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SLAVE TRADE. No. 1 (1875).

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CORRESPONDENCE

WITH

BRITISH REPRESENTATIVES AND AGENTS  
ABROAD,

AND

REPORTS FROM NAVAL OFFICERS,

RELATIVE TO THE

EAST AFRICAN SLAVE TRADE.

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*Presented to both Houses of Parliament by Command of Her Majesty.*  
1875.

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LONDON:  
PRINTED BY HARRISON AND SONS.



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

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ZANZIBAR.

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No. 1.

*Earl Granville to Dr. Kirk.*

Sir, *Foreign Office, January 10, 1874.*  
EARL GRANVILLE has received your despatch of the 12th November, reporting the further steps you have taken with the view of bringing to justice the murderers of Lieutenant McCausland, and his Lordship approves your language to the Sultan of Zanzibar and to the Chief Mzee Seif in this matter.

I am, &c.  
(Signed) GRANVILLE.

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No. 2.

*Earl Granville to Dr. Kirk.*

Sir, *Foreign Office, January 12, 1874.*  
WITH reference to your despatch of the 7th November, I am directed by Earl Granville to inclose to you a letter to the Sultan of Zanzibar, thanking him for the assistance rendered to you by his orders during your recent visit to the northern portion of his dominions.

A copy is inclosed for your information.

I am, &c.  
(Signed) GRANVILLE.

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Inclosure in No. 2.

*Earl Granville to the Sultan of Zanzibar.*

Sir, *Foreign Office, January 9, 1874.*  
I HAVE the honour to express to your Highness, on the part of Her Majesty's Government, their appreciation of the assistance rendered, by your Highness' orders, to Dr. Kirk by all your Highness' Agents at the northern ports of the Zanzibar dominions, recently visited by him while on a tour of inspection of the resident British Indian subjects.

I am, &c.  
(Signed) GRANVILLE.



No. 3.

*Dr. Kirk to Earl Granville.—(Received January 14, 1874.)*

My Lord,

*Zanzibar, November 21, 1873.*

I HAVE the honour to report that, at the request of his Excellency Rear-Admiral Cumming, Dr. Steere, of the English Mission, and myself have examined Navigating Lieutenant Nankerville as to his proficiency in the Swaheli language, and that Mr. Nankerville has passed a creditable colloquial examination.

This, my Lord, I consider an important step in the right direction, as Her Majesty's ship "Daphne" possesses, while that officer remains on board, one fully qualified, not only to act as interpreter in ordinary matters, but whose presence alone must prove a check against the evil practices of the present vile race of interpreters we are now forced to employ, and I venture to trust your Lordship may recommend that Mr. Nankerville's diligence may not remain unrewarded.

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

No. 4.

*Dr. Kirk to Earl Granville.—(Received January 14, 1874.)*

My Lord,

*Zanzibar, November 22, 1873.*

I HAVE delayed furnishing a final Report on the seizure of the slave dhow with 217 slaves on board, referred to in my former letters of the 6th and 18th of September last, until the case placed by Her Majesty's ship "Daphne" in the Vice-Admiralty Court here had been heard, and the accusation of bad faith on the part of the Governor of Lamo, made by the officers of that ship, had been thoroughly sifted and inquired into.

I have already reported, for the information of your Lordship, what was told me of the affair by His Highness the Sultan, which was briefly as follows:—that a native vessel with 217 slaves on board, bound from Kilwa to Brava on the Somali coast, having received some damage at sea, put into the harbour of Shela for repairs. There both vessel and slaves were seized by the Governor of Lamo, who immediately advised the Sultan, soliciting orders for further guidance.

I informed His Highness that, his Governor having acted in accordance with the terms of the Treaty, the proper course to follow would be to order the destruction of the vessel and direct the slaves and crew to be sent to Zanzibar, the former to be freed and placed in proper keeping, the owners and crew to be severely punished.

These orders His Highness issued; but, shortly after, a second letter arrived from the Governor of Lamo, complaining bitterly that, in order to avoid an unseemly dispute, and possibly a collision, public feeling being very strong in the matter, he had been obliged to consent to give up fifty of the slaves and also the dhow to the officer in command of Her Majesty's ship "Daphne's" boats.

It was not, however, until I left head-quarters and proceeded in the direction of Lamo that I heard the explanatory statement of the officers of the "Daphne." They claimed the dhow to be one they had chased the evening previously to entering Lamo harbour, and further stated they were credibly informed the Governor intended turning the slaves to his use, nor had he, they further urged, any intention of reporting his capture to the Sultan until forced to do so by the appearance of their boats, in order to save himself from possible blame.

It therefore became my duty to ascertain whether the dhow in harbour was the dhow chased and lost sight of by Her Majesty's ship "Daphne's" boats on the evening before their entering Lamo, and it was proved before me, beyond the shadow of any doubt, that this slave dhow entered Shela harbour (at the mouth of the Lamo creek) six days before the arrival of any British boats.

The slaves, it was also proved, were seized and landed by the order of the Governor, the empty vessel being floated up to Lamo harbour and beached in front of the fort.

Further, the Governor of Lamo, according to evidence taken at the place itself, used many arguments and objected most strongly to the vessel and slaves being interfered with until the Sultan's reply to his first letter was received. These arguments were kept back by the interpreter, and the Governor, with true Arab courtesy, did not evince his anger openly before the English, although expressing his opinion very freely both in his second letter to the Sultan and to the people around him in Lamo.

In the Vice-Admiralty Court the officers of Her Majesty's ship "Daphne" had nothing to advance in support of their assertion that the Governor was acting in bad faith, and had not written his first letter to the Sultan reporting the capture until after they had forced him to give up fifty of the slaves. However, in order fully to decide this point, I begged the Sultan to show me the letter in question, which he did in original. By it it was proved that the capture was made on the 8th August, two days before the letter was written. The boats of the "Daphne" reached Lamo on the 15th August, and the second letter complaining of their action was written on the 21st.

In fact, the accusation of bad faith against the Governor of Lamo was unsubstantiated, and proof remained that the representative of the Sultan's local authority had at first acted with great energy and decision, and gave up the slaves only to avoid a collision with our boats.

The case being judicially disposed of I may now state more fully all I know of the matter from reliable evidence collected at Lamo.

The slave dhow belonged to one Ali bin Saeed, native of Soor in Oman, residing at Shela, near Lamo. She had been sent to Kilwa, and there the owner's son agreed with various parties to run a contraband cargo of slaves to Brava. He did not himself join the vessel, but gave her over to Mubarak bin Salim el Jenebi, of Soor. There were eleven passengers on board, each with his own share in the slave cargo; of these, one was a native of Mombasah, one a Bajuni, named Lali, one a Somali, three natives of Sheher, and four of Oman, with one Comoro man.

They were never chased by any of the boats or ships of the squadron, but met with heavy weather, and springing the yard, were forced to enter Shela. Here they were seized, and the slaves landed by the Sultan's soldiers, who kept guard over them on shore during the night.

The following morning the Governor made each man concerned in the venture find security in the town for his appearance, and that of his slaves; for, as small-pox had broken out amongst the latter, they were given over to the care of their several owners; the whole case being reported to Zanzibar by letter, sent overland by special messenger. The supercargo, who was also an owner of slaves, was however refused bail, and put in prison. The captain of the dhow, a slave of the owner, ran away, and escaped to Melinde; but, returning some time after, was seized by the Governor, and placed in the fort, where I saw him and the supercargo, awaiting the Zanzibar orders.

On the 15th August, the boats of the "Daphne" arrived, and demanded the dhow and the slaves. The former was given up, and 50 of the latter, after the strongest objection on the Governor's part.

The Governor, who had become intensely unpopular in town for seizing the slaves in the first instance, was now in a position of some danger; and, yielding to popular clamour, (he had received no order as yet from Zanzibar), after giving up the 50 slaves, abandoned the rest to their owners, who sold them in the town. A few days' later, the Sultan's orders, written under my advice, reached Lamo; and the Governor, finding they were worded in unmistakable language, judged it imprudent to await the effect of his second Report. He now seized all who had owned slaves on board, placed them in prison, and compelled them to re-purchase the slaves sold; and, at the time of my arrival, had succeeded in regaining possession of the whole number.

Popular excitement being naturally re-aroused by all these conflicting measures, I removed the bone of contention by making out a pass, enabling the Governor of Lamo to ship the slaves to Zanzibar, on setting in of the north-west monsoon.

I am told that Her Majesty's ship "Daphne" landed 44 of the party of slaves at Seychelles; 1 remains in the ship; 4 are dead; and 1 has run away.

It was undeniably proved that the interpreter's conduct had been false and treacherous, and he had at the same time extorted money from natives of Kutch at Lamo, under false pretences, professing that he could induce the officers either to endorse the pass of a vessel to the effect that she was a legitimate trader, or to detain her on suspicion of being connected with the Slave Trade, whichever he pleased. To this latter offence he confessed.

I therefore judged it expedient to request Captain Hope to dismiss the man from Her Majesty's ship "Daphne," and make him over to me. He is now in prison, and will be flogged in the public square, and prevented from again entering any of Her Majesty's cruisers on the coast. I shall further place him entirely in the Sultan's hands, with a view to the discovery of the money he has undoubtedly obtained at various times by foul means; and I trust this may prove an example to the worthless characters who, I am sorry to say, alone offer to ship as interpreters.

I venture to express a hope, that the Government, after perusing this, in connection

with my former Reports, may be pleased to mark its approval of the conduct of the Governor of Lamoo in some appropriate way.

The case having ended as it has, in the Governor of Lamoo being completely cleared of the charges brought against him by the officers of Her Majesty's ship "Daphne," I cannot regret the labour and trouble it has occasioned, for greater publicity has been secured; and hence, the course to be followed by Arab authorities upon the coast with regard to the suppression of the sea traffic must now be clearly understood by all.

In conclusion, I must record my sincere conviction, that the officers of Her Majesty's ship "Daphne" were actuated throughout by a zealous anxiety in the execution of their duty, but unfortunately led into a false position entirely through the action of a wilfully corrupt and untrustworthy interpreter.

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

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Inclosure in No. 4.

Case No. 29 of 1873.

—  
*Affidavit.*

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against a native vessel, name unknown, her tackle, apparel, and furniture, and also against fifty slaves seized by the late Marcus MacCausland, Esq., a Sub-Lieutenant in Her Majesty's ship "Daphne," and commanding the pinnace of Her Majesty's ship "Daphne," on detached service, on the ground that she was engaged in the Slave Trade.

APPEARED personally Percy Hocking, Esq., a Sub-Lieutenant in Her Majesty's Navy, and commanding the first cutter of Her Majesty's ship "Daphne," on detached service, and made oath that, on the 15th August, 1873, being off Lamoo, Sub-Lieutenant Marcus MacCausland received information from an Arab at Lamoo, that a large cargo of slaves had been landed at that port, and the dhow was still in Lamoo harbour, and the slaves in the town. That Sub-Lieutenant MacCausland visited the Chief of Lamoo, and told him that a slave dhow had escaped the boats and landed her cargo at Lamoo; that after some talking, the Chief admitted this, and pointed out the dhow, and also showed Sub-Lieutenant MacCausland a courtyard where fifty slaves of both sexes were confined, and which he stated to be the cargo of the dhow. The deponent also made oath that Sub-Lieutenant MacCausland informed him that the Chief of Lamoo quite agreed with him that he should take the slaves and burn the dhow, and the deponent made oath that afterwards when Commander Bateman, of Her Majesty's ship "Daphne," visited the Chief in company with Sub-Lieutenant MacCausland and the deponent, that the Chief stated he was very glad the "Daphne's" boats had taken the slaves and burnt the dhow, and that the burning of the dhow in harbour and in the sight of the people, would have a great effect in helping to suppress the Slave Trade. The deponent also made oath that the slaves were encamped by Sub-Lieutenant MacCausland on a plot of ground assigned by the Chief for that purpose, until the deponent communicated with the "Daphne," which ship embarked the slaves, which were subsequently landed at Seychelles to the number of forty-four.

(Signed) PERCY HOCKIN,  
*Sub-Lieutenant, Royal Navy.*

On the 21st November, the above-named deponent was duly sworn to the truth of this affidavit,

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

---

*Certificate of Admeasurement.*

I, the Undersigned, officer of Her Majesty's ship "Daphne," do hereby certify that I have carefully admeasured, in the manner prescribed by rule 2 of the 22nd section of the Merchant Shipping Act, the dhow detained by the boats of Her Majesty's ship "Daphne," on 15th August, 1873, on the ground that she was engaged in, or equipped for the Slave Trade, and certify that her dimensions are as follows:—

Length on upper deck from outside of plank at stern post .. .. .	93 feet.
Main breadth to outside of plank .. .. .	22 "
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 .. .. .	40 "
Tonnage—	
Tonnage under tonnage deck .. .. .	151·9 tons.
Closed in spaces above the tonnage deck, if any, naming them—poop and round house—	
Poop house: length, 20 feet; breadth, 18 feet; height, 6 feet..	21·6 "
Total.. .. .	173·5 tons.

Signed this 21st November, 1873.

(Signed)

PERCY HOCKIN,  
*Acting Sub-Lieutenant.*

Approved,  
(Signed) G. R. HOPE, *Commander.*

*Decree.*

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen, against a Zanzibar vessel, name unknown, her tackle apparel, and furniture, and also against fifty slaves seized as liable to forfeiture, by Marcus MacCausland, Esq., a Sub-Lieutenant in Her Majesty's Navy, in charge of a boat of Her Majesty's ship "Daphne," before John Kirk, Esq., Judge in the Vice-Admiralty Court at Zanzibar, on the 26th day of October, 1873.

APPEARED personally, Percy Hocking, Esq., a Sub-Lieutenant in Her Majesty's Navy, and in charge of the boats of Her Majesty's ship "Daphne," and produced the sworn declaration hereto annexed, setting out the circumstances under which a Zanzibar vessel, name unknown, of which Muftah was master, owned by Ali bin Saeed, of the description and dimensions specified in the annexed certificate of admeasurement, was seized at Lamoo on the 15th day of August, 1873, by the officer above named. I, the said Judge, having heard the evidence produced, find that the captors were not justified in destroying the vessel, or in taking possession of the slaves and removing them from the lawful custody of the Governor of Lamoo, by whom they had been seized, and were at the time actually held, pending orders from the Sultan of Zanzibar.

In testimony whereof, I have signed the present decree, and caused my seal of office to be affixed thereto this 21st day of November, 1873.

(Signed)

JOHN KIRK,

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

No. 5.

*Dr. Kirk to Earl Granville.—(Received January 14, 1874.)*

My Lord,

Zanzibar, November 29, 1873.

I HEREWITH have the honour to forward decree of compensation and award in the case of a native vessel owned by Salim bin Sultan, of Pemba, destroyed by the boats of Her Majesty's ship "Daphne," near Pemba, on June 25, 1873, in which case judgment on hearing was reserved pending reference, through your Lordship, to the Law Officers of the Crown.

In framing the award I have adopted the claim for value of vessel which, seeing the captors ascertained the measurement to be 241·63 tons register, cannot be considered excessive.

The item 135 dollars of cash on board, was one I had no possible means of verifying

beyond the oath of the owner. The captors deny that any money was seen, but the dhow was summarily destroyed, and the owners not asked to state what the vessel contained. Under these circumstances I see no course but to admit the claim, and to allow a lump sum of 57 dollars over and above the actual value lost to replace interest of money, profits, &c.

Should your Lordship confirm this award, which I believe to be just and equitable, I would propose drawing a Bill for the amount either on the Chief Clerk or on Her Majesty's Treasury. Bills on London being at the present time, when issued through the Consulate, negotiable at par, and thus avoiding the trouble caused in drawing through the Indian Treasury.

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

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Inclosure 1 in No. 5.

Case No. 16 of 1873.

In the Vice-Admiralty Court at Zanzibar.

**AWARD** of compensation and damages in the case of a native vessel owned by Salim bin Sultan of Pemba, of 241·63 tons register, as measured by the seizors, seized and destroyed on the 25th June, 1873, and Decree for compensation and damages given in Court the 21st November, 1873.

1. Value of vessel	..	..	..	..	..	..	..	Dols.	700
2. Cash on board	..	..	..	..	..	..	..	..	135
3. Cargo	..	..	..	..	..	..	..	..	8
4. Compensation for interest, loss of time, &c.	..	..	..	..	..	..	..	..	57
									<hr/> 900

900 dollars at 4·75 equal to 189*l.* 9*s.* 6*d.*

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

Zanzibar, November 29, 1873.

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Inclosure 2 in No. 5.

*Decree.*

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against the Zanzibar vessel named the "Kumba Kumba," her tackle, apparel, and furniture, and also against two male slaves named Juma and Bushure, seized as liable to forfeiture by Percy Hockin, Esq., a sub-Lieutenant in Her Majesty's navy, in charge of the boats of Her Majesty's ship "Daphne." Before John Kirk, Esq., Judge in the Vice-Admiralty Court at Zanzibar, on the 22nd day of July, 1873.

APPEARED personally, Richard Bateman, Esq., a Commander in Her Majesty's Navy, commanding Her Majesty's ship "Daphne," and produced the sworn declaration hereunto annexed, which set out the circumstances under which a Zanzibar vessel named the "Kumba Kumba," of which Edi bin Dadi was master, owned by Salim bin Sultan, of the description and dimensions specified in the annexed certificate of admeasurement, was seized off Mesal Island, near Pemba, on the 25th of June, 1873, by the officer above-named; I, the said Judge, having heard the evidence produced by the captors, having found no proof that the vessel above-named was engaged in the Slave Trade in contravention of Treaties or agreements existing between Great Britain and Zanzibar, do condemn the seizors in all costs, losses, damages, and expenses that have arisen, or shall or may arise by reason of the said seizure and in the costs of suit. Awarding to the owners full compensation for the property so destroyed as shall hereafter be proved to the satisfaction of this Court.

In testimony whereof, I have signed the present decree and caused my seal of office to be affixed thereto this 21st day of November, 1873.

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

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## In the Vice-Admiralty Court at Zanzibar.

*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, finding the Arab dhow "Kumba Kumba," detained by me on the ground that she was engaged in the Slave Trade, to be unseaworthy, the said dhow was destroyed by my orders.

Signed this 4th July, 1873.

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

*Certificate of Admeasurement.*

We, the undersigned Percy Hockin, Acting sub-Lieutenant, and Josiah Fithon, leading seaman, 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 "Kumba Kumba," detained by the boats of Her Majesty's ship "Daphne," on 25th 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:—

## Principal dimensions—

Length at underside of tonnage deck from outside of plank at side of stem to inside of plank at midship stern timber, at the point of one-third round the beam below the deck	.. .. .	109·0 feet.
Main breadth from plank to plank	.. .. .	22·0 "
Depth amidships at the point of one-third of round the beam below the under side of deck to ceiling of floor timber at timber strake	.. .. .	12·4 "

## Tonnage—

Tonnage under tonnage deck	.. .. .	206 tons.
Closed in spaces above the tonnage deck, if any, naming them, poop or round house—		
Poop house: length, 31·1 feet; breadth, 19 feet; height, 6·1 feet		35·63 "
Total	.. .. .	241·63 tons.

Signed July 15, 1873.

(Signed) PERCY HOCKIN, *Acting Sub-Lieutenant.*  
 JOSIAH FITHON, *Leading Seaman.*

No. 6.

*Dr. Kirk to Earl Granville.—(Received January 14, 1874.)*

My Lord,

Zanzibar, December 1, 1873.

I HAVE the honour to forward Decrees of Condemnation in the following three cases of native vessels seized by Her Majesty's ship "Daphne," as compromised in the Slave Trade, although not engaged in transporting large slave cargoes. In each a Decree of Condemnation has been given.

These cases are, No. 26 on the Court file, seized 14th August; No. 27, seized 14th August, and No. 28, seized 5th November; all were condemned on the 21st November, 1873.

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

## ZANZIBAR.

Inclosure 1 in No. 6.

Case No. 26 of 1873.

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Decree.

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against a Zanzibar vessel, name unknown, her tackle, apparel, and furniture, and also against one male slave, named Maulidi, seized, as liable to forfeiture, by Marcus MacCausland, Esq., a Sub-Lieutenant in Her Majesty's Navy, in charge of a boat of Her Majesty's ship "Daphne." Before John Kirk, Esq., Judge in the Vice-Admiralty Court at Zanzibar, on the 21st day of November, 1873.

APPEARED personally, Percy Hockin, Esq., a Sub-Lieutenant in Her Majesty's Navy and in charge of the boats of Her Majesty's ship "Daphne," and produced the Sworn Declaration hereto annexed, setting out the circumstances under which a Zanzibar vessel, name and master unknown, of the description and dimensions specified in the annexed certificate of admeasurement, was seized off Kipungani, on the 14th of August, 1873, by the Officer above named; I, the said Judge, having heard the evidence produced by the captors and after due time and opportunity given to permit of those interested appearing—in the absence of any defence—having found sufficient proof that the vessel, at the time of her seizure, was engaged in the illegal transport of a slave in contravention of Treaties and Regulations existing between Great Britain and Zanzibar, do adjudge the above-mentioned vessel, her tackle, apparel, and furniture, and also one slave boy, named Maulidi, to have been lawfully seized and to be forfeited to Our Sovereign Lady the Queen, and do condemn the same accordingly. And, it being impossible for the captors to bring to the Court the vessel before trial, approve of the course subsequently followed by them in her destruction.

In testimony whereof I have signed the present Decree and caused my Seal of Office to be affixed thereto this 21st day of November, 1873.

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

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Affidavit.

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against a native vessel, name and master unknown, her tackle, apparel, and furniture, and also against a slave-boy, named Maulidi, seized by the late Marcus MacCausland, Esq., then a sub-lieutenant in Her Majesty's ship "Daphne," and commanding the pinnacle of Her Majesty's ship "Daphne" on detached service, on the ground that the vessel at time of seizure was engaged in the Slave Trade.

APPEARED personally Percy Hockin, Esq., Sub-Lieutenant in Her Britannic Majesty's Royal Navy, and made oath, that on the 14th of August, 1873, being off Kipungani, a dhow was observed standing out from Lamo Bay. That Sub-Lieutenant Marcus MacCausland searched her and found a slave-boy on board, who had been placed in the dhow that morning. The boy was not one of the crew, and was not assisting to work the dhow. The boy stated he belonged to one Maulidi wa Kai, a Suahili Arab, living at Lamo. That he had been put in the dhow by his master, and that he did not know where he was going or what was going to be done with him. According to the boy's account, he was bought at Quiloa three years before, taken to Zanzibar, and there bought by his then owner. Sub-Lieutenant Marcus MacCausland placed the boy in the pinnacle and burned the dhow, being convinced that this slave was being transported for sale; and that, not having victuals enough to feed the dhow's crew till he rejoined the "Daphne," they were allowed to land. One of the crew admitted that the boy was a slave, but did not know whether he was shipped for sale. When at Lamo the owner of the slave complained to the Governor about the capture, and the Governor told

Sub-Lieutenant MacCausland that there was no doubt that the boy was a slave, and that it was quite right to take him.

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

On the 21st day of November, 1873, the above deponent was duly sworn to the truth of the affidavit.

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

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*Certificate of Admeasurement.*

I, the undersigned officer of Her Majesty's ship "Daphne," do hereby certify that I have carefully admeasured, in the manner prescribed by Rule 2 of the 22nd section of the "Merchant Shipping Act," the dhow detained by the boats of Her Majesty's ship "Daphne" on the 14th August, 1873, on the ground that she was engaged in or equipped for the Slave Trade, and do certify that her dimensions are as follows:—

Length on upper deck from outside of plank at stern post	..	..	..	..	..	..	..	45 feet.
Main breadth to outside of plank	..	..	..	..	..	..	..	12 "
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	..	..	..	..	..	..	..	24 "
Tonnage—								
Tonnage under tonnage deck	..	..	..	..	..	..	..	24.79 tons.
Closed in spaces above the tonnage deck, naming them, poop or round house—								
Poop	..	..	..	..	..	..	..	..
House	..	..	..	..	..	..	..	..

Signed this 21st day of November, 1873.

(Signed) PERCY HOCKIN,  
*Acting Sub-Lieutenant.*

Approved,  
(Signed) G. R. HOPE, *Commander.*

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*Certificate of Survey.*

I, the undersigned Percy Hockin, a Sub-Lieutenant in Her Britannic Majesty's Royal Navy, do hereby certify that the native vessel detained by the late Sub-Lieutenant Marcus MacCausland on the 14th of August, 1873, on the ground that she was engaged in the Slave Trade, was surveyed by me, and I found that, with the means at our disposal, it was impossible to take her to the ship or to Zanzibar, and she was consequently destroyed.

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

---

*Certificate of Destruction of Vessel.*

I, the undersigned Percy Hockin, holding the rank of Sub-Lieutenant in Her Britannic Majesty's Royal Navy, and commanding the first cutter of Her Majesty's ship "Daphne" on detached service, do hereby certify that the native vessel detained by the late Sub-Lieutenant Marcus MacCausland on the 14th of August, 1873, on the ground that she was engaged in the Slave Trade, was destroyed by his orders, she being unseaworthy.

(Signed) PERCY HOCKIN.

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Inclosure 2 in No. 6.

Case No. 27 of 1873.

—  
Decree.

In the Vice-Admiralty Court at Zanzibar.

OUR Sovereign Lady the Queen against a Zanzibar vessel, name unknown, her tackle, apparel, and furniture, seized as liable to forfeiture by Sub-Lieutenant Percy Hockin, commanding one of the boats of Her Majesty's ship "Daphne," before John Kirk, Esq., Judge in the Vice-Admiralty Court at Zanzibar on the 21st day of November, 1873.

APPEARED personally, Percy Hockin, Esq., a Sub-Lieutenant in Her Majesty's Navy, and in charge of the boats of Her Majesty's ship "Daphne," and produced the sworn declaration hereto annexed, setting out the circumstances under which a Zanzibar vessel, name and master unknown, of the description and dimensions specified in the annexed certificate of admeasurement, was seized off Kipungani on the 14th of August, 1873, by the officer above named. I, the said Judge, having heard the evidence produced by the captors; and after due time and opportunity given to permit of those interested appearing, in the absence of any defence, 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 and regulations existing between Great Britain and Zanzibar, do adjudge the above-mentioned 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. And, it being impossible for the captors to bring to the Court the vessel at the time of the trial, approve of the course subsequently followed by them in her destruction.

In testimony whereof I have signed the present Decree, and caused my seal of office to be affixed thereto this 21st day of November, 1873.

(Signed)

JOHN KIRK.

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

—  
*Affidavit.*

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against a native vessel, name unknown, her tackle, apparel, and furniture, seized by Percy Hockin, Esq., a Sub-Lieutenant in Her Britannic Majesty's Royal Navy, 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, Percy Hockin, Esq., a Sub-Lieutenant in Her Britannic Majesty's Royal Navy, and made oath that, on the 14th of August, 1873, being off the Kipungani, a dhow was observed, and that he was sent in chase by Sub-Lieutenant Marcus MacCausland; that the dhow, on being pursued, altered her course, and stood in for the beach. That the deponent followed and fired over the dhow and through the sail, hailing the dhow to lower her sail and wait till she was boarded. That the dhow was beached, and the deponent saw several people leave the dhow, some of whom were small children, quite naked, who were dragged through the water by the others. That the deponent and some of the cutter's crew jumped overboard and tried to intercept the party, but did not succeed. That he then got the dhow afloat, and took her back to Sub Lieutenant MacCausland, who had himself seen the landing of the slaves and desertion of the dhow, to conclusively prove her connection with the Slave Trade. Destroyed the dhow, being unable to take her back to the ship.

(Signed)

PERCY HOCKIN,

*Sub-Lieutenant.*

On the 21st November, 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-General.*

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*Certificate of Survey.*

I, the undersigned Percy Hockin, a Sub-Lieutenant in Her Britannic Majesty's Royal Navy, do hereby certify that the native vessel detained by the late Sub-Lieutenant Marcus MacCausland on the 14th of August, 1873, at Kipungani, on the ground that she was engaged in the Slave Trade, was surveyed by me, and I found that, with the means at our disposal, it was impossible to take her to the ship or to Zanzibar, and she was consequently destroyed.

