverene" captured one dhow. Has been relieved by "Briton."

5. "Briton" left Bombay on 8th May for Muscat, to send "Bullfinch" to England, and, on being relieved by "Vulture," left that place to cruise between Ras-el-Had and Aden; owing to an accident to her screw had to return to Bombay; on defect being made good, left again for her station, but, when nearing Socotra, Captain Jago having fractured his leg, had to proceed to Seychelles, for the purpose of landing him at sick-quarters. Having so done, left for Aden, remained cruising in the vicinity of that place, visiting occasionally Socotra, Abd-el-Kuri, and Guardafui, until 1st December, when she proceeded to Zanzibar, where she arrived on 15th. "Briton" has not made any capture.

6. "Vulture," on 6th September, off Ras-el-Had, captured a dhow with 169 slaves on board.

7. The inclosed Report gives the detailed account of the captures effected during the nine months I have had command of the Station. The following is a condensed abstract of the Report:—

Number of dhows captured	..	..	..	..	..	6
Tonnage of captured dhows	..	..	..	..	..	992·48
Number of slaves liberated	..	..	..	..	..	251

8. Their being only nine ships on the station, including the flag-ship, and having out of that number to keep six employed in Indian waters, leaves only two available for service on the whole of the East Coast of Africa, from Cape Guardafui to the southern limits of the station (about 2,500 miles); these vessels can only be relieved one at a time, and that only when the flag-ship is in India, and is one of the six vessels there.

9. In order that the two ships employed cruising on the East Coast of Africa should be enabled to keep up, as much as possible, a surveillance over the line of coast entrusted to them, I would beg to suggest that a steam pinnace should be attached to each of the ships thus employed.

10. With reference to the disposal of the liberated slaves, Captain Wratislaw reports that those (seventy-nine in number) on board the last dhow he captured (27th September last) were all handed over to the French Mission at Zanzibar. I would suggest that, for the future, at all events for some time to come, all liberated slaves should be sent to the Seychelles Islands; labour is much wanted there, and the resources of the islands are capable of development; but the system of supervision and seeing that the labourers are properly allotted, looked after, and cared for, is open to much improvement. There are several public works, such as a pier, roads across to the Island of Mahé, &c., in progress, but which get on slowly for want of labour.

11. In my letter of the 28th December last, I have forwarded a request from the King of Johanna that liberated slaves may be sent to that place, to be treated as free labourers and paid accordingly, but I question the policy of complying with this request.

12. The number of slaves that passed through the Custom-house at Zanzibar during the year 1872, I have ascertained to be about as follows (from 1st May to 31st December):—

Shipped from Quiloa and landed at Zanzibar	..	..	..	..	14,721
Shipped from other villages and ports on the coast and landed at Zanzibar	..	..	..	..	408
					<u>15,129</u>

For the above duty was paid, but no account taken of the contraband introduction of slaves, which has been considerable.

Slaves exported from Zanzibar to Pembra-Lamoo, &c., under the Sultan's pass .. 9,381

No account is here taken of those smuggled away, which number also has been considerable.

I have, &c.  
(Signed) A. CUMMING.

## REPORTS FROM NAVAL OFFICERS.

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## Inclosure in No. 79.

RETURN of Dhows Captured on East Indian Station, on the grounds of their being engaged in the Slave Trade, between March 21 and December 31, 1872.

Name and Description of Captured Vessel.	Flag under which Captured Vessel was Sailing.	Names of Masters and Owners of Captured Vessel.	No. of Crew.	Date of Seizure.	Where Captured.	Name and Rank of Captor, and Name of Capturing Vessel.	No. of Slaves.			Tonnage of Captured Vessel.	Before what Court Adjudicated, and on what Charge.	Decretal Part of Sentence, whether Forfeiture or Restitution.	How Captured Vessel was disposed of.	Remarks.
							Captured.	Died before Adjudication.	Emancipated.					
Name not known; dhow	Arab	Unknown	Not known	1872 April 12	10 miles south of Brava	Commander Tucker, H.M.S. "Columbine"	..	None	..	91.48	Case not yet tried	Destroyed ..	Dhow was run on shore; about 100 slaves escaped.	
Name not known; bugalow	None	Ditto ..	Ditto ..	May 15	Entrance of the Tola River	Commander Doughty, H.M.S. "Magpie"	..	do.	..	236	Zanzibar ..	Ditto ..	Dhow was run on shore, supposed to have had over 200 slaves, who were driven inland by the Arabs.	
Barasa; dhow ..	Zanzibar..	Alovie ..	5	July 20	Off Chuang, Zanzibar Island	Ditto ..	9	Nil	9	80	Ditto ..	..	..	
Name not known; dhow	None	Mahomed of Zanzibar	34	Sept. 6	Off Ras el Hed ..	Commander Cay, H.M.S. "Vulture"	169	5	164	188	Muscat ..	Destroyed ..	Slaves taken to Bombay in the "Vulture."	
Name not known; dhow	Arab	Suliman bin Masood; owners, Nasur bin Mahomed in Nami, of Pemba	12	Sept. 27	1° 5' N., 45° 44' E. ..	Captain Wratisslaw, H.M.S. "Wolverene"	79	1	78	245	Zanzibar ..	Ditto ..	..	
Asak-hire, formerly Mabaruke; bugalow	Ditto	Sala bin Said ..	Not known	Oct. 5	Boteler River, Madagascar	Commander Doughty, H.M.S. "Magpie"	..	None	..	152	Ditto ..	Ditto ..	..	
		Total ..	257				257	6	251	992.48				

(Signed) A. CUMMING, Rear-Admiral and Commander-in-chief.



## REPORTS FROM NAVAL OFFICERS.

No. 80.

*Captain Malcolm to the Secretary to the Admiralty.*

Sir,

*"Briton," Zanzibar, April 25, 1873.*

IN accordance with the Instructions for the Suppression of the Slave Trade, I have the honour to forward a duplicate of my detailed Report of the capture of the native vessels without colours, named the "Wohada Salem" and "Dah Selim," on the 20th March, 1873, which were condemned as lawful prizes to Her Majesty's ship "Briton" on the 25th April, 1873.

I have, &c.  
(Signed) G. MALCOLM.

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Inclosure 1 in No. 80.

*Lieutenant Blaxland to Captain Malcolm.*

Sir,

*Tola Island, March 22, 1873.*

AT about 3.30 P.M. of the 20th instant, the look-out having reported a sail in sight from the southward, I ordered Mr. Hood to proceed in the second cutter towards the entrance to cut her off; and, having made certain of the correctness of the report, followed in the first cutter. Having rounded the point, I found that the second cutter had boarded one dhow, and was in chase to intercept another, which was also boarded. When I got on board I found her to be the dhow "Wohada Salem," belonging to Bana-holo (Thoala Island), and bound from Lamo to Thoala.

She had no papers; she had a crew of eight men, eighteen passengers, and three male and three female slaves (one of the male slaves being in irons); so I took possession of her and brought her in here, where I landed the passengers, keeping the crew to bale, as the dhow was very leaky. Mr. Hood reported to me that, on his approaching the first dhow the people jumped overboard and swam to the outside island, throwing overboard two negro boys, who were nearly drowned. I ordered Mr. Hood to search the island, in case of their being any slaves who swam on shore, and then to bring the dhow in, which he did.

She was the dhow "Dah Selim," from Lamo to Thoala, belonging to a Mahometan named Shan, of Thoala Island. She had four male slaves on board. Both dhows were very leaky, and to-day, finding that the "Wohada Salem" could not be kept clear of water, I destroyed her.

I have, &c.  
(Signed) J. E. BLAXLAND.

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Inclosure 2 in No. 80.

## INFORMATION relative to Slave Trade.

Questions.	Answers.	
	Dhow "Wohada Sabem."	Dhow "Dah Selim."
1. From what port the vessels cleared out, and for what port?	1. Lamoo to Thoala ..	Lamoo to Thoala.
2. If with slaves on board, where they were shipped?	2. Lamoo .. ..	Lamoo.
3. If with equipments only, where it was intended to ship slaves?	3. Slaves on board ..	Slaves on board.
4. If the master had in that, or any other vessel, shipped slaves, if so, when and what place, and any other information on the subject of the Slave Trade they can obtain?	4. Not known ..	Not known.

(Signed)

J. E. BLAXLAND, *Lieutenant in command.*

Approved,

(Signed)

G. MALCOLM, *Captain.**"Briton's" 1st Cutter, Tola Island, March 20, 1873.*

## REPORTS FROM NAVAL OFFICERS.

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Inclosure 3 in No. 80.

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

Date of Detention.	Where. If at Sea, state Latitude and Longitude.	Name of—			Under what Colours.	How Rigged.	Number of—		Where—			Date of Sailing from last Port.	Nature of Cargo.	To whom Consigned.	If 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.		
1873 March 30	Tola Island ...	Wohada Sabem	Sail ...	Banaholo, Thoala	None ...	Square mat-sail dhow	8	...	18½	Lamoo ...	Thoala ...	1873 March 14	Detri- fornated corn	Owner ...	3	3	...	Lamoo ...	Destroyed as un- seaworthy	Slaves in good health. 6 emancipated. Vessel in a very leaky condition and unseaworthy.
March 30	Ditto ...	Dah Selimi Seaca	...	Mahomed bin Sheikh, of Thoala	Ditto ...	Ditto ...	10	...	49-8	Ditto ...	Ditto ...	March 14	Ditto ...	Ditto ...	1	...	3	Ditto ...	Slaves in good health. 4 emancipated. Vessel in a very leaky condition and unseaworthy.	

Approved,  
(Signed) G. MALCOLM, Captain.

(Signed) J. E. BLAXLAND, Lieutenant.

"Briton," 1st Cutter, Tola Island, March 20, 1873.

No. 81.

*Captain Malcolm to the Secretary to the Admiralty.*

(Extract.)

*"Briton," Zanzibar, June 6, 1873.*

I HAVE the honour to submit to my Lords Commissioners of the Admiralty a duplicate of my letters to his Excellency Rear-Admiral Cumming, dated 3rd and 6th of June, 1873, and numbered 67 and 68.

I feel great regret that the Commander-in-chief has not yet arrived, as there will be no means of communicating with England for a month; I therefore thought it right to communicate, without awaiting his arrival, the state of affairs; and though the Treaty has been ratified, still, great vigilance will be required to prevent slaves being smuggled into Zanzibar and to the north. I know that, at the present moment, 5,000 slaves are accumulated in Kilwa Kivinge, and about 1,000 at Dara Salam, which, for fear of the boats of Her Majesty's ships "Briton" and "Daphne," they dare not embark.

I have, &amp;c.

(Signed) G. MALCOLM.

No. 82.

*Commander Doughty to Rear-Admiral Cumming.**"Magpie," at sea, Lat. 18° 55' N., Long. 56° 40' E.,**June 4, 1873.*

Sir,

I HAVE the honour to report that, on the morning of the 3rd instant, whilst steaming along the east coast of Arabia, I fell in with a straggling fleet of dhows off Ras Madraka, sailing free before the light south-west monsoon; several I boarded, to find out where they had come from and what winds they had experienced. But for the most part I should have let them pass, not caring to waste time when each hour added strength to the monsoon and to the difficulties of my joining you at Zanzibar, and should have let pass this dhow had not my attention been attracted by her keeping, in particular, a very close inshore course; she then bore from me south-west about five miles. I tried to intercept her, but had no chance from the first. Finding capture inevitable, she hauled her wind and beached over a terrific surf on to the sandy bay between Ras Madraka and Ras Khashaun. I stood in as close as safety permitted to watch proceedings, which we were powerless to frustrate. With the force of the wind and the sea the dhow went well up on the beach, where, on grounding, many jumped overboard and landed, while others with a view, I presume, to expedite the disembarkation of the slaves and assist the feeble, pitched them over into the broken water, from whence they were dragged out by those already on shore. This hurry was a necessity evidently understood by the crew, for in a few minutes her mast went, and the vessel broke into fragments. On the beach there now appeared, as well as we could count, 150 people.

They formed themselves into a straggling line and, without further delay, set out for the hills to the northward, among which we soon lost sight of them.

It was with much regret I felt compelled to leave these poor wretches to their fate, —a fate one scarcely cares to contemplate when one looks at the parched desert sands and barren mountains—weakened by their long sea voyage and the usual short commons of such craft. The Indian sailing directions give no cheerful prospect for castaways on that inhospitable coast. Feeling myself utterly powerless either to capture the slaves or to alleviate their miseries, I proceeded on my voyage.

I have, &amp;c.

(Signed) J. P. DOUGHTY.

No. 83.

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

(Extract.)

*"Glasgow," at Zanzibar, July 5, 1873.*

ON my arrival at Zanzibar I found that His Highness the Sultan of Zanzibar had signed and ratified the Treaty which Dr. John Kirk, Her Majesty's Political Agent and Consul, had been directed by Her Majesty's Government to present to him.

Two days after my arrival, in company with Her Majesty's Political Agent and the

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officers of the squadron, I waited on His Highness the Sultan. Three days after, His Highness came on board the "Glasgow," accompanied by all his Chiefs, and remained some time.

It is my intention to retain all the ships until the arrival of the next mail, due here on the 30th instant, in order that their presence may be felt at the various other ports on the coast, which I consider most desirable, though Her Majesty's Consul does not consider their presence necessary, and shall then disperse them, retaining four ships for the present on this division of the station.

I propose, after the arrival of the mail, proceeding to the Mozambique Channel.

No. 84.

*Captain Malcolm to Rear-Admiral Cumming.*

Sir,

"Briton," at Zanzibar, June 3, 1873.

I HAVE the honour to report in a full and detailed manner the capture of the dhow (name unknown) on the 21st of April, 1873.

2. Acting on the Station Order Book, I caused the vessel to be surveyed by three competent officers, and, on their report, I caused her to be destroyed on the 15th May, 1873.

3. On the 2nd instant the case was heard in the Vice-Admiralty Court and the dhow (name unknown) was condemned. (Case No. 6 of 1873 in Vice-Admiralty Court at Zanzibar.)

I have, &c.  
(Signed) G. MALCOLM.

Inclosure 1 in No. 84.

*Sub-Lieutenant Hamilton to Captain Malcolm.*

Sir,

"Briton," off Kilindini, Manda Reach, May 1873.

I HAVE the honour to inform you that, on the 21st ultimo, I seized a dhow off Lamoo, which had come from Malinde. The reason of my seizing her was because a Mayou slave called Ureka came on board and said that he had been bought at Malinde, and was to be sold at Brava. On this I went on board the dhow and found no papers, or cargo, or colours; but there was a slave on board, called Mabrook, who told me the same story.

2. On the 22nd a slave called Hamaise, and on the 23rd another called Hade, came on board; both, without communicating with others, told the same story.

3. On the 22nd a soldier sent by the Wali Sudi bin Hamed, came on board to inquire why I had seized the dhow. I told him because she had slaves for sale at Brava on board; he questioned the men in the presence of myself and the interpreter, Saleh bin Mahomed, if they were part of the crew, but they said no, they were slaves to be sold at Brava. On the soldier leaving, I called, as ordered by you, on the Wali Sudi bin Hamed, and spoke with him through the interpreter on the subject of the capture. He called the soldier who had been on board up before him, and questioned him in my presence, and the soldier said that there were three slaves on board going to Brava to be sold. The Wali said that, although he could not give me the dhow, I had done my duty in seizing her. The Wali then asked me to give him the dhow and take the slaves. I said I could not do so. Later the interpreter said that if I would let the dhow go, keeping the slaves, a man had offered a considerable sum of money for her. On the second day, the people came off and tried to tamper with one of the slaves.

4. I felt, after duly weighing all these matters, that this is a clear contravention of the Treaties in force with His Highness the Sultan of Zanzibar, and have therefore brought the dhow, and submit the case to you.

I have, &c.  
(Signed) A. M. R. HAMILTON.

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Inclosure 2 in No. 84.

*Answers to Questions in Article 135, p. 41, of Station Order Book, and in accordance with Instructions for Suppression of Slave Trade, p. 23, Article 55.*

*"Briton's" Pinnace, Lamoo, April 21, 1873.*

FROM what port the vessel cleared, and for what port?—From Malinde to Brava.

2. If with slaves on board, where they were shipped?—Four slaves shipped at Malinde.

3. If with equipments only, where it was intended to ship slaves?

4. If the master had in that or any other vessel shipped slaves; if so, when and what place, and any other information on the subject of the Slave Trade they can obtain?—Not known, as master and crew were on shore when dhow was captured.

(Signed) A. M. R. HAMILTON, *Sub-Lieutenant,*  
*In Command of Boats on Detached Service.*

Approved,  
(Signed) G. MALCOLM, *Captain,*  
*"Briton," Kilindini, May 15, 1873.*

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## Inclosure 3 in No. 84.

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

Date of Detention.	Where, If at Sea, state the Latitude and Longitude.	Name of—			Under what Colour.	How Rigged.	Number of—			Where—			Date of Sailing from this 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, and of what Place.			Men.	Gun.	Tons.	From.	Bound.	Belonging.				Men.	Women.	Boys.	Girls.		
1873 April 21	Lamoo ...	Unknown	Unknown	Unknown, Lamoo	None	Dhow	None	None	84.6	Malinde Brava	Lamoo	Unknown	None	...	...	4	...	...	Malinde Zanzibar	...	4 slaves emancipated.

Approved,  
(Signed) G. MALCOLM, Captain.

(Signed) A. M. R. HAMILTON,

"Briton," Pinnace, Lamoo, April 21, 1873. *In command of Boats on detached Service.*

*Lieutenant Blaxland to Captain Malcolm.*

Sir,

*"Briton," Zanzibar, June 25, 1873.*

I HAVE to report to you that, on the 13th of June, I chased the dhow "Hasarah" going into Chak Chak. On boarding her I mustered the crew, and found one slave, who said he was a slave to Said Bin Abdallah at Zanzibar, from whom he had been abducted by the captain, who employed him on board the dhow, and made him work without wages. I then found a boy seated amongst the passengers, who, on being questioned, said he was a slave bought of the captain at Zanzibar market, and was not put to any work, was being taken up to Pemba for sale. I took the two slaves in the cutter, and sent three men into the dhow to take charge of her, anchored her at Chak Chak, and discharged the cargo, which belonged to the passengers, as they not being implicated in the Traffic in Slaves, for which the vessel was seized, the cargo would not be condemnable.

2. The next morning I started to bring the dhow to Zanzibar, but she sailed so badly that the day after leaving the south of Pemba I found she had drifted up to the north, and finding she would not beat to windward, I stood in for an anchorage at Pemba, where I surveyed and destroyed her on the 18th instant.

3. The captain gave me a statement acknowledging that he was trafficking with slaves to Pemba, and, as I had not room enough in the cutter to bring him to Zanzibar, I reluctantly let him go.

4. I arrived at Zanzibar on the 21st instant, on which day the affidavit was sworn before the Judge of the Vice-Admiralty Court.

On the 24th instant the case was heard, and the vessel was condemned as a lawful prize.

5. The "Hassarah" cleared out from Zanzibar when the slave Tangarnin was kidnapped. The statement of Sudi was so false and contradictory that it was difficult to find out from where he was shipped. The dhow had no equipments, she belonging to that class of vessels that run and smuggle slaves by driblets from Zanzibar to Pemba. I know nothing authentic about the master.

6. I inclose Form No. 6 of the Appendix to the East India Station Order Book.

I have, &c.

(Signed) J. E. BLAXLAND.

Inclosure in No. 85.

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

Date of Detention.	Where, If at Sea, state Latitude and Longitude.	Name of—		Under what Colours.	How Rigged.	Number of—		Where—			Date of Sailing from last Port.	Nature of Cargo.	To whom Consigned.	If 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.	Where Shipped.
1873 June 13	Off Chak Chak ...	Hassrah	Mahomet bin Ali	Mahomet bin Ali, Pemba	Arab ...	Dhow ...	13	...	118-5	Zanzibar	Chak Chak Pemba ...	1873 June 10	Fish ...	Passenger ...	1	...	1	...	Zanzibar ...	Zanzibar ...	... 3 emancipated.

Approved,  
(Signed) G. MALCOLM, Captain.

(Signed) J. E. BLAXLAND, Lieutenant.

“ Briton,” 2nd Cutter, off Chak Chak, June 13, 1873.



*Commander Bateman to Rear-Admiral Cumming.*

Sir,

*"Daphne," Zanzibar, June 15, 1873.*

I HAVE the honour to report the circumstances connected with the capture of one dhow engaged in the Slave Trade. On the 5th June the pinnace and whaler of Her Majesty's ship under my command being anchored to leeward of Tumbat Island, under the command of Sub-Lieutenant Marcus McCausland, a dhow was observed standing out from Kokotoni and going towards Hog Point. On seeing the boats she altered course. Mr. McCausland ordered the whaler to board her, and she returned with two boys, who stated that they were slaves who had been bought at Zanzibar within the last fortnight, taken to Mauda and then shipped, they did not know their destination. The boys were taken on board the pinnace, and again told the same story. The crew were then landed and the dhow destroyed, being unseaworthy. The captain having been made a prisoner, effected his escape at low water and could not be traced. On the return of the boats to Zanzibar the particulars were brought before the Vice-Admiralty Court, and the dhow was condemned.

I have, &c.

(Signed) RICHARD S. BATEMAN.

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## Inclosure in No. 86.

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

Date of Detention.	Where, If at Sea, state Latitude and Longitude.	Name of—			Under what Colours.	How Rigged.	Number of—			Where—			Date of Sailing from last Port.	Nature of Cargo.	To whom Consigned.	If 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.			Where Shipped.
1873 June 5	Off Tumbet Island ...	Unknown	Nazeem	Nazeem, place unknown	Arab ...	Dhow ...	6	Nil	50H	Manda ...	Not known	Zanzibar	1873 June 5	Nil ...	...	Nil	Nil	2	Nil	Manda ...	Zanzibar ...	Of slaves—good. Of vessel—unseaworthy. No deaths. 2 emancipated.

"Daphne," at Zanzibar, June 15, 1873.

*Captain Malcolm to Rear-Admiral Cumming.*

Sir,

*"Briton," at Brava, May 19, 1873.*

I HAVE the honour to submit to you a letter, dated the 15th May, 1873, addressed by me to Dr. John Kirk, Her Majesty's Political Agent and Acting Consul at Zanzibar, relative to slave-dealing and slaves held by subjects and others under the Protectorate of Her Majesty.

2. I thought it my duty to represent this case with the evidence to prove my assertions, as the fact had been so often denied, and your Excellency will doubtless remember the case of the "Salama," detained on the 13th January, 1873, near Darra Salaam, having been seen landing slaves, and reported by me in my letter of the 15th January, 1873, at Zanzibar, and that I mentioned at the same time my strong suspicion of the Hindoos and Banians.

3. I considered, if I did not bring this present case under your notice, and that of Her Majesty's Political Agent and Acting Consul at Zanzibar, I should be failing in the duties you have entrusted me with, and also not acting up to the Acts of Parliament 5 Geo. IV, cap. 113, and 6 and 7 Vict., cap. 98.

4. In submitting this case to you, I trust that my action in the matter may meet your approval.

5. I send Dr. Kirk's reply, dated June 3.

I have, &c.  
(Signed) G. J. MALCOLM.

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Inclosure 1 in No. 87.