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

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*Certificate of Destruction of Vessel.*

I, the undersigned Percy Hockin, holding the rank of Sub-Lieutenant in Her Britannic Majesty's Navy, and commanding the first cutter of Her Majesty's ship "Daphne," on detached service, do hereby certify that the native vessel detained by me on the 14th of August, 1873, on the ground of being engaged in the Slave Trade, was destroyed by the orders of the late Sub-Lieutenant Marcus MacCausland, she being unseaworthy.

(Signed) PERCY HOCKIN,  
*Sub-Lieutenant and Capturing Officer.*

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*Certificate of Admeasurement.*

I, the undersigned officer of Her Majesty's ship "Daphne," do hereby certify that I have carefully admeasured, in the manner prescribed by Rule 2 of the 22nd section of the Merchant Shipping Act, the dhow detained by the boats of Her Majesty's ship "Daphne" on the 14th 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 stern post .. .. .	42 feet.
Main breadth to outside of plank .. .. .	11 "
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 .. .. .	23 "
<b>Tonnage—</b>	
Tonnage under tonnage deck .. .. .	20·63 tons.
Closed in spaces above the tonnage deck, if any, naming them, poop or round house—	
Poop .. .. .	.. .. .
House .. .. .	.. .. .

Signed this 21st day of November, 1873.

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

Approved,  
(Signed) G. R. HOPE, *Commander.*

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Inclosure 3 in No. 6.

Case No. 28 of 1873.

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*Decree.*

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against a Zanzibar vessel, name unknown, her tackle, apparel, and furniture, seized, as liable to forfeiture, by Henry Harris, Esq., a Sub-Lieutenant in Her Majesty's Navy, in charge of one of the boats of Her Majesty's ship "Daphne." Before John Kirk, Esq., Judge, in the Vice-Admiralty Court at Zanzibar, on the 21st day of November, 1873.

APPEARED personally, George Robert Hope, Esq., a Commander in Her Majesty's Navy, and commanding Her Majesty's ship "Daphne," and produced the sworn declaration

hereunto annexed, setting out the circumstances under which a Zanzibar vessel, name and master unknown, of the description and dimensions specified in the annexed certificate of admeasurement, was seized at Chungwa, near Lindy, on the 5th of November, 1873, by the officer above named. I, the said Judge, having heard the evidence produced by the captors, and after due time and opportunity given to permit of those interested appearing, in the absence of any defence, 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 and Agreements existing between Great Britain and Zanzibar, do adjudge the above-mentioned 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. And whereas it was impossible for the captors to bring to the Court the vessel before trial, approve of the course subsequently followed by them in her destruction. In testimony whereof I have signed the present Decree, and caused my seal of office to be affixed thereto, this 21st day of November, 1873.

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

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*Affidavit.*

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

Our Sovereign Lady the Queen against a native vessel, name unknown, her tackle, apparel, and furniture, seized by Henry Harris, Esq., Sub-Lieutenant in Her Majesty's ship "Daphne."

APPEARED personally, George Robert Hope, Esq., a Commander in Her Majesty's Royal Navy, and commanding Her Majesty's ship "Daphne," made oath that on the 6th November, 1873, on the return of the second cutter from detached service, Sub-Lieutenant Henry Harris informed the deponent that, on the 5th November, 1873, a banyan (whose signature to the fact will be produced), residing at Chungwa, had given information that a coasting dhow then in the harbour had landed a dozen or so slaves on Sunday night, the 2nd November, which she had brought from Msoody, in Mikandani Bay. On searching the dhow in question she was found to be quite empty, mast, sail, anchor, &c., all gone. On inquiry from the Chief he stated that the nakoda and crew had run away on the cutter entering the harbour, which was corroborated by the nakoda of an Arab dhow, who also said that he had heard one of the crew directed to bring a slave yoke out of the dhow. The Chief, however, stated that he had seized the mast and sail to pay the Custom dues they were evading. Mr. Harris directed him to detain the dhow whilst he reported the case. After having an interview with the Chief of Lindy, under whose authority Chungwa is, the cutter returned with an Arab officer, with directions to the Chungwa Chief to send the dhow to Lindy. This, he said, was impossible, as he had given up the mast and sail to the owner; and yet he stated that he did not know where and who he was, and that he could not be found. On this being reported to deponent on the 7th, the Arab officer informing him that he could do no more in the matter, he directed Mr. Harris to proceed at once to Chungwa, give six hours' notice for the owner to appear to answer the charge against him, and if he did not come destroy her, there being no means of navigating her, the Chief informing Mr. Harris on the 8th that there was no chance of getting hold of the crew, as they had run away. She was destroyed.

A gang of slaves had been seen at work in this place, and it is probable that this was another supply brought there.

(Signed) G. R. HOPE, *Commander, R.N.*

On the 21st November, 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-General.*

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*Certificate of Detention.*

I, the undersigned George Robert Hope, Esq., holding the rank of Commander in Her Britannic Majesty's Navy, and commanding Her Majesty's ship "Daphne," do

hereby certify that a dhow, name unknown, was detained by Sub-Lieutenant Henry Harris, in charge of the second cutter, on the 5th November, 1873, on the ground that the said dhow was engaged in, or equipped for the Slave Trade. Also, that no papers or colours were found on board.

(Signed) G. R. HOPE, *Commander.*

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*Certificate of Destruction of Dhow, No. 28 of 1873.*

I, the Undersigned George Robert Hope, holding the rank of Commander in Her Britannic Majesty's Navy, and commanding Her Majesty's ship "Daphne," do hereby certify that the dhow detained by the boats of this ship on the 5th November, 1873, having been reported unseaworthy by the capturing officers, the said dhow has been destroyed by my orders.

(Signed) G. R. HOPE, *Commander,*  
*Commanding Her Majesty's ship "Daphne."*

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*Certificate of Admeasurement.*

I, the undersigned officer of Her Majesty's ship "Daphne," do hereby certify that I have carefully admeasured, in the manner prescribed by Rule 2, of the 22nd section of the Merchant Shipping Act, 1854, the dhow detained by the boats of Her Majesty's ship "Daphne," on the 5th day of November, 1873, on the ground that she was engaged in, or equipped for, the Slave Trade; and do certify her dimensions are as follows:—

Length on upper deck from outside of plank at stem to outside of plank at stern post .. .. .	34 feet.
Main breadth to outside of plank .. .. .	10 ft. 4 in.
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 .. .. .	18 ft. 6 in.
Tonnage—	
Tonnage under tonnage deck .. .. .	12·002 tons.
Closed in spaces above the tonnage deck, if any, naming them, poop or round house	
Total .. .. .	12·002 tons.

(Signed) R. HARRIS, *Sub-Lieutenant.*

Approved,  
(Signed) G. R. HOPE, *Commander.*

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No. 7.

*Dr. Kirk to Earl Granville.—(Received January 14, 1874.)*

*Zanzibar, December 1, 1873.*

My Lord,  
I HAVE the honour to inclose Decree of Condemnation of dhow, No. 24 of 1873, in Vice-Admiralty Court, captured or destroyed by the boats of Her Majesty's ship "Vulture," when landing slaves at Pemba.

The great demand for slaves in Pemba, owing to the high price of cloves, which now sell for nine times their former value, previous to the hurricane that destroyed the plantations of Zanzibar, has induced many dhow owners to carry slaves from Zanzibar Island and from the opposite mainland.

The short distances between these places and Pemba, render it almost impossible for our cruisers, even with their boats, to check the smuggling that goes on in fishing canoes and small craft.

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

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Inclosure in No. 7.

Case No. 24 of 1873.

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 Decree.

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against a native vessel or dhow, name, nation, and owner alike unknown, her tackle, apparel, and furniture; also against two female slaves named Hamkuiai and Ngini, seized, as liable to forfeiture, by Géorge Drury, Esq., a Sub-Lieutenant in Her Majesty's Navy, when on detached service in charge of the boats of Her Majesty's ship "Vulture." Before John Kirk, Esq., Judge in the Vice-Admiralty Court at Zanzibar, on the 15th day of November, 1873.

APPEARED personally, Robert B. Cay, Esq., Commander in Her Majesty's Navy, commanding Her Majesty ship "Vulture," 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 was seized at Pemba, on the 22nd of October 1873, by the officer above named. I, the said Judge, having heard the evidence, and in the absence of anyone appearing for the defence, having found sufficient proof that the vessel at the time of her seizure was engaged in the illegal transport of slaves from Zanzibar to Pemba, in contravention of Treaties existing between Great Britain and Zanzibar for the suppression of the Slave Trade, do adjudge the above-mentioned vessel, her apparel, tackle, and furniture, and also the two female slaves Hamkuiai and Ngini, to have been lawfully seized, and to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly. Further, that it having been shown that the vessel had been abandoned and partly destroyed by the owners, that the captors were justified in destroying her.

In testimony whereof I have signed the present Decree, and caused my seal of office to be affixed thereto, this 17th day of November, 1873.

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

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 Affidavit.

Her Majesty's Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against a dhow or vessel, name and nation unknown, the name of the owner and master also unknown, her tackle, apparel, and furniture, and also against two slaves (female), seized by George Drury, Sub-Lieutenant in Her Majesty's Navy.

APPEARED personally, George Drury, Sub-Lieutenant of Her Majesty's ship "Vulture," and made oath that on the 10th day of October, 1873, he was detached from Her Majesty's ship "Vulture," to cruize for the suppression of the Slave Trade on the East Coast of Africa, in charge of two cutters, during which cruize he seized and destroyed on the 22nd October, 1873, a dhow or vessel, name unknown, name of owner or master also unknown, the said dhow or vessel having run on shore to avoid capture between Kohain Bay and Port Chak Chak, and that the circumstances of the seizure were as follows:— Whilst lying in Kohain Bry, south part of Pemba, on the date above mentioned, the deponent being in the second cutter of Her Majesty's ship "Vulture," at about 10 o'clock in the forenoon, observed a dhow steering in for the bay, with a fair wind; when within two miles of the anchorage, he stood off in the second cutter to board her, the dhow having by this time anchored, and, as he thought, prepared to land her slaves; immediately on seeing the boat, she weighed and made sail, steering straight out of the bay before the wind; Lieutenant Drury pulled after her at once, gaining considerably by crossing a reef which she had to round. The cutter took the ground on the reef, which obliged the crew to carry her over, thereby cutting badly their feet. The wind falling light, the dhow immediately made for and ran on shore on the nearest point of land; deponent saw the crew with the help of their canoe landing the slaves as fast as possible, and carrying the small ones through the surf, and opened fire with rifles to make them stop, but without

effect; deponent does not think any one was hit, as he did it to intimidate, being considerably out of range; on coming alongside, he found the dhow was empty and scuttled by her people; that he then landed with the interpreter, and he found two slaves; he should have further pursued to catch more, but the men's feet were cut when crossing the reef; he thinks there were landed about 100 slaves; he found none of the dhow's people. Further, that he then burnt the dhow, and he saw no papers or colours. The dhow was prepared for slaves, with mats, &c.

(Signed) **GEORGE DRURY,**  
*Sub-Lieutenant.*

On the 25th of October 1873, the deponent was duly sworn to the truth of this affidavit

Before me,  
(Signed) **FREDERIC ELTON,** *Acting British Vice-Consul and*  
*1st Assistant Political Agent, Zanzibar.*

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*Certificate of Admeasurement.*

I, the undersigned George Drury, Sub-Lieutenant in Her Majesty's Navy, do hereby certify that I have carefully measured the dhow or vessel, no name nor nation, destroyed by me on the 22nd October, 1873, between Kohani and Chak Chak Bay, Pemba, on the ground that she was engaged in the Slave Trade.

I certify that her dimensions are as follows:—

Length of upper deck from outside plank at stem to stern post .. .. .	80 feet.
Main breadth to outside plank .. .. .	18 "
Girth of ship under the keel at main breadth from the upper deck on one side .. .. .	37 "
of the vessel to the upper deck on the other .. .. .	102·85 tons.
Tonnage .. .. .	

Signed this 20th day of November, 1873.

(Signed) **GEORGE DRURY,**  
*Sub-Lieutenant.*

Approved by me this 21st day of November, 1873.

(Signed) **R. B. CAY,** *Commander, H.M.S. "Vulture."*

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*Certificate as to Money or Valuables found on board Dhow.*

I, the undersigned George Drury, Sub-Lieutenant in Her Majesty's Navy, being detached in the boats of Her Majesty's ship "Vulture," do hereby state that the following is a correct account of all the monies and valuables found on board the dhow, no name nor nation, destroyed by me on the 22nd October, 1873, between Kohani and Chak-Chak Bay, Pemba, on the ground that she was engaged in the Slave Trade, viz.:—Nil.

(Signed) **GEORGE DRURY,**  
*Sub-Lieutenant.*

Approved by me this 21st day of November, 1873.

(Signed) **R. B. CAY,** *Commander, H.M.S. "Vulture."*

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*Certificate of Report of Survey.*

I, the undersigned George Drury, Sub-Lieutenant in Her Majesty's Navy, do hereby certify that on surveying the dhow or vessel, no name or nation, which had been run on shore between Kohani and Chak-Chak Bay, Pemba, by her own crew, who scuttled and attempted to burn the said dhow. I, therefore, destroyed her, as it was quite impossible to get her off, and take her to Zanzibar before a Court of adjudication.

(Signed) **GEORGE DRURY,**  
*Sub-Lieutenant.*

Approved by me this 21st day of November, 1873.

(Signed) **R. B. CAY,** *Commander, H.M.S. "Vulture."*

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*Certificate of Destruction.*

I, the undersigned George Drury, Sub-Lieutenant in Her Majesty's Navy, being detached in the boats of Her Majesty's ship "Vulture," do hereby declare that, on the 22nd October, 1873, I destroyed a dhow or vessel, name and nation unknown, between Kohani and Chak-Chak Bay, Pemba, on the ground that she was engaged in the Slave Trade, the reasons for destruction being that she was run on shore and scuttled by her own crew, who had also attempted to burn her.

(Signed)

GEORGE DRURY,  
*Sub-Lieutenant.*

Approved by me this 21st day of November, 1873.

(Signed)

R. B. CAY, *Commander, H.M.S. "Vulture."*

## No. 8.

*Dr. Kirk to Earl Granville.—(Received January 14, 1874.)*

My Lord,

*Zanzibar, December 1, 1873.*

I HAD, while awaiting a reply to my letter forwarding the case of the dhows taken by Her Majesty's ship "Daphne" for having slaves as sailors on board, taken possession of a vessel seized by Captain Malcolm, of Her Majesty's ship "Briton," under circumstances of a similar nature.

Captain Malcolm prosecuted the owners of this vessel on three charges—

1. Having slaves on board as sailors, but regarding whom no charge of any intention of sale could be brought forward.

2. For having carried a cargo of slaves a short time before from Zanzibar to Pemba.

3. Inasmuch as the captain of the dhow was said to be an old and convicted slave-dealer, previously captured by Her Majesty's ship "Wolverene," and punished by my orders.

The first charge was evident, there were three slaves working as sailors on board; but, so far from there being proof that they were for sale, there was evidence sufficient to make such a contingency improbable.

On the second charge there was no proof whatever beyond vague rumours of what the Captain was said to have stated in conversation to a worthless and low-class interpreter, and on this evidence differed most materially, while the party himself solemnly denied having ever made such an admission.

On the third charge, it turned out that the Captain of the dhow had been one detained by Her Majesty's ship "Wolverene;" but so little had the grounds been for the detention that the case never appeared in Court on that occasion; proof of innocence, therefore, remained instead of guilt.

As the case then turned on the presence of three domestic slaves as sailors in the vessel, and as it was evident these were not for sale, I ordered release of the vessel, which was given over to the Captain and Supercargo accordingly, following in this the principles implied by the Law Officers of the Crown in exactly similar cases.

As the vessel and cargo were here intact I was able to deliver over without any claim being laid for detention, &c., and by decree condemn the Captain in Court costs, which, no doubt, will be paid on the return of Her Majesty's ship "Briton" from cruising.

I have, &c.

(Signed) JOHN KIRK.

Inclosure in No. 8.

Case No. 25 of 1873.

*Decree.*

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against the Zanzibar vessel named the "Zahura," her tackle, apparel, and furniture; and, also, against three male slaves named Uledi, Baraka, and Urzkue, seized as liable to forfeiture, by James Frederick Foot, Esquire, a Sub-Lieutenant in Her Majesty's Navy, in charge of a boat of Her Majesty's ship "Briton." Before John Kirk, Esquire, Judge, in the Vice-Admiralty Court, at Zanzibar, on the 13th day of November, 1873.

APPEARED personally, George John Malcolm, Esquire, Captain of Her Majesty's ship "Briton," and produced the sworn declaration hereunto annexed, setting out the circumstances under which a Zanzibar vessel, named the "Zahura," of which Malesho was master, owned by Kirate wad Humje, was seized at Makungani Island, near Pemba, on the 8th day November, 1873, by the officer above-named, and brought into Zanzibar Harbour; I, the said Judge, having heard the evidence and examined the witnesses on both sides, not having found sufficient proof that the vessel at the time of her seizure was engaged in the illegal transport of slaves, and the seizors having failed to prove that the same vessel and captain had on a previous occasion carried slaves in contravention of Treaties and Agreements between Great Britain and Zanzibar, it also having been proved that the master was not found guilty of any former cases of slave-dealing on the occasion referred to by the captors in their affidavit, do decree the said ship and slaves to be restored to their former owners for their use and benefit, condemning the seizors in costs of suit, but free of all claims for damages and expenses that have arisen 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 21st day of November, 1873.

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

*Affidavit.*

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against the Zanzibar dhow or vessel called the "Zahura," whereof Malesho was master, her tackle, apparel, and furniture, and also against three male slaves, named Uledi, Baraka, and Urzkue seized by James Frederick Foot, Navigating Sub-Lieutenant in Her Majesty's Navy.

APPEARED personally, George John Malcolm, Esq., Captain of Her Majesty's ship "Britain," and made oath that, on the 6th day of November, 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, James Frederick Foot, Navigating Sub-Lieutenant, being in charge; that upon the return of the boat on the 11th day of November, 1873, the said James Frederick Foot, Navigating Sub-Lieutenant, informed the deponent that he had detained, on the 8th day of November, 1873, at Makunjany Island, near Pemba, a native vessel under Zanzibar colours said to belong to Kiate-bin-Hunze of Pemba Island, having on board three male slaves without wages and against their will, and for having on a previous occasion carried slaves between Kokotony and Pemba with the knowledge of Salem-bin-Kiate, the son of the owner, who was on board as his representative, the nakoda himself having already been convicted of carrying slaves in contravention of the Treaties existing between Great Britain and Zanzibar for the suppression of the Slave Trade; whereupon James Frederick Foot, Navigating Sub-Lieutenant, brought the vessel to Zanzibar for adjudication, and he forthwith made oath that the only papers found on board were a pass from the Sultan of Zanzibar and a letter.

(Signed) G. MALCOLM, *Captain.*

On the 13th day of November, 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-General at Zanzibar.*



*Certificate of Restitution.*

I, John Kirk, Judge in the Vice-Admiralty Court at Zanzibar, hereby certify that the vessel and cargo seized by Captain Malcolm and placed in the Vice-Admiralty Court here, in which Decree of Restitution was given in favour of the vessel, the cargo not being proceeded against, were both restored to their respective owners and delivery taken in full.

(Signed) JOHN KIRK,

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

November 17, 1873.

No. 9.

*Dr. Kirk to Earl Granville.—(Received January 14, 1874.)*

My Lord,

*Zanzibar, December 1, 1873.*

HAVING completed the inspection of the Coast Settlements north of Mombasa, and there introduced the new state of things demanded by the late Treaty, liberating all slaves held by Indians of all castes and kinds, irrespective of whether or not they claimed or rejected our protection, I had fully intended and was about to proceed by land along the coast line from Dar-es-Salam to Kilwa, and there following out the same policy at the many small trading stations occupied along the district; and I anticipated a somewhat lengthened stay at Kilwa itself in order to discover in what way the slave dealers obtained money, and if from Indians to take the steps necessary to put a stop thereto, as had been so thoroughly done at Lamo and elsewhere on my previous journey.

Having received permission of the Government of India to avail myself of leave on medical certificate, and being thus unable personally to carry through what remained of this most important work, I at once ordered the First Assistant, Mr. Elton, to hold himself in readiness and make himself thoroughly acquainted with what would be needed of him, furnishing him with instructions for his guidance, and with copies of documents that might be of use to him.

Thus prepared Mr. Elton sets out for Dar-es-Salam. On the way to Kilwa he will pass the copal fields and cross the Lufiji above the point to which that river was ascended by Captain Wharton and myself; he will be able then to furnish valuable information on two interesting points outside the special duty on which he is primarily employed.

Did I not feel that the heavy work to which I have been exposed and the length of residence I have had in this very exhausting climate required a change of air, which had been strongly urged upon me by all medical men who have visited the place, I should have followed out my original intention and proceed in person to Kilwa to complete the course which my former visit intended me to plan.

I need not say that in deputing Mr. Elton I do so with the fullest confidence in his good judgment, for in this delicate duty judgment and temper are more needed than zeal; one step too far might arouse antipathies and opposition that could only be overcome greatly to the detriment of legitimate trade, and without gaining the desired object as effectually in the end.

There now remains the Island of Pemba and the Coast Settlements from Wasin to Dar-es-Salam to be visited for a similar purpose, but these are at hand and easily undertaken.

So much, the Indians themselves now desire to see the end of the question, that many have come from the coast to declare their slaves, and beg that some one may be sent to give them their papers of freedom. There have, indeed, been not a few cases in which Indians living in places I have not yet visited have been put to some inconvenience and expense from complaints of slaves, whom they cannot themselves release or lose sight of without exposing themselves to the accusation of having sold them.

In the interest of the people themselves, I have therefore taken the earliest opportunity to free them from this serious danger, and reduce the whole of the district under my jurisdiction to one uniform status as regards the impossibility of any Indian holding or dealing in slaves.

I have, &c.

(Signed) JOHN KIRK.

No. 10.

*Dr. Kirk to Earl Granville.—(Received January 14, 1874.)*

My Lord,

*Zanzibar, December 4, 1873.*

WITH reference to my report of 7th November last, in which I reported to your Lordship that a Bania slave-owner had been committed for trial, and that I proposed sending him to Bombay, I now have the honour to state that on arrival of the said Kesu Gokaldass, and carefully reviewing the case, it seemed to me more desirable to dispose of the matter at Zanzibar, from the impossibility of forwarding the slaves as evidence to the High Court.

I, therefore, heard the case, in the Consular Court, sitting with the two headmen of the prisoner's caste as assessors, and have the honour to inclose copy of proceedings for your Lordship's information.

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

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Inclosure in No. 10.

In Her Britannic Majesty's Consular Court, December 3, 1873.

*Her Majesty the Queen v. Kesu Gokaldass.*

IN pursuance of the instructions of the Government, "For the suppression of slave-holding by Indians," and in accordance with the Proclamations of the Indian Government and the Rao of Kutch; the prisoner, Kesu Gokaldass, appears before John Kirk, Esq., Her Majesty's Political Agent and Consul-General, Zanzibar, and sitting with him as assessors:

1. Jaita Ananji.
2. Lakhmidas Ladha.

On the 3rd day of December, 1873, charged with offences punishable under sections 370 and 371 of the Indian Penal Code.

Inasmuch as at Lamo, on the 29th day of November, 1873, he was found to have sold one Zafrani, a Galla woman, who he had purchased previously from a Swaheli, and held in slavery for about twelve months, for a sum of 55 dollars.

Kesu Gokaldass was compelled by the Consular authority both to indemnify the Arab purchaser from loss, and redeem and set at liberty this same Zafrani, who on the same 29th day of November, was furnished with free papers by Her Majesty's Consul-General.

And on the same 29th day of November, from information received, the house of Kesu Gokaldass was afterwards searched, when on his premises was found concealed one Uniati, an Kzalia, or native-born woman of Lamo, held in slavery as a concubine, who formerly was the property of a Sheheri Arab, and purchased by Gokaldass about six months previously for a sum of 36 dollars. This woman was also furnished with free papers by Her Majesty's Consul-General.

And furthermore, Kesu Gokaldass, in order to avoid pecuniary loss from the orders of the Government, sold or caused to be sold a third slave, Zafrani (No. 2) for a sum of 26 dollars.

Prisoner pleaded guilty to the charges, and confesses their truth, throwing himself on the mercy of the Court, which now condemns him, the said Kesu Gokaldass to pay a fine of 300 rupees, to be placed to the credit of Her Majesty's Indian Government; failing which to suffer imprisonment for the period of one year; and furthermore to be banished from the Dominions of His Highness the Sultan of Zanzibar for life, in accordance with the provisions of 16th section of Her Majesty's Order in Council, dated the 9th day of August, 1866, for regulating Consular jurisdiction within the dominions of the Sultan of Zanzibar.

The above being read in Court, the Assessors agree and concur in the judgment.

(Signed) JOHN KIRK,

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

*Zanzibar, December 3, 1873.*

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No. 11.

*Dr. Kirk to Earl Granville.—(Received January 14, 1874.)*

My Lord,

Zanzibar, December 8, 1873.

I HAVE the honour to report that Mahammed bin Hamed, and the soldiers who were sent under him to Pangani to attack a stockaded position occupied by runaway slaves, two days to the south of the river of Pangani, in the Wazigua country, have returned, being recalled by the Sultan.

On arrival of Mahammed bin Hamed, His Highness did not return his relative's salute, and has expressed himself very strongly in speaking of his conduct.

It seems the runaways did not number above 400, and the Sultan's troops, Arab and negro, &c., were not under 3,000, with one field-piece, but with this force the Arabs had not dared to attack the enemy's stockade.

As this settlement of runaway slaves does not at present threaten the coast route it is possible no further steps will be taken for some time.

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

P.S.—December 10, 1873. Since the above was written, Mahammed bin Hamed, the Sultan's relative, and Suleman bin Obeed, Governor of Pangani, have been arrested and placed in irons in the fort.

J. K.

No. 12.

*Dr. Kirk to Earl Granville.—(Received January 14, 1874.)*

My Lord,

Zanzibar, December 8, 1873.

WITH reference to the misdeeds of Bwana Heri, late interpreter on board Her Majesty's ship "Daphne," who was discharged from that vessel at my request, as reported on the 22nd November, I have now the honour to state that, it being proved he had at various times of late taken as bribes or extorted while on duty 130 dollars, in sums varying from 30 dollars and under, he has been publicly flogged in presence of a Consular servant, and given over to His Highness, by whom what can be found of his ill-gotten property has been seized.

It would have taken too long to enter into detail into each case of which he was accused after sufficient evidence was found to convict him, but there can be no doubt that many larger sums than the above had been received.

Bwana Neri is by no means the only interpreter guilty of extortion while acting in our ships-of-war; one Mahommed bin Ali was equally guilty, but he has been dismissed some time ago.

I have no doubt the example made by the punishment of Bwana Neri will have a good effect on others, and also encourage honest men to resist illegal demands made against them.

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

No. 13.

*Dr. Kirk to Earl Granville.—(Received January 14, 1874.)*

My Lord,

Zanzibar, December 8, 1873.

I HAVE the honour to state that, availing myself of the kindness of Captain Wharton, of Her Majesty's ship "Shearwater," I crossed for two days to the opposite shore, with a view to accompanying him while surveying the mouths of the River Wami.

This river was highly spoken of first by Mr. Stanley as the road of the future by which commerce would enter this part of Africa, and it had been examined by Captain Malcolm and others last year without any definite result.

I had before visited the only known two mouths of the river, the Chanungu and Furahunya, and found them useless for navigation, but it had been since suggested that the Utondwe Creek, a little further south, might probably come from the Wami, and

that the river higher up was of greater importance than it seemed at either of its known mouths.

This creek is marked on the old charts as Port Sam, and off this we anchored, crossing the bar the same evening at high water in the steam cutter without trouble. It proved, however, to be a mere tidal creek, running but a short way inland, and not forming any communication with the Wami.