*Captain Malcolm to Dr. Kirk.*

Sir,

*"Briton," at Kilindini, May 15, 1873.*

IT has been, and is, my conviction that the subjects of Her Majesty on the East Coast of Africa are *bonâ fide* owners of slaves, and that they are the principal promoters of the Slave Trade, supplying a very large proportion of the capital required to conduct the traffic. They are slave dealers to an equal, if not to a greater, extent than the Arabs, Souahelis, and Somalis. I felt that, in order to obtain evidence on this point, I should have many difficulties to contend with, viz., such as not being conversant with the Kisuaheli language, the natural desire of the Indian subjects of Her Majesty to conceal their proceedings, and the bribes which would be offered to interpreters, and also because the representatives of His Highness the Sultan of Zanzibar, and the Chiefs of his Customs always denied it. I was still determined to discover the truth, as on all occasions I heard the facts above advanced asserted and reasserted by people not in the above category. I felt, having been sent on this coast to assist in suppressing the Slave Trade, that it was my duty to assure myself of the correctness or incorrectness, as the case might be, of these statements.

2. You will remember that, when at Mombasa, on the 7th April, 1873, through your instrumentality a case of a Scindi holding slaves was inquired into. Since that period, other cases have come to my knowledge, the details of which cases, and my action on them will be reported further on. What I would now advance is, that, at Mikindany, Lindy River, Kilwa Kivinge, Pangany, Tanga, in latitude 4° 55' south, Mombasa, Malindi, Mambrue, Lamo, and Seewy, there are subjects and others protected by Her Majesty who are publicly known to be holders of slaves, and I have no doubt but that at most of the other places on the coast, where they are established, the same is the case. I do not mean that one or two of Her Majesty's Indian subjects, or those enjoying her protectorate, being exceptions to the rest, hold slaves, but that, directly or indirectly, they all own one or more slaves. As an instance, at Lamo there may be about 100 Banians and Hindoos, and these will own between 250 to 300 slaves. I give this example to show the tendencies of the assertions I have made. Should inquiries be made with too much publicity, they will doubtless sell or dispose of their slaves, or get Arabs or others to come forward and say that the slaves are hired from them. There could be no difficulty in discovering what British subjects owned slaves for any one armed with official powers, enabling him to communicate with the Governors and Custom-house authorities who could get these officials to act on his representations, and who took care to collect information before the object of his visit was known.

3. I think it is my duty to represent these facts to you, and to say that, in order to prove that we are sincere in our opposition to slave-holding, energetic steps should be taken to put an end to this state of things, which I feel reflects disadvantageously on our sincerity in the eyes of foreigners, is certainly contrary to the spirit of our laws, and the sense of every communication from Her Majesty's Government that I have ever seen.

4. Having stated the motives which have actuated me, I will now report to you what I have done on the authority vested in me as a commissioned officer by the Acts of Parliament, and I only regretted that these Acts did not authorize me to demand that the offending British subjects should be delivered over to me; this latter, and the jurisdiction over them, being out of the province of my powers. I have brought with me from Lamoo several persons who were held as slaves by some of Her Majesty's Indian subjects, and these cases afford sufficient *prima facie* evidence of the truth of my assertions, and seem to indicate that some steps should be taken to discover other offenders.

5. On the 11th instant I left Zanzibar on a cruize to the northward, intending to pick up the pinnace and jolly boat of Her Majesty's ship "Briton," under my command at Ras Gomany; not finding them there I went to Malinde where, having no capable interpreter, a want which interferes sadly with efficiency, I could not converse with the officials as I should have wished. On the 14th instant I went into a very fine anchorage by the pass to the northward of Manda Island, and anchored off Kilindini. This anchorage is safe and easy of approach, is capable of accommodating fifty sail of the line, with ten to twelve fathoms of water, though here as elsewhere our charts are sadly incorrect.

6. When the pinnace of Her Majesty's ship under my command rejoined me off Kilindini, in Manda Reach, Lieutenant Arthur Phillpotts informed me that he had two runaway female slaves, who had come to him for protection, their masters being Indian subjects of Her Majesty, and that as he had, when cruising at Mikindany, Lindy River, Lamoo, and other ports, heard repeatedly from people of all classes, that the Indian subjects of Her Majesty infringed the law by holding and dealing in slaves, he considered it his duty to receive these females, and report the cases to me.

7. The first case happened on the 29th ultimo; a woman called Salama (in giving the names I can only write them phonetically) came to the pinnace at Schela, and said she was the property of a Mussulman Hindee, as they term them here, named Adame, residing at Lamo, who bought her three years ago from Sheher Arab who bought her from a Borah named Muyuy in Mozambique, where she was born. She also stated that a brother of Adame at Lamo has two slaves; Mahomed, a Borah, has two women and one man slave; Molah, a Borah, has three women and one man slave called Sulimen; and that there are other Borahs with slaves whose names she does not know. Lieutenant Arthur Phillpotts sent the interpreter Saleh bin Mahomed to desire her master to come to him. He came, and in his presence the woman said she had been his slave for three years and that he had two other slaves. Adame denied this, and said he had only three slaves, and they were his brother's and not his, also that he had free papers for them, and he gave Lieutenant Phillpotts those for Salama, who at once said she had never seen them, and that those given to the other slaves could only just have been given. Whilst inquiring about this case of Adame on shore, Lieutenant Phillpotts heard that a Hindee called Somielhi had slaves; they showed free papers of very recent date, and as they expressed no wish to leave, and Lieutenant Phillpotts did not wish to crowd the boat, he did not push the matter. I approved of his action in the case of Salama, thinking if a slave it was my duty to free her, if free, and she wished to come, she might be useful in giving information at Zanzibar, and inclose the paper which the Hindee Adame gave to Lieutenant Phillpotts as the free papers of Salama.

8. The second case happened on the 10th instant: when at anchor off Schela a woman named Zema waded off towards the boat. When she came on board Lieutenant Phillpotts remarked that she was fearfully scourged from blows inflicted with a whip. She asked protection, saying she belonged to a Hindee called Drahaman, a Borah, who bought her three years ago from Said Barracca, who had purchased her in the Mozambique from some Comoro man. Drahaman had gone to Kutch about four months ago, and left her in charge of his wife, who treated her so badly that she ran away.

9. The pinnace and jolly-boat having captured two dhows, I wished to inform the Wali (Governor) Sudi bin Hamed of the reasons, also to see the Chief of the Customs; therefore, on the 13th instant, accompanied by an officer, I went in a boat to Lamo. The conversation with the Wali turned on the dhows. I told him the first had been taken because there were four slaves on board for sale at Brava, and I believe she intended to take more. He acknowledged that the slaves were for sale, but asked me to return the dhow, as it belonged to a poor man. I refused, as I said: "We captured the vessels to punish those who dealt in human beings; that I believed Her Majesty's Government

intended being even stricter than they are now ; that more vessels would be employed, as we could not see what right the Sultan of Zanzibar could urge to justify his importing slaves from the interior of Africa, men over whom he had no more jurisdiction than he had over me, knowing that to capture them his subjects committed wholesale murders, destroying the young and the old, who were useless, inflicting on the unfortunate creatures brought to the coast the greatest sufferings, of which many died, without even the excuse of requiring them for his own dominions, but in order to sell them annually by thousands to the Sheher, Suri, and other people. I therefore repeated, "I could not consent to return the vessels I had taken." We parted very good friends. I suppose he had often heard the same before. Sudi bin Hamed was very pleasant, he seems to be intelligent, and I heard that he was a good cultivator and importer of fruit-bearing trees, even working with his own hands at his Schamba. I asked him if there were any Hindoos or Banians who owned slaves. He said, No. I then went to the Chief of the Customs, Kimdjee, as I wished to inquire into Lieutenant Philpotts' cases. I asked him if he had received any communication from Her Britannic Majesty's Consul at Zanzibar. He said he never heard from him. I replied that I believed he would soon, but what I wished to say was, "that no subject of Her Majesty could own slaves ; that the proper authorities would punish them if they did, and that every slave bought by them was free from the very fact of their having been bought ; also that Her Majesty's Government intended seriously to put the traffic down."

10. After leaving the Custom-house, Lalloo, a Banian merchant, came with the Chief of the Customs and reported the case of two Indian subjects who owned slaves. I at once sent them with an officer and my interpreter to the Wali, desiring the officer, Mr. Malcolm C. Murdoch, Acting Assistant Paymaster, to request the Governor either to send them to me or allow me to take them off, as I wished to lay the cases before Her Britannic Majesty's Consul at Zanzibar. The Wali, Sudi bin Hamed, professed every willingness to assist ; said I might take them, but, being British subjects, he did not like to interfere, but would leave it to me to act. The reports of these cases I send, with some Arabic and other writing, I believe Kisuaheli, which I can neither understand nor copy, and my remarks on the back of it. I will bring these people, with their cases to Zanzibar, and pass them over to you. As I said before, they will show that there is every reason to make further inquiries, and I feel convinced that you, like myself, will be glad to prove that there is no wish to screen or overlook such grave offences as slave-dealing or slave-holding on the part of any of Her Majesty's subjects.

11. I will be glad and eager at all times to co-operate with you and give you every assistance in my power. I regret at present not being able to return to Lamo myself, as my ship must go to the Mauritius to be docked.

12. I send some notes of information gained from some of the ex-slaves on board, but the names cannot be so correct as I should wish, as they are written as they are sounded.

13. If officers were on this coast for two years, there is no doubt but that many would gain a sufficient colloquial knowledge of the Kisuaheli language to be able to communicate in person with the authorities and others. An intelligent officer could thus gain and give valuable information. The people do not trust the interpreters, are reserved, and I believe unless the officers can check the interpreters, that they often do not give the correct meaning, on the one hand, what the officer says to the native, and, on the other hand, of what the native says to the officer. I always find some means of checking the interpreter, but then when he cannot translate what I want to say, I am as far off as ever I was. It appears to me that along the greater part of this coast, the Kisuaheli is understood just like the Italian language is understood in the Levant. The Kisuaheli does not appear to me a difficult language to learn for colloquial purposes.

14. In conclusion, I repeat that it is my earnest desire to co-operate with, and assist you to the best of my ability and power.

I have, &c.  
(Signed) G. J. MALCOLM.

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Inclosure 2 in No. 87.

*Captain Malcolm to Dr. Kirk.*

"*Briton*," Kilindini, May 15, 1873.

WHAT is written on the other side being in a language unknown to me, may be anything, therefore I can only be responsible for what they said they wrote.

(a 1.) Purports to be a statement made by the Chief of the Customs, Kimdjee, who caused another man to write, and sign it. I can only, in each case, give the names phonetically and approximately, that a certain Hamyssi, a man being a Kojah, has slaves, two women, one girl, and one boy; that he had gone away in debt. These slaves were called Berilly, Wayato, Hietha, and Mabruke.

(a 2.) Purports to be the meaning of the same, dictated by the writer, and written by our Interpreter Saleh bin Mahomed.

(b.) Purports to be a statement written by our Interpreter Saleh bin Mahomed, stating that a certain Lalloo, a merchant, said that Gellah, a Borah, had three slaves, one of whom, a concubine, had just borne him a child. The names of slaves are Amina, concubine, Hameesa, and Hadji. The concubine being a mother, with a baby, was not removed, but was freed; and Gellah had made her free this day.

(Signed) G. J. MALCOLM.

Inclosure 3 in No. 87.

*Evidence given by ex-Slaves, &c., on board Her Majesty's Ship "Briton," May 15, 1873.*

*Hawahta, girl, examined.*

WHO was your master, and how long were you with him?—Hamyssi, a Hindee Kojah. I have been with him with my mother for a long time.

*Malruke, boy, examined.*

Who was your master, and how long were you with him?—Hamyssi, a Hindee Kojah, who bought me of a man at Kilwa. Some time ago.

Do you know of any other Banians or Hindees at Lamoo who own slaves?—There were plenty of Hindees who had slaves, but they freed them when they saw the ship coming, kept the papers themselves, and prevented the slaves leaving them. I was employed as shop boy.