The following morning we passed north by sea to the Chanungu mouth of the Wami. This we entered with difficulty, although it was near springs, and the tide had not fallen very much, the steam cutter, drawing only 3 feet, touching several times between the waves. The creek, once entered, was of small size and very shallow; and, after a mile and a half, were told by natives engaged cutting wood that we could pass no further by what seemed the main stream, which only at highest tide united above by a shallow channel with the Wami, but that the real connection was formed by a crop canal, the mouth of which we were then opposite. This was a ditch about 15 yards wide, quite dry at low tide in great part of its extent, but by which we afterwards got the steam cutter through into the Furahanya, or main mouth of the Wami.

This main mouth is, however, itself impassable three miles from the sea, unless when the tide rises, and although this is not the driest time of the year, and showers had of late been very frequent, the Wami was proved to be wholly impassable beyond three miles to a steam cutter of 3 feet draught of water.

At low tide there is not even a passage for a canoe by either of its mouths, and natives pass on foot easily along the sea-beach, crossing the two river mouths and walking through only a few inches of water and mud.

The river where we saw it was full of hippopotami, and higher up these animals live in the deeper reaches and pools. As a trade route this river is, in my opinion, utterly useless. Now there is not water enough for a boat, and in the rainy season the current will be very strong, and the river subject to sudden rises and falls of level. Compared with the Kingani, a parallel river entering near Bagamoyo a few miles further south, and which I have also ascended about twelve miles, the Wami seemed small.

There are, in fact, in the dominions of the Sultan of Zanzibar only two rivers that deserve further exploration, the Lufiji and the Juba. Regarding the former, we may expect to receive some information through the officer now sent to inspect the villages between Dar-es-Salam and Kilwa, who will cross the Lufiji on his route, and whom I have particularly requested to note the size of the stream, and collect what information he can.

Should the Lufiji prove navigable in any sense, it possesses an easy entrance without a bar, into which a vessel of moderate size may easily pass and ascend for several miles.

When on the Wami I learned that a caravan of 400 slaves had just crossed at the Wado village of Gama, a little above where turned. This is the largest caravan of slaves that has passed by land from Kilwa. It is now at Saadani recruiting before marching to Pangani.

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

No. 14.

*Dr. Kirk to Earl Granville.—(Received January 14, 1874.)*

(Extract.)

*Zanzibar, December 9, 1873.*

HAVING obtained permission from the Indian Government to proceed to Europe on temporary leave, I shall lose no time in placing in your Lordship's hands the original Declaration of Meaning of the Treaty of June 5th, 1873, signed by the Sultan of Zanzibar.

Inclosure in No. 14.

*The Declaration of Meaning of the Treaty of June 5, 1873.*

IN order to remove certain doubts regarding the actual meaning and operation of the provisions of the Treaty of 5th June, 1873, for the suppression of the Slave Trade within the dominions of the Sultan of Zanzibar, in so far as these relate to slaves not for sale, but being conveyed by sea against their will:—"It is provisionally agreed upon by his

Highness Seyed Burgash, Sultan of Zanzibar, on the one part, and by John Kirk, Esq., Her Majesty's Political Agent and Consul-General on the other part, pending the gracious approval of Her Majesty the Queen of Great Britain and Ireland, as follows:—

“That any Zanzibar vessel found carrying slaves either as domestics, or serving as sailors against their will, but not for sale, shall, although liable to detention, no longer be destroyed or condemned; these slaves shall, however, in all cases be freed by the British authorities, and the vessel and cargo released, his Highness the Sultan of Zanzibar hereby engaging to punish the offenders, the owner or owners, and Captain.”

“And, moreover, it is distinctly understood that nothing herein written shall in any way affect or alter what has been agreed upon regarding vessels in which slaves are conveyed for sale.”

## No. 15.

*Dr. Kirk to Earl Granville.—(Received January 14, 1874.)*

My Lord,

Zanzibar, December 18, 1873.

I HAVE the honour to report having given over this day to Captain W. T. Prideaux the duties of Consul-General here. Captain Prideaux will, subject to your Lordship's approval, act for me during temporary absence on sick certificate.

I have, &c.  
(Signed) JOHN KIRK

## No. 16.

*Lord Tenterden to Captain Prideaux.*

Sir,

Foreign Office, January 24, 1874.

EARL GRANVILLE has received Dr. Kirk's despatch of the 10th ultimo, announcing his having handed over to you the charge of Her Majesty's Consulate-General, and I am directed by his Lordship to state to you that he authorizes your acting as Consul-General at Zanzibar during Dr. Kirk's absence.

I am, &c.  
(Signed) TENTERDEN.

## No. 17.

*Lord Tenterden to Captain Prideaux.*

Sir,

Foreign Office, January 24, 1874.

I AM directed by Earl Granville to inform you that his Lordship approves of Dr. Kirk having deputed Captain Elton to proceed on a tour of inspection, with a view of dealing with British Indian subjects, suspected of being slaveholders, between Dar-es-Salaam and Kilwa, as reported in Dr. Kirk's despatch of the 1st ultimo. His Lordship also approves the instructions given by Dr. Kirk to Captain Elton on the subject, as reported in his despatch of the 17th ultimo.\*

I am, &c.  
(Signed) TENTERDEN.

## No. 18.

*Captain Prideaux to Earl Granville.—(Received February 12.)*

My Lord,

Zanzibar, January 8, 1874.

IN continuation of Dr. Kirk's despatch dated 11th October 1873, I have the honour to report, for the information of your Lordship, that on the 27th December I received an intimation from His Highness Seyid Burgash that the murderer of Lieutenant

\* See Papers laid before Parliament, "Slave Trade, No. 5, 1874."

McCausland had been seized and forwarded to Zanzibar, where he was imprisoned in the fort.

Beyond the villagers of Kiunga, the only persons present, when the murder was committed, were a man named Bwana Heri, one of the interpreters of Her Majesty's ship "Daphne" who was lately dismissed from that ship and publicly flogged for misconduct, as reported in Dr. Kirk's letters dated respectively 22nd November and 8th December last, and the nacoda of a dhow bearing English colours. This latter was absent from Zanzibar, and, therefore, although I felt but little confidence in the interpreter's veracity, I thought it my duty to send him to the fort to assist in identifying the prisoner. On his return he stated that although the prisoner possessed some slight resemblance to one of the people who sat near Mr. McCausland at the time of the murder, he could not positively assert that he was the actual assassin, and he further declared that his terror at the time was so great that he did not think he would ever be able to identify the persons who sat near the unfortunate officer. I then requested my assistant, Mr. Holmwood, who is well acquainted with the Swahili language, to visit the fort, and after personally examining the prisoner, to favour me with his report upon the subject.

I inclose a copy of the notes taken by Mr. Holmwood upon this occasion for the information of your Lordship.

So far as Mr. Holmwood was able to ascertain, the prisoner, although a Bajunia, was a native of a village situated six or seven miles from Kiunga, and he asserted that he knew nothing about the murder beyond the fact that it had been committed, which must naturally have been a matter of common notoriety amongst the villagers upon the coast.

The Sultan was unable to afford me any evidence at all upon the subject, and the mere fact of the prisoner having been sent down by the Governor of Lamo as the culprit, appeared to him to justify his conviction.

Setting aside, however, the gross injustice of punishing a man upon such slender grounds as those adduced, I felt that it would be most impolitic to acquiesce in a conviction except one based upon the clearest and most irrefragable evidence. No real satisfaction in the case of a similar offence could ever be obtained hereafter if it were once believed that we should be content to accept, without any investigation, the first victim who was offered.

I, therefore, made a formal demand upon His Highness Seyid Burgash that Mzee Saif, the Paramount Chief of the Bajunia, should be called on to arrest and send to Zanzibar without delay the Chief of Kiunga Mujahidi bin Shereefi, who it was proved to Dr. Kirk's satisfaction must have had some previous knowledge of the crime that was about to be committed, and further to forward for examination the witnesses or other persons on whose information the accused was arrested.

His Highness willingly acceded to this demand, and I trust that I shall soon be able to report to your Lordship that the difficulty has been satisfactorily terminated and justice executed upon the culprits.

I should add in conclusion that I have despatched a messenger to Lamo in search of the nacoda of the English dhow, whose evidence upon the question of identity would be most important.

I have, &c.  
(Signed) W. F. PRIDEAUX.

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#### Inclosure in No. 18.

*Examination of a Prisoner, seized and placed in the Fort at Zanzibar by His Highness Seyid Bergash, as Bwana Heri, the murderer of Lieutenant McCausland, on the 15th September, 1873.*

(Translation.)

I AM Mohamadi bin Bwana Heri. My father, Bwana Heri, is dead. I am a "Mtawayo," a division of the tribe of "Bajunia." I am a true Bajunia.

I live at 'Ngomene, and my business is to dry and sell cowries. 'Ngomene is near to Kionga,—about two hours' (walk) and further from Lamo. It is on the sea-shore.

Mahathi is Chief of 'Ngomene. He is rather old. He has rather grey hair.

Mahathi is a distant relative of mine. He knows me well. I am about twenty-three years old. All the people of 'Ngomene know me well.

My brother Kombo Alali is my nearest living relative. He is my (true) brother. He lives at 'Ngomene.

I was seized by the Askari of the Governor of Lamo on 29th Shaawal. That was about eleven days ago. I was not told why I was seized.

I was born at 'Ngomene. I have no reason to believe that the Governor of Lamo or the Chief of the Bajunia have any spite against me or any reason for treating me unfairly.

I always carried a spear when walking or travelling; all our people are so armed. I have carried different spears at different times.

My house at 'Ngomene has two rooms. With the exception of the people of 'Ngomene, I do not know that I have any special friends, but I have known and met many in my business.

I know Sarud bin Hamed, the Governor of Lamo, by name. I know Mzee Seif, as the Chief of my tribe, but I have never spoken to him.

I know Jahidi bin Sherifi as Chief of Kionga, but he is a Chief, and not my friend.

I never stopped at Kionga, but have often passed through the town.

I know no Muhindi by name, but have often done business with Wahindi.

The Chief of Shakani is Barahaji. I know him, and he knows me.

I know no other person of the name of Bwana Heri, but there may be many.

I have no relatives or friends at Kionga, but it is near.

I have heard that a white man was killed at Kionga, but the name of the murderer was never mentioned in my village.

I had no knowledge of why I was seized.

The prisoner being asked if he wished to make any statement, said:—

“I have only to say that I have been taken and bound without fault.”

#### *Description.*

Dark brown complexion, having a sickly bronze shade on the cheeks, the latter possibly owing to want of food, as, whilst being removed, I heard him reproach his keepers for not giving him anything to eat when he was very hungry.

Height, about 5 feet 8 inches. Not strongly made, by any means.

Mild and intelligent face; and a complete opposite of the round, staring, and rolling eyes, and nervous, excited manner which I observed in all the Bajunia when lately at Lamo with Dr. Kirk.

Hair cut quite short, but not shaved. He stated he always wore it so.

Very fine white teeth.

He gave his evidence in the most clear and fluent Kishwahili, and without the slightest hesitation or contradiction.

There was no trace of the Bajunia dialect, which, though unacquainted with, I could not have failed to detect instantly.

The examination took place within the Sultan's fort, and in presence of the chief Jemadar and some twenty officials.

The prisoner has light shackles on his ankles only.

Zanzibar, December 30, 1873.

Captain W. F. Prideaux,

Her Majesty's Assistant Political Agent and  
Consul-General, Zanzibar.

#### No. 19.

*Captain Prideaux to Earl Granville.—(Received February 12.)*

My Lord,

Zanzibar, January 14, 1874.

I HAVE the honour to report the following movements of British and foreign ships at Zanzibar during the interval that has elapsed since the departure of the last mail, December 18, 1873.

The French frigate "Clorinde" left Zanzibar on the 16th December, 1873.

Her Majesty's ships "Vulture" and "Shearwater" left on the 15th and 19th December respectively, the former to cruise to the southward, the latter to continue her surveying operations in the vicinity of Dar-es-Salam.

Her Majesty's ships "Briton" and "Daphne," returned to Zanzibar on the 31st December, 1873, the former last from Mozambique, the latter from Mombassa and the adjacent ports.

Her Majesty's ship "Shearwater" returned on the 10th instant, and the "Vulture" on the 12th instant, after cruising to the southward.

Her Majesty's ship "Daphne" left on the 13th January for the south.

I have, &c.  
(Signed) W. F. PRIDEAUX.

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No. 20.

*Captain Prideaux to Earl Granville.—(Received February 12.)*

My Lord,

*Zanzibar, January 14, 1874.*

I HAVE the honour to report that on the 24th December, 1873, His Highness Seyd Burgash despatched a large force, consisting of 400 men, to Melindi, with instructions to convey, through Rashid bin Khamees, of Takaunga, orders to Mubarak, the Mazrui Chief, to the following effect:—That he should either quietly occupy some one port on the coast, or come and render submission at Zanzibar, or finally settle the quarrel by force of arms. Orders have also been sent to the Governor of Lamo to join the force with all the men he can muster.

Up to the present date no news has been received of the expedition.

I have, &c.  
(Signed) W. F. PRIDEAUX.

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No. 21.

*Lord Tenterden to Captain Prideaux.*

Sir,

*Foreign Office, February 20, 1874.*

I AM directed by Earl Granville to express to you his Lordship's approval of the steps taken by you to procure the punishment of the murderer of Lieutenant McCausland as reported in your despatch of the 8th ultimo.

I am, &c.  
(Signed) TENTERDEN.

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No. 22.

*Lord Tenterden to Captain Prideaux.*

Sir,

*Foreign Office, February 20, 1874.*

I AM directed by Earl Granville to desire you to express to Captain Elton his Lordship's approval of his proceedings on the mainland and of the interesting report on the gum copal tree contained in your despatch of the 29th December last.\*

This report and the specimens alluded to in it will be forwarded to Sir J. Hooker at the Royal Gardens at Kew.

I am, &c.  
(Signed) TENTERDEN.

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No. 23.

*Captain Prideaux to Earl Granville.—(Received February 24, morning.)*

(Telegraphic.)

*Aden, February 23, 1874, 6.20 P.M.*

CHUMAH, Livingstone's servant, arrived here on 3rd February, and returned next day with stores for Murphy, who was ten days' journey from Bagamoyo in charge of Livingstone's body and papers. Dillon also started from Unyanyembe, but shot himself in a fit of delirium a few days afterwards. Cameron has proceeded alone to Ujiji.

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\* See Papers laid before Parliament, "Slave Trade, No. 7, 1874."



No. 24.

*Lord Tenterden to Captain Prideaux.*

Sir,

*Foreign Office, February 28, 1874.*

I AM directed by the Earl or Derby to transmit to you, to be delivered to the Sultan of Zanzibar, a letter containing the thanks of Her Majesty's Government, for the conduct of the Governor of Lamoo, and an expression of regret that the officers of Her Majesty's ship "Daphne" should have interfered in the case of the seizure of the dhow, which was reported on in Dr. Kirk's despatch of the 22nd November last.

A copy of this letter is inclosed for your information.

I am, &c.  
(Signed) TENTERDEN.

Inclosure in No. 24.

*The Earl of Derby to the Sultan of Zanzibar.*

Sir,

*Foreign Office, February 27, 1874.*

HER Majesty's Government learnt with much satisfaction, through the reports of Dr. Kirk, &c., the very efficient manner in which the representative of your Highness at Lamoo had endeavoured to carry out the terms of the Treaty for the suppression of the Slave Trade, by the seizure at that port, on the 8th August last, of a dhow containing 217 slaves. For this act I now have to convey to your Highness their cordial thanks.

And I avail myself of this opportunity to express to your Highness their regret that, through a misunderstanding, arising from the fault of an interpreter, the officers of one of Her Majesty's vessels should have interfered in the matter.

I have, &c.  
(Signed) DERBY.

No. 25.

*Captain Prideaux to Earl Granville.—(Received March 17.)*

My Lord,

*Zanzibar, February 7, 1874.*

I HAVE the honour to forward for your Lordship's information, copy of a letter and its inclosure which I have received from Commander C. E. Foot, R.N., commanding Her Majesty's ship "Daphne," relative to a French dhow failing to show her colours until fired on by one of the boats of that ship, under the command of Sub-Lieutenant Bearcroft.

Up to the present I have received no communication from the French Consul upon the subject.

I have, &c.  
(Signed) W. F. PRIDEAUX.

Inclosure 1 in No. 25.

*Commander Foot to Captain Prideaux.*

Sir,

*"Daphne," Kilwa, January 28, 1874.*

I BEG to forward a copy of a report made to me by Sub-Lieutenant John E. Bearcroft, in the event of the French Consul at Zanzibar or other authority communicating with you on the subject, or your considering it advisable to point out the advantage French dhows would derive by displaying their colours, and showing their papers in good time.

I was on the bridge of this ship, which had stood in as far as was safe, and then hove to, with colours flying, a distance of three miles from the dhow, which was running before the wind, and a boat was lowered to intercept her.

I am of opinion Mr. Bearcroft was justified in acting as he did; for no attempt was made to display colours, or heave to, or shorten sail till the boat was close alongside, and the crew of the dhow must have seen both boat and ship some considerable time.

I have, &c.  
(Signed) C. E. FOOT.

Inclosure 2 in No. 25.

*Lieutenant Bearcroft to Commander Foot.*

Sir,

*"Daphne," off Cape Boillon, January 24, 1874.*

I HAVE the honour to inform you that, having left the ship at 10 A.M. this forenoon in the galley, I proceeded to chase a dhow running along the land. On nearing her I fired three blank cartridges from a rifle at short intervals; as she would neither hoist her colours or heave to, I fired two ball cartridges across her bows; this having no effect, I fired two more, one of which fell a little short, and the other struck some part of her deck.

Immediately after I had fired the last shot she hoisted French colours, and hauled to the wind without lowering her sail.

I then got within hail, and told the master that if he had shown his colours before, I should not have fired, and also asked if any one had been hurt. He told me that no one had been hit, and asked me the name of the ship, which I told him. I then asked the name of the dhow, but she was too far off for me to hear the answer.

I have, &amp;c.

(Signed) JOHN E. BEARCROFT, *Sub-Lieutenant.*

The above is a correct statement of what occurred as witnessed by us.

(Signed)

R. HEWITT, *A.B., Coxswain of galley.*JUMA his  $\bowtie$  mark, *Interpreter.*

As I was on the bridge and saw the galley close to the dhow before her colours were shown, she (the galley) having made direct for the dhow after the ship "hove to" at a distance of less than three miles, with colours flying, I consider Mr. Bearcroft was fully justified in acting as he did, as those on board the dhow must have seen both ship and boat for some time previous to firing.

(Signed)

C. E. FOOT, *Commander,**Her Majesty's ship "Daphne."**At sea, January 25, 1874.*

No. 26.

*Captain Prideaux to Earl Granville.—(Received March 17.)*

My Lord,

*Zanzibar, February 9, 1874.*

IN continuation of my letter dated the 14th January last, I have the honour to report that Mubarak bin Salim, the Mazrui Chief, sent a messenger to His Highness the Sultan, and asked if he might settle down at Kilithi, about an hour's journey from Takaungu. This request was refused by His Highness, who sent to say that he might either stay at Takaungu with his relative, Rashid bin Khamees, the Chief of that place, or come to Zanzibar, where he faithfully promised he should be honourably treated.

The messengers found Mubarak with only a few followers encamped in some huts behind the town of Melindi. On hearing the Sultan's message he is reported to have said, "Come and fight with me whenever you like, and I shall be ready to-morrow." The Sultan's soldiers attacked him the following day, and when Mubarak's people saw them, they set fire to all the huts and defences of the village and retreated. The soldiers followed as far as they were able, but could not overtake them.

The same day four men belonging to Shaik Rashid were seized in Melindi, and letters from that Chief to his relative Mubarak are said to have been found upon them, offering powder, arms, and men. These men are being sent to the Sultan, and His Highness has also ordered Shaik Rashid to come to Zanzibar.

There are now about 2,000 men in Melindi with the Governor of Lamo. Mubarak is said to be in a state of destitution, with very few men and nothing to eat.

I have, &amp;c.

(Signed) W. F. PRIDEAUX.

No. 27.

*Captain Prideaux to Earl Granville.—(Received March 17.)*

My Lord,

*Zanzibar, February 10, 1874.*

I HAVE the honour to acquaint your Lordship that a few days ago Chumah, Dr. Livingstone's servant, arrived at Zanzibar, with a note to my address from Lieutenant Murphy, from which I learnt that that officer was about ten days' journey from Bagamoyo, having left Unyanyembe in charge of the Doctor's body and papers.

Dr. Dillon had also left at the same time, but a few days afterwards he shot himself in a state of delirium. He appears to have been completely prostrated by dysentery and a complication of disorders.

Lieutenant Cameron had proceeded alone to Ujiji, but when Lieutenant Murphy last heard of him he was said to be in difficulties, being opposed by the Chiefs and harassed by his men's desertion. His stores also had to be renewed after leaving Unyanyembe. When Lieutenant Murphy last saw him, at Uganda, on the 5th of December, he was in good health and spirits, and seemed to have quite got over his fever.

I sent back Chumah and his companions the day following their arrival, in charge of some stores of which Lieutenant Murphy stood in need, and I may expect to see that officer in about a week or ten days. I trust that I may be favoured with speedy instructions as to the disposal of Doctor Livingstone's remains.

From a note which I received from Jacob Wainwright, the Nassick boy who accompanied Doctor Livingstone, it appears that the Doctor died at Bisa (Lobisa?) on the 4th of May, 1873.

I have, &c.  
(Signed) W. F. PRIDEAUX.

No. 28.

*Captain Prideaux to Earl Granville.—(Received March 17.)*

My Lord,

*Zanzibar, February 10, 1874.*

I HAVE the honour to report the following movements of British and foreign vessels of war upon this station during the past month.

The Imperial Austrian corvette "Helgoland," Captain Schaffers, arrived here on the 14th January, and left for the Cape of Good Hope on the 4th instant.

Her Majesty's ship "Briton" left Zanzibar for the Seychelles on the 15th January.

Her Majesty's ship "Daphne" left for the Mozambique Channel on the 13th January.

Her Majesty's ship "Vulture" has been cruising in the vicinity of Zanzibar, to which port she returned on the 9th instant.

Her Majesty's ship "Shearwater" has also been continuing her surveying operations in the Zanzibar Channel, returning to this port on the 5th instant.

I have, &c.  
(Signed) W. F. PRIDEAUX.

No. 29.

*Captain Prideaux to Earl Granville.—(Received March 17.)*

My Lord,

*Zanzibar, February 10, 1874.*

I HAVE the honour to report the seizure and condemnation in the Vice-Admiralty Court here of an Arab vessel taking a cargo of 110 raw slaves from Tanga to Pemba Island, of whom, however, 38 only were secured when the vessel was captured by the boats' crews of Her Majesty's ship "Briton," under command of sub-Lieutenant James Frederick Foot, R.N.

These boats were unable to reach the slaver until she had run aground at Foondo Sap, North Pemba; and whilst some of the Arab slavedealers were getting the Surias—the class employed for concubines—and most valuable slaves on shore, and away into the interior, others commenced firing on the English sailors, which they afterwards kept up from the beach and adjacent jungle while being pursued, until the officer in command, having secured one Arab, two natives, and as many slaves as possible, thought it prudent

to retire, as the people of the neighbouring villages were observed to be collecting in a threatening manner.

In returning the fire of the slave-runners the English sailors killed one Arab and wounded another.

Of the three people captured the Arab alone seems to have had any interest in the undertaking; and on examination in Court, I ascertained that he had conducted a caravan, including the greater part of these slaves, from Kilwa to Tanga, afterwards taking charge of them during the short sea passage for the different owners, who gave him a few dollars for the work.

During cross-examination I was able to elicit the names of most, if not all, of the parties concerned in this venture, and having in the meantime discovered the captured vessel's pass, which had been hidden, I was able to go to the Sultan, with full details for his guidance; and I have to report that his Highness immediately undertook to send for the Governor of Pemba, with the view of seizing both the owners of the slaves and the owner of the Arab vessel.

Hereafter I hope to be able to report to your Lordship that the steps already taken by his Highness to second our efforts for the suppression of the Slave Trade have resulted in the apprehension of some notorious slave dealers and the manumission of the slaves they succeeded in carrying off in the face of the British cruisers.

I should add that a large number of slave irons were found on board the vessel at time of capture.

I inclose herewith a copy of the Decree of Condemnation.

I have, &c.  
(Signed) W. F. PRIDEAUX.

Inclosure in No. 29.

Case No. 1 of 1874.

*Decree.*

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against an Arab boat or vessel, name unknown, her tackle, apparel, and furniture; and also against seventeen male and twenty-one female slaves of the names and description set forth in the evidence annexed, seized as liable to forfeiture by James Frederick Foot, Esq., a sub-Lieutenant in Her Majesty's navy, in charge of certain boats of Her Majesty's ship "Briton." Before W. F. Prideaux, Esq., Judge in the Vice-Admiralty Court at Zanzibar, on the 31st of January, 1874.

APPEARED personally Frederick Holmwood, Esq., 2nd Assistant Political Agent on behalf of the seizer, Captain Lindesay Brine, of Her Majesty's ship "Briton," and produced the sworn declaration hereto annexed, setting out the circumstances under which an Arab boat or vessel, name unknown, of which one Ahme was master, and owned by Saif-bin-Hamis-bin-Mubarak Ismaeli, of the description and dimensions specified in the annexed certificate of admeasurement, was seized at Foondo Gap Pemba Island on the 18th day of January, 1874, by the officer above-named and brought into Zanzibar harbour. I, the said Judge, having heard the evidence produced 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 slaves in contravention of Treaties and agreements between Great Britain and Zanzibar, do adjudge the above-mentioned vessel, her tackle, furniture, apparel, and also the said thirty-eight slaves, 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 31st day of January, 1874.

(Signed) W. F. PRIDEAUX,  
*Judge in the Vice-Admiralty Court.*

No. 30.

*Captain Prideaux to Earl Granville.—(Received March 17.)*

My Lord,

*Zanzibar, February 11, 1874.*

I HAVE the honour to acknowledge the receipt of Lord Enfield's despatch dated the 12th January, inclosing copy of a letter from your Lordship to the address of His Highness the Sultan of Zanzibar.

His Highness has requested me to forward to your Lordship the inclosed letter, which he has written in reply to your Lordship's communication.

In connection with this subject I have the honour to forward, for your Lordship's information, copy of a letter which I received by the last mail from the Secretary to the Government of India in the Foreign Department.

I have, &c.  
(Signed) W. F. PRIDEAUX.

Inclosure 1 in No. 30.

*The Sultan of Zanzibar to Earl Granville.*

(Translation.)

IN the name of God, the Compassionate, the Merciful.

To the presence of the notable of notables, the pride of contemporaries, the Right Honourable, the respected, Lord Granville, Secretary of State for Foreign Affairs. May God protect the sun of his felicity; may the crescent of his glory become full; and may he never miss the attainment of his wishes in the perfection of honour and prosperity. Amen.

Thy friend, through the grace of the All-Glorious God, is in a state of health and well-being. Mayest thou never cease to be so likewise, through the Almighty King.

And thy revered letter, dated the 9th of January, came to hand. And thy friend understood what thou settedst forth. And I rejoiced at the health of thy condition, and at the equability of thy times. Mayest thou not cease to be unto us an enduring provision.

And in these parts matters are pleasant, by the grace of God; and there has not happened anything that requires to be reported to thy presence, save what rejoices the heart.

And it is hoped from thy exalted presence that thou wilt not cut off from us thy venerated correspondence, and that thou wilt not take away thy exalted consideration from what specially concerns us.

And in every need or project that occurs to thee, depending on us, the indication will proceed from thee. Health!

Written on the 23rd of Dhū-'l-Hijja, 1290 (11th February, 1874).

This is from the affectionate friend,

(Signed) BARGASH,  
*Son of Sa'id, Son of Hamd, Son of Sultan.*

Inclosure 2 in No. 30.

*Mr. Aitchison to Captain Prideaux.*

Sir,

*Fort William, January 6, 1874.*

IN reply to your letters of the 6th and 7th November, 1873, I am directed to state that his Excellency the Viceroy and Governor-General in Council cordially approves of your proceedings on the occasion of your recent visit to Mombassa, Melindi, and Lamo.

2. With reference to the 12th paragraph of your letter of the 7th November, I am to request that you will convey to His Highness the Sultan of Zanzibar an expression of the great satisfaction which his Excellency in Council has derived from the imperative orders issued by His Highness for the enforcement of the Slave Trade Treaty, and from the hearty support which he and his local Governors have given to you.

3. A rifle with a suitable inscription will be forwarded to you for presentation to the Governor of Melindi, with the consent of His Highness the Sultan.

4. Your further report regarding the Governor of Lamo is awaited by his Excellency in Council.

I have, &c.  
(Signed) C. H. AITCHISON,  
*Secretary to the Government of India.*

No. 31.

*Captain Prideaux to Earl Granville.—(Received April 7.)*

My Lord,

Zanzibar, March 8, 1874.

IN continuation of my letter dated 10th February, 1874, I have the honour to report that, on receiving intelligence that Lieutenant Murphy had arrived within a short distance of the coast, Captain Brooke, of Her Majesty's ship "Vulture," was good enough to offer to convey across from Bagamoyo that officer, together with the body and papers of the late Dr. Livingstone, and at the same time invited me to accompany him. We arrived at Bagamoyo in the afternoon of the 14th February, and found that the caravan had not yet reached that place.

I sent a messenger to Lieutenant Murphy, and the whole party, after a forced march, arrived on the evening of the 15th.

A wooden shell was constructed during the night under the orders of Captain Brooke, all of whose arrangements for the reception of the body on board were most excellent.

As no leaden shell was procurable at Zanzibar, I gave orders immediately on our return for the construction of a zinc one and wooden outer coffin, and this morning the body, after being uncovered under the superintendence of Dr. Robb, whose report accompanies this despatch, was transferred to this new receptacle.

The features were scarcely recognizable, but there is no doubt as to the face and skull being those of a European of mature age. Dr. Christie also, who was personally acquainted with Dr. Livingstone, expressed himself as satisfied with respect to the identity of the corpse.

I am now anxiously awaiting instructions as to the disposal of the remains.

With regard to the exact locality of Dr. Livingstone's death, I am informed by the most intelligent of his servants that it took place in the country of Bisa (not Lobisa, as formerly reported by me on the authority of an Arabic letter), at the south-west corner of the Lake Pemba. Having arrived at this district from Ujiji, as detailed in his journals, it was the Doctor's intention to proceed in a north-westerly direction to the country of Katanga. Beyond this his servants are entirely ignorant of his intended movements, although they have been carefully examined.

The exact spot in which he died will probably never be known, as during the last days of his life he was too ill to take any observations, and his attendants can only point it out in a general manner.

All his servants, including those sent to him by Mr. Stanley, crossed over to Zanzibar, and as they were entirely destitute, though large sums were due to several of them, I took upon myself the responsibility of paying them, drawing a bill upon the President of the Royal Geographical Society for that purpose.

I have, &c.  
(Signed) W. F. PRIDEAUX.

Inclosure 1 in No. 31.

*Dr. Robb to Captain Prideaux.*

Sir,

I HAVE the honour to inform you that, in compliance with your orders, I proceeded this morning to open the package said to contain Dr. Livingstone's remains, in order to their identification (if possible) by Dr. Christie, of this place, who is said to have been the last to see Dr. Livingstone alive at Zanzibar.

2. The length of the package was about four and a half feet; the body, encased in short lengths of some bark, was well and carefully wrapped up in several folds of cloth; and the whole, covered with a kind of rug or horsecloth, was bound to a pole lengthways, in which fashion the body was brought down to the coast. Much credit is due to Dr. Livingstone's servants for the care bestowed upon their master's remains.

3. The head and neck only were exposed, and, considering the supposed time of death

in May of last year, the parts were in very good keeping. The skin of the parts exposed was entire, dark brown, and parchment-like. The cheek-bones were largish, and would have belonged to a broad face. Some dark grey hairs of the moustache, and a few also of the same colour about the lower parts of the cheeks were plainly visible. The head, apparently above the average in size, was that of an European; the forehead was broad and lofty.

4. It was deemed unnecessary further to disturb the remains for purposes of examination; they were, therefore, again covered over and arranged with all due respect, and inclosed in the coffin and shell prepared for them.

I have, &c.  
(Signed) JOHN ROBB, M.D., *Surgeon,*  
*Civil Surgeon at Zanzibar.*

Inclosure 2 in No. 31.

*Certificate.*

*Zanzibar, March 10, 1874.*

I HEREBY certify that on March 5, 1874, I examined, at the British Consulate, a corpse brought from Central Africa, said to be that of Dr. Livingstone.

The colour was very dark, but evidently from exposure to sun and weather for eight months.

The body was, in my opinion, that of an European.

The face was much decomposed, and the features were not recognizable.

There were white hairs on the cheeks, chin, and upper lip, and also on the head.

The hair was straight, like that of an European.

I knew Dr. Livingstone formerly, and from the peculiar formation of the skull I concluded that the body was that of Dr. David Livingstone.

(Signed) JAMES CHRISTIE, A.M., M.D.

No. 32.

*Captain Prideaux to Earl Granville.—(Received April 7.)*

My Lord,

*Zanzibar, March 11, 1874.*

IN continuation of my letter of the 9th ultimo,\* I have the honour to report that on the 15th ultimo Mr. Hartley died of tetanus, supervening upon the severe wounds he had received.

I regret to have to state that up to the present time no trace of the murderers has been discovered. Mr. Hartley was alone when the outrage was committed, and the Arabs were enabled to escape by making a detour round the village. The head man of Thorongo was sent for to Zanzibar, but I could elicit nothing from him. Orders have also been sent by the Sultan to his representatives at Tanga and Pangani, to use their best exertions to apprehend the culprits; and I have also despatched a private messenger to make enquiries, with a promise of a reward of 100 dollars if the murderers, or any of them, are convicted of the crime. I trust that this will meet with the approval of Government.

I have, &c.  
(Signed) W. F. PRIDEAUX.

No. 33.

*Captain Prideaux to Earl Granville.—(Received April 7.)*

My Lord,

*Zanzibar, March 11, 1874.*

I HAVE the honour to inform your Lordship that I duly received copy of your telegram of 27th February, transmitted through the Resident at Aden, directing that the remains of the late Dr. Livingstone should be forwarded to England. I have, therefore, taken steps to forward the body—which, your Lordship has been informed, was lately placed in a zinc-lined coffin—by the mail steamer leaving to-morrow.

There may be some little difficulty in arranging for the transhipments at Aden and

\* See Papers laid before Parliament, "Slave Trade, No. 5, 1874."

Alexandria, but I have entrusted the management of this matter to Mr. Arthur Laing, a merchant of this place, who is proceeding by this mail to London, and in whom I have the fullest confidence. This gentleman voluntarily placed his services at my disposal, until he had safely delivered the sealed packages containing the diaries of Dr. Livingstone into your Lordship's hands, and I have availed myself of his assistance, after giving him full written instructions.

Before leaving Alexandria, from whence he will proceed to London via Brindisi, he is to see the coffin safely received on board the mail steamer, which will convey it to Southampton.

I have, &c.  
(Signed) W. F. PRIDEAUX.

## No. 34.

LIST of Dr. Livingstone's Men who have Died or been left Sick on the Road, and who, or their relations, may claim pay hereafter.

- |                    |    |   |
|--------------------|----|---|
| 1. John Wainwright | .. | Nassick boy; engaged by Mr. Stanley at American Consulate at 5 dollars a-month, from 21st May, 1872. Left sick in Ittawa in September 1873. Got 15 dollars advance. |
| 2. Towfika         | .. | Engaged by Mr. Stanley at American Consulate at 2½ dollars a-month, from 21st May, 1872. Got 20 dollars advance. Died at Unanyembe, November 1873.                  |
| 3. Kipaugawazi     | .. | Ditto. Died in September 1873.  |
| 4. Sangoro 1       | .. | Ditto. Left sick in Bissa after serving 1 year and 8 months.  |
| 5. Málim           | .. | Ditto. Ditto.   |
| 6. Dummoo          | .. | Ditto. Ditto.   |
| 7. Sangoro 2       | .. | Ditto. Left sick in Ugogo, December 1873.   |
| 8. James           | .. | Engaged at 10 rupees per mensem from April 1866. Died in Manyema, end of 1870.  |

(Signed) CECIL MURPHY, *Lieutenant R.A.,  
Late Livingstone E. C. Expedition.*

Zanzibar, March 11, 1874.

## No. 35.

*Captain Prideaux to Earl Granville.—(Received April 7.)*

My Lord,

Zanzibar, March 12, 1874.

I HAVE the honour to report, for your Lordship's information, the following movements of British and foreign ships of war on this station during the past month.

Her Majesty's surveying vessel "Shearwater" left Zanzibar on the 12th February for the Cape of Good Hope to refit.

Her Majesty's ship "Vulture" left for Bagamoyo on the 14th February for the purpose of conveying across Lieutenant Murphy, in charge of the late Doctor Livingstone's body and papers; returned on the 16th; and again started on a cruise in the Mozambique Channel on the 18th.

The Portuguese corvette "Zarco" arrived from Bombay on the 22nd February, and left for Mozambique on the 26th idem.

Her Majesty's ship "Briton" returned from the Seychelles on March 2nd, and left for a cruise on the 10th idem.

I have, &c.  
(Signed) W. F. PRIDEAUX.

## No. 36.

*Captain Prideaux to Earl Granville.—(Received May 16.)*

My Lord,

Zanzibar, March 31, 1874.

I HAVE the honour to forward copy of a Decree of Condemnation passed in the Vice-Admiralty Court here against a native vessel named the "Bandari Salaam," which was captured in Boyanna Bay, Madagascar, by Her Majesty's ship "Daphne," on the 13th instant, having on board a cargo of 225 slaves.

CLASS B.



The vessel carried no papers, and claimed the protection of no flag. It appears from the evidence that the slaves were shipped at Infusi, a small port to the southward of Mozambique, within the Portuguese dominions, and were intended for sale at Madagascar.

The slaves, who were all Makonas, were suffering violently from dysentery, induced by starvation and improper food; when brought into Zanzibar Harbour thirty-two had died on board the "Daphne," and I regret to say that, since they were landed here, several more have succumbed to this disease. As the accommodation at my disposal was very limited, I at once handed over thirty boys and thirteen girls to the care of the Fathers of the Catholic Mission; the Universities' Mission will take charge of a few more, and it is my intention to forward the able-bodied adults of both sexes to Natal, where the need for labour is reported to be pressing, and where satisfactory arrangements have been made for the reception, maintenance, and disposal of the slaves.

I have, &c.  
(Signed) W. F. PRIDEAUX.

Inclosure in No. 36.

Case No. 2 of 1874.

*Decree.*

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against the "Bandari Salaam," her tackle, apparel, and furniture; also against 132 male and 93 female slaves, seized as liable to forfeiture by Charles Edward Foot, Esq., a Commander in Her Majesty's navy, and commanding Her Majesty's ship "Daphne." Before William Francis Prideaux, Esq., Judge in the Vice-Admiralty Court at Zanzibar, on the 30th day of March, 1874.

APPEARED personally Charles Edward Foot, Esq., aforesaid, and produced the sworn declaration hereunto annexed, setting forth the circumstances under which a native vessel named the "Bandari Salaam," but claiming the protection of no flag, and of which one Soodi bin Salim was said to have been master, of the descriptions and dimensions specified in the annexed certificate of admeasurement, and containing 132 male and 93 female slaves (of whom 20 male and 12 female slaves died before adjudication) was seized in Boyanna Bay, off the coast of Madagascar, on the 13th day of March, 1874, by the officer above named. I, the said Judge, having heard the evidence adduced by the captor, and nothing having been urged in defence, having found sufficient proof that the vessel at the time of her seizure was engaged in the illegal transport of slaves, do adjudge the said vessel named the "Bandari Salaam," her tackle, apparel, and furniture, together with 112 male and 81 female slaves, to have been lawfully seized and to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly. And I do further declare that, after full consideration of all the circumstances of the case, the destruction of the said vessel was, in my opinion, proper and justifiable, and I do fully approve thereof.

In testimony whereof I have signed the present decree, and caused my seal of office to be affixed thereto this 30th day of March, 1874.

(Signed) W. F. PRIDEAUX,  
*Judge of the Vice-Admiralty Court, Zanzibar.*

No. 37.

*Captain Prideaux to Earl Granville.—(Received May 16.)*

My Lord,

Zanzibar, March 31, 1874.

I HAVE the honour to forward copy of a Decree of Condemnation passed in the Vice-Admiralty Court here against a native dhow, name and nation unknown, containing one male slave, which was seized by the pinnace and second cutter of Her Majesty's ship "Daphne" in Mokambo Bay, near Mozambique, on the 13th February, 1874.

The evidence of the slave who was seized was very clear and satisfactory. He stated that he was the brother of the Makona Chief of Durooma, by whom, in consequence of

some quarrel, he was sold to some Arabs, who marched him down to Kivalani, near Mokambo, three days' journey distant, and there embarked him in a dhow proceeding to Masembe, which is said to be a large slave depôt. On seeing the "Daphne's" boats, the Arabs threw the slave overboard, but after about half an hour's immersion he was picked up by the "Daphne's" pinnace. In the interval the dhow was run on shore, and the Arabs escaped. As the slave could speak no language but his own dialect of Makona, I had no hesitation in condemning the prize, as it was impossible that he could have been either a domestic slave or one of the crew of the dhow, and I had no grounds for suspecting the truth of his statement.

I have, &c.  
(Signed) W. F. PRIDEAUX.

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Inclosure in No. 37.

Case No. 3 of 1874.

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*Decree.*

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against a vessel, name and nation unknown, her tackle, apparel and furniture, and one male slave named Atashu, seized as liable to forfeiture by Adolphus Turner, a Sub-Lieutenant in Her Majesty's Navy, and commanding the pinnace and second cutter of Her Majesty's ship "Daphne." Before William Francis Prideaux, Esq., Judge in the Vice-Admiralty Court, Zanzibar, on the 30th of March, 1874.

APPEARED personally Charles Edward Foot, Esq., a Commander in Her Majesty's Navy, and commanding Her Majesty's ship "Daphne," and produced the sworn declaration setting out the circumstances under which a vessel, name and nation unknown, of which the master was said to have been the brother of the Chief of Kivalani, in the territory of Mozambique, of the description and dimensions specified in the certificate of admeasurement, and containing one male slave named Atashu, was seized near Mokambo Bay, in the said territory of Mozambique, on the 13th day of February, 1874, by the said Adolphus Turner, a Sub-Lieutenant commanding the pinnace and second cutter of Her Majesty's ship "Daphne." I, the said Judge, having heard the evidence produced by the captors, and, in the absence of any defence, having found sufficient proof that the vessel at the time of her seizure was engaged in the illegal transport of slaves, do adjudge the said vessel, her tackle, apparel and furniture, and the said male slave named Atashu, to have been lawfully seized and to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly. And I do further declare that, after full consideration of all the circumstances of the case, the destruction of the said vessel was, in my opinion, proper and justifiable, and I do fully approve thereof.

In testimony whereof I have signed the present Decree and caused my seal of office to be affixed thereto this 30th day of March, 1874.

(Signed) W. F. PRIDEAUX,  
*Judge of the Vice-Admiralty Court, Zanzibar.*

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No. 38.

*Captain Prideaux to the Earl of Derby.—(Received May 16.)*

(Extract.)

*Zanzibar, April 4, 1874.*

WITH reference to my letter dated the 8th January last, relative to the arrest of the supposed murderer of Lieutenant MacCausland, I have the honour to report, that after some delay, owing to his absence from Lamu, the Nakhoda of the British-owned dhow, who, with the exception of the Interpreter Bwana Heri, was the only witness of the murder, arrived at Zanzibar towards the end of February. I immediately sent him to the Fort to identify, if possible, the prisoner Mohammed bin Bwana Heri. On his return, he stated that he had at once recognized him as the actual murderer, and that the prisoner did not attempt to deny in his presence that he was the culprit.

2. As I considered that no further doubt could exist on the point of identity, I addressed a letter to the Sultan, in which, after giving my reasons for believing the prisoner to be the murderer, I informed His Highness, that as the victim was an Englishman, and an officer in the service of the Queen, it was necessary that the punishment of death should be inflicted, as nothing less would satisfy the English Government, pointing out that such an example was required for the protection of officers who might have occasion to visit the various ports on the coast, while enforcing the terms of the Treaty, and who, up to this murder, had imagined they might land with safety in any part of His Highness' dominions. I stated, in conclusion, that I felt the fullest confidence that he would deal with the matter in accordance with the wishes of the English Government.

3. After an interval of nine days, I received a reply, which merely stated that as the prisoner was convicted of the murder, he had been sentenced to imprisonment for life.

4. An attack of fever, and the press of work attendant on the arrival of the mail, prevented me from taking further steps in the matter for some days. In the meantime, Mujahidi bin Sherifu, the Chief of Kiunga, who had been summoned to Zanzibar by the Sultan, arrived here, and was sent to me for examination.

5. To my first question the Chief replied, that when the murder was committed he was absent at his "shamba," or plantation, some distance from the village, and that he had no personal knowledge of the occurrence. Although, from his manner, I was fully convinced that this was a falsehood, he pertinaciously adhered to the same story, and I could elicit no further information from him. On re-examining the Nakhoda, who was well acquainted with Mujahidi, and who seemed, on the whole, a trustworthy witness. I learnt that although the Chief was not actually present at the murder, he had received Lieutenant MacCausland on landing, and had sat near him at the meeting in the village, leaving him a few minutes before the outrage took place, to order some cocoa-nuts to be brought.

6. I was in hopes that if all the parties were examined by the Sultan the truth might be elicited, and I, therefore, requested His Highness to hear the case. Both Mujahidi and the prisoner were confronted with each other in the presence of the Sultan and Mzee Saif of Pazé, but although both the Chiefs declared Mohamed Heri to be the murderer, the latter could not be induced to criminate Mujahidi. I inclose a translation of a letter which I received from the Sultan, and from which it is evident that he was not convinced of the complicity of the Chief of Kiunga. With reference to the report that immediately after the murder Mujahidi had fled to the frontier port of Kismayo, I ought to mention that on casually asking the question of Mzee Saif, that Chief informed me that he had never left the neighbourhood of Kiunga.

7. Though I agreed with Dr. Kirk in thinking that the presumption of Mujahidi's guilty foreknowledge was strong, I did not think it sufficiently proved to warrant his immediate imprisonment at Zanzibar, and as he can easily be arrested at any time though Mzee Saif (who has throughout acted exceedingly well in the matter,) I raised no objections to his leaving the port in compliance with the wishes of the Sultan. But with respect to Mohammed Heri, I again addressed a strong remonstrance to His Highness, pointing out that Her Majesty's Government would hear with much regret and dissatisfaction that he had not fulfilled their expectations, and urging him to reconsider his decision. To this I received, in reply, the letter of which a translation is inclosed, which gives some of the reasons which have induced His Highness to refuse compliance with my demand.

8. It is a well-known fact that since his accession, Seyed Burghash has consistently refrained from passing sentence of death upon any criminal, however heinous the offence of which he may have been convicted. Although by the tenets of the Ibadhiya sect the infliction of capital punishment is considered perfectly lawful, Seyed Burghash has been led to believe, by his Mutawa advisers, that he cannot legally utter a death sentence until he has been elected Imâm by the voice of the whole people. This consideration certainly did not affect the proceedings of his father, Seyid Said, or his brother, Seyid Majid, neither of whom attained the dignity of Imâm, and it is chiefly to the councils of his spiritual advisers that I attribute the want of success which has attended my endeavours to obtain a satisfactory reparation for the crime committed within his territories.

9. I can easily understand his wish to keep on good terms with the Bajuni tribe. For many years these people (who are of Arab origin, although they have adopted the language of the Northern Swahli) successfully defied the authority of Seyid Said, and were only brought with difficulty into subjection by Seyid Majid in 1862. Without a squadron, and with nearly all his troops engaged in the futile contest with the Muzrui Chief, Mubarak, it would be impossible for the Sultan, except by the aid of the English, to regain his authority over them were they once to throw it off. The Chief, Mzee Saif, informed me that there were about 10,000 fighting men in the tribe, which not only occupies the

coast' between Pazee and the Somali country, but contributes largely to the population of the old Swahili towns of Suju and Patta.

10. From the tenor of the Sultan's last letter, it appears that he still looks upon the destruction of Kiunga as an infringement of his authority, and I venture to think that an impression of this kind is not easily effaced. It would, no doubt, as Dr. Kirk observes, greatly increase His Highness' influence upon the coast if it were generally known that the English acted in concert with him on such occasions; but in the present case, it appears from Captain Elton's letter dated 17th October, 1873, that Lieutenant Philpotts in destroying Kiunga, acted in direct opposition to the advice given him by the Governor of Lamo, who proposed a reference being first made to the Sultan on the subject. I do not, however, make these remarks with the view of criticizing the proceedings of the naval officers, which, under the provocation they had received, were not only justifiable, but will, I believe, be productive of a highly salutary effect.

Inclosure 1 in No. 38.

*The Sultan of Zanzibar to Captain Prideaux.*

(Translation.)

(After compliments.)

5 Safar, A.H. 1291 (March 24, 1874).

YOUR letter dated 27th Mohurruum has reached me, and I have understood its contents. You requested us to send Mujahidi to you, and we sent him, and we understood that he denied (everything) in your presence; and we summoned Mzee Saif and Mujahidi, and in talking with them my wish was to learn the reason of the murder of the Lieutenant, and they denied (any knowledge of the subject), as they were not present at it, but they had at once heard that the murderer was Mohammed bin Khairi; so I summoned Mohammed Khairi from the fort, and I wished him to confess, and to tell me; and I promised him that money should be paid (as an indemnity) for his release if he would confess to anything, but he would not confess. Then Mzee Saif and Mujahidi spoke to him, and tried to persuade him. Then we summoned our friend, Ali bin Saleh (Monshee to the Agency), and we wished (the prisoner) to make a declaration before him, but he would not. We then told Ali bin Saleh to inform you how he (the prisoner) had spoken, and then sent him back to the fort. He is no common Bajuni, but is connected by marriage with the brother of Mzee Saif. And we have no doubt with regard to Mujahidi, (for) he said he was at his plantation at the time. This is what happened regarding their affairs.

Inclosure 2 in No. 38.

*The Sultan of Zanzibar to Captain Prideaux.*

(Translation.)

(After compliments.)

7 Safar, A.H. 1291 (March 26, 1874).

WE have received your letter dated 5 Safar, and have understood its contents. As to Mujahidi you have yourself examined him, and have conversed with him, and heard what he had to say; and I also talked with him several times. Moreover, if he had ordered the murder of the officer, Mohammed bin Khairi would have informed against him. With reference to the execution of the Bajuni, know, oh, my friend, that this is no great matter; but we will inform you of what took place in former days. One of the people of the coast killed a Frenchman (M. Maizan of the French navy), in the time of our Lord, our father, Sa'id bin Sultan, and he was imprisoned until he died; and also about three years ago a Frenchman was killed at Kismayo, and there was a dispute between us and the French Consul; and they afterwards accepted "diya" (blood money), and we paid 1,200 dollars; and now if we execute this man, as you know the country is large one, and the Christians are constantly visiting all parts, and if we now act in this way, all of them will seize upon us, and God forbid that you should wish trouble to come upon us. And to kill him or leave him in prison till he dies is the same thing. And perhaps you do not know that when the boats came to Kiunga they destroyed the town, and cut down the cocoa-nut trees, and killed a woman, and burnt the village with fire, and destroyed the mosque, the house of God, and there was in it a great deal of property belonging to people, which was lost. And we shut our eyes to all this on your account, otherwise the people of the boats had no right to interfere, but should first have informed us of it; and if we had been powerless then they might have done as they liked. Now all this is not in your

recollection; how is that, oh my friend? Will the Government approve of what has happened? God forbid! I do not like recounting all this, but I doubted whether you were aware of it. Salâm.

No. 39.

*Captain Prideaux to the Earl of Derby.—(Received May 16.)*

My Lord,

*Zanzibar, April 7, 1874.*

I HAVE the honour to inclose copy of a letter which I have addressed to his Excellency Sir B. C. Pine, K.C.M.G., Lieutenant-Governor of Natal, with regard to arrangements made as to the disposal of the slaves captured by Her Majesty's ship "Daphne" on 13th March, and trust that the steps taken may meet with your approval.

I have, &c.

(Signed) W. F. PRIDEAUX.

Inclosure in No. 39.

*Captain Prideaux to Sir B. Pine.*

Sir,

*Zanzibar, April 7, 1874.*

ON the 13th of last month Her Majesty's ship "Daphne," whilst off the Madagascar coast, captured a slave dhow with 225 slaves on board, shipped from the Chufuri river, near Mozambique.

Acting on arrangements which were initiated by Dr. Kirk, in a letter of 14th November, 1873, Captain Foot proceeded to Mozambique, where he hoped that the Agent of the Union Company would relieve him of his charge by keeping the slaves until the arrival of the mail steamer for despatch to Natal. The Agent was, however, absent, and his "locum tenens," the Dutch Consul, refused to accept any responsibility in the matter.

In consequence Captain Foot was compelled to sail with the slaves (after picking up his boats on the North-west coast of Madagascar) for Zanzibar. On the voyage the vessel encountered a severe cyclone, during which, although everything was done which humanity could suggest, the sufferings of these unfortunate people were necessarily severe, and dysentery proved fatal to the youngest and weakest among them.

Eventually 194 were landed here, and the vessel condemned by me in the Vice-Admiralty Court. Some of the young children I confided to the care of the English and French Missions, and the remainder are now under medical care and good food, increasing daily in strength.

The provisions made in the Natal Government "Gazette," No. 177, of 1873, appear to me to provide amply for the good treatment and the future of the liberated slaves landed last year at Durban by Her Majesty's ship "Briton," and I am aware of the great demand for labour in the Colony. On consideration I have in consequence resolved to send down by the mail steamer under charge of my first assistant, Captain Elton, as many of the men women and children as, on the date of the steamers' sailing, are sufficiently convalescent to bear the voyage and promise to be of future service.

At the present moment the Agency Surgeon is of opinion that about 50 men and boys, and 30 women and children, will be the numbers selected, but I am unable at the moment to furnish you with an exact return. Captain Elton, however, will bring down the necessary documents in connection with them, and has my instructions to place himself in immediate communication, through your Excellency, with the proper officers for the reception of labour immigration.

I consider it most important that this officer should accompany the first party of liberated slaves selected for Natal, in order that a report may be made on the arrangements of the Union Company, &c., and such confidence established in the colony's reception that no objection may be raised in the future to Natal as a home for slaves, should other captures be made.

I should not omit to state that the Portuguese Government at Mozambique are reported by Captain Foot to have expressed its willingness to assist him in every way; but the Union Company being virtually unrepresented, it was impossible to enter into any arrangements.

I have, &c.

(Signed) W. F. PRIDEAUX.

No. 40.

*Captain Prideaux to the Earl of Derby.—(Received May 16.)*

My Lord,

Zanzibar, April 9, 1874.

I HAVE the honour to report the following movements of Her Majesty's vessels of war, during the past month:—

Her Majesty's ship "Daphne" returned here on the 28th March, from a cruise in the Mozambique Channel, which resulted in the capture of two dhows, one containing 225 slaves, and the other one slave; both cases were condemned in this Vice-Admiralty Court.

Her Majesty's ship "Nassau" arrived on the 4th April from Malta, being commissioned to carry on the survey of the coast from Kilwa southwards.

Her Majesty's ship "Briton" returned on the 5th April from a cruise in the Mozambique Channel.

I have, &c.  
(Signed) W. F. PRIDEAUX.

No. 41.

*Captain Prideaux to the Earl of Derby.—(Received May 16.)*

My Lord,

Zanzibar, April 9, 1874.