*Saleh bin Mahomed, interpreter, examined.*

Do you know of any Indian subjects of Her Majesty owning slaves?—Yes; at Malinde Somielhi, a Borah, has more than fifteen. A Banian, whose name I do not know, has two. It is supposed that, at Malinde and Mambroe, there are more than 100 slaves owned by Hindees and Banians. Giving them their free papers is a farce, as they keep the papers themselves and detain the slave as before, and nothing prevents them selling them again.

*Barilleh, woman, examined.*

States that she came from Abyssinia, and was stolen from thence; that a Suahili called Buanabiunga bought her in Mecca, and took her to Lamoo. Hamyssi (or Hamessi) bought her five years ago; she has cooked for him since. Hamessi went away about two months ago to Aden and left her with Kimdjee at the Customs. He is now in Aden with his concubine and two children.

*Huyiato, woman, examined.*

States she came from Aruoga, in Galla land, some years ago. A Suaheli bought her from a Muyuno who stole her. He sold her to Hamisse. She was a nurse to his sons and the mother and sons are with him at Aden.

*Hamissa, woman, examined.*

States she is a M'gan, and was stolen and taken to Kilwa, thence to Zanzibar. An Arab called Schiri took her to Malinde and then to Lamoo where he sold her to Mocksin, an Arab soldier, who sold her to a Banian barber called Gillah, who had besides a slave concubine called Amina and a boy called Hadji. When the ship came in the Banians and Hindees showed them free papers.

*Note.*—A slave bought by a Hindee or Banian is, from the very fact, forfeited to the Crown, and by a fiction of the law becomes the property of the Queen, and I believe, may be demanded of any Arab or other who buy them, from the simple fact that they were once sold to a subject of the Queen.

## REPORTS FROM NAVAL OFFICERS.

## NOMINAL List of ex-Slaves and Names of former Owners taken to Zanzibar in Her Majesty's ship "Briton."

Ex-Slave.						Former Master.
Salama ..	..	..	..	..	..	Adame, a Borah.
Zemah ..	..	..	..	..	..	Drahaman, a Borah.
Xawahta ..	..	..	..	..	..	Hamysse, a Kojah.
Mabruke..	..	..	..	..	..	Ditto.
Barilleh ..	..	..	..	..	..	Ditto.
Huyiatio ..	..	..	..	..	..	Ditto.
Hamissa ..	..	..	..	..	..	Gellah, a Banyan.
Hadji ..	..	..	..	..	..	Ditto.

(Signed) G. J. MALCOLM,  
*Captain and Senior Officer, East Coast of Africa.*

"Briton," Kilindini, May 15, 1873.

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Inclosure 4 in No. 87.

*Dr. Kirk to Captain Malcolm.*

Sir,

Zanzibar, June 3, 1873.

I HAVE the honour to acknowledge the receipt of your letter of May 15, and also the delivery of eight slaves, bought from Lamoo in Her Majesty's ship "Briton," said to have been held illegally by the British Indian subjects of that town.

I have examined these cases with the greatest care. Only two of the four suspected slave-holders are in Zanzibar territory: one has left, it is alleged for Aden, another for Kutch.

In the cases of the men resident at Lamo, I shall take the earliest occasion to bring them to trial, the evidence appearing conclusive against them. It has been my intention, as you are aware, for a long time to make a sweeping visit to the whole coast line, by which alone, and careful previous arrangement and consent, certain conviction can be insured against the many Indian protected subjects who, I am convinced, hold slaves for domestic use; and for this purpose I have requested Her Majesty's and the Indian Government specially, to detail a vessel, such duties being incompatible with the efficiency of a ship cruising under orders for the suppression of the Slave Traffic. But I must at the same time beg to differ materially from you in one point. I do not consider that as customary commercial transactions, more than a very limited number of Indian-protected subjects are concerned directly in the purchase and sale of slaves. At so few, indeed, do I estimate what might be termed "Indian slave traders," that I think it unjust, even to the Indian community resident on the coast, to bring such a heavy charge against them as a body; and whilst deprecating and determined to put down the blot of domestic slavery, and all appearance of slavery amongst these people to the best of my ability, as soon as times and means may permit, I wish to record my conviction on this matter.

In the case of the slaves made over to you by the Custom-house Agent of Lamo, it is clearly in evidence that their owner, an Indian, had fled, it was reported to Aden, from his creditors. His creditors, Arabs, endeavoured to sell them in order to declare a dividend, but Kimdje, the Custom-house agent, refused to allow any such sale to take place; took the slaves under his protection, fed and housed them well, gave them no work whatever, and, on the arrival of a British man-of-war, very properly (on consulting with the Arab Governor) gave them up to you with their history, saving himself from one of the two evils, either embroilment with his neighbours, or seriously infringing the law. These slaves are the women, anxious to return to Lamo, having left jewellery and clothes there, and I shall take the first opportunity of allowing them to do so, of course securing their freedom in every way. They all appear to have been contented and happy, and to have no fear of molestation on return, or even apprehension that their property is unsafe.

The slave woman, Zema, is alleged to have belonged to an Indian, who has left his country for Kutch; but it is difficult to show that she is not owned legally by his concubine, a Suaheli. She will, however, be granted a certificate of freedom, and remain at Zanzibar.

In conclusion, I may again express my hope that means at the naval disposition, may before long permit me to undertake that careful inspection of the whole coast which, up to the present moment, first from one impeding cause, then from another, has, although

always under contemplation, never been carried out by any of Her Majesty's Consuls at Zanzibar.

I have, &c.  
(Signed) JOHN KIRK.  
"Glasgow," Zanzibar, July 1, 1873.

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FORWARDED for the information and consideration of the Lords Commissioners of the Admiralty with reference to Captain Malcolm's remarks about officers making themselves acquainted with the slave language of the coast, and thus enable them to check the interpreters, and obtain much valuable information. I consider pecuniary rewards should be offered to induce officers to study these languages similar to the rewards given by the Indian Government to naval officers who qualify in Arabic, Persian, or Hindustanee languages on this station.

(Signed) A. CUMMING,  
Rear-Admiral and Commander-in-chief.

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No. 88.

*Lieutenant Blaxland to Captain Malcolm.*

Sir,

"Briton," at Zanzibar, June 25, 1873.

I HAVE to report to you that on the 20th June, 1873, I intercepted the dhow "Bora Salaam," in the second cutter, off Mungopani. On mustering the people on board I found a boy, who the Captain tried to pass off as one of the crew, but he was evidently not so employed. I therefore detained the dhow, and sent some men in her to bring her to Zanzibar, and took the slave in the cutter. When no longer under the influence of fear, he told the interpreter and me that he did not belong to the Captain, but to one of the passengers; had been sold in Zanzibar market, and was being taken to Pemba for sale. Later, on the day of arrival, the Captain in your presence told the interpreter and me that the boy was a slave of Mussood, who was taking him to Pemba for sale, but had agreed with him, the Captain, that in case a man of war's boat came, to say that the boy was part of the crew of the dhow, learning his business.

2. On the 21st instant the affidavit relative to this dhow was sworn in the Vice-Admiralty Court. The case was heard on the 24th June, and on the same day a Decree condemning the dhow as a lawful prize, and ordering her to be destroyed, was pronounced, and she was destroyed accordingly.

3. The "Bora Salaam" left Zanzibar for Pemba. She had one slave called Fanagi on board, who had been shipped at Zanzibar. There were no equipments in the vessel, she being another instance of the system of carrying slaves for traffic by driblets between Zanzibar and Pemba. The Master was not implicated, as the owner was on board.

It was the latter who arranged with the master of the slave, Mussood, relative to taking him to Pemba, and Mussood, being the chief culprit, has been imprisoned.

4. I inclose Form No. 6 of the Appendix to the East India Station Order Book.

I have, &c.  
(Signed) J. E. BLAXLAND.

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## Inclosure in No. 88.

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

Date of Detention.	Where: if at sea state Latitude and Longitude.	Name of			Under what Colours.	How Rigged.	Number of—			Where—			Date of Sailing from last Port.	Nature of Cargo.	To whom Consigned.	If 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, and of what Place.			Men.	Guns.	Tons.	From.	Bound.	Belonging.				Men.	Women.	Boys.	Girls.			Where Shipped.
1873 June 20	Off Mungopani.	Bora Shiam	Natcharno	Harduru	Arab	Dhow	9	...	572	Zanzibar	Pemba	Pemba	1873 June 20	Fish	Passengers	...	...	...	...	Zanzibar	...	One emancipated.

"Briton," Second Cutter, June 20, 1873.

(Signed)

J. E. BLAXLAND, Lieutenant.

## REPORTS FROM NAVAL OFFICERS.

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No. 89.

*Captain Malcolm to Rear-Admiral Cumming.*

Sir, "Briton," at Zanzibar, June 3, 1873.  
 I HAVE the honour to report, in a full and detailed manner, the capture of the dhow "Fathulheir" on the 14th May, 1873.  
 2. Acting on the Station Order I caused the vessel to be surveyed by three competent officers, and on their report caused her to be destroyed on the 15th May, 1873.  
 3. On the 2nd instant the case was heard in the Vice-Admiralty Court, and the dhow "Fathulheir" was condemned.—Case No. 7 of 1873, in the Vice-Admiralty Court at Zanzibar.

I have, &c.  
 (Signed) G. T. MALCOLM.

Inclosure 1 in No. 89.

*Lieutenant Phillpotts to Captain Malcolm.*

Sir, "Briton," Manda Bay, May 14, 1873.  
 I HAVE the honour to report that when cruising for the suppression of the Slave Trade, near Manda, I this morning boarded a dhow. On going on board my suspicions were raised by one of the negroes running in great fear, and as if he was cowed. I found she was trading between Manda and Lamoo, belonged to Mamhue, and would eventually have gone to Brava. I asked the Captain and crew if they had any slaves on board, which they denied, and though the interpreter denies it, Thomas Etherinton, private R.M.L.I., saw the Captain making signs to the interpreter that he would give money. On examining the slave Purcalla, of the Mijow tribe, I saw marks of punishment on him, which he said the Captain had inflicted. The Captain denied this, and said the slave did not belong to him. Though very distrustful, I could not see sufficient grounds to detain the dhow, and shoved off. When about two boats' lengths from this dhow, which was named the "Fathulheir," the slave Purcalla jumped overboard, and swam to the boat. He informed me that he feared for his life, and that the Captain told him what his master told him before, that he was to sell him to the Arabs.

2. Knowing that it is the custom of these small dhows as soon as they have sold their cargoes at Lamoo to buy slaves, which about this period generally arrive from the southward, and to go to Brava, and dispose of them either to the Somalies or the Arabs, who are going to the north with them, I therefore considered myself justified in detaining this dhow, especially as the greater proportion of the Slave Traffic is now carried on by driblets of from three to twenty slaves, and is very difficult to detect.

3. The owner of the dhow and her cargo is a Suaheli named Silam, who resides at Mamhue, near Malinde. I was informed that he had directed the cargo and slave to be sold, and the vessel, as she had already done, was to run a cargo of slaves to Brava.

I have, &c.  
 (Signed) A. PHILLPOTTS.

Approved and submitted March 15 (sic), 1873.  
 (Signed) G. T. MALCOLM, Captain.

Inclosure 2 in No. 89.

*Answers to Questions Nos. 1, 2, 3 and 4, Station Order Book, page 41, Article 135, and Instruction for Suppression of Slave Trade, page 23, Article 55.*

FROM what port the vessel cleared out, and for what port?—Mambrue to Lamoo.  
 2. If with slaves on board where they were shipped?—Mambrue.  
 3. If with equipments only, where it was intended to ship slaves?—  
 4. If the master had in that or any other vessel shipped slaves? If so, when and at what place, and any other information on the subject of the Slave Trade they can obtain?—The dhow had been engaged in the Slave Trade before, but under a different master.

(Signed) ARTHUR PHILLPOTTS, Lieutenant.

Approved,  
 (Signed) G. T. MALCOLM, Captain.  
 "Briton," Kilindini, May 15, 1873.

## Inclosure 3 in No. 89.

## RETURN of Vessels detained as being engaged in the Slave Trade — (Station Order Book, page 40, Article 135.)

Date of Detention.	Where, if at sea, state Latitude and Longitude.	Name of—		Under what Colours.	How Rigg'd.	Men.	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.
1873 May 14	Near Manda ...	Fathulien	Warati ..	Selam, Mambrae	...	Dhow	6	None	87	Mambrae and Manda	Lamoo ...	Mambrae	1873 May 14	Wood	Not known.	1	...	...	Mambrae ...	...	The slave bore marks of severe punishment.

"Briton," Kündini, Manda Bay, May 14, 1873.

No. 90.

*Sub-Lieutenant Hood to Captain Malcolm.*

Sir,

*"Briton," Zanzibar, July 8, 1873.*

IN pursuance of your orders dated the 18th instant, I proceeded to cruize for the suppression of the Slave Trade, especially to intercept vessels waiting near Kokotoni to take slaves either to Brava or Pemba.

2. On 22nd instant, while lying hid near Salley Island, I observed a dhow near Tumbat making towards me. I boarded her and found her to be the "Ilmahnouidi." On asking them where they were going, they said to Pemba. As this was in a contrary direction, with a fair wind, my suspicions were aroused. On searching her, I found a large water tank the hold laid with sand, as if ready to ship slaves. On mustering the crew, I found that they were three short of the complement, and as a passenger dressed up they hid a slave called Ouladi. On questioning this slave, I found he was owned by a certain Marisugo, who they at first said was a passenger, then they said he was the pilot. This man is a notorious slave auctioneer, and is neither a sailor or a pilot, and did not even know the way out of Kokotoni, and during the inquiry threatened the slave, Ouladi, and behaved in such a way that I had to have him turned out of my boat.

3. The supercargo of the vessel is Raschid bin Salem. He is a nephew, and represents the owner, Ali bin Salem, who is now at Muscat.

4. Marisugo offered the interpreter, Mahomed bin Ali bin Hassan, money to be silent.

A passenger, called Ibrahim, states that five slaves were brought to the vessel to be shipped, but were sent back until the rest of the slaves were ready, and that they were to be taken in somewhere near Hog Point. One of the crew mentioned slaves coming down, but they were sent back till the rest were ready, and were to be shipped somewhere near Hog Point.

5. I have no doubt that this is one of the vessels which we had heard of as waiting to take some of the slaves which had accumulated near Kokotoni for shipment when there were no men-of-war's boats there. As my boat was hid, they, not being aware of her presence, were then about to ship their slaves.

6. On the 30th June the dhow was towed by Her Majesty's ship "Briton" to Zanzibar, but could not be adjudicated, on account of stress of work at Her Majesty's Consulate, until the 7th instant, when she was condemned and ordered to be destroyed, which was accordingly done.

7. In pursuance of directions contained in the "Instructions for the Suppression of the Slave Trade," I have to report that the vessel cleared out from Zanzibar for the Coast of Africa; she had one slave on board, shipped at Kokotoni, was fitted to carry slaves, and was intended to ship slaves near Salley Island. The master could not give any information.

I have, &c.  
(Signed) A. R. C. HOOD.

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Inclosure in No. 90.

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

Date of Detention.	Where. 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.			Owener, and of what Race.	Men.	Women.	Boys.	Girls.	Men.				Women.	Boys.	Girls.	Where Shipped.		
1873 June 23	Between Tambot Island and Salley Island	Ilmasowdi	Kulfan bin Abdalla	Arab	Dhow	18	None	144-5	Kokotoni	Pemba	Sair	1873 June 23	None	No cargo on board	1	...	...	...	Zanzibar	Slaves in good health. Condition of vessel— 1 aut. 1 slave emancipated.

"Briton," near Moina Island, June 26, 1873

(Signed)

A. R. HOOD Sub-Lieutenant and Prize Officer.

## REPORTS FROM NAVAL OFFICERS.

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No. 91.

*Commander Bateman to Rear-Admiral Cumming.*

Sir,

*"Daphne," at Zanzibar, July 15, 1873.*

I HAVE the honour to report the circumstances connected with the capture of one dhow engaged in the Slave Trade.

On 25th June, 1873, the pinnace and whaler, under the command of Mr. M. McCausland, Sub-Lieutenant, being at anchor off Mesal Island, near Pemba, a dhow was observed standing in for Pemba, and Mr. P. Hockin, Acting Sub-Lieutenant, was sent in chase in the whaler. On boarding her he found two slaves and the regular slave fittings, viz., a large water tank (4½ feet high, 4½ feet wide, and 5½ feet long), cooking utensils, and slave deck. He then took the dhow back to Mesal Island, where Mr. McCausland examined her, and ordered Mr. Hockin to take her to Zanzibar, to be brought before the Vice-Admiralty Court there.

The dhow's crew, representing that they had not enough provisions to last them to Zanzibar, five hands were allowed to land in the dhow's boat to procure food.

Mr. Hockin waited until the next morning, when, as there were no signs of the boat, he weighed, and endeavoured to beat to windward; but, the weather being very squally, the steps of the mast were carried away about three hours after starting, and Mr. Hockin anchored.

Some of the crew then urged him to let them go, saying that if they were taken to Zanzibar they would get punished.

On the captain, Serang, and a man who called himself secretary of the dhow agreeing to sign a statement to the effect that the dhow had two slaves on board and was equipped for the Slave Trade, Mr. Hockin agreed to let the crew go; and, it being manifestly unsafe to proceed further with the dhow, Mr. Hockin burnt her, and landed the crew, intending to take the captain to Zanzibar, but in the darkness and confusion he managed to escape. Mr. Hockin then rejoined Mr. McCausland.

The case was brought before the Vice-Admiralty Court at Zanzibar this day and the dhow condemned.

I have, &c.  
(Signed) RICHARD BATEMAN.

## Inclosure in No. 91.

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

Date of Detention.	Where; if at sea state Latitude and Longitude.	Name of—		Under what Colours.	How Rigged.	Number of—		Where—			Date of Sailing from last Port.	Nature of Cargo.	To whom Consigned.	If 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, and of what Place.	Men.	Guns.	Tons.	From.				Bound.	Belonging	Men.	Women.			Boys.	Girls.	Where Shipped.	
187 June 26	Mona Bay ...	Unknown ...	Roninis ...	Roninis; not known	Arab ...	Dhow ...	8	...	133-48	Zanzibar.	Zanzibar.	Zanzibar.	...	Ranyan of Zanzibar	...	...	...	1	...	Kilwa ...	...	Zanzibar ...	Slaves good. Dhow drifted on a reef, and was destroyed.

"Daphne," Zanzibar, June 15, 1873.

(Signed)

RICHARD BATEMAN, Commander.

## REPORTS FROM NAVAL OFFICERS.

139

No. 92.

*Commander Bateman to Rear-Admiral Cumming.*

Sir,

*"Daphne," at Zanzibar, July 15, 1873.*

I HAVE the honour to report the capture of a dhow (name unknown) engaged in the Slave Trade, the circumstances of which are as follows:—

On 26th of June, 1873, Mr. McCausland, Sub-Lieutenant, being in the pinnace at Moura Bay, a little north of Tanga, observed a dhow at anchor and boarded her. He found eight people on board, with an Arab, who said he was the owner; the dhow's papers only allowed seven for the crew, and there was a boy on board who said he was a slave. This the master at first denied, and offered money to the interpreter to mislead Mr. McCausland, and afterwards said to that officer, "I will give you my slave, I will give you the cargo, if you will leave the dhow." "You said the slave was not yours," said Mr. McCausland: "he is mine said the Arab; but take the cargo and him, and leave the dhow."

Finding this useless, the Arab then attempted to commit suicide, but was prevented by the pinnace's crew. Mr. McCausland being unable to spare a hand to keep constant watch over him, he was let go. Mr. McCausland then towed the dhow out of harbour to sail her to Zanzibar, but she drifted on a reef, and he, being unable to get her off, was compelled to burn her.

The case was brought before the Vice-Admiralty Court at Zanzibar this day, and the dhow condemned.

I have, &amp;c.

(Signed) RICHARD BATEMAN.



## Inclosure in No. 92.

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

Date of Detention.	Where; if at sea state Latitude and Longitude.	Name of—			How Seized.	Number of—			Where—			Date of Sealing 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, and of what Place.		Under what Colours.	Men.	Teas.	Guns.	From.	Board.				Belonging.	Men.	Women.	Boys.			Girls.
1873 June 26	Off Meas Island, near Pemba.	Coombe Coombe	Eddi his Daddi.	Salim bin Sallan. Not known.	Arab ...	Dhow ...	17	941 48	...	Zanzibar.	Pemba.	1873 June 23	Nons ...	Not Known.	...	...	...	3	...	Zanzibar.	Slaves good. Dhow destroyed, being unseaworthy.

"Daphne, at Zanzibar, June 15, 1873.

(Signed)

RICHARD BATEMAN, Commander.

## REPORTS FROM NAVAL OFFICERS.

141

No. 93.

*Captain Jones to Rear-Admiral Cumming.*

Sir, "Glasgow," at Zanzibar, July 22, 1873.  
 I HAVE the honour to report that on the 21st ultimo I sent the second launch, under the command of Lieutenant Moore, to cruize off the south end of Pemba. On her return on the 30th of that month, Lieutenant Moore reported to me that about ten miles to the southward of Chak Chak he had boarded a dhow, and found apparently all correct on the evening of the 22nd June.

2. At about 10 P.M. the same day, a slave boy came alongside the launch in a small canoe, and said he had come for protection; that he had been originally bought at Kilwa, and resold at Zanzibar, whence he had been brought by the master of the dhow and had been exposed for sale at Chak Chak, but had been again taken on board the dhow by the master, and made to work as part of the crew, and that the master of the dhow had threatened to kill him if he mentioned this on the dhow being boarded by boats from a British man-of-war, which was his reason for not having made this statement when the dhow was boarded by the launch.

3. Lieutenant Moore then got the dhow under weigh, with the master and crew on board, with a view of bringing her to Zanzibar; but about six miles from her previous anchorage her mast became badly sprung, and she shipped so much sea that it was impossible to proceed further; he therefore returned to the anchorage, but being unable to procure a new mast he was compelled to destroy the dhow, having first removed the cargo, which he sold by public auction.

4. The case was put into the Vice-Admiralty Court at this place, and the dhow was condemned on the 21st instant.

I have. &c.  
 (Signed) T. MORTON JONES.

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## Inclosure in No. 93.

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

Date of Detention.	Where. If in Sea, State Latitude and Longitude.	Name of—		Under what Colours.	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; 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.
1873 June 23	Off Chak Chak	Maulo Comuk	Sahid Inburika	Governor of Mombasa	None	Dhow	9	NH	47-54	Chak Chak	Zanzibar.	Not known	Cloves and cocca-nuts	Not known	Nil	Nil	1	Nil	Kilwa	Destroyed	Slave—good. Vessel—good. Slaves retained on board for passage to Seychelles.

"Glasgow," at Zanzibar.

(Signed)

T. MORTON JONES, Captain.

## REPORTS FROM NAVAL OFFICERS.

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No. 94.

*Rear-Admiral Cumming to the Secretary to the Admiralty.**"Glasgow," at Zanzibar, July 29, 1873.*

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

2. I consider the measures adopted by Mr. Hockin, on this occasion, reflect great credit on this young officer, resulting as they did in the capture of the dhow without one of his boat's crew being even wounded, in spite of the determined opposition of from 150 to 200 armed Arabs, who not only fired on him and his men, but threatened that if the dhow was taken none of them should leave the place alive. I beg to bring Mr. Hockin's gallantry and determination, fraught as it was with discretion and judgment, before their Lordships' favourable consideration.