I HAVE the honour to acknowledge the receipt of Mr. Lister's despatch of the 28th February last, inclosing a letter addressed by your Lordship to His Highness the Sultan, and conveying the thanks of Her Majesty's Government for the conduct of the Governor of Lamo, and an expression of regret that the officers of the "Daphne" should have interfered in the case of the seizure of the dhow, which was reported in Dr. Kirk's despatch of the 22nd November, 1873.

I have duly handed this letter to the Sultan, and have now the honour to inclose His Highness' reply.

I have, &c.  
(Signed) W. F. PRIDEAUX.

Inclosure in No. 41.

*The Sultan of Zanzibar to the Earl of Derby.*

(Translation.)

In the name of God, the pitiful, the compassionate.

TO the most noble and lordly, the high and exalted, the Minister of Foreign Affairs and the tongue of the Sublime Government, Lord Derby. May God preserve his person and protect his honour. Amen.

Your respected letter dated the 27th February duly reached me, and your friend understood therefrom that the Government was perfectly satisfied, through the information [which it had received] through Consul Kirk, with the efforts made by our Governor at Lamo, who seized the band of thieves who had carried off the slaves, and that you send to us the thanks of the exalted Government on that behalf. This is what we hoped for on the part of the high Government, whose relationship with us continues to be kindly. Your kindness also is appreciated, and we cannot adequately recognize it. Salam.

Written on the 21st of Safar, A. H., 1291 (A. D. 9th April, 1874).

This is from your loving friend,  
(Signed) BURGASH BIN SAEED.

No. 42.

*Captain Prideaux to the Earl of Derby.—(Received May 16.)*

My Lord,

Zanzibar, April 18, 1874.

I HAVE the honour to transmit copies of a correspondence which has passed between me and the Senior Naval Officer on the East African coast, relative to the disposal of

dhow and slaves which may be captured by Her Majesty's ships and boats during the ensuing season; and I trust that the course I have suggested to Captain Brine may meet with the approval of your Lordship.

I have, &c.  
(Signed) W. F. PRIDEAUX.

Inclosure 1 in No. 42.

*Captain Brine to Captain Prideaux.*

Sir,

*"Briton," Zanzibar, April 11, 1874.*

IT would be of great advantage to the proper execution of the duties relating to the suppression of the Slave Trade if it was possible for the Captains of Her Majesty's ships or the officers commanding their boats on this station to take any captured slave dhows into the nearest convenient port under the Sultan's jurisdiction, and there place her under the charge of the Governor, until satisfactory arrangements could be made to send her to the port of adjudication. At present, if any of the ships or boats capture a dhow, they are, in the majority of cases, diverted from their important duties in guarding the coast, and much valuable time is lost in conducting the dhow to the port where the Vice-Admiralty Court is held.

2. I beg, therefore, to bring the subject to your consideration.

3. In the event of your deciding to request the Sultan to give the necessary instructions to the Governors under his orders, I should be greatly obliged if you would acquaint me with such points of detail as your experience may suggest, in order that the regulations for the suppression of the Slave Trade may not be infringed.

I have, &c.  
(Signed) LINDESAY BRINE.

Inclosure 2 in No. 42.

*Captain Prideaux to Captain Brine.*

Sir,

*Zanzibar, April 18, 1874.*

IN reply to your letter dated the 11th instant, relative to the disposal of dhows which may be captured by Her Majesty's vessels during the ensuing season, I have the honour to inform you that I addressed the Sultan in the sense of your communication, and His Highness immediately handed me letters for transmission to the Governors of Tanga, Mombasa, Melindi, Lamoo, and Kismayo, in which those officers were directed to take over charge and retain in safe custody any dhows which might be given over to their care by the Captains of Her Majesty's ships and the Commanders of their boats on this station.

2. I am of opinion that, if slaves are captured, it would be advisable, after taking a certificate of the number, of both sexes, from the Governor of the port, to hand them over to the Customs Master, who would be in a better position to house and subsist them than the Arab authorities. I have accordingly addressed letters to the Customs Masters of all the principal ports along the Coast, desiring them to receive any slaves that may be captured, and to forward their accounts of expenditure to Zanzibar for adjustment. The head Customs Agent at Zanzibar, to whom those officials are subordinate, has also given them instructions to the same effect.

3. In order to save expense to Her Majesty's Government, it would of course be desirable for captains of ships, on returning to Zanzibar, to convey not only the slaves whom they may have themselves landed at the various ports, but also all others whom they may find there awaiting shipment. The best places for landing the slaves would be Lamoo and Melindi, and I should deprecate any being discharged at the smaller ports.

4. I am further strongly of opinion that, if the number of slaves that may be captured exceeds 100, it would be advisable to convey them at once to Zanzibar for adjudication. The dhow might be left at the nearest port pending the orders of the Court, and, if finally condemned, I do not think it would be contrary to the provisions of the Act 36 and 37 Vict., cap. 84, if the latter were, on being satisfied as to the impossibility of bringing the vessel into Zanzibar, to grant authority for her to be broken up and publicly sold in separate parts at the port of detention, the proceeds of the sale being remitted to the Court by the first convenient opportunity.

I have, &c.  
(Signed) W. F. PRIDEAUX.

No. 43.

*Captain Prideaux to the Earl of Derby.—(Received June 2.)*

My Lord,

Zanzibar, May 4, 1874.

I HAVE the satisfaction of reporting that His Highness Seyed Burghash has dismissed from his post, as Governor of Pemba, Hamood bin Mahammed, who was notorious as a supporter and abettor of the Slave Trade.

2. This step was taken at the request of the inhabitants of Pemba, who could no longer endure the tyrannical proceedings of the late late Governor. In his place, the Sultan has approved the nomination made by them of Jooma bin Muftah, a person of low origin, who up to the present had filled the position of Head Clerk to the Governor, but who bears a high character for integrity.

I have, &c.  
(Signed) W. F. PRIDEAUX.

No. 44.

*Captain Prideaux to the Earl of Derby.—(Received June 2.)*

My Lord,

Zanzibar, May 6, 1874.

I HAVE the honour to report the following movements of Her Majesty's vessels of war upon this station during the past month:—

Her Majesty's ships "Briton" and "Daphne" left for the northward on a cruise on the 11th April.

Her Majesty's ship "Vulture" arrived here from the Mozambique Channel on the 13th April, and left for the north on the 19th idem.

Her Majesty's surveying vessel "Nassau" left for the coast, south of Kilwa, on the 18th April.

I have, &c.  
(Signed) W. F. PRIDEAUX.

No. 45.

*Mr. Bourke to Captain Prideaux.*

Sir,

Foreign Office, June 10, 1874.

IN transmitting to you a copy of a letter containing the opinions of Dr. Kirk, to whom your despatch of the 18th April was referred, on the proposed plan of leaving in temporary charge of the Arab Government of certain coast towns any dhows or slaves which may be taken by Her Majesty's ships and boats on the East African Station at a distance from Zanzibar, I am directed by the Earl of Derby to state to you that he authorizes your taking, in conjunction with the naval authorities on the coast, such steps as may be requisite for carrying out the arrangement proposed in your above-mentioned despatch.

I am further to instruct you to express to His Highness the Sultan the thanks of Her Majesty's Government for his prompt compliance with the request made to him by you in this matter.

I am, &c.  
(Signed) R. BOURKE.

Inclosure in No. 45.

*Dr. Kirk to Mr. Lister.*

Sir,

London, May 30, 1874.

WITH reference to the subject of your letter dated May 29, in which I am desired to make any observations I may have to offer on the disposal of dhows and slaves detained at a distance from Zanzibar pending adjudication in the Vice-Admiralty Court, I beg to state that the system now being adopted meets with my most cordial support and approval.

In a letter addressed by me to the Earl of Clarendon March 7, 1870, I had then the  
CLASS B.



honour to point out the difficulties our naval officers met with in disposing of native vessels pending trial, therein I stated, "That to facilitate the operations of cruising I proposed and gained the assent of his Highness (Seyyid Majid) to the arrangement reported in the last part of my letter of the 24th August, 1869, to the Bombay Government," extract of which I have now the honour to transmit inclosed for your Lordship's information.

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

The above extract fully explains the advantages to be derived from adopting a system which I am glad to find now receiving favour with the navy, and the reason why an arrangement concluded was not carried out, which would have saved Her Majesty's Government the payment of compensation in more than one case that has happened since then.

I think it will still be necessary for the Court to have in its possession a formal engagement on the part of the Sultan to produce the vessel and cargo so deposited, as also any of the crew, passengers, or slaves to the order of the Court, and that the receipt given by the Local Governors be drawn out in one uniform system and model on a printed form with blanks to be filled in by the capturing officer and the Arab local authority in both English and Arabic.

Failing this there might be danger of unpleasant questions arising to compromise both the action of the Court and the rights of the captors. To all of this, however, the late Sultan had given his full assent.

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

No. 46.

*Captain Prideaux to the Earl of Derby.—(Received June 14, 2:15 P.M.)*

(Telegraphic.)

*Aden, June 14, 1874.*

MR. ARTHUR HEALE, Agent to the House of Hamsing, of Hamburg, was murdered at Brava, about 10th April, by two Somalis who effected their escape to bush. Lieutenant Cameron arrived at Ujiji on 22nd February in good health. As it is impracticable to travel on either side of Tanganyika at present, he intends to take a cruise to the south end of the Lake, and if time permits to circumnavigate it, for which purpose he has purchased a large canoe with sails and oars. The "Briton" and "Vulture" returned to Zanzibar after several weeks' cruising to northwards; no captures were effected, and the Arabian Slave Trade appears to be temporarily at an end. The "Briton" has left for Trincomalee, having been relieved by the "Thetis."

No. 47.

*Mr. Lister to Captain Prideaux.*

Sir,

*Foreign Office, June 19, 1874.*

I AM directed by the Earl of Derby to acquaint you that his Lordship approves the arrangements made by you for the disposal of the slaves captured on the 13th of March last, by Her Majesty's ship "Daphne," as reported in your despatch of the 7th April last.

I am, &c.  
(Signed) T. V. LISTER.

No. 48.

*Captain Prideaux to the Earl of Derby.—(Received June 30.)*

My Lord,

Zanzibar, May 30, 1874.

I HAVE the honour to report that letters have been received from Lieutenant Cameron, R.N., commanding the East African Expedition, in which that officer reports his arrival at Ujiji on the 22nd February last.

He further states that, as travelling on the other side of Lake Tanganyika is impracticable at present, he has purchased a large canoe pulling fourteen oars and fitted with a sail, and intends to take a cruize to the southern end of the lake, and, if time permits, to circumnavigate it.

The road from Ugogo is now quite open, and sixteen large ivory caravans have, within the last few days, arrived at the coast from that district.

I have, &amp;c.

(Signed) W. F. PRIDEAUX.

No. 49.

*Captain Prideaux to the Earl of Derby.—(Received June 30.)*

My Lord,

Zanzibar, May 21, 1874.

I HAVE the honour to acquaint your Lordship that I have received a letter from Amir bin Sultan el-Haritheh, the new Arab Governor of Unyamwezi, informing me that the Korera of Unyanyembe have attacked the rebel Chief Mirambo, have captured many of his fortified places, and have taken a considerable number of prisoners. It is also reported that the King of Uganda is dispatching a force of 17,000 men to assist in carrying on the war against Mirambo.

2. The Governor gives no news of Lieutenant Cameron, beyond the bare fact that he had left for Ujiji before his arrival, and that a box of letters which had been forwarded from Zanzibar had been dispatched after him.

I have, &amp;c.

(Signed) W. F. PRIDEAUX.

No. 50.

*Captain Prideaux to the Earl of Derby.—(Received June 30.)*

My Lord,

Zanzibar, June 3, 1874.

I HAVE the honour to report that on the 19th May Her Majesty's ship "Briton" arrived here after cruising to the northward, and brought the sad intelligence that Mr. Arthur Heale, an Englishman by birth, and the resident Agent at Brava of the Hamburg House of Messrs. Hamsing and Co., had been murdered by a couple of Somalis about the 10th April last.

I inclose a copy of Captain Brine's letter to my address, which contains all the details that, up to the present, I have been able to learn concerning this occurrence.

I lost no time in writing to His Highness the Sultan, pointing out that this was the third Englishman who had been killed within the last few months, and plainly stating that if he were unable to protect Englishmen residing in his territories, Her Majesty's Government might have to employ force in doing so. Stringent orders have been sent to the Governor of Brava to use his best endeavours to secure and punish the murderers, but, so far as I can learn, the force at his disposal is scarcely sufficient to guard the town, and could not be employed in any distant operations. Until, however, the Sultan receives a Report from the Governor, he will feel somewhat at a loss how to act, as it is possible that troops will have to be sent from Zanzibar to assist in punishing the murderers' village, which I understand is at a considerable distance outside Brava.

I am persuaded that no blame attaches to the Governor and people of Brava, where Mr. Heale, from a residence of several years, was well known and generally respected.

The character of the Somalis is notorious; they are a vindictive and treacherous race, and no European has yet been able to travel safely in their country.

Whether Mr. Heale was murdered simply to gratify their innate bloodthirstiness, or whether to revenge a fancied slight which they had received at the hands of the people of

Brava, is unknown, but there can be no doubt that the opportunity of killing an European with apparent impunity must have presented irresistible temptations to them. There are no grounds for supposing that the murder was connected in the slightest degree with our measures for the suppression of the Slave Trade.

Should a favourable opportunity present itself for personally visiting Brava, I shall avail myself of it; but, with only two vessels of war upon the station, I fear there is little chance of one offering.

The northern Slave Trade appears to be temporarily at an end, and the Mozambique Channel is looked upon as better cruising ground.

I shall not fail to impress upon His Highness the Sultan the necessity for striking such a blow at these Somalis as they will not easily forget; but he possesses no authority whatever outside the walls of Brava, and I doubt if the largest force he could collect would be able to move far beyond them. Until further advices reach me therefore, I regret that I am able to do little more than record the bare fact of the assassination, which I feel assured is destitute of any political significance.

It is unfortunate that at this time of year Brava is almost inaccessible to boats, and hence the greatest difficulty exists in maintaining any communication with the place.

I have, &c.  
(Signed) W. F. PRIDEAUX.

Inclosure in No. 50.

*Captain Brine to Captain Prideaux.*

Sir,

*"Briton," Zanzibar, May 20, 1874.*

UPON my arrival at Brava on the 23rd April, an Arab, named Ahmed bin Abdullah, came on board and informed me that Mr. Arthur Heale, an Englishman residing at Brava, acting as agent for Mr. Carl Schriever of Zanzibar, had been murdered by two Somalis at 11 A.M. on or about the 11th April. Ahmed bin Abdullah then showed me a Power of Attorney given him by Mr. Carl Schriever, and signed by yourself, which gave him full powers to act for Mr. Schriever in the event of Mr. Heale's death. I immediately landed to investigate the affair. I found the Governor most anxious to explain to me what had occurred, and he was evidently seriously alarmed. He accompanied me to Mr. Heale's house, where, assisted by the First Lieutenant of this ship, Mr. Arthur Philpotts, I made a careful examination of Mr. Heale's papers and effects; I then requested the Governor to accompany me to the grave, which was about a quarter of a mile outside the walls of the town. On the road there he pointed out the spot where Mr. Heale had been stabbed, and the direction in which the murderers had escaped. After examining the grave I returned on board. On the following afternoon I sent to inform the Governor that a Burial Service would be performed at the grave, and that I wished him and his troops to be present. Accordingly, shortly before sunset a funeral party was landed, and Service was performed with due ceremony by the Chaplain of this ship.

The Governor fell-in his troops round the grave, and standing at their head, preserved the utmost order and silence. He was, however, very anxious lest any attack should be made by the Somalis, and asked my permission to station some of his men to guard our boats.

When the funeral service was over, I requested the Governor and the Arab Agent to build a suitable stone monument over the grave, and also erected a temporary wooden head-board, on which was written:—

In memory of  
ARTHUR HEALE,  
Who was killed at Brava,  
April 10, 1874.

I left Brava the same evening, and proceeded to Magadoxa. On my return to Brava on 5th May, the surf was so heavy that it was dangerous to communicate. I, however, sent in a boat, and ascertained that the stone monument had been built, and that Mr. Heale's effects were safe under Ahmed bin Abdullah's charge, and that the house was guarded by two of the Governor's soldiers. The Governor wished me to take a letter from him to the Sultan, but the weather became so bad that I proceeded to sea without further communication. It is very difficult, with bad interpreters to get Arab days and hours translated into their English equivalents; but after many conversations with the Governor, Ahmed bin Abdullah, and others, I ascertained the following facts:

In the forenoon of about the 10th April, Mr. Heale went a few yards outside the walls of the town, to look at a small plot of ground which he was having inclosed, and whilst there two Somalis came down from the hill and accompanied him to the gates of the town, and to a little open space within the walls. Here one of the Somalis drove a spear through his back, and then both ran out of the town and escaped to the bush. Mr. Heale was carried to Ahmed bin Abdullah's house, where he lingered for seven days, and then died. I asked the Agent if he wished me to embark the chest of money, or any of Mr. Heale's effects, but he said he thought they were quite safe, although he was prepared to give them up to me if I wished to take them, provided I gave him a receipt. However, I thought that it was better to leave the things as they were. A letter had been written to Zanzibar for Mr. Schriever's instructions, and the house appeared to be carefully and safely guarded.

I do not think that the Governor of Brava is in any way to blame. He informed me that he was taking steps to obtain the murderers from the Chief of the Somali village to which they belong, and that in case of refusal, he intended to attack the village. I, however, doubt whether he has sufficient force at his disposal to enable him to adopt such a hostile measure.

I have, &c.  
(Signed) LINDESAY BRINE.

## No. 51.

*Captain Prideaux to the Earl of Derby.—(Received June 30.)*

My Lord,

Zanzibar, June 4, 1874.

WITH reference to the Honourable Mr. Bourke's despatch of the 10th April last, relative to the murderous outrage committed upon the late Mr. Hartley by a party of Arabs at Morongo, I have the honour to state that I have taken the greatest pains to impress upon His Highness the Sultan the necessity for a full investigation of the affair, and I know that, upon my representations, he has instructed the Governor of Pangani to spare no efforts to discover the murderers. Owing to there being no spectators of the outrage, except those who were immediately implicated in it, great difficulty exists in tracing out the matter; and although I have reason to believe the real truth is known to several people, both on the coast and at Pemba, it would be as much as an Arab's life was worth to give the slightest information either to the Sultan or myself.

Although there is no doubt that Mr. Hartley lost his life through his injudicious interference with the proceedings of the slave dealers, who are reported to have moved two miles out of their ordinary road on learning that an Englishman was in the vicinity, yet I venture to think that, even if the actual perpetrators of the crime cannot be discovered, some punishment should fall upon the districts immediately around Morongo, which are all deeply tainted with the Slave Trade.

As being a matter, therefore, intimately connected with, and, indeed, arising from, that land traffic which has been so actively carried on within the last few months, I most respectfully venture to submit for your Lordship's consideration whether an indemnity of, say, 5,000 dollars should not be demanded from the ports of Tanga and Pangani, and possibly from the Island of Pemba, in which, there is every reason to believe, a large number of slaves have been surreptitiously introduced. The sum proposed is not large, but its payment would be a lesson to the people inhabiting the district, if the Sultan chose fairly to levy it, and it could easily be enforced by a short blockade of the ports in question.

I have, &c.  
(Signed) W. F. PRIDEAUX.

## No. 52.

*Captain Prideaux to the Earl of Derby.—(Received June 30.)*

My Lord,

Zanzibar, June 5, 1874.

REFERRING to my letter dated the 7th April last, I have the honour to forward a copy of a report I have received from my First Assistant, Captain Elton, regarding the reception accorded by the authorities at Natal to the freed slaves whom I despatched for allotment in that colony.

A further report shall be furnished on Captain Elton's return to Zanzibar, from Natal, whence the mail steamer is hourly expected.

I have, &c.  
(Signed) W. F. PRIDEAUX

Inclosure in No. 52.

*Vice-Consul Elton to Captain Prideaux.*

Sir,

*Durban, Port Natal, April 24, 1874.*

I HAVE the honour to report that on the arrival of the Royal Mail steamship "Kafir" on the 23rd, yesterday, I at once requested the Port Captain to telegraph to the Governor that my charge consisted of seventy-eight liberated slaves.

Captain Airth, the Port Captain, then informed me that the Lieutenant-Governor was gone to the Cape. Major the Honourable D. Erskine had also left on leave, and Colonel Honourable B. P. Lloyd was acting as Colonial Secretary. The telegram was accordingly addressed to Colonel Lloyd.

The "Kafir" crossed the bar about 8 in the morning, and I am pleased to report that, by 11 o'clock, all the freed slaves were landed and taken to the permanent barracks built for the Indian immigrants. The arrangements were good, and the reception accorded the new comers perfectly satisfactory.

With regard to the arrangements made on board the Royal Mail steamship "Kafir," I must give great credit to the Union Steamship Company, and especially to the First Officer, Mr. Travers, whose care by night and by day was unremitting to his Makua passengers. No trouble was too great, no matter of lesser detail too small for Mr. Travers' assiduous attention and good heartedness. Captain Bird seconded every suggestion made by me for the comfort of the released slaves, and in every way also heartily aided in making the voyage a favourable one to them.

Three deaths occurred on the voyage: one of a man, who, on leaving Zanzibar, appeared perfectly recovered and who daily ate his rations with avidity, but who gradually wasted away and died from the after-effects of his terrible voyage in the slave dhow. "The iron had entered into his soul," and his death lays at the door of the slave dealers, as well as those of the other two children who perished through sheer exhaustion of system and from the results of previous privations.

Port wine and arrowroot were freely distributed amongst the ailing; oranges and limes were provided; rice and salt fish. Fresh meat was given at intervals, and the supply of water was ample. During the wet nights, of which we experienced several, a double awning was spread overhead, and gratings placed on the deck. Sails were laid down as bedding, and every precaution taken to keep the rain and wind from the people. Meals were regularly cooked, and served by the Consular men taken on board, and I am glad to say that no unpleasantness whatever arose between the ship's officers and men and those under my charge.

I have not as yet had any communication with Colonel Lloyd or submitted the accounts of expenses incurred, but the feeling in the Colony is so much in favour of these freed people, that their future is assured to me by the tone adopted by the class of men under whom they will probably serve.

A further report will be furnished on the arrangements made for allotment, and the future of these Makuas.

I have, &c.  
(Signed) F. ELTON.

No. 53.

*Captain Prideaux to the Earl of Derby.—(Received June 30.)*

My Lord,

*Zanzibar, June 5, 1874.*

I HAVE the honour to report the following movements amongst Her Majesty's vessels of war upon this station during the past month:—

Her Majesty's ship "Briton" arrived here from the northward on May 19; left again on the 23rd; returned on the 31st; and finally left for Trincomalee on the 4th June, having been relieved by Her Majesty's ship "Thetis."

Her Majesty's ship "Vulture" arrived here on the 26th May, after cruising to the northward.

Her Majesty's ship "Thetis" arrived here on the 1st June to relieve Her Majesty's ship "Briton," as Senior Officer's ship on the East Coast of Africa.

I have, &c.  
(Signed) W. F. PRIDEAUX.

No. 54.

*Lieutenant Cameron to the Earl of Derby.—(Received June 30.)*

My Lord,

*Kawèlè, Ujiji, March 4, 1874.*

I HAVE the honour to bring before your consideration the question of the East African Slave Trade as it has appeared to me since I have been in the interior.

It is a question of vast importance, as, until it is put an end to, little or nothing can be done towards the regeneration and civilization of this part of the world; and whilst communication remains in its present unsatisfactory state, slavery will still continue to be a blot on some of the fairest and most fertile portions of the world.

Slave Trade flourishes in a belt of jungle villages about a week's march from the coast, the people of which have agreed to supply a certain number of slaves to the inhabitants of Whinclè, in return for which they are allowed to extort "mhongo," or blackmail from passing caravans. This has only been the case during the last twelve months or so, our caravan and some others which came up about the same time having been the first who were subjected to this extortion.

These villages are built in the centre of patches of jungle, and only accessible by narrow and tortuous paths, which could easily be blocked so as to render access impossible. However, none of the patches are large enough to prevent their being thoroughly searched by rockets; and in the event of the people refusing to desist from their abominable traffic, they might easily be reached by a naval brigade formed from the squadron on the East Coast. With a view to this, it might be well if the depôt ship were furnished with a rocket battery and a couple of the Abyssinian 7-pounders, together with a mule train sufficient to provide the necessary transport.

Proceeding westward, on the regular caravan route, Simbaweni and some dependent villages form another centre where slaves are sold to caravans proceeding to the coast. They are principally procured by forays on the surrounding Washenzi (or wild people), a party setting out and destroying villages, and carrying off those of the inhabitants who are not killed or are unable to make their escape.

If among the captives there are any who, by age or infirmities, are valueless in the market, they are frequently murdered in cold blood, in order to save the value of their food.

After crossing the Makata Plain, the villages of Mbumi, Kdeletamare, Rehennoko, and Muinyi Usagara, together with some owned by freed men or escaped slaves of the Arabs at Zanzibar, form the foci of the trade; here, in addition to the slaves obtained by forays, the captives made in the internal wars of the Waroro and Wabeni, are bought and sold, and also the people are by no means averse to attacking caravans of Wanyamwesi, if they think themselves strong enough to do so in safety, but this is usually done more for the sake of plunder than to obtain slaves.

From here, one passes on past Mpwapwa, which is more a provisioning station for caravans between two desert tracts than anything else, to Ugogo, which is principally an importing country, the soil being comparatively poor and requiring more labour in its cultivation than the rest of the country, besides which the natives (men) usually confine themselves to taking care of their cattle, of which they have large herds, leaving the field-work to their women and slaves.

However, at Khoko, where a few Wamrima are settled, and Mdaburu, the two western districts, slaves are exported, usually bought from the Warori, whose country marches with theirs on the south.

After Ugogo, we come to Unyamwesi, which may be considered as comprising Mgunda Mkali on the east and Uvinza on the west.

Here the question is more complicated than anywhere else.

1. There are the Arabs, under which term I include Waswahili, Wamrima, and the rest, as it is the general custom to do so in this part of Africa, and their connection with the trade may be classed under two heads:—

(a.) The respectable portion, who have either settled in the country or who take

charge of large trading caravans. These men buy slaves for domestic purposes and to cultivate their large shambas, or farms, many possessing a whole village and surrounding country, besides their tembè in Taborah, Kivikurah, or Kiviharah—some more than one. All the inhabitants of these villages are slaves. Besides this, when there is lack of the necessary portage, they use slaves to form their caravans, who used to form a large proportion of the men sold at Zanzibar.

(b.) The Arabs who are rich enough to do as above frequently adopt the following plan:—

They manage somehow or another to arm a party of men and travel about the country fomenting the quarrels between neighbouring villages, and, taking as a rule the side of the strongest, are repaid, after the other side have been conquered, in slaves and ivory for their assistance.

These men, if they find themselves strong enough, are exceedingly prone to attack a village without any pretext at all; and instances have been known of their plundering the caravans of other Arabs, and also of their joining with men who, like Mirambo, are at war with the settlers. However, in Mirambo's own case, there are none with him, as when one or two offered to join him he killed them, saying, "Traitors once, traitors always."

The slaves, &c., collected by these men they easily dispose of the Arabs settled in Unyanyembe, as they can be kept at the outlying villages till all question about them has passed away.

2. The trade as carried on by the natives themselves.

(a.) At present, and as far as I can judge, parties of Ruga Ruga, or banditti, infest the whole country, who snatch one or two people out of the fields, or plunder small caravans; and sometimes, when in great force, attacking a village, and perhaps—though very rarely—a large caravan.

These parties are composed of men who, when at home, are looked upon as respectable members of society, but who carry on their business some thirty or forty miles away from their own villages.

They either bring the proceeds of their robberies into Unyanyembe or wait till an agent of the Arabs comes round on a purchasing expedition.

(b.) Petty wars are constantly taking place, and the captives are always made slaves; sometimes sold, and sometimes retained by their captors to work the ground.

(c.) Stronger tribes make forays on weaker and adjoining ones, as is constantly the case in Ugara and Uvinca, where the people harry the unfortunate inhabitants of Kawende whenever they think they require slaves or the fancy takes them.

I am told that the Arabs also, when unable to find sufficient carriage here, send armed parties into Kawende in order to make up the deficiency.

(d.) There are also a number of runaway slaves who have their head-quarters not very far from Ugogo, who subsist entirely by slave trade and plunder.

(e.) The preceding may be considered the normal modes in which slaves are obtained; but there is at present an abnormal cause for a large amount, viz., the war between Mirambo and the Arabs.

Mirambo by no means confines himself to attacks on the Arabs and their allies, but everywhere where he goes, if the people do not side with him, he destroys their villages and carries off all he can as slaves, whom he easily disposes of by means of tribes who are supposed to be friendly to the Arabs, whilst in reality they are his allies and supply him with powder and all the other stores he requires.

About the Slave Trade here with regard to the slaves brought from the other side of the lake I am not at present in a position to say anything, but when I know more I will write about it as opportunity offers.

Since leaving Unyanyembe I have passed large tracts of country which have been depopulated by this infernal traffic.

With regard to its suppression, it is and will continue an impossibility until communication with the civilized world is opened up. There are no engineering difficulties in the way of a railroad from Bagomoyo to Ujiji, and a line of single rail 3 ft. 6 in. gauge ought to be constructed for 1,000*l.* per mile.

800,000*l.* ought to bring it into complete working order. For a large portion of the distance the sleepers and rails would only have to be laid down and ballasted.

The present traffic on this line would pay an interest of 5 per cent., and the increase of import and export would double or treble this in a few years.

Now, ivory and slaves are almost the only exports, but if means of transport be provided and cultivation encouraged, we ought to get cotton, india-rubber, semsem and palm oils, hides, rice, grain, coffee, and spices. I have picked up wild nutmegs.

In addition, when the line was completed, branch roads might be made to the Victoria

Nyanza and to Urori, and as time went on lines might be carried on on the other side of the Tanganyika.

When the trunk line to this place is finished, I would recommend the appointment of European commissioners near Mbumi in Unyanyembe (not at Taborah, which is unhealthy) and here. They should each have at their disposal a force of about 500 or 600 Indian soldiers and a sufficient number of European subordinates in order to be able to punish any one found engaged in the Slave Trade and to prevent the petty wars which foster it.

Here should be stationed two or three vessels of about 50 tons each, which might be sent up in pieces, to protect legal trade and to put a stop to the transport of slaves.

This being a question which affects the whole civilized world, a Commission of the different great Powers might be formed in order to decide as to what means should be taken in order to do away with this curse of Africa.

Instead of her being drained of her life-blood, she requires a much larger population than she has at present in order to develop her vast resources.

At present there is a difficulty as to what to do with the liberated slaves; why not found colonies with them? which might be protected at first, but would soon become self-supporting and able to govern themselves.

In conclusion, I would add that, wherever I have come in contact with Arabs, I have found them most kind, courteous, and hospitable.

I do not consider them to blame as regards the Slave Trade; they found the existing state of things, and let it remain as they found it. Their slaves are nearly always—the exceptions are only enough to prove the rule—well fed and kindly treated and looked after.

I have, &c.  
(Signed) V. LOVETT CAMERON, R.N.

No. 55.

*Mr. Lister to Captain Prideaux.*

Sir, *Foreign Office, July 24, 1874.*  
THE Earl of Derby has had under his careful consideration your despatch of the 4th of June, respecting the murder of Mr. Hartley, and the proposals which you therein made for obtaining reparation for this outrage, by the infliction of a fine on the district in which it was committed, and on the Island of Pemba, to which it is supposed that the slaves were being conducted by the Arabs who murdered Mr. Hartley.

In the absence of any proof that the inhabitants of the district referred to in any way connived at what appears to have been an unpremeditated attack, Lord Derby is of opinion that it would not be in accordance with justice to make them responsible for the crime, merely on the ground of their being, as is alleged, addicted to the Slave Trade; and the same view applies with even greater force to the inhabitants of Pemba, whose connection with the Arab slave-dealers, who committed the murder, does not at all appear to have been established, bearing in mind that in this case it is the crime of murder, and not that of Slave Trade, which it is desired to punish.

The utmost that it appears to Lord Derby can, in this case, fairly be urged upon the Sultan is, that a fine to be levied by himself, should be imposed upon any district within the Zanzibar Dominions in which it is proved that the murderers are being sheltered, unless they are immediately given up, to be dealt with by His Highness.

This fine should be of such an amount as would impress the persons on whom it is imposed with the determination of the Sultan to protect foreigners within his territories, and to make the authorities responsible in their persons and properties for their due protection throughout his Dominions; and you will urge His Highness to lose no time in taking steps to make known his intention of levying this fine, in the present instance, should the murderers not be handed over to him.

I am, &c.  
(Signed) T. V. LISTER.



*Captain Prideaux to the Earl of Derby.—(Received July 31.)*

My Lord,

Zanzibar, June 8, 1874.

I HAVE the honour to inclose copy of a Decree of Condemnation passed in the Vice-Admiralty Court here on a dhow captured by the cutters of Her Majesty's ship "Vulture," on the 26th May, 1874.

It is proved from the evidence that the first and second cutters under the command of Sub-Lieutenant W. De Vœux Hamilton, were at anchor at Rohani, to the south of Chak Chak, on the morning of the 26th ultimo, when they perceived a dhow making for the latter place. As soon as the dhow sighted the boats, she immediately changed her course and went on a fair wind through Wamba Creek until she was run ashore. The crew and passengers, amongst whom were observed several small figures presumed to be slave children, made for the shore through the surf and escaped into the bush.

The boats arrived about twenty minutes afterwards and found the dhow bilged and scuttled. A very heavy surf was running at the time, through which Sub-Lieutenant Hamilton and his men were compelled to swim in order to reach the shore. The interpreter who accompanied them stated in Court that he was informed by a man who came down from the village, which was about 100 yards off, that the crew had made their escape into the bush, where, without knowledge of the country it was impossible to follow them, and that they were accompanied by five slaves—three girls and two boys. On returning to the shore Sub-Lieutenant Hamilton, finding it impossible to carry the dhow to Zanzibar, was compelled to burn her.

In coming to a decision on this case, I did not consider that the evidence proved satisfactorily that there were actually slaves on board the dhow; but that she was engaged in the Slave Trade was, I thought, sufficiently established by the fact of her being run on shore by her crew in a heavy surf, scuttled and deserted. The dhow was described as a new vessel of the burden of 147 tons, and had she been engaged on legitimate business, it seems incredible that she should have been wantonly abandoned for no reason whatever. The crew, moreover, ran away into the bush and evidently feared to meet the captors. As the capture was effected on the 26th May, and the adjudication did not take place till the 6th June, sufficient time was afforded the owner, or some one on his behalf, to come forward to defend the case; or to enter a plea against the destruction of the vessel. No one, however, did so; and I looked on this as a further presumption of the illegal nature of the venture on which she was employed.

For the reason above given I entered a Decree of Condemnation against the dhow.

I have, &c.  
(Signed) W. F. PRIDEAUX.

Inclosure in No. 56.

Case No. 4 of 1874.

*Decree.*

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against a vessel, name and nation unknown, name of owner or master also unknown, her tackle, apparel, and furniture, seized as liable to forfeiture by William De Vœux Hamilton, a Sub-Lieutenant in Her Majesty's Navy, and commanding the first and second cutters of Her Majesty's ship "Vulture," before William Francis Prideaux, Esq., Judge in the Vice-Admiralty Court at Zanzibar, on the 6th day of June, 1874.

Appeared personally the said William De Vœux Hamilton, and produced the sworn declaration hereunto annexed, setting out the circumstances under which a vessel, name and nation unknown, name of owner or master also unknown, of the description and dimensions specified in the annexed certificate of admeasurement, was seized in Wamba Creek, in the Island of Pemba, on the 26th day of May, 1874, by the said William De Vaux Hamilton. I, the said Judge, having heard the evidence produced by the captors, and, in the absence of any defence, having found sufficient proof that the vessel at the

time of her seizure was engaged in the slave trade, do adjudge the said 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. And I do further declare that, after full consideration of all the circumstances of the case, the destruction of the said vessel was, in my opinion, inevitable, and I do fully approve thereof.

In testimony whereof I have signed the present decree, and caused my seal of office to be affixed thereto, this 6th day of June, 1874.

(Signed) W. F. PRIDEAUX,  
*Judge of the Vice-Admiralty Court, Zanzibar.*

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*Certificate of Admeasurement.*

I, the Undersigned, William de Vœux Hamilton, Sub-Lieutenant in Her Majesty's navy, do hereby certify that I have carefully admeasured the dhow or vessel, no name or nation, destroyed by me on the 26th May, 1874, in Wamba Bay, Pemba, on the ground that she was engaged in the Slave Trade, I certify that her dimensions are, as follows, viz. :—

	Ft.	in.
Length of upper deck, from outside plank at stem to stern-post .. .. .	95	0
Main breadth to outside plank .. .. .	19	0
Girth of ship under the keel at main breadth from the upper deck on one side of the vessel to the upper deck on the other .. .. .	39	0
<b>Tons.</b>		
Tonnage of vessel .. .. .	135	8215
Poop—length, 20 ft. ; breadth, 17 ft. ; height, 3 ft. 5 in. .. .. .	11	0009
Total tonnage .. .. .	147	7215

Signed this 4th day of June, 1874.

(Signed) WM. DE V. HAMILTON, *Sub-Lieutenant.*

Approved by me, this 5th day of June, 1874.

(Signed) ARTHUR BROOK, *Commander, H.M.S. "Vulture."*

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No. 57.

*Captain Prideaux to the Earl of Derby.—(Received July 31.)*

My Lord,

*Zanzibar, June 8, 1874.*

IN continuation of my letter dated the 5th instant, I have the honour to forward a further Report from Captain Elton, having reference to the steps taken by the Government of Natal to dispose of the manumitted slaves who were allotted for service in that Colony.

I have, &c.

(Signed) W. F. PRIDEAUX.

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Inclosure in No. 57.

*Vice-Consul Elton to Captain Prideaux.*

Sir,

*Durban, Port Natal, May 23, 1874.*

I HAVE the honour to report, in continuation of former correspondence, that the Colonial Government have disposed of the liberated slaves brought down under my charge in the following manner :—

Twenty-one men, accompanied by 9 women and 2 children, have been placed under the orders of Lieutenant-Colonel Durnford, Acting Colonial Engineer, for employment on the repairs of the public roads; 12 men, with whom 4 women proceeded, under the orders of Captain Airth, the Port Captain; 17 invalids remain under care of Dr. Addison, Government District Surgeon; 2 women and 1 girl have entered into approved private service; and the remainder are still under the supervision of Colonel Lloyd, Inspector of Immigrants.

Three deaths have occurred from wasting away and exhaustion, consequent on previous exposure on board the dhow.

The utmost care and attention has been shown to these Makuas by all the Colonial authorities concerned, who have done their best to smooth matters, and ensure both comfort and regularity to men and women. The barracks and the arrangements for the reception of liberated slaves are very perfect, and I can see no possibility of a better fate for people who may be subsequently captured and released than service and protection under the Natal Government.

I have also inquired into the consignment of the Makuas landed last year in August by Her Majesty's ship "Briton," and find that careful selection was used with regard to the masters; the people themselves have taken to their homes, and are happy and contented—a proof that they are well-treated.

I have, &c.  
(Signed) F. ELTON.

No. 58.

*Captain Prideaux to the Earl of Derby.—(Received July 31.)*

My Lord,

Zanzibar, July 1, 1874.

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 the 30th June, 1874.

I have, &c.  
(Signed) W. F. PRIDEAUX.

Inclosure in No. 58.

List of Cases adjudged in the Vice-Admiralty Court at Zanzibar during the half-year ending June 30, 1874.

Number on the Vice-Admiralty Court File.	Date of Seizure.	Property Seized.	Date of Sentence.	Decretal part of Sentence—Forfeiture or Restitution.
1	January 18, 1874	Dhow, with 38 slaves.	January 31, 1874	Forfeiture.
2	March 13, 1874	Dhow, with 225 slaves	March 30, 1874	Forfeiture.
3	February 13, 1874	Dhow, with 1 slave ..	March 30, 1874	Forfeiture.
4	May 26, 1874	Dhow .. ..	June 6, 1874	Forfeiture.
5	June 19, 1874	Dhow, with 1 slave ..	June 26, 1874	Restitution.

(Signed) W. F. PRIDEAUX, Captain,  
*Her Majesty's Acting Political Agent and Consul-General, Zanzibar.*  
*British Agency and Consulate-General, Zanzibar,*  
July 1, 1874.

No. 59.

*Captain Prideaux to the Earl of Derby.—(Received July 31.)*

My Lord,

Zanzibar, July 3, 1874.

I HAVE the honour to report the following movements of Her Majesty's vessels of war upon this station for the past month:—

Her Majesty's ship "Vulture" left this for the Seychelles on the 13th June.

Her Majesty's ship "Thetis" left for a cruize in the Mozambique Channel and Madagascar waters on the 26th June.

Her Majesty's ship "Nassau" arrived here from Milkindani Bay on the 26th June.

I have, &c.  
(Signed) W. F. PRIDEAUX.

No. 60.

*Captain Prideaux to the Earl of Derby.—(Received July 31.)*

My Lord,

*Zanzibar, July 3, 1874.*

I HAVE the honour to report that since the date of my letter of the 3rd June last, relative to the murder of Mr. Heale, communication by sea with Brava has become impossible by means of native boats; and of the men-of-war on this station, the "Vulture" is absent at Seychelles, and the "Thetis" on a cruising tour in the Mozambique Channel.

Just as the last mail was leaving, however, a communication reached His Highness Seyid Burghash from the Elders and Chiefs of Brava, in which they state that they had been for some time past engaged in hostilities with the Somali tribe of Ruhwain, that one of the Somalis was killed, and that the tribe received the usual "diya," or blood-money, from the people of Brava. That the Ruhwain people returned contented, and that on Saturday, the 21st Safar, (9th April,) Mr. Heale was found in his garden, with a severe wound in his side, from the effects of which he died on Wednesday, the 27th Safar (15th April). The exact circumstances attending the murder were unknown to the Chiefs, but they state that they at once recommenced hostilities with the Ruhwains, and that fighting was still going on at the date of the letter.

The story to some extent corroborates a rumour which has been current in Zanzibar to the effect that Mr. Heale was stabbed in revenge for the insufficient amount of the "diya" which was paid by the Brava people; the Somalis thinking that the latter would be sure to get into trouble if the Englishman residing amongst them were killed or injured. Mr. Heale is said to have been most inoffensive in disposition, and it is impossible to believe that he could have given any personal cause for the outrage.

I have already given my opinion that this murder was one of those calamities which may be expected when Englishmen take up their residence amongst such a people as the Somalis are. Inside the town of Brava Mr. Heale was no doubt tolerably safe, but beyond its walls he was entirely without protection, as the Sultan has no authority amongst the Somalis tribes, who are a source of the deepest trouble and annoyance to him. A chronic state of warfare has been going on for several years, but at such a distance from the seat of Government, any tangible results in favour of the Arabs can hardly be looked for.

I have, &amp;c.

(Signed) W. F. PRIDEAUX.

No. 61.

*The Earl of Derby to Captain Prideaux.*

Sir,

*Foreign Office, August 7, 1874.*

HER Majesty's Government have had under their consideration the various reports received from Dr. Kirk and from you relating to the murder of Lieutenant MacCausland by the natives of Kiunga, and I will now proceed to make known to you the determination which they have come to in regard to the punishment of the parties concerned in this unfortunate affair.

There would seem to be no room for doubting that the murder was preconcerted, and was treacherously carried out by the Chiefs and villagers, and, under these circumstances, the summary punishment inflicted by the boats of Her Majesty's ship "Daphne" on the village and its inhabitants was well merited.

As far, therefore, as the inhabitants generally of Kiunga are concerned, Her Majesty's Government are of opinion that no further retaliatory measures are required.

But, as regards the actual murderer, although no doubt can be entertained of his guilt, it would appear from your despatch of the 4th April last, that the Sultan of Zanzibar refuses, from religious scruples, to inflict the punishment of death upon him, but has sentenced him to imprisonment for life. Whilst respecting, in this instance, the religious scruples of the Sultan, which prevent him from issuing a sentence of capital punishment, it will be right that you should inform His Highness that should, unfortunately, other cases occur where British officers, in the execution of their duty, or unoffending British subjects, are treacherously murdered within his dominions, Her Majesty's Government will, in all such cases, feel themselves justified in requiring that adequate punishment shall be inflicted upon the murderers, and that this punishment shall not fall short of capital punishment if, in the opinion of Her Majesty's Government, the crime merits this extreme sentence.

In the case of Mohamed bin Bwana Heri, the actual murderer of Lieutenant MacCausland, although Her Majesty's Government, in deference to the Sultan's scruples, have, on the present occasion, acquiesced in the sentence of imprisonment for life, they must acquire the certitude that this punishment will be carried out, and this certitude can only be obtained by having the prisoner handed over to the British authorities to undergo his sentence in a British Penal Settlement.

There are obvious reasons why you should make this demand.

It is notoriously the custom of His Highness to release all prisoners, without exception, after the feast of the Ramazan, and the same custom obtains on the occasion of the accession of a new Sultan; and even if His Highness made an exception in the case of Mohamed bin Bwana Heri and detained him in prison, there would be no security that, if anything happened to the present Sultan, his successor might not liberate him, and the liberation of the murderer of a British officer could not but have a bad moral effect on lawless and bigoted natives on the coast, where the lives of British officers are constantly exposed in carrying out the onerous and dangerous duties entrusted to them.

I have, accordingly, to desire that you will make known to the Sultan the views of Her Majesty's Government as set forth in this despatch, and in requiring that the murderer of Lieutenant MacCausland should be made over to you for punishment, you will state to His Highness that Her Majesty's Government have no wish to make a demand that is distasteful to him, or one for which there are not numerous precedents in the dealings of European Powers among one another, and you will explain to him the custom which obtains every day more and more among civilized communities of mutually surrendering criminals for punishment; but, whilst communicating the views of Her Majesty's Government in this matter in as courteous terms, and in a manner as little likely as possible to be offensive to the Sultan, you will not disguise from His Highness that the demand which you are instructed to make will, if necessary, be enforced.

I am, &c.  
(Signed) DERBY.

No. 62.

*Captain Prideaux to the Earl of Derby.—(Received August 26.)*

My Lord,

*Zanzibar, July 15, 1874.*

WITH reference to my letter dated the 7th April last, intimating that I had despatched my First Assistant, Captain F. Elton, to Natal, in charge of the liberated slaves received from Her Majesty's ship "Daphne," I have the honour to acquaint your Lordship that the state of Captain Elton's health has been such as to necessitate a longer stay in a comparatively temperate climate than I had anticipated; and I have been compelled to permit him to be absent from his duties as Assistant Political Agent and Vice-Consul at Zanzibar, for a period of four months, on medical certificate, subject to the final confirmation of the Government of India.

I inclose, for your Lordship's information, copy of a despatch I have received from his Excellency the Lieutenant-Governor of Natal, from which I learn that, during his residence in the Colony, Captain Elton has been placed in charge of the office of Protector of Indian Immigrants, which has been temporarily vacated by the appointment of the Honourable Colonel Lloyd, to the post of Acting Colonial Secretary. Although I regret the deprivation of Captain Elton's assistance at Zanzibar, I have some satisfaction in feeling, that during his enforced absence, his abilities will not be lost to the public service.

I have, &c.  
(Signed) W. F. PRIDEAUX.

Inclosure in No. 62.

*Lieutenant-Governor Pine to Captain Prideaux.*

Sir,

*Government House, Natal, June 17, 1874.*

YOUR first Assistant Vice-Consul F. Elton, who arrived here under your orders in charge of released slaves, has been pronounced by a Medical Board to be unfit for the next three months to return to his duties at Zanzibar.

2. At the present moment I am in weekly expectation of the arrival of a considerable

number of Indian immigrants from Calcutta, and, owing to the absence on leave to England of Major Honourable D. Erskine, the duties of Colonial Secretary have devolved on Colonel Honourable B. P. Lloyd, the Protector of Indian immigrants.

3. I am naturally anxious that every arrangement should be made for the reception of these people and by one who can speak their own language fluently. I have accordingly thought it proper to request Vice-Consul Elton (who, although unfit for the moment for Zanzibar, will be able, I trust, in this good climate, to manage this work) to act provisionally, and, as an emergency, in the Office of Protector of Immigrants.

4. This appointment carries no pay whatever until the 18th of July, after which date half-salary, viz., 300*l.*, and allowances will be issued.

5. I trust that in forwarding Vice-Consul Elton's sick leave to the India Authorities that you will explain the position, and also my anxiety to secure an officer speaking Hindostani, and actually under the orders of the Indian Government, to undertake the supervision and allotment of their immigrants.

I have, &c.  
(Signed) B. C. PINE.

No. 63.

*Captain Prideaux to the Earl of Derby.—(Received August 26.)*

My Lord,

Zanzibar, July 22, 1872.

I HAVE the honour to report that the pinnace and gig of Her Majesty's ship "Thetis," which have been engaged in cruising off the coast opposite Pemba, arrived here on the 19th instant with a small dhow of the burthen of 7 tons, which had been seized on suspicion of complicity in the Slave Trade.

The circumstances of the case, as reported by Lieutenant Lopez the capturing officer, were as follows :—

On the 16th July whilst the boats were at Kipumbwi, a few miles to the south of Pangani, the interpreter left the pinnace to visit a dhow which had been previously boarded by the officer in command. On arrival he found a man who had not been there on the first visit, and who, on being questioned, stated that he had come for money on account of freight for slaves who were waiting to be carried across to Pemba in a small dhow of which he was captain. The interpreter brought the man to Lieutenant Lopez, and he repeated the statement he had already made.

On the following day Lieutenant Lopez took the man before the Governor of Kipumbwi, who appeared to know him, and who said that he had been previously caught in the act of carrying slaves and had been warned against it. On examination before the Governor he admitted that he had intended running slaves the previous night. Lieutenant Lopez then requested the Governor to give him a written statement of what the man had owned to, and this he promised to do. A paper was received by Lieutenant Lopez in the evening, and, having made the man a prisoner, he brought the dhow into Zanzibar for adjudication.

As the proceeding of Lieutenant Lopez rested solely on the statement made by his interpreter to him, I thought it advisable to follow in this instance a precedent set by Dr. Kirk, and, before holding a formal Court, to institute a preliminary investigation into the facts reported. Owing to the state of my health, this inquiry was conducted by my assistant, Mr. Holmwood, who discharged the duty in a very able manner.

On investigation the case completely broke down. It was proved beyond dispute that the man Maktoob had no connection with the dhow whatever. He was, it subsequently turned out, a slave belonging to Shaikh Hamood el Furahi, the chief spiritual adviser of His Highness the Sultan, and, being a carpenter by trade, had been sent to Kipumbwi to look after a dhow that had been driven ashore in the vicinity of the place. It is possible he may have been engaged in a little slave-running while he was there, but there was no evidence whatever to prove it.

The dhow, it was shown, was the property of an Arab, and had left for Pangani under charge of the chief mate with oranges; she then left for Kipumbwi with a little sugar-cane for the purpose of loading a cargo of wood. She had only arrived the day before she was captured, and the acting captain had sent four of his men up the stream to cut the wood. He himself was waiting for flood-tide to take his vessel up to the place. The capture took place on the 16th, at noon, and the water would have been at flood at sunset. This was admitted by the officers.

The paper given by the Governor, or rather, the petty Chief of Kipumbwi, was

without any signature and was written in almost unintelligible Swahili. The meaning of it appeared to be that as the officer had evidence that a vessel was loading slaves they could do with it as they wished.

This is merely a further instance of the incompetency of the interpreters employed by the cruisers on this coast, a matter which has been frequently brought to the notice of Her Majesty's Government. I regret to have to state that at present I can see no prospect of any improvement on this head. The training of a trustworthy body of men for this service appears to be beyond the province of the Central African Mission, whose efforts are directed towards purely religious ends rather than to objects of practical utility; and there are no other means of instructing lads in the English language available at Zanzibar. The Senior Naval Officer has, on my suggestion, introduced a system of registration of interpreters, whereby the character and merits of the men can at once be ascertained, but the scheme will probably result in throwing into broader relief the bad qualities of these individuals rather than in developing their good ones.

I have, &c.  
(Signed) W. F. PRIDEAUX.

No. 64.

*Captain Prideaux to the Earl of Derby.—(Received August 26.)*

My Lord,

Zanzibar, July 21, 1874.

I HAVE the honour to report that Mohammed Bwana Heri, Mgunia, the murderer of Lieutenant MacCausland of Her Majesty's ship "Daphne," died this morning in the fort at Zanzibar. The body was inspected after death by my Assistant, Mr. Holmwood, and by the Interpreter to the Agency, Ali bin Saleh, and was identified as that of the convict.

I have, &c.  
(Signed) W. F. PRIDEAUX.

No. 65.

*Captain Prideaux to the Earl of Derby.—(Received August 26.)*

My Lord,

Zanzibar, July 27, 1874.

I HAVE the honour to transmit copy of Decree of Condemnation passed this day in the Vice-Admiralty Court here upon a Zanzibar dhow of the burthen of 19'27 tons, which has been clearly proved to have been employed in the conveyance of slaves between the coast and the Island of Pemba.

From the evidence recorded it appears that, on the 23rd of July Lieutenant James de Bertodano Lopez, commanding the pinnace and gig of Her Majesty's ship "Thetis," heard, while at anchor off Mtangate, that a dhow intended taking slaves to Pemba that night from a place called Kigoomby, about five miles to the southward. He therefore proceeded thither in the gig, and found the dhow with two slaves on board. Shortly afterwards a canoe came alongside with three slaves bound, but on seeing him the two men in the canoe jumped overboard and swam on shore. The gig followed them on shore and found ready for embarkation six more slaves, who were brought on board.

On searching the dhow slave chains and collars were found, as well as a supply of rice, corn, and water.

The nakhoda of the dhow managed to escape, but the owner was fortunately captured; and, as from papers found in a box belonging to him, it is tolerably certain that he has been for some time engaged in the pursuit of slave-running between the coast and Pemba, I have forwarded him to His Highness Sayyid Burghash for punishment, as well as two of the crew, who were also secured.

The dhow, which was brought by Lieutenant Lopez to Zanzibar, will be broken up and sold in separate parts by public auction, and, as the slaves are few in number, I shall dispose of them upon the island.

I have, &c.  
(Signed) W. F. PRIDEAUX.

Inclosure 1 in No. 65.

Case No. 6 of 1874.

*Certificate of Admeasurement of Dhow.*

WE, the undersigned, officers and petty officers of Her Majesty's ship "Thetis," do hereby certify that we have carefully admeasured, in the manner prescribed by Rule 2 of the 22nd section of the Merchant Shipping Act, 1854, the dhow "Chunga Amoina," detained by the boats of Her Majesty's ship "Thetis" on the 23rd day of July, 1874, on the ground that she was engaged in or equipped for the Slave Trade, and we certify that her dimensions are as follows:—

	Ft.
Length on upper deck, from outside of stem to outside of stern-post .. ..	35
Main breadth to outside of plank .. ..	12
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 .. ..	24
<i>Tonnage.</i>	
Tonnage under tonnage deck . . . . .	19·27 tons.

Signed this 27th day of July, 1874.

(Signed)

W. M. MATURIN, *Sub-Lieutenant.*G. B. VICKERY, *Gunner's Mate.*R. CRAMWELL, *Shipwright.*

Approved by me, this 27th day of July, 1874.

(Signed)

JAMES DE B. LOPEZ, *Lieutenant.*

Inclosure 2 in No. 65.

Case No. 6 of 1874.

*Decree.*

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against the Zanzibar vessel named the "Chunga Amoina" (name of master unknown, whereof Abdullah bin Feheem is owner), her tackle, furniture, and apparel; and also against six male and five female slaves, seized as liable to forfeiture by James de Bertodano Lopez, Esq., a Lieutenant in Her Majesty's Navy, in charge of the pinnace and gig of Her Majesty's ship "Thetis." Before William Francis Prideaux, Esq., Judge in the Vice-Admiralty Court at Zanzibar on the 27th day of July, 1874.