(Signed) ARTHUR CUMMING.

Inclosure 1 in No. 94.

*Commander Bateman to Rear-Admiral Cumming, July 28, 1873.*

[See Inclosure 2 in No. 49.]

Inclosure 2 in No. 94.

*Acting Sub-Lieutenant Hockin to Commander Bateman, July 28, 1873.*

[See Inclosure 3 in No. 49.]

No. 95.

*Commander Bateman to Rear-Admiral Cumming.*

Sir, *"Daphne," Zanzibar, July 10, 1873.*  
I HAVE the honour to report the capture of a slave dhow by the boats of this ship, commanded by Sub-Lieutenant M. McCausland.

2. On the 26th of May, while the pinnace and the whaler were procuring fresh water at the watering place at Pemba, a dhow arrived from Zanzibar, flying British colours. Mr. McCausland accordingly proceeded in the whaler to board her; seeing his intention, the dhow, instead of stopping, proceeded up the channel, and when the boat had nearly overtaken her, a canoe was observed to leave her with four people on board, one dressed and three naked.

The dhow then anchored and was boarded by the whaler, and the master being inquired for, it was found that he had left in the canoe, and at the time four people were observed running up the beach; these, some of the crew said, were the master and three slaves.

Mr. McCausland's suspicions being aroused, he went in pursuit of the master, as did also a Banyan passenger who was on board the dhow; but, being unsuccessful, the dhow was taken to Chak Chak and placed in charge of the Custom-house officer of that place.

Notices were then posted throughout the neighbourhood to the effect that, if the master of the dhow did not return in forty-eight hours, his dhow would be destroyed. Mr. McCausland then left with the boats for Zanzibar to report his proceedings.

On returning to Chak Chak, on the 24th ultimo, it was found that the dhow's mast had been taken out of her and a large hole made in her bottom, which rendering her unseaworthy she was destroyed.

The case was brought before the Vice-Admiralty Court this day and the dhow condemned.

I have, &c.  
(Signed) RICHARD BATEMAN.

REPORTS FROM NAVAL OFFICERS.

Inclosure in No. 96.

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

Date of Detention.	Where, if at sea, state Latitude and Longitude.	Name of—			Under what Colours.	How Rigged.	Number of—		Where—			Date of Sailing from last Port.	Nature of Cargo.	To whom Consigned.	If with Slaves on Board.				To what Port sent for Adjudication.	Condition of the Slaves and Vessel; the Number of Deaths before Adjudication; Number Emancipated.					
		Vessel.	Master.	Owner, and of what Place.			Men.	Guns.	Tons.	From.	Bound.				Belonging.	Men.	Women.	Boys.			Girls.	Where Shipped.			
1873 May 26	Chak Chak, Pemba ...	Kasumba	Rammis...	Doubtful	English ...	Dhow ...	6	None	149-27	Zanzibar.	Chak Chak Zanzibar.	1873 May 24	Cloth goods ...	A Bayan of Chak Chak	...	...	...	...	...	...	...	...	...	...	Slaves were landed by master of dhow and not recovered. Dhow was strong and seaworthy when captured and placed in charge of Custom-house officer at Chak Chak, but on return of boats from Zanzibar the dhow was quite unseaworthy—mast having been removed and a large hole made in her bottom.

"Daphne," July 10, 1873.

(Signed)

RICHARD BATEMAN, Commander.

## REPORTS FROM NAVAL OFFICERS.

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No. 96.

*Rear Admiral Cumming to the Secretary to the Admiralty.*

*"Glasgow," at Zanzibar, August 8, 1873.*

FORWARDED for the information of the Lords Commissioners of the Admiralty.  
(Signed) A. CUMMING.

Inclosure 1 in No. 96.

*Commander Bateman to Rear-Admiral Cumming.*

Sir, *"Daphne," at Zanzibar, August 8, 1873.*  
I HAVE the honour to acquaint you that the dhow captured on the 27th July last, as reported in my letter of 28th July, has been condemned in the Vice-Admiralty Court of this place.

Inclosed is the "Return of Vessels Detained," as required by the Station Orders.

I have, &c.  
(Signed) RICHARD S. BATEMAN.

**Inclosure 2 in No, 96.**

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

Date of Detention.	Where; if at sea state Latitude and Longitude.	Name of—			Under what Colours.	How Rigged.	Number of—			Where—			Date of Sailing from last Port.	Nature of Cargo.	To whom Consigned.	If 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, and of what Place.			Men.	Guns.	Tons.	From.	Bound.	Belonging.				Men.	Women.	Boys.	Girls.			Where Shipped.
1873 July 27	Off the town of Saadani.	Not known	Sheriff	Banahais, Chief of Saadani.	No colours	Dhow	7	...	38	Zanzibar.	Zanzibar.	Saadani.	1873 July 25	Sim sim seed.	Custom-house officers at Zanzibar.	...	...	1	...	Saadani	Zanzibar	Of slaves and vessel good. No deaths, 1 emancipated.

*"Daphne," August 5, 1873.*

(Signed)

**RICHARD S. BATEMAN, Commander.**

## REPORTS FROM NAVAL OFFICERS.

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No. 97.

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

Sir,

*"Glasgow," Seychelles, September 13, 1873.*

I BEG to acquaint you, for the information of the Lords Commissioners of the Admiralty, that, in compliance with the instructions contained in your letter of the 5th of March last, directing that inquiries should be made as to the probability of employment being found at Johanna for any slaves that might be landed there with safety to their freedom.

2. On the occasion of my late visit to that island, I waited upon His Highness the Sultan and conferred with him on this subject, when His Highness informed me that much labour was required, and that ample employment could be found on sugar and coffee plantations for any slaves that might be landed there, and that they would be well cared for and at perfect liberty.

3. As so few slaves have been captured this year, I would suggest that a certain number in future captures should be sent to Seychelles, where there is a great demand for free labour, with the additional advantage of Her Majesty's Chief Civil Commissioner to superintend their welfare, as their Lordships are aware that there is no Consul at Johanna who could see that His Highness the Sultan fulfilled his promise.

4. During my stay at Zanzibar, M. Lafont, the French Commodore, expressed a wish for liberated slaves to be landed at Mayotte, and vouchsafed for their proper care and liberty, as will be seen from the inclosed copy of a letter I received from him on this subject.

I have, &c.  
(Signed) A. CUMMING.

Inclosure in No. 97.

*Commodore Lafont to Admiral Cumming.*

Amiral,

*Frégate la "Clorinde," au mouillage de Zanzibar.*

J'AI eu l'honneur de vous exposer que la Colonie de Mayotte recevrait avec plaisir tous les ans 200 ou 300 noirs pris parmi ceux qui sont capturés par les croiseurs de Sa Mjasté Britannique. Les noirs employés comme travailleurs dans nos Colonies sont bien traités, on veille à ce que leurs gages leur soient payés régulièrement par les maîtres qui les emploient, et au bout d'un certain temps ils sont parfaitement libres de quitter la Colonie.

Je vous serai très reconnaissant de me faire savoir si je puis annoncer au commandant supérieur de Mayotte que les noirs dont vous pourrez disposer jusqu'à concurrence de 200 ou de 300 par an lui seront envoyés, afin qu'il puisse prendre les dispositions nécessaires pour les soins à leur donner à leur arrivée dans la Colonie.

Veillez, &c.  
(Signé) J. LAFONT,  
*Le Capitaine de Vaisseau, Chef de Division.*

No. 98.

*Rear Admiral Cumming to the Secretary to the Admiralty.*

(Extract.)

*September 23, 1873.*

I BEG to acquaint you that I left Zanzibar on the 13th ultimo in Her Majesty's ship "Glasgow," and arrived at Seychelles on the 12th instant, having on my way visited the Island of Johanna, where I remained for a fortnight.

2. The presents recently sent out from England in Her Majesty's ship "Enchantress" for presentation to His Highness the Sultan of Johanna, and other members of his family, were duly delivered and highly appreciated.

"Briton," on her way through the Mozambique Channel, captured a dhow with 120 slaves, and, in consequence of their sickly state, and some deaths taking place, proceeded to Port Natal, and landed the survivors (113), at which place free labour is much required.



"Daphne" has just arrived with the mail and 45 slaves on board, and the immediate departure of the homeward-bound mail prevents my writing further.

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No. 99.

*Commander Bateman to Rear-Admiral Cumming.*

Sir,

*"Daphne," Aden, September 11, 1873.*

I HAVE the honour to report the capture of a dhow engaged in the Slave Trade and fifty slaves by the boats of this ship, under Sub-Lieutenant Marcus McCausland, as reported to me by that officer.

2. On the 13th August, 1873, the boats being off Oozy Point, a large Bhooty dhow was observed closing the land from seaward. On being chased she stood out, and was lost sight of in the dark. Next morning a fisherman said that a Bhooty answering the description had been seen entering Lamoo Harbour. After the dhows at anchor had been searched, the interpreter was sent on shore for information, and a man told him that a Bhooty had landed slaves.

Mr. McCausland then went to the Chief of Lamo, told him that he had chased a Bhooty from the southward, but that she had escaped, and landed a cargo of slaves at Lamo. This the Chief admitted, and after a little talking pointed the vessel out and showed where the slaves were inclosed. The Bhooty had been run on shore, and her mast broken, so there was no course but to destroy her. The Chief gave every assistance in Mr. McCausland's endeavour to lure another dhow to take the slaves to the ship, but without success. He then gave a plot of ground some little distance from the town to which the fifty slaves were removed and encamped, the boats' sails and awning serving for tents.

The necessary food for their sustenance was obtained from the Banyan Custom-house officer. Mr. McCausland reports that the slaves were many of them in a very emaciated condition, and up to my arrival in the ship at Lamo two had died and two had run.

I have, &c.  
(Signed) RICHARD S. BATEMAN.

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## REPORTS FROM NAVAL OFFICERS.

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## Inclosure in No. 99.

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

Date of Detention.	Where, If at Sea, state Latitude and Longitude.	Name of—			How Rigged.	Under what Colours.	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.		
1873 August 14	Lamoo ...	Ranger ...	Unknown	Unknown	Booby ...	Arab ...	Men.	Guns.	Tons.	From.	Bound.	Belonging.	Unknown	Slaves ...	Unknown ...	Men.	Women.	Boys.	Girls.	Quiloo ...	Slaves much evacuated; some very ill with dysentery, others with skin disease, and some injured on board dhow. 8 deaths; 9 men; 44 emancipated. Dhow unseaworthy; mast broken.

"Daphne," Aden, September 11, 1873.

(Signed)

RICHARD BATEMAN, Commander.

*Captain Malcolm to Rear-Admiral Cumming.*

Sir,

*"Briton," at Zanzibar, October 20, 1873.*

I HAVE the honour to forward herewith reports from Commander G. R. Hope, of Her Majesty's ship "Daphne," and Lieutenant A. S. Phillpotts, of this ship, of the murder of Sub-Lieutenant Marcus McCausland, of Her Majesty's ship "Daphne," at Kionga, and the steps the latter officer took on learning the event.

2. It appears to me that the murder was due to Sub-Lieutenant McCausland trusting the natives too much, and going amongst them unarmed. I have always warned officers under my orders to mistrust, without showing it, the natives, and always to be prepared for an attack.

As far as I can learn Sub-Lieutenant McCausland was, as a rule, kind in his intercourse, and neither on this or any other previous occasion had he irritated the people.

3. It is very much to be regretted, but we must expect these accidents now and then. They belong to the nature of the service on which we are employed, and every one of us whose duty takes him on shore amongst the natives, always does so, to a certain extent, at the risk of his life.

I have, &c.  
(Signed) G. MALCOLM.

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Inclosure in No. 100.

*Commander Hope to Captain Malcolm.*

Sir,

*"Daphne," Melinda, October 16, 1873.*

IT is with the sincerest regret that I have to report to you that Mr. Marcus McCausland, Sub-Lieutenant of this ship was treacherously assassinated at a village called Kionga, opposite Synambaya Islands, about forty miles north of Lamo, by the inhabitants of the tribe Banguni, or Wagunia.

2. Mr. McCausland was in charge of two boats belonging to this ship that were cruising for the suppression of the Slave Trade, the second boat being under the command of Mr. Percy Hockin, Acting Sub-Lieutenant. It appears that they had called at this village on their way up the coast, some three or four days previously, and had been fairly received; on the 15th they returned, Mr. McCausland being some distance ahead in his boat. On coming to the place he landed with his interpreter to talk to the nakhoda of an English dhow lying on the beach. Whilst talking to him a message came from the Chief, inviting him up, which, accompanied by the nakhoda and interpreter, he did, incautiously, not first taking the precaution to arm himself. He was given the usual seat of honour by the side of the Chief, the attendants being on one side and the women, &c., on the other. After a little talk, the Chief told him that he had sent for a goat, a customary present on this coast. Almost immediately afterwards a man (whom the Chief called his brother, but not necessarily a blood relation) who was standing by, thrust his spear through him, the weapon entering at the belly and coming out at the kidneys. The interpreter and nakhoda immediately ran, the former having several spears thrown at him, without effect. On getting to the beach, the cutter was just coming in, and Mr. Hockin learning the news immediately advanced with the two crews. He found the Palisades closed, and no entrance; he immediately opened fire through them, and himself set the example of cutting them down. Some shots were fired in return, but no casualties occurred.

The nakhoda of the English dhow, who seems to have been perfectly unconnected with the affair, appears to have got in by some other way, but anyhow he acted as intermediary, and called out that if the English would cease firing they might have the body.

Mr. Hockin, rightly, as I think, accepted this, not knowing whether Mr. McCausland's body was dead or not; he accordingly entered the Palisades and found everybody fled. On finding the body, life was extinct, although quite warm. Besides the spear-wound there was a gash across the temples, sufficient to cause death, and gunshot wounds, showing that it was a combined attack.

The tide falling, and, as the boats might ground, we withdrew, and buried the body on the Island of Synambaya.

3. This account is as given me by Dr. Kirk Consul-General and Political Agent, who

## REPORTS FROM NAVAL OFFICERS.

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has had the advantage of being able to talk to both the nakhoda and the interpreter in their owu tongue. I have not yet succeeded in joining Mr. Hockin, but I will append his report, if possible, before the mail leaves.

4. With regard to Mr. McCausland, I never myself met him, but Commander Bateman particularly mentioned him to me as an officer peculiarly adapted for detached duty. I append a letter from the Senior Lieutenant, giving his opinion of this officer, and I can only say that his loss appears to be deeply felt by everyone on board.

5. The conduct of Mr. Percy Hockin seems to me, and Dr. Kirk also is, I believe, of my opinion, that it reflects the utmost credit on his promptitude, determination, and energy in attacking the place, as also it does on his judgment in accepting a compromise when he was unaware as to the actual state of his comrade. This conduct, after the event, I consider to be even more praiseworthy; he had the strength of mind and moral courage to give due consideration to the fact that he was the only officer in the boats, that they were some 200 miles from the rendezvous of their ship, that the force he had was not very large, and the strength he had to oppose was unknown to him, that there was unfavourable ground, such as mangrove bushes and muddy flats to be taken into consideration, and therefore that a falling tide might have left him for the night in the presence of an excited body of men protected by mangroves. He restrained the natural impulse he had to be himself the avenger of this murder, knowing that vengeance complete, if not prompt, would be sure to follow.

6. Considering that this officer has already been complimented by their Lordships for his zealous and gallant conduct, now that it is shown that discretion is combined in him with these former qualities, I trust that you will be pleased to recommend their Lordships to bestow some substantial mark of their estimation.

I have, &c.  
(Signed) G. R. HOPE.

Approved and submitted to Commander-in-chief.  
(Signed) G. MALCOLM, *Captain*.

## Inclosure 2 in No. 100.

*Lieutenant Smith to Commander Hope.*

Sir,

*"Daphne," off Melinda, October, 1873.*

IN compliance with your order, I have much pleasure in being able to report on the indefatigable zeal displayed by the late Mr. Marcus McCausland, Sub-Lieutenant of this ship. I feel justified from what I know, in saying that Captain Bateman placed in him the fullest reliance that a commanding officer could place in one of his officers. This will be seen from the following extract from a certificate awarded him on Captain Bateman giving up command of the ship.

"This officer has proved himself to be most zealous in the discharge of his duties, particularly on detached service in search of slaves, when, in addition, he has shown much judgment and discretion."

Before his lamented death Mr. McCausland was, during the last five months, almost continuously employed in boats under arduous and trying circumstances at all times when opportunity offered, requesting that he might not be relieved; as he felt that the knowledge and experience he had gained would be of service in the suppression of the Slave Trade. In conclusion, I almost think it unnecessary to mention the very high esteem in which he was held, not only by his brother officers, but also by the ship's company, and that his untimely death has caused the profoundest regret and indignation.

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

## Inclosure 3 in No. 100.

*Lieutenant Philpotts to Captain Malcolm.*

Sir,

*"Briton's" Pinnace, Lamo, October 6, 1873.*

I HAVE the honour to report that, on the 21st September, being then near the Ozy Reefs with the pinnace and jolly-boat of Her Majesty's ship "Briton," I fell in with the pinnace and cutter of Her Majesty's ship "Daphne."

2. On communicating, I learned from Sub-Lieutenant P. Hockin, the officer in command, that Sub-Lieutenant Marcus McCausland had been murdered at a village

called "Kionga," near the island called in the charts "Simambaya," under the following circumstances:—

It appears that about three weeks ago Sub-Lieutenant McCausland had been at Kionga, where he was received in a friendly manner. On the occasion of his last visit, as he had had no unpleasantness with the natives, he went unarmed with the Interpreter to the village, was received by the Chief, and sat down in the shade outside the Chief's house, who, after some conversation, left him saying that he would bring him a goat.

Whilst sitting there a native rushed in and speared him through the body; on this the interpreter ran down to the beach hotly pursued by several natives, when it appears that Sub-Lieutenant Hockin landed as many men as he could and attacked the village from which he was fired at. Whilst so doing the master of a dhow lying in the harbour hailed to say that if they ceased firing the villagers would give up the body. Hearing this they ceased firing, and the body, much mutilated, was brought to them.

3. On hearing the details of this cold-blooded murder, I considered it imperative that some steps should be taken, for, if unpunished, attacks on boats might be expected. I therefore proceeded at once to Lamo, Her Majesty's ship "Daphne's" boats in company, where I arrived the same evening. Next morning I had an interview with the Governor, Seyed bin Ahmed, who said that he had sent to Kionga to try and entice the Chief to come to Lamo. On my informing him of my intention to proceed there he tried to dissuade me, saying that the arrival of the boats would make the people take to the bush. As I considered that if the men sent by the Governor were able to apprehend the murderers, they would have done so before the boats could get there, I told the Governor that I intended to start at once. A short time afterwards I met the Governor again, when he tried to persuade me to wait until he could get soldiers from Zanzibar, giving as a reason that we should have some fighting, and might be beaten off, also that he had sent orders to the chief men at Faya to apprehend the murderers.

4. On 22nd I left Lamo and arrived off Kionga shortly after noon, when I proceeded to attack the village; leaving a sufficient number of men to work the pinnace's gun in charge of Sub-Lieutenant G. K. Gordon, I landed the remainder of the boat's crew.

5. On landing, I directed Sub-Lieutenant H. R. Adams and a party of men to go round to the back of the village and cut off the retreat, the rest of the landing party, in charge of Sub-Lieutenant Hockin and myself, entered by a gate through the stockade which surrounded the village. As we approached the natives took to the bush, one being shot while so doing, and we were unable to secure any prisoners. After searching the houses I gave orders for them to be set on fire, and in a short time the whole village was in flames.

6. Next morning a party was landed to complete the destruction of the village, after which I proceeded to Shakain, a village about three miles to the northward. On landing, and finding the place deserted, I posted a notice in one of the houses giving the reasons for the destruction of Kionga, but hearing that some natives had been seen in the bush close to, I went to look for them, accompanied by Sub-Lieutenants Gordon and Hockin and an interpreter. On approaching the place where the natives were concealed, I told the interpreter to call out that we had not come to hurt them. After some delay a man came forward, and shortly afterwards about fifty men appeared. I told them why Kionga had been burnt, and asked if they could give any information about the murderers. The chief said that his people were on bad terms with the Kionga people, and were anxious to be friendly with the white men. He also said that the Chief of Kionga had gone to the Somali country, near Kisinayo, about six days' journey from Shakain.

7. Having completed this service I returned to Lamo, where I arrived on the evening of the 29th, and had an interview with the Governor the next morning, when he told me that he would do his best to catch the murderers, and would send round to the different Chiefs along the coast to arrest them.

8. On the 3rd October I went to Faya, where the representative of the Sultan of Zanzibar told me he had received no orders relative to this affair at Kionga from his superior, the Governor of Lamo, which shows that the latter had been very lukewarm in his endeavours to apprehend the murderers.

9. I have to express my entire satisfaction with the conduct of the officers and men under my command on this service.

10. Trusting that my proceedings will meet with your approval, I have, &c.

(Signed)

ARTHUR PHILLPOTTS,

*Lieutenant commanding Pinnace and Jolly Boat.*

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No. 101.

*Commander Bateman to Rear-Admiral Cumming.*

Sir,

*"Daphne," Aden, September 11, 1873.*

I HAVE the honour to report the capture of a slave dhow by the boats of this ship, under the command of Sub-Lieutenant Marcus McCausland, as reported to me by that officer.

2. On the 14th August, 1873, the boats being off Lamo, a dhow was observed, and the cutter in charge of Mr. Percy Hockin, Acting Sub-Lieutenant, sent in chase.

On being pursued the dhow altered course, and stood straight in for the beach, followed by the cutter.

A shot was fired over the dhow, and another through her sail, and she was hailed to lower, but instead of doing so she stood on, and grounded, and on her grounding both officers observed several people jump overboard, four or five of whom were very small children quite naked, who were dragged through the water by the others. Mr. Hockin and two of his crew jumped overboard to intercept the party, but were unable to do so. The dhow was got off, and the landing of the children and the other circumstances of the chase being considered conclusive proof of her being engaged in the Slave Trade, the dhow was destroyed, it being impossible to take her to the rendezvous to meet the ship.

I have, &c.  
(Signed) R. S. BATEMAN.

Inclosure in No. 101.  
RETURN of Vessels detained as being engaged in the Slave Trade.

Date of Detention.	Where. If at Sea, state Latitude and Longitude.	Name of—			Under what Colours.	How Rigged.	Number of—			Where—			Date of Sailing from last Port.	Nature of Cargo.	To whom Consigned.	If 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.		
1873 August 14	Near Lamoo ...	Unknown	Unknown	Unknown	No colours flying	Tapee	Crew ran	Noac	..	Unknown	Lamoo	Unknown	Unknown	Slaves	Not known.	Slaves were landed and run into the bush and boat's crew were unable to capture any. Several small children were seen being dragged through the water.	Unknown	Dhow destroyed.	Slaves were landed. The dhow—being impossible to beat her against the monsoon to the ship, she was destroyed.		

“Daphne,” Aden, September 11, 1873.

(Signed)

RICHARD BATEMAN, Commander.

## REPORTS FROM NAVAL OFFICERS.

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No. 102.

*Admiral Cumming to the Secretary to the Admiralty.*

(Extract.)