APPEARED personally the said James de Bertodano Lopez, and produced the sworn declaration hereunto annexed, which set out the circumstances under which a Zanzibar vessel named the "Chunga Amoina" (name of master unknown, and whereof Abdullah bin Feheem was owner), of the description and dimensions specified in the annexed certificate of admeasurement, was seized at Kigoomby, to the southward of Tangata, on the 23rd day of July, 1874, together with six male and five female slaves, by the aforesaid James de Bertodano Lopez. I, the said Judge, having heard the evidence, and examined the witnesses on both sides, having found sufficient proof that the above-mentioned vessel at the time of her seizure was engaged in the Slave Trade, in contravention of Treaties existing between Great Britain and Zanzibar, do adjudge the said vessel, her tackle, apparel, and furniture, and the said six male and five female slaves to have been lawfully seized and to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly. And I do further order that the said vessel be broken up, and the materials thereof publicly sold in separate parts.

In testimony whereof I have signed the present decree and caused my seal of office to be affixed thereto this 27th day of July, 1874.

(Signed)

W. F. PRIDEAUX,

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



*Captain Prideaux to the Earl of Derby.—(Received August 26.)*

My Lord,

Zanzibar, July 28, 1874.

I HAVE the honour to forward copy of decree of condemnation passed in the Vice-Admiralty Court here upon a dhow and thirty-eight male and fifty-four female slaves, which were seized by Her Majesty's ship "Thetis," off the north-west coast of Madagascar on the 16th July, 1874.

It appears from Captain Ward's affidavit that the "Thetis" was cruising in the vicinity of Makumba Island, out of sight of land, when a dhow was observed from the mast-head standing in towards the land. The steam cutter, under Acting Sub-Lieutenant G. G. Phillips, was dispatched in chase, and the ship followed as soon as steam could be got up. Soon after dark Mr. Phillips brought the dhow alongside, and reported that neither papers nor colours had been found on board of her, nor would any one acknowledge to being the captain. Shortly afterwards the "Thetis" anchored, and the dhow, which the steam-cutter had in tow, was made fast astern, and her passengers and crew brought on board. Soon afterwards, having ascertained that the dhow was making a great deal of water, and that one slave (a child) was already dead, Captain Ward ordered every one to be removed to the "Thetis." Some chests belonging to the crew, the sail, and some arms, were also brought on board, together with a small quantity of provisions. Some of the slaves were in a very emaciated condition, and one, besides the child mentioned above, died of exhaustion after being brought on board. All the crew and slaves were in great want of water, the stock on board having been entirely exhausted, although, according to the statement of the crew, the dhow had only been four days out from the Mozambique coast. The next morning (17th) the "Thetis" got under weigh with the dhow and steam-cutter in tow, intending to take the required measurement and to survey the dhow in the harbour of Majunga, about twenty miles distant; but not a quarter of an hour had elapsed when the dhow was observed to be settling down in the water. The ship was immediately stopped, and the steam-cutter had only time to take the man on board who had been sent to steer the dhow, and to cast off her own painter, when the dhow sank in deep water so suddenly that it was necessary to cut the hawser with which she was being towed. Under these circumstances it was impossible for Captain Ward to put in the usual certificate of admeasurement, and he has been compelled to submit a document (of which a copy is inclosed) giving the approximate tonnage of the dhow according to the opinion of himself and his officers. There were at time of capture 136 souls on board.

The case was clear against the dhow and the greater number of the slaves. Amongst the passengers, however, was an Arab lady of some position with a large party, including some domestic slaves, and a few others who had lately been bought. According to her own statement (which was not altogether corroborated by the evidence of her slaves) she was a resident of Ourasanga in Madagascar, and had visited Kivolani, near Mozambique, to pray at the grave of her cousin, the Chief of the place, who had been buried there. Owing to the unsettled condition of Kivolani, she was leaving the place with most of her slaves, and had been glad to get an opportunity of proceeding to Ourasanga in the captured dhow. There was, however, no doubt that she was fully cognizant of the character of the vessel, if not an actual participator in the venture herself, and, acting on the principle that cargo if found on board an illicit trader is justly liable to forfeiture—unless the owner can clear himself in the matter—I condemned the whole of the domestic slaves, amounting to five women and eight children, but permitted them—at their earnest request—to remain in the service of their mistress, after granting them certificates of freedom. The slaves who had been lately bought, and who had not become domesticated, I shall forward—with the remainder of the capture to Seychelles. I should have preferred sending the whole batch to Natal, where the regulations for the employment of freed-slave-labour are most excellent, but as the "Thetis" is under immediate orders for Seychelles, and will start in a day or two, I did not like to risk endangering the health of the slaves by landing them at Zanzibar, where it is extremely difficult to find suitable accommodation for more than a small number. Twelve children have been handed over to the Central African Mission.

The collection of the Makonas for shipment appears to have been made at Kivolani, and the actual embarkation at Mfoosi. Both these places are in the Portuguese territory, and within a few miles of the port of Mozambique. It was from these that the dhow captured by the "Daphne" last March (as reported in my letter of the 31st March, 1874), started on her voyage to Madagascar, and I am assured by witnesses, in the case which forms the subject of the present despatch, that no dhows leave Kivolani without

slaves on board. Sir Bartle Frere (Blue Book, page 42) estimates the number of slaves exported from the Portuguese possessions to Madagascar at 10,000 souls per annum. During the seven months of the current year 300 have been captured; therefore, if Sir Bartle Frere's data are correct, we may assume that the large number of 5,000 have already been successfully run. The Governor-General, Senhor Amaral, lamented that he had not the means of stopping the traffic. Such an excuse might be held valid in the case of the Sultan of Zanzibar, who has absolutely no navy whatever; yet, I will venture to say that, if dhows containing each from 100 to 300 slaves were run habitually from any of the Sultan's ports at the present time, he would not find much difficulty in putting an end to the practice. The Slave Trade is unfortunately of such a nature that if stopped in one quarter, it speedily finds an outlet in another; and if it cannot carry on its operations profitably with Arabia, it is fortunate enough in finding an excellent market in Madagascar. It is also a fact beyond dispute that, until the final suppression of the trade (a work of time), our efforts for the alleviation of the misery of the slaves will but too often result in enhancing the hardships of their lot. As an instance I may refer to the terrible mortality from dysentery which occurred amongst the slaves captured by the "Daphne" in March last. On that occasion, the dhow when captured had almost reached the shore of Madagascar, and had she been allowed to land her slaves without interference, it is probable that, of the numbers that perished, not one would have died; for the epidemic only broke out after their removal to the "Daphne" and their exposure to the cyclone which that vessel encountered. Such things could not happen if an active and energetic Consular officer were stationed at Mozambique; for Kivolani, the focus of the trade, is described as being only a day's march from the mainland opposite that island, and therefore within the limits of a morning's ride. I believe the presence of a Consul would be more effectual than any increase to our cruisers, although these are too few in number: the "Daphne" is now at Aden, and the "Thetis" leaves for Seychelles and Mauritius immediately. The "Nassau" is only for surveying purposes, and is now undergoing repairs at Zanzibar; and the "Vulture" is therefore the only vessel left to cope with the whole traffic of Eastern Africa. One man-of-war seems scarcely sufficient for the purpose.

In conclusion, I have the honour to state that the crew of the dhow captured by the "Thetis," together with those passengers whose complicity in the traffic was proved, twenty-four in number, have been imprisoned in the fort by His Highness Sayyid Burghash at my request.

I have, &c.  
(Signed) W. F. PRIDEAUX.

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Inclosure 1 in No. 66.

*Case No. 7 of 1874.*

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*Decree.*

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against a dhow or vessel, name and nation unknown, and whereof the name of owner and master are likewise unknown, her tackle, furniture, and apparel, and also against thirty-eight male and fifty-four female slaves, seized as liable to forfeiture by Thomas Le Hunte Ward, Esq., a Captain in Her Majesty's Navy, and commanding Her Majesty's ship "Thetis." Before William Francis Prideaux, Esq., Judge in the Vice-Admiralty Court at Zanzibar, on the 28th day of July, 1874.

APPEARED personally the said Thomas Le H. Ward, Esq., and produced the sworn declaration hereunto annexed, setting out the circumstances under which a dhow or native vessel, name and nation unknown, and whereof the name of master and owner were likewise unknown, and containing thirty-eight male and fifty-four female slaves, was seized off the north-west coast of Madagascar, in the vicinity of Makoombo Island, on the 16th day of July, by the officer above named. I the Judge, having heard witnesses on both sides, and having found sufficient proof that the vessel, at the time of her seizure, was engaged in the illegal transport of slaves, do adjudge the said dhow, or native vessel, her tackle, apparel, and furniture, and the said thirty-eight male and fifty-four female slaves, 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 28th day of July, 1874.

(Signed) W. F. PRIDEAUX,  
*Judge of the Vice-Admiralty Court at Zanzibar.*

Inclosure 2 in No. 66.

Case No. 7 of 1874.

*Certificate of Admeasurement.*

We, the undersigned, officers and petty officers of Her Majesty's ship "Thetis," do hereby certify that the dhow, name unknown, captured by the "Thetis," on the 16th day of July, 1874, on the ground that she was engaged in the Slave Trade, and which said dhow sank previous to the taking of her measurement as required by the Slave Instructions: We having stated our opinions as to her dimensions separately and distinctly, without reference to each other, the mean measurement has been taken therefrom, and the result fixes the tonnage of the dhow at 82 tons.

Dated on board the "Thetis," at Zanzibar, the 28th July, 1874.

(Signed) T. LE H. WARD, *Captain.*  
H. E. WALTERS, *Senior Lieutenant.*  
G. G. PHILLIPS, *Sub-Lieutenant.*  
J. H. GRIFFITHS, *Carpenter.*  
E. J. KINGDOM, *Caulker's Mate,*  
*Passed for Carpenter.*

No. 67.

*Captain Prideaux to the Earl of Derby.—(Received August 26.)*

My Lord,

Zanzibar, July 31, 1874.

I HAVE the honour to report the following movements of British and foreign ships-of-war upon this station during the past month:—

On the 15th July Her Majesty's ship "Vulture" arrived from Seychelles, and left on the 19th for a cruise in the Mozambique Channel and off the Coast of Madagascar.

On the 21st July the French aviso "Ducouëdio," commanded by Capitaine de Frégate De Penfentenyo de Kervéreguin, arrived from Madagascar, and left this morning for Bourbon *en route* for Toulon.

On the 27th July Her Majesty's ship "Thetis" arrived from the Madagascar coast, having made a capture of a dhow containing ninety-two slaves, and left on the 30th for Seychelles and Mauritius.

I have also to report the following casualty to one of Her Majesty's ships in harbour:—

On the afternoon of the 8th instant the American barque "Glide" of Salem, Massachusetts, while leaving the harbour, ran foul of Her Majesty's ship "Nassau," breaking the main-yard of that vessel, and causing considerable damage to the bridge, steam-cutter, and especially to the deck chart-house, which is a perfect wreck. The Acting Vice-Consul for the United States, who is also Agent for the owner of the "Glide," has arranged to make good the defects, and has made a contract with Captain H. A. Fraser of this port for that purpose, at the rate of 2,000 dollars; but it is expected that the "Nassau" will be compelled to remain another month in harbour, and will thus be debarred from prosecuting her surveying duties at one of the best seasons of the year.

I have, &c.  
(Signed) W. F. PRIDEAUX.

No. 68.

*Captain Prideaux to the Earl of Derby.—(Received August 26.)*

My Lord,

Zanzibar, July 31, 1874.

I HAVE the honour to report, for the information of your Lordship, that His Highness, Sayyid Burghash has issued a notice raising the duty on ivory exported from the monopoly ports from 9 to 12½ dollars per frasilah (35 lbs.). His reason for doing so is to meet the expenses of the war in Unyamwezi, and His Highness undertakes that, when he has collected sufficient funds for this purpose, he will reduce the duty to its former amount.

The average price of ivory per frasilah is 65 dollars, so, if it were not that the Zanzibar dominions afford the only outlet for the produce of Manyuema, Unyamwezi, Ugogo, &c., the duty would prove prohibitory. As it is, I doubt if it will make much difference to the ivory trade, which is slack at present in consequence of few demands.

His Highness has also raised the duty on cloves imported into Zanzibar from Pemba. This has been an exceptionally favourable year for that product, and estates have risen greatly in price, owing to the fact that Pemba was unvisited by the hurricane of April, 1872.

These two measures will, it is anticipated by the Arabs, bring in an additional revenue of 100,000 dollars per annum to His Highness' Treasury.

I have, &amp;c.

(Signed) W. F. PRIDEAUX.

No. 69.

*The Earl of Derby to Captain Prideaux.*

Sir,

Foreign Office, September 7, 1874.

I AM directed by the Earl of Derby to acknowledge the receipt of your despatch of the 21st July, reporting the death of the murderer of Lieutenant MacCausland, respecting whom instructions were sent to you in Lord Derby's despatch of the 7th ultimo.

I am, &amp;c.

(Signed) DERBY.

No. 70.

*Captain Prideaux to the Earl of Derby.—(Received September 18.)*

(Extract.)

Zanzibar, August 19, 1874.

I HAVE the honour to acknowledge the receipt of the Honourable Mr. Bourke's despatch dated the 10th June last, transmitting copy of a letter containing the opinions of Dr. Kirk on the proposed plan of leaving in temporary charge of the Arab Governors of certain coast towns any dhows or slaves which may be taken by Her Majesty's ships or boats at a distance from Zanzibar.

In reply, I have to inform your Lordship that, in compliance with your instructions, I took an early opportunity of expressing to His Highness the Sultan the thanks of Her Majesty's Government for his action in the matter; and at the same time handed him a form of receipt, as suggested by Dr. Kirk, to be passed by the local authorities on receiving charge of the captured dhows.

After full consideration, however, I did not think it advisable to demand a more formal engagement than that which I already had in my possession. The letter written to me when I first broached the subject (of which I have the honour to inclose a literal translation), clearly intimates that His Highness has given strict injunctions to his local Governors to take charge of captured vessels; and as a mark of good faith, the letters to the respective Governors were all sent open to me for perusal before being despatched.

In acknowledging my letter, His Highness has expressed a wish that the captured dhows, as well as the slaves, should be placed in charge of Customs Masters at the various ports, instead of the Arab Governors; alleging that the latter are often absent from their posts, either at Zanzibar or elsewhere, and that, as a general rule, they are illiterate men, unable to keep books or otherwise render accounts of what is committed to their care. As the Customs Masters are all Indians under British protection, and generally possess in their respective posts as great a share of influence as the Governors themselves, I have raised no objection to this proposal, which is probably prompted by an inclination to

relieve the Governors of the odium which they must necessarily incur by being mixed up too intimately in our measures for the suppression of the Slave Trade. I believe, however, that the change will facilitate the operations of the cruisers, and, provided the capturing officers take care, previous to the delivery of the dhows or slaves, to explain their wishes clearly to the Governors, there will be no possible risk of our objects being frustrated.

On the return of the "Thetis" I shall bring the matter to the notice of the Senior Naval Officer, and ascertain if he has any suggestions to offer. At present the matter is not urgent; as the only cruiser on the station, the "Vulture," is engaged in operations off the Coast of Madagascar, and the proposed scheme refers chiefly to the northern ports. If a dhow could be brought from the Mozambique Channel to Kilwa, there would be little additional risk or trouble in bringing her into Zanzibar itself. No cruiser has been available to work the northern coast between Pangani and Guardafui since the end of May, and this is a matter for regret, as a careful supervision of that coast during the south-west monsoon afforded the only means of coming to a conclusion upon the results, successful or otherwise, of the land traffic in slaves.

Inclosure in No. 70.

*The Sultan of Zanzibar to Captain Prideaux.*

(Translation.)

(After compliments.)

25 Safar, A.H. 1291 (April 13, 1874).

WE have received your honoured letter, dated 23rd Safar, and have understood its contents. We now send you the letters which you asked for, addressed to the Governors of Bandars Lamoo, Malindi, Mombasa, and others; and we have given them strict injunctions, if any of the men-of-war should seize any slave-dhows during the difficult season, so that they cannot bring them to Zanzibar, that they (the Governors) must look after the vessels until the wind changes.

From your friend,  
(Signed) BURGHASH BIN SAED.

No. 71.

*Captain Prideaux to the Earl of Derby.—(Received September 18.)*

My Lord,

Zanzibar, August 22, 1874.

I HAVE the honour to report that, since writing my letter of the 19th instant, I have received another communication from His Highness the Sultan, stating that dhows captured by Her Majesty's vessels will be placed under the supervision of the Governors of the coast towns, and the slaves and cargo under charge of the Custom-house officials, as the Governors are unacquainted with accounts.

I will, therefore, arrange with the Senior Naval Officer, on his return to Zanzibar, that two receipts should be taken by him, one from the Governor for the dhow, the other for the slaves, &c., from the Customs Master.

A translation of this communication is inclosed for your Lordship's information.

I have, &c.  
(Signed) W. F. PRIDEAUX.

Inclosure in No. 71.

*The Sultan of Zanzibar to Captain Prideaux.*

(Translation.)

(After compliments.)

8 Rajab, A.H. 1291 (August 21, 1874).

YOUR honoured letter, dated the 6th Rajab, has reached us, and your friend has understood its contents. With reference to the vessels, they will be under the supervision of the Governors, and the slaves and property which may be found in them will be in charge of the Customs Masters; and we wish this, because we know our Governors cannot keep entries in accounts.

From your friend,  
(Signed) BURGHASH BIN SAED.

No. 72.

*Captain Prideaux to the Earl of Derby.—(Received September 18.)*

My Lord,

Zanzibar, August 28, 1874.

I HAVE the honour to report that during the past month the "Nassau," which has been detained here for repairs, has been the only vessel of war in harbour. She left this morning to continue her surveying operations in the neighbourhood of Lindy and Mikindani.

I have, &amp;c.

(Signed) W. F. PRIDEAUX.

No. 73.

*Captain Prideaux to the Earl of Derby.—(Received October 19.)*

My Lord,

Zanzibar, September 10, 1874.

I HAVE the honour to forward copy of a Decree of Condemnation passed this day in the Vice-Admiralty Court here on a dhow containing 127 male slaves, and 95 female slaves, which were captured by Her Majesty's ship "Vulture" near Majunga, on the north-west coast of Madagascar, on the 11th of August, 1874, together with copies of certificates filed in Court.

The slaves, with the exception of 17, who died on the passage, and 3 domestic slaves, who were brought here, were conveyed by Captain Brooke to the Seychelles for disposal. Eleven passengers were also landed at Boyanna, in Madagascar, as the ship was inconveniently full, and there was some scarcity of provisions.

In investigating the case, the 3 domestic slaves alleged that they were free, 2 being the wives of certain persons, and the third, a boy, calling himself a servant; but as the latter was found amongst the slaves on board, and was not claimed as being distinct from the mass until some days after the capture, I have included him in the Decree of Condemnation, and shall give him a certificate of freedom. I shall also pursue the same course in reference to the two women, whose status of freedom has not been satisfactorily proved to me, and whom I suspect to be merely temporary concubines of the crew. I think it extremely unlikely that any of the dealers would carry about their lawful wives with them while engaged on such enterprises.

Twenty-five men, who were clearly convicted either of belonging to the crew of the vessel or to the gang of slave-traders on board, have been handed over to His Highness the Sultan for punishment. On this occasion the majority appeared to be either natives of the Zanzibar dominions, or subject to its jurisdiction. The dhow, like all those captured in Madagascar waters, was loaded at, and cleared from, the port of Kivolani, about five hours distant from Mozambique.

I think Captain Brooke acted judiciously in landing the eleven passengers at Boyanna, and under the circumstances he was probably justified in conveying the slaves to the Seychelles previous to adjudication. It is, however, I submit, desirable in general that the slaves should be brought for disposal to the Court of Adjudication, which is probably better able to judge of the claims of the several Colonies which are in need of labour than the Commanders of the cruisers are. The arrangements for the maintenance and training of liberated Africans in force at Natal are, I think, superior to those reported to me as obtaining at Seychelles, and as an agreement has been made by the Government of the former Colony with the Union Steam Ship Company for the passage of emancipated slaves, there is no difficulty in sending them thither. I should add, however, that I have received a private letter from the Acting Civil Commissioner of the Seychelles, from which it appears that that Colony is equally desirous of providing satisfactorily for the future of the Africans allotted to the planters, and that within the last year measures have been taken for this purpose; and it is to be hoped, therefore, that the interests of apprenticed labourers will receive more careful protection than has hitherto, I believe, been the case at the Seychelles.

I have, &amp;c.

(Signed) W. F. PRIDEAUX.

Inclosure 1 in No. 73.

Case No. 8 of 1874.

Decree.

In the Vice-Admiralty Court of Zanzibar.

Our Sovereign Lady the Queen against a dhow or vessel, name and nation unknown, and whereof the name of owner or master is likewise unknown, her tackle, apparel, and furniture, and also against 127 male slaves and 95 female slaves, seized as liable to forfeiture by Arthur Thomas Brooke, Esq., Commander in Her Majesty's Navy, and commanding Her Majesty's ship "Vulture," before William Francis Prideaux, Esq., Judge in the Vice-Admiralty Court at Zanzibar, on the 10th day of September 1874.

APPEARED personally the said Arthur Thomas Brooke, Esq., and produced the sworn declaration hereunto annexed, setting out the circumstances under which a dhow or native vessel, name and nation unknown, and whereof the name of the master or owner is likewise unknown, and containing 133 male slaves, and 106 female slaves (whereof 6 males, and 11 female slaves died before adjudication), was seized off the north-west coast of Madagascar on the 11th day of August, 1874, by the officer above-named. I, the said Judge, having heard witnesses on both sides, and having found sufficient proof that the dhow or vessel at the time of her capture was engaged in the illegal transport of slaves, do adjudge the said dhow or vessel, her tackle, apparel, and furniture, and the said 127 male slaves, and 95 female slaves, to have been lawfully seized, and to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly; and I, the said Judge, am further of opinion, after full consideration of the circumstances of the case, that the destruction of the said dhow or vessel was under the circumstances proper and justifiable.

In testimony whereof I have signed the present Decree, and have caused my seal of office to be affixed thereto this 10th day of September, 1874.

(Signed) W. F. PRIDEAUX,  
Judge of the Vice-Admiralty Court, Zanzibar.

Inclosure 2 in No. 73.

*Report of Survey.*

HAVING received orders from Commander Arthur Thomas Brooke, Commanding Her Majesty's ship "Vulture," to survey and report upon the condition of the slave-dhow, of no name or nation, seized on the 11th instant, as being engaged in the Slave Trade, we, the Undersigned, certify that we have held a survey on her, and, after careful consideration, pronounce her as being totally unseaworthy of being taken to a Court of Adjudication.

Given under our hands this 11th day of August, 1874.

(Signed) WM. DES V. HAMILTON, *Sub-Lieutenant,*  
THOS. C. PASCOE, *Navigating Sub-Lieutenant,*  
THOMAS BLAKE, *Chief Carpenter's Mate,*  
*Her Majesty's ship "Vulture."*

Approved by me, this 11th day of August, 1874.

(Signed) ARTHUR T. BROOKE, *Commander,*  
*Her Majesty's ship "Vulture."*

Inclosure 3 in No. 73.

*Certificate of Admeasurement.*

WE, the undersigned officers and chief petty officer of Her Majesty's ship "Vulture," do hereby certify that we have carefully admeasured the dhow or vessel, of no name or nation, destroyed on the 13th August, 1874, on the grounds that she was engaged in the Slave Trade, and we certify that her dimensions were as follows:—

	Feet.
Length of upper deck from outside of plank at stem to outside of plank at stern-post ..	119
Main breadth to outside plank .. .. .	28
Girth of ship under the keel at main breadth from upper deck, on one side of the ship, to upper deck on the other .. .. .	40
Tons.	
Tonnage of vessel .. .. .	233·85
Poop—Length, 21 ft. ; breadth, 18 ft. ; height, 4 ft.	
Tonnage of poop .. .. .	15·12
Total tonnage .. .. .	248·97

Signed this 11th day of August, 1874.

(Signed)

WM. DES V. HAMILTON, *Sub-Lieutenant.*  
THOS. C. PASCOE, *Navigating Sub-Lieutenant.*  
THOMAS BLAKE, *Chief Carpenter's Mate.*

Approved by me, this 11th day of August, 1874.

(Signed)

ARTHUR T. BROOKE, *Commander,*  
*Her Majesty's ship "Vulture."*

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Inclosure 4 in No. 73.

*Certificate of Destruction.*

I, THE Undersigned, Arthur Thomas Brooke, holding the rank of Commander in Her Britannic Majesty's Navy, and holding command of Her Majesty's ship "Vulture," do hereby certify that on the 11th day of August, 1874, I directed a survey to be held by my officers on board the slave-dhow, of no name or nation, detained by me on the 11th day of August, 1874, on the ground that she was engaged in the Slave Trade, and that the surveying officers having reported to me that they consider her totally unseaworthy to put a prize crew on board, or to be towed to a port where there is a Court of Adjudication, as from the Report of Survey hereto annexed will appear, the said vessel was destroyed by fire by my orders.

Signed this 13th day of August, 1874.

(Signed)

ARTHUR T. BROOKE, *Commander,*  
*Commanding Her Majesty's ship "Vulture."*

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Inclosure 5 in No. 73.

*Certificate as to Equipments on board.*

I, THE Undersigned, Arthur Thomas Brooke, holding the rank of Commander in Her Britannic Majesty's Navy, and commanding Her Majesty's ship "Vulture," do hereby certify that amongst the equipment on board the slave-vessel, of no name or nation, detained on the 11th day of August, 1874, tending to show that she was engaged in the Slave Trade were the following, viz. :—

One cooking apparatus ;  
Three large tanks of water ; and,  
Provisions for slaves.

Signed this 11th day of August, 1874.

(Signed)

ARTHUR T. BROOKE, *Commander,*  
*Commanding Her Majesty's ship "Vulture."*

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Inclosure 6 in No. 73.

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

I, THE Undersigned, Arthur Thomas Brooke, holding the rank of Commander in Her Britannic Majesty's Navy, and commanding Her Majesty's ship "Vulture," do hereby certify that the following is a correct account of all moneys and valuables found on board  
CLASS B.



the slave-vessel, of no name or nation, detained by me on the 11th day of August, 1874, on the ground that she was engaged in the Slave Trade:—

Rupees, 13 in number.

Signed this 11th day of August, 1874.

(Signed)

ARTHUR T. BROOKE, *Commander,*  
*Commanding Her Majesty's ship "Vulture."*

Inclosure 7 in No. 73.

*Receipt for Slaves.*

*Seychelles, Chief Civil Commissioner's Office,*  
*September 1, 1874.*

ON the 23rd of August, 1874, 219 liberated Africans were handed over to me by Captain Brooke, Her Majesty's ship "Vulture."

(Signed)

A. C. HAVELOCK, *Acting Chief Commissioner.*

Inclosure 8 in No. 73.

*Certificate of Death of seventeen Slaves, captured in Dhow of no name or nation, on the 11th of August, 1874.*

I HEREBY certify that since the slave dhow, no name or nation, was captured on the 11th of August, 1874, by Her Majesty's ship "Vulture," 17 slaves have died on board.

(Signed)

W. RAY, M.D., *Surgeon,*  
*Her Majesty's ship "Vulture."*

*"Vulture," Seychelles, August 23, 1874.*

Approved and signed, this 10th day of September, 1874.

(Signed)

ARTHUR T. BROOKE, *Commander,*  
*Her Majesty's ship "Vulture."*

No. 74.

*Captain Prideaux to the Earl of Derby.—(Received October 19.)*

My Lord,

*Zanzibar, September 19, 1874.*

I HAVE the honour to transmit to your Lordship copy of a Decree of Condemnation (with accompanying certificates) passed in the Vice-Admiralty Court here in the case of a dhow seized on the 14th instant by Lieutenant W. E. Black, commanding a cutter and whaler of Her Majesty's ship "Rifleman."