*Seychelles, October 6, 1873.*

"DAPHNE" arrived at Seychelles on the 23rd September with forty-five slaves on board, having left Aden on the 12th, to which port she had been obliged to proceed from the coast for the purpose of obtaining coal, in consequence of meeting with strong adverse currents. Before leaving Zanzibar I had given Commander Bateman discretionary power to pursue this course if absolutely necessary.

"Rifleman" arrived at Bombay 2nd July, and having landed her 64-pounder gun, completed with provisions, &c., sailed on the 7th and arrived on the 21st, of that month at Gwadur, to which port she had been dispatched to protect British interests during the existing hostilities between Abdool Aziz and Gwadur.

4. "Columbine," by last accounts, dated 14th August, was at Gwadur, but on the eve of departure for Muscat, the hostilities between the before mentioned Chiefs having ceased.

No. 103.

*Commander Bateman to Rear-Admiral Cumming.*

Sir,

*"Daphne," Aden, September 11, 1873.*

I HAVE the honour to report the capture of a slave dhow on the 14th August, 1873, by the boats of this ship under the command of Sub-Lieutenant Marcus McCausland, as reported to me by that officer.

2. The boats being off Chipangani, a dhow was seen standing out from Lamo Bay; on boarding her, one slave boy was found, who had been placed there that morning, he did not belong to the crew, and was not working the dhow, he states that he belonged to a Somali Arab at Lamo. He was bought three years ago at Kilwa, taken to Zanzibar, and bought by his present owner. The dhow was captured, and being unseaworthy, destroyed. There not being sufficient food in the boat to keep the crew until the ship was rejoined, they were permitted to land.

The boy is now on board this ship.

I have, &amp;c.

(Signed) RICHARD S. BATEMAN.



## Inclosure in No. 103.

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

Date of Detention.	Where; if at sea state Latitude and Longitude.	Name of—			Under what Colours.	How Rigged.	Number of—			Where—			Date of Sailing from last Port.	Nature of Cargo.	To whom Consigned.	If 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, and of what Place.			Men.	Gun.	Tons.	From.	Bound.	Belonging.				Men.	Women.	Boys.	Girls.		
1873 Aug. 14	Off Lamoo ...	Unknown	Unknown	Unknown	Arab ...	Dhow ...	8	...	...	...	Chipungani.	Unknown	Passengers and 1 slave.	Unknown	...	...	1	...	Chipungani.	Dhow destroyed	Boy was recovering from small-pox. No deaths. Emancipated 1.

"Daphne," Aden, September 11, 1873.

(Signed)

RICHARD S. BATEMAN, Commander.

## REPORTS FROM NAVAL OFFICERS.

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No. 104.

*Commander Harington to the Secretary to the Admiralty.*

Sir,

*"Nimble," in the Gulf of Aden, September 19, 1873.*

I HAVE the honour to inform you that on the morning of the 13th ultimo, whilst Her Majesty's ship under my command was lying at anchor in the port of Mombas, a male slave, who had been paddling about the ship in a canoe during the night, came on board and stated that he was a runaway slave from the dhow "Metsahal" (which he pointed out and was then lying at anchor not far from this ship), that he had been enticed on board her at Zanzibar, and detained against his will, that when all were asleep he made his escape and came to me for protection; further, that his dhow had brought and landed at this port about ten other slaves, for which purpose she had put in, upon seeing a ship of war in the offing.

2. Upon this I sent an officer to board and examine the dhow, and had the Nakoda and a part of the crew brought to this ship and examined, from which it transpired that she was a small vessel of about 50 tons, with a cargo of rice, glue, and cocoanuts, &c., bound from Zanzibar to the noted slave ports of Melinda and Lamo. She carried rather a large quantity of water for the number of her crew (seven). Had a second set of food-pounding and cooking apparatus on board of much larger dimensions than the utensils in use by the crew; also a large quantity of spare matting and feeding utensils, besides a supply of inferior and uncleaned rice, the property of the Nakoda.

The boy's knowledge of the dhow, her cargo, and destination, &c., was moreover corroborated by the crew, and he recognized two of them who were brought on board for examination. These at one time admitted some knowledge of him, but subsequently denied it.

3. The case seemed so suspicious that I immediately seized the dhow and proceeded with her (and crew) in tow to Zanzibar. At the time of seizure a large quantity of papers were secured, which had not before been produced; these subsequently proved beyond doubt that this vessel had been a very old offender, having previously carried several cargoes of slaves under the same owner and Nakoda, and even accounting for several deaths which had occurred on one occasion when she had been very crowded.

4. Dr. Kirk, Judge of the Vice-Admiralty Court at Zanzibar being absent on duty, and it being impossible for me to await his return, Mr. Holmwood, the Assistant Resident held a preliminary inquiry, when it was decided to make affidavits of the circumstances, in the Consular Court, to be handed over to Dr. Kirk upon his return; the dhow crew and slave being handed over to the Consular authorities in the meantime.

5. A few days since I received a semi-official letter from Dr. Kirk informing me that he was much obliged to me for having secured a dhow belonging to a most notorious slave dealer (Saied Auter), that he had gone carefully into the case and thought the slave boy "is a questionable business—he is such a liar;" he has "no hesitation whatever in decreeing condemnation" of the dhow and cargo upon the other points of the case, by which he hopes to shake the confidence of merchants having dealings with such men as Saied Auter is well known to be.

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

No. 105.

*Commander Harington to the Secretary to the Admiralty.*

Sir,

*"Nimble," in the Gulf of Aden, September 19, 1873.*

I HAVE the honour to inform you that, having to return to Zanzibar, from Mombas, with the slave dhow "Metsahal" in tow for adjudication, I dropped the cutter and a gig, with instructions to cruise for slave dhows as far north as Manda Bay, where I made arrangements for subsequently picking them up.

2. On the 18th ultimo, Lieutenant Lang, in charge of the boats, whilst cruising along the north shore of the Manda Bay, observed two small dhows, of about twenty tons each running along the coast, and proceeded in chase of them; upon the approach of the boats the dhows were run on shore and a large number of people, amongst whom were several children, were seen to land from them, and to be driven into the country by Arabs. Mr. Lang landing shortly after, sent the interpreter on shore to endeavour to overtake and communicate with the fugitives, and obtain an explanation as to why they left their

## REPORTS FROM NAVAL OFFICERS.

dhows ; upon his return he informed Mr. Lang that the Arab men had tried to entice him into the bush, but observing that they had their knives drawn, he did not think it safe to advance further and returned. Mr. Lang then landed the boats' crews in chase, but only succeeded in capturing one of the slaves, who stated that there were about ten slaves in each dhow.

3. Upon examination of the dhows they were found to be entirely deserted and everything taken out of them, but were evidently employed in the local Slave Trade, bringing slaves from the interior to the coast, their names and nationality being unknown ; they have been described as A and B and proving to be unseaworthy, were destroyed on the spot.

4. They were placed in the Vice-Admiralty Court at Aden on the 15th instant, and condemned as lawful prizes to Her Majesty's ship under my command, and the slave liberated.

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

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REPORTS FROM NAVAL OFFICERS.

Inclosure in No. 105.

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

Date of Detention.	Where; If at sea state Latitude and Longitude.	Name of—			Under what Colour.	How Rigg'd.	Number of—			Where—			Date of Sailing from last Port.	Nature of Cargo.	To whom Comaigned.	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.	Owners, and of what Place.			Men.	Guns.	Tons.	From.	Bound.	Belonging.				Men.	Women.	Boys.	Girls.			Where Shipped.
1878 Aug. 15	Mombas ...	Metsahal ...	Ali bin Abdula ...	Saied Anter, originally Zanzibar, now unknown.	Arab ...	Dhow.	7	...	40-25	Zanzibar.	Melinda and Lamoo.	Unknown	...	Rice, glue, and coconuts.	Unknown.	...	...	...	...	...	Zanzibar ...	Boy handed over to the Vice-Admiral Judge for disposal. He was in good condition, also the vessel. No death.
Aug. 18	North shore of Manda Bay 8° 57' S. 40° 57' E.	Unknown; described as (A).	Unknown	Unknown ...	Unknown	Ditto	Not known	...	30-38	Ditto	Unknown	Ditto	...	None	Ditto	...	...	...	...	Aden ...	Condition of the vessel unseaworthy; of the slaves unknown. The dhow ran on shore, and the crew and slaves escaped; the boat's crews attempted to prevent their escape, but were unsuccessful.	
Aug. 18	Ditto ...	Ditto (B) ...	Ditto ...	Ditto ...	Ditto ...	Ditto	Ditto	...	30-49	Ditto	Ditto	Ditto	...	Ditto	Ditto	...	...	...	...	Ditto	Condition of the vessel unseaworthy; dhow ran on shore, and crew and slaves with the exception of one man of the latter, escaped. The boat's crew attempted to prevent their escape, but were unsuccessful, with one exception, unseaworthy. This slave was in a filthy and emaciated condition, and handed over to the authorities in Aden.	

“ Nimble,” Gulf of Aden, September 19, 1873.

(Signed)

R. HARINGTON, Commander.

## REPORTS FROM NAVAL OFFICERS.

No. 106.

*Captain Malcolm to Rear-Admiral Cumming.*

Sir,

*"Briton," November 10, 1873.*

I HAVE the honour to submit to your Excellency a copy of letter addressed to me by Dr. Kirk, which may be looked upon as the result of letter of 19th May, 1873, relative to slaves held by Her Majesty's Indian subjects and others under her protection. In pursuance of your memorandum dated Glasgow, at Seychelles, 27th September, 1873, I have forwarded the duplicate to the Secretary of the Admiralty.

I have, &c.  
(Signed) G. MALCOLM.

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Inclosure in No. 106.

*Dr. Kirk to Captain Malcolm.*

Sir,

*Zanzibar, November 7, 1873.*

PERMIT me, on returning from an official inspection of the northern stations of this agency district, to acknowledge the assistance you have rendered, and to thank you for having placed at my disposal the means of efficiently carrying out the important duty on which I have been engaged, thus giving effect to that part of the Treaty of June 5th which binds us to see that the Indian community is not implicated henceforth in either slave-holding or in the Slave Trade.

So far as that part of the station visited is concerned I feel satisfied that this has been accomplished, and the capital of the most active trading part of the Zanzibar community removed from or rendered unavailable in slave trading operations of Arabs. At the same time steps have been taken that will, I think, encourage honest trade, and assure these Indians of support and protection in their legitimate dealings.

The Indians among whom I have been in contact on the coast are, as you are aware, men who were permitted to renounce British protection and become as Arabs; this they did for the purpose of having domestic slaves, and until the signature of the Treaty of June 5, by the Sultan, it has remained a delicate and always a disputed point how far we could proceed to interfere with a large body of men who had renounced our protection and been permitted to do so for many years.

That they could not enter directly into Slave Trade had for some time back been settled, but it never had been in this way; the trade was encouraged by them as a class.

To prevent the stipulations of the late Treaty from becoming a dead letter, it was necessary they should be enforced, as has been now partially accomplished, and I shall follow up the course begun at other points within the Agency jurisdiction, as soon as opportunities offer.

The general result of the work done at Mombasa, Lamoo, &c., is as follows:—

	Slave holders.	Slaves freed.
At Mombasa .. .. .	55	220
Takaunga .. .. .	8	19
Melindi, &c. .. .. .	41	131
Lamoo .. .. .	32	80
Lina Fagi .. .. .	7	21
Wasin .. .. .	2	8
Total .. .. .	145	479

Of these, about one-half elect to remain for the present with their former masters, while steps have been taken for the protection of the others.

While at Lamoo, I was able to bring influence to bear upon the Chief of the Wa'gunia and the Governor of Lamoo, which, I trust, will result in the arrest of the murderers of Sub-Lieutenant MacCausland.

I would, in conclusion, acknowledge the valuable assistance rendered on this and a former occasion, to which, in a great measure is to be attributed the good results attained.

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

P.S.—The value of 479 slaves equals a sum of 4,000*l.* confiscated.