It appeared from Lieutenant Black's affidavit that on the 13th September he was detached on duty from Her Majesty's ship "Rifleman," and that about noon on the following day, whilst cruising to the westward of Choomby, in the South Channel leading to Zanzibar, he sighted a dhow making for this port. On boarding her, no colours or papers could be found, except a slip of paper unintelligible to Mr. Black or his interpreter; there were also 8 females, including 2 children, seated below the deck, and 13 males on deck of very suspicious appearance, as well as 2 passengers, 1 of whom claimed 2 women and a girl who were seated forward, and the other, the remainder of the women and the men, on deck.

The interpreter declared these people to be slaves, although when questioned they said they were "free;" but Lieutenant Black states that they answered as if they were under compulsion, hesitating and looking at each other before replying. Their accounts also varied in some particulars, and as Mr. Black's suspicions as to the dhow being engaged in the Slave Trade were thus confirmed, the vessel and slaves were seized and brought into Zanzibar for adjudication.

On investigation the case proved to be one of a complicated and delicate nature. The evidence showed that the principal person on board the dhow was an 'Mnyamwezi named 'Mguru Mengi, and that the greater number of his companions came from the country lying between Unyanyembe and the Lake Tanganyika. On being examined these people all stoutly protested that they were free, and that they came down of their own consent to see

Zanzibar. I was at first under the impression that their story was correct, but as the examination proceeded I came to the conclusion that they had been inveigled to the coast by 'Mguru Mengi with the intention of selling them at Zanzibar, and that they had been tutored by him to tell the same story. One, a boy of about thirteen years of age, who stated he came from Unyamwebe, could only speak a few words of Unyamwezi, although he could converse fluently in Kiswahili, and another lad stated that he was a native of a district a little south of Usagara, and that he had been given to 'Mguru Mengi by his own father. No wages were given to these people, and only a few of them were employed as porters. As only five tusks of ivory were brought down by the caravan, it was obvious that the services of nineteen people could not be required to carry that small number, of which all but one were easy loads for one man.

The Unyamwezi leader of the caravan stated that some years ago he had come down with his father to Zanzibar with some presents for the late Sultan, Sayid Majid, and that His Highness had given them some gunpowder in return, and that he now meant to present the ivory to the Sultan in the hope of obtaining some more powder. The people who accompanied him were his own followers, who also expected to get some small presents.

The nakhoda of the dhow alleged that he was a slave of His Highness Sayid Burghash, who was also the owner of the vessel. That whilst at Kaole, whence the vessel started, a fellow slave of his informed him that he was to take the ivory and people and hand them to the Customs Master at Zanzibar, who would know what to do with them. He gave no satisfactory reasons for his being without papers or colours.

The slip of paper which was found in the dhow proved to be a Guzerati invoice or bill of lading, addressed by the Customs Clerk at Kaole to his superior, the Customs master at Zanzibar, and stating that five tusks of ivory (whose numbers and weights were given) were shipped in the dhow, and that they were the property of His Highness Sayid Burghash. The numbers marked on the tusks corresponded with those specified in the invoice.

Had the companions of Mguru Mengi all been Unyamwezi, I should have had some hesitation in passing a decree of condemnation, but the presence of lads belonging to tribes residing nearer the coast afforded strong presumption that they had been kidnapped or inveigled while the caravan was *en route* to Zanzibar for the purpose of being sold here. It is of course very difficult to prove intention, but the whole appearance of these people was that of persons destined for sale, and it is a well known fact that nearly every Unyamwezi caravan brings down a few slaves for disposal here. I have therefore condemned the dhow and such of the Africans as could not clearly show that they were paid porters, employed in the conveyance of the ivory.

On inquiry, the Sultan admitted that the dhow was his property, and he stated that he was unable to account for her being unprovided with papers and colours. As the nakhoda was responsible for this omission, he had been imprisoned in the fort. I warned His Highness that as our cruisers would be certain to seize all dhows without colours or papers on the slightest suspicion that they were engaged in the Slave Trade, he should take measures to prevent anything of the sort occurring in future.

As there was no proof whatever that His Highness was cognizant of the use to which his dhow had been put, I thought it would be expedient to avoid the scandal of breaking up the vessel and publicly selling her materials, as such a step would be of no practical advantage, and would be certain to excite great ill-will against us. I have, therefore, as an act of courtesy restored the vessel to His Highness, as well as the ivory found on board, which he claimed as his property.

Although there were good grounds for concluding that there was an intention to introduce slaves for sale into Zanzibar, I did not think that this case came within the ordinary category of those in which professional slave-traders were concerned. The staple of the trade with Unyamweze is ivory, and the number of slaves brought down thence is trifling. It would be inexpedient in the highest degree that the Unyamwezi traders should, in addition to the obstacles now existing owing to the disturbed state of the country, find a further deterrent in the fear of being seized as slave-dealers, should they happen to have a few of their fellow countrymen in company with them. The Sultan is fully alive to these considerations, which cannot be ignored by anyone interested in the commerce and prosperity of Zanzibar.

I have therefore released Mguru after a day's imprisonment in the fort, which will, I trust, have the effect of teaching him to use greater caution for the future.

I have, &c.  
(Signed) W. F. PRIDEAUX.

Inclosure 1 in No. 74.

*Case No. 9 of 1874.*

*Decree.*

In the Vice-Admiralty Court of Zanzibar.

Our Sovereign Lady the Queen against a Zanzibar dhow, name unknown, whereof His Highness Sayid Burghash, Sultan of Zanzibar, is owner, and Sulaimain master; her tackle, furniture, apparel, and cargo, and also against 13 male slaves and 8 female slaves, seized as liable to forfeiture by William Edward Black, a Lieutenant in Her Majesty's navy, and commanding the cutter and whaler of Her Majesty's ship "Rifleman." Before William Francis Prideaux, Esq., Judge in the Vice-Admiralty Court at Zanzibar, on the 16th day of September, 1874.

APPEARED personally, the said William Edward Black, and produced the sworn declaration hereunto annexed, setting out the circumstances under which a dhow or native vessel, under the protection of no flag, and carrying no papers, and whereof the name of master or owner was at the time unknown, of the dimensions and measurement specified in the annexed certificate of admeasurement, and containing 13 male slaves and 8 female slaves, and a cargo consisting of five tusks of ivory and between two and three tons of firewood, was seized to the westward of Choomby, in the south channel leading to Zanzibar on the 14th day of September by the officer above named. I, the said Judge, having heard witnesses on both sides, and having found sufficient proof that the said dhow or native vessel, at the time of her seizure, was engaged in the transport of slaves between the mainland of Africa and the Island of Zanzibar, in contravention of Treaties existing between Her Majesty the Queen and His Highness the Sultan of Zanzibar, do adjudge the said dhow or native vessel, her tackle, apparel, and furniture, and the said 13 male slaves and 8 female slaves to have been lawfully seized, and to be forfeited to Our Sovereign Lady the Queen, and do condemn the same accordingly; but as complicity in the offence has not been proved against the owner of the cargo, I decree the restitution thereof.

In testimony whereof I have signed the present decree, and have caused my seal of office to be affixed thereto this 17th day of September, 1874.

(Signed) W. F. PRIDEAUX,  
*Judge of the Vice-Admiralty Court, Zanzibar.*

Inclosure 2 in No. 74.

*Certificate as to the State of the Vessel or Dhow at the time of Detention.*

I, THE Undersigned, William Edward Black, holding the rank of Lieutenant in Her Britannic Majesty's navy, being detached in the boats of Her Majesty's ship "Rifleman," do hereby certify that, in exercise of the authority vested in me, I did on the 14th day of September, 1874, being in the south channel leading to Zanzibar, detain the dhow or vessel, name not known, name of nation and master not known also, on the ground that she was engaged in the Slave Trade.

And I further certify that she had on board at the time a crew of six persons, two passengers, and 13 male and 8 female slaves.

And I further certify that the dhow or vessel is in a leaky condition.

Signed this 14th day of September, 1874.

(Signed) W. E. BLACK, *Lieutenant.*

Approved by me, this 16th day of September, 1874.

(Signed) STRATFORD TUKE, *Commander,*  
*Her Majesty's ship "Rifleman."*

## Inclosure 3 in No. 74.

*Certificate as to Papers found on board the Dhow detained.*

I, THE undersigned William Edward Black, holding the rank of Lieutenant in Her Britannic Majesty's Navy, being detached in the boats of Her Majesty's ship "Rifleman," do hereby certify that, in exercise of the authority invested in me, I did, on the 14th day of September, 1874, being in south channel leading to Zanzibar, detain the dhow or vessel (name and nation not known, also name of master and owner not known), on the ground that she was engaged in the Slave Trade.

And I further certify that there were no papers delivered up to me, or could I discover any papers whatever on board, except a slip of paper, unintelligible to the interpreter and myself.

Signed this 14th day of September, 1874.

(Signed) W. E. BLACK, *Lieutenant.*

Approved by me, this 16th day of September, 1874.

(Signed) STRATFORD TUKE, *Commander,*  
*Her Majesty's ship "Rifleman."*

## Inclosure 4 in No. 74.

*Certificate as to Monies or Valuables found on board Dhow.*

I, WILLIAM EDWARD BLACK, holding the rank of Lieutenant in Her Britannic Majesty's Navy, being detached in the boats of Her Majesty's ship "Rifleman," do hereby certify that the following is a correct account of all the moneys and valuables found on board the dhow (name and nation not known), detained by me on the 14th day of September, 1874, in the south channel leading to Zanzibar, on the ground that she was engaged in the Slave Trade, viz. :—

Nil.

Signed this 14th day of September, 1874.

(Signed) W. E. BLACK, *Lieutenant.*

Approved by me, this 16th day of September, 1874.

(Signed) STRATFORD TUKE, *Commander,*  
*Her Majesty's ship "Rifleman."*

## Inclosure 5 in No. 74.

*Certificate of Admeasurement.*

WE, the undersigned officers of Her Majesty's ship "Rifleman," do hereby certify that we have carefully admeasured, by Rule 2 of the 22nd section of the Merchant Shipping Act, 1854, the dhow or vessel (name and nation not known), detained by the boats of Her Majesty's ship "Rifleman" on the 14th day of September, 1874, on the south channel leading to Zanzibar, on the ground she was engaged in the Slave Trade, certify that her dimensions are as follows, viz. :—

Length of upper deck from outside plank at stem to stern post	..	..	..	50
Main breadth to outside plank	..	..	..	14
Girth of ship under the keel at main breadth from the upper deck, on one side of the vessel, to the upper deck on the other	..	..	..	22
				<b>Tons.</b>
Tonnage of vessel	..	..	..	27.54
				No poop or house.

Signed this 15th day of September, 1874.

(Signed) W. E. BLACK, *Senior Lieutenant.*  
EDWIN HILLIARD, *Navigating Sub-Lieutenant.*  
SAMUEL COLE, *Chief Carpenter's Mate.*

Approved by me, this 16th day of September, 1874.

(Signed) STRATFORD TUKE, *Commander.*  
*Her Majesty's ship "Rifleman."*

## Inclosure 6 in No. 74.

*Inventory of Stores, Furniture, and Cargo of the Prize or Dhow detained.*

I, WILLIAM EDWARD BLACK, holding the rank of Lieutenant in Her Britannic Majesty's Navy, and the Prize Officer in charge of the dhow or vessel detained on the 14th day of September, 1874, on the ground that she was engaged in the Slave Trade, by the boats of Her Majesty's ship "Rifleman" (Stratford Tuke, Esq., Commander), do hereby certify that the following is a correct inventory of the stores, furniture, and cargo of the said dhow or vessel, so far as the same can be ascertained, without disturbing the stowage, viz., five tusks of ivory and from two to three tons of firewood.

Signed this 14th day of September, 1874.

(Signed)

W. E. BLACK, *Lieutenant.*

Approved by me, this 16th day of September, 1874.

(Signed)

STRATFORD TUKE, *Commander,*  
*Her Majesty's ship "Rifleman."*

## No. 75.

*Captain Prideaux to the Earl of Derby.—(Received October 19.)*

My Lord,

*Zanzibar, September 19, 1874.*

I HAVE the honour to forward copy of a Decree of Condemnation (with accompanying certificates), passed in the Vice-Admiralty Court here, in the case of a dhow, containing 4 males and 8 female slaves, which was captured by the cutters of Her Majesty's ship "Vulture," on the 11th instant.

2. It appeared, from the evidence, that Sub-Lieutenant William des Vœux Hamilton having been detached for the suppression of the Slave Trade, with the two cutters, whilst lying in Rohani Bay, on the south part of Pemba, on the 11th of September, observed a dhow steering in with a fair wind; got both cutters under weigh, and proceeded in chase of her. In going out of the bay, the second cutter, in charge of Mr. Collins, Boatswain, second class, ran aground on a sandbank. Mr. Hamilton ordered her to follow when afloat; and on boarding the dhow he was in chase of, found her to be a legal trader from Zanzibar. In the meantime, Mr. Collins had observed a second dhow running in towards Makongin Island, which he proceeded in chase of. On her perceiving him, she made for the north end of the island, and ran on shore, her crew making for the beach, and taking slaves with them. Mr. Collins landed his boat's crew, and succeeded in capturing 10 slaves (1 of whom subsequently escaped), two of the crew of the dhow, and an Arab, who was afterwards proved to be the owner of 5 of the slaves. On Mr. Hamilton coming up in the first cutter, Mr. Collins reported to him that a considerable number of the slaves had escaped, so he at once landed his boat's crew with their arms, and proceeded to the nearest village, sending the interpreter to communicate with the Chief, and to demand the restoration of the slaves. The Chief replied that they had all escaped in canoes to Pemba. Mr. Hamilton told him that he knew this could not be the case, as there had not been time for them to do so; and that he would give him an hour in which to try and find them. The Chief then went away, and returned in about half an hour, bringing with him 3 female slaves. Mr. Hamilton took possession of these, and then returned with the boats' crews to the boats. The slaves captured by Mr. Collins were chained together in couples, the neck rings being fastened by padlocks, of which the Arab had the key. The dhow contained a cooking apparatus, two large cooking utensils, a number of mats, and several bags of rice, beans, &c. slaves' irons and chains (which were produced in Court), and the usual fittings of a sea-going vessel.

3. On examining the negroes, it appeared that the majority belonged to the Guido tribe, and that they had been taken in war by the Makungara and Yaos, carried to Kilwa, and then disposed of to an Arab slave-dealer, who marched them along the coast as far as Pangani, where they were sold in driblets.

4. The case was an exceedingly clear one; and I had no hesitation in condemning the dhow, which, Mr. Hamilton stated he had carefully surveyed; and to test her seaworthiness, had towed her to Brisk Island, about a-quarter of a mile distant. During that short passage she filled half-full of water, the leakage having been caused by her having been run on shore. It being, in Mr. Hamilton's opinion, impossible to bring her into a

port of adjudication, he burnt her on the beach at low water. The tonnage of the dhow seems to be considerable for a vessel employed in running between the mainland and Pemba; but Mr. Hamilton assured me he had very carefully measured her before destroying her.

5. The Arab, and a seaman, who was himself a released slave, and formerly a pupil in Bishop Tozer's school, have been handed over to the Sultan for punishment. I have since heard that the owner of the dhow was an Arab of the Al-bu-Saidi tribe, who was imprisoned in irons about a fortnight ago, for having turned Sunnee, he having previously been an Ibadhee.

I have. &c.  
(Signed) W. F. PRIDEAUX.

Inclosure 1 in No. 75.

Case No. 10 of 1874.

*Decree.*

In the Vice-Admiralty Court of Zanzibar.

Our Sovereign Lady the Queen against a dhow or native vessel (name and nation and owner alike unknown), whereof one Majalina was said to be master, her tackle, furniture, and apparel, and also against 4 male slaves and 8 female slaves, seized as liable to forfeiture, by William des Vœux Hamilton, a Sub-Lieutenant in Her Majesty's ship "Vulture." Before William Francis Prideaux, Esquire, Judge in the Vice-Admiralty Court at Zanzibar, on the 18th day of September, 1874.

APPEARED personally, the said William des Vœux Hamilton, and produced the sworn declaration, hereunto annexed, setting out the circumstances under which a dhow or native vessel (name and nation unknown, and name of owner likewise unknown), and whereof one Majalina was said to be master, of the description and dimensions specified in the annexed certificate of admeasurement, was seized at Makôngui Island near Pemba, within the dominions of His Highness the Sultan of Zanzibar, on the 11th day of September, 1874, by the officer above named. I the said Judge having heard the evidence produced on both sides, and having found sufficient proof that the said dhow or native vessel was at the time of her seizure engaged in the illegal transport of slaves between the mainland of Africa and the Island of Pemba, in contravention of Treaties existing between Her Majesty the Queen and His Highness the Sultan of Zanzibar, do adjudge the said vessel, her tackle, apparel, and furniture, and the said 4 male slaves, and 8 female slaves, to have been lawfully seized, and to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly. And I do further declare that after all the circumstances of the case, the destruction of the said dhow was inevitable, and I do fully approve thereof.

In testimony whereof I have signed the present Decree, and have caused my seal of office to be affixed thereto, this 19th day of September, 1874.

(Signed) W. F. PRIDEAUX,  
*Judge of the Vice-Admiralty Court, Zanzibar.*

Inclosure 2 in No. 75.

*Report of Survey.*

I, THE Undersigned, William des Vœux Hamilton, Sub-Lieutenant in Her Majesty's Navy, do hereby certify that on surveying the dhow or native vessel of no name or nation, which had been detained by me on the 11th of September, 1874, on the ground that she was engaged in the Slave Trade, I found her totally unseaworthy to be brought to a Court of Administration. I therefore burnt her, after having made an attempt to keep her afloat, which failed.

Signed this 11th day of September, 1874.

(Signed) WM. DES V. HAMILTON, *Sub-Lieutenant.*

Approved by me, this 17th day of September, 1874.

(Signed) ARTHUR T. BROOKE, *Commander,*  
*Her Majesty's ship "Vulture."*

## Inclosure 3 in No. 75.

*Certificate of Admeasurement.*

I, THE Undersigned, William des Vœux Hamilton, Sub-Lieutenant in Her Majesty's Navy, do hereby certify that I have carefully admeasured the dhow or native vessel of no name or nation, detained by me on the 11th day of September, 1874, at Makongui Island, Pemba, on the ground that she was engaged in the Slave Trade, and that her dimensions are as follows, viz. :—

Length of upper deck from outside plank at stem to stern post .. .. .	Ft. in.
Main breadth to outside of plank .. .. .	90 0
Girth of ship under the keel at main breadth from the upper deck on one side of the vessel to the upper deck on the other .. .. .	18 0
	35 0
	Tons.
Tonnage of vessel .. .. .	107.4
Poop—Length, 15 ft. ; breadth, 16 ft. ; height, 3 ft.	
Tonnage of poop .. .. .	7.2
Total tonnage .. .. .	114.6

Signed this 11th day of September, 1874.

(Signed) WM. DES V. HAMILTON, *Sub-Lieutenant.*

Approved by me, this 17th day of September, 1874.

(Signed) ARTHUR T. BROOKE, *Commander,*  
*Her Majesty's ship "Vulture."*

## Inclosure 4 in No. 75.

*Certificate of Destruction.*

I, THE Undersigned, William des Vœux Hamilton, Sub-Lieutenant in Her Majesty's Navy, being detached in the boats of Her Majesty's ship "Vulture," for the suppression of the Slave Trade, do hereby certify that on the 11th day of September, 1874, I destroyed a dhow or native vessel which had been detained by me for being engaged in the Slave Trade, at Makongui Island, Pemba, the reasons for her destruction being that after a survey held on her, she was found to be totally unseaworthy to be brought to Zanzibar, to be put in the Vice-Admiralty Court there, an attempt to keep her afloat having failed.

Signed this 11th day of September, 1874.

(Signed) WM. DES V. HAMILTON, *Sub-Lieutenant.*

Approved by me, this 17th day of September, 1874.

(Signed) ARTHUR T. BROOKE, *Commander,*  
*Her Majesty's ship "Vulture."*

## Inclosure 5 in No. 75.

*Certificate as to Equipments found on board.*

I, THE Undersigned, William des Vœux Hamilton, Sub-Lieutenant in Her Majesty's navy, do hereby certify that amongst the equipments on board the dhow or native vessel detained by me on the 11th day of September, 1874, at Makongui Island, Pemba, on the ground that she was engaged in the Slave Trade, were the following, viz. :—

Two tanks for water, two large cooking utensils, one cooking apparatus, several slave irons and chains, and a large quantity of mats, together with a quantity of slave food.

Signed this 11th day of September, 1874.

(Signed) WM. DES V. HAMILTON, *Sub-Lieutenant.*

Approved by me, this 17th day of September, 1874.

(Signed) ARTHUR T. BROOKE, *Commander,*  
*Her Majesty's ship "Vulture."*

## Inclosure 6 in No. 75.

*Certificate as to Monies or Valuables found on board.*

I, THE Undersigned, William des Vœux Hamilton, Sub-Lieutenant in Her Majesty's navy, do hereby certify that the following is a correct account of all moneys or valuables found on board the slave dhow or native vessel, detained by me on the 11th day of September, 1874, on the ground that she was engaged in the Slave Trade, viz. :—

Nil.

Signed this 11th day of September, 1874.

(Signed) WM. DES V. HAMILTON, *Sub-Lieutenant.*

Approved by me, this 17th day of September, 1874.

(Signed) ARTHUR T. BROOKE, *Commander,*  
*Her Majesty's ship "Vulture."*

## No. 76.

*Captain Prideaux to the Earl of Derby.—(Received October 19.)*

(Extract.)

*Zanzibar, September 21, 1874.*

I HAVE the honour to report that on the morning of Saturday, the 19th instant, I received information that a dhow, which turned out to be French, had been visited and searched by the cutter and launch of Her Majesty's ship "Glasgow," off Tumbat, a small island to the north-west of Zanzibar; that some slaves had been found on board, and that the dhow had been seized and was being brought into harbour, having on board a prize crew from the boats.

I have the honour to inclose, for your Lordship's information, copies of my letter to the address of M. Cottoni, and of that gentleman's reply.

This morning I have received a private note from the Acting French Consul, acquainting me with the result of his investigation, and the measures he is about to take in consequence thereof. M. Cottoni says :—

"L'interrogation de tout le personnel du boutre, équipage et passagers, a établi :—

"1. Qu'une négresse nommée Mamayé, âgée d'environ 12 ans, a été embarquée l'année dernière à Zanzibar, sans avoir été présentée et inscrite au Consulat de France.

"2. Qu'une autre négresse nommée Alima, âgée d'environ 11 ans, a été embarquée dernièrement à Quiloa et transportée à Zanzibar.

"Pour ce seul fait, j'ai saisi le boutre Fatal-Kahar, et j'ai ordonné son renvoi à Mayotte avec tout son équipage et ses passagers, inscrits et non-inscrits. Ce boutre partira pour cette destination aussitôt que les vents le permettront."

What further steps may be taken at Mayotte, the port whence the dhow obtained her papers, I do not know, but up to the present I feel that both the commander of the "Glasgow" and myself are under some obligations to M. Cottoni for the courteous and sensible manner in which he has dealt with this question, which might easily have been so distorted as to assume a very embarrassing complexion.

## Inclosure 1 in No. 76.

*Captain Prideaux to M. Cottoni.*

Sir,

*Zanzibar, September 19, 1874.*

I HAVE the honour to inform you that about half-past twelve o'clock last night, the cutter and launch of Her Majesty's ship "Glasgow," under the command of Lieutenant Moore, while cruising for the suppression of the Slave Trade, sighted a dhow off Tumbat at the north-west of the Island of Zanzibar. The dhow was boarded by the officer in command of the launch, Sub-Lieutenant Powell, who made inquiries as to her nationality, on which the captain of the dhow replied that she was French. As there was no flag flying at that time of the night, Mr. Powell requested to see her papers, in order to verify the captain's statement, and whilst he was examining these, the interpreter reported that he saw two slave boys hidden in the dhow. Mr. Powell thereupon asked him to see if he could find any others, and three little girls were discovered hidden under some mats. The captain

CLASS B.



of dhow at first stated that he came from Madagascar, but the slaves asserted that they had been taken into the dhow at Kilwa. And as the vessel was bound for Zanzibar, and had no legitimate business at Tumbat, the presumption is, that they were intended to be smuggled into the Island at Kokotoni or its neighbourhood. Knowing the earnest desire felt by the French Government to co-operate with that of Her Britannic Majesty in the suppression of the trade, I do not doubt that you are prepared to take measures to deal with such an abuse of the French flag as that reported above, and as soon as the dhow arrives in harbour, she will be delivered over to any one whom you may be pleased to appoint for that purpose, in order that she may be disposed of.

I have, &c.  
(Signed) W. F. PRIDEAUX.

Inclosure 2 in No. 76.

*M. Cottoni to Captain Prideaux.*

M. le Gérant,

*Zanzibar, le 19 Septembre, 1874.*

J'AI l'honneur de vous accuser réception de votre lettre de ce jour, m'informant qu'un dhow Français a été visité la nuit dernière, près de l'Ile de Toumbat, par un officier de la Marine Royale Anglaise, et surpris ayant à bord cinq esclaves embarqués à Quiloa, d'après l'aveu des esclaves eux-mêmes. Aussitôt que ce dhow arrivera sur rade de Zanzibar, une enquête rigoureuse sera faite, et si le crime dont il s'agit est bien constaté, les mesures les plus sévères seront prises contre les coupables afin que de pareils abus ne se renouvellent pas.

Je dois dire que le Gouvernement Français, parfaitement d'accord sur ce point avec le Gouvernement de Sa Majesté Britannique, entend faire respecter les Traités signés par le Sultan de Zanzibar, contre le Trafic des Esclaves; et il entend surtout que ces mêmes Traités soient absolument respectés par les caboteurs de Mayotte et de Nossi-Bé, qui ont obtenu la faveur de naviguer sous la protection Française.

Veillez, &c.  
(Signé) COTTONI.

No. 77.

*Captain Prideaux to the Earl of Derby.—(Received October 19.)*

My Lord,

*Zanzibar, September 21, 1874.*

I HAVE the honour to report that, according to the latest news from Unyamwezi, the rebel Chief Mirambo has taken up a position on the road between Unyanyembe and the coast, and has commenced plundering all caravans passing by that route. The new Wali has rendered himself extremely unpopular amongst the Arabs, and from this and other causes they are quite unable to offer any opposition to the increasing power of the insurgent Chief. The last accounts from that quarter are, indeed, so unfavourable that it seems a question whether His Highness the Sultan will be able to maintain his position in the interior much longer.

No news has been received of Lieutenant Cameron since he wrote from Ujiji in February last, nor have the papers of the late Dr. Livingstone, which he then stated he was about to dispatch to the coast, yet reached my hands.

I have, &c.  
(Signed) W. F. PRIDEAUX.

No. 78.

*Mr. Lister to Captain Prideaux.*

Sir,

*Foreign Office, November 6, 1874.*

I AM directed by the Earl of Derby to inform you, in reply to your despatch of the 23rd of September, that when there is a difference of opinion between the Sultan of Zanzibar and Her Majesty's Representative in regard to the punishment to be inflicted on the perpetrators of outrages resulting in the deaths of British subjects, the matter is to be referred home before the extreme penalty of death is insisted upon.

When it is decided that the punishment is to be imprisonment for life the offender should always be handed over to the British authorities in order that he may undergo his sentence in a British possession.

I am, &c.  
(Signed) T. V. LISTER.

No. 79.

*Captain Prideaux to the Earl of Derby.*—(Received November 18.)

(Extract)

Zanzibar, October 5, 1874.

I HAVE on previous occasions brought to the notice of your Lordship that, since the month of May, no vessels of war have visited those ports in the dominions of His Highness the Sultan which lie to the north of Zanzibar, and that, as it is impossible for native dhows to make the southward voyage against the prevailing monsoon, I have for some months received no intelligence on many points on which it is desirable that Her Majesty's Government should be kept fully informed. An opportunity has now presented itself in Her Majesty's ship "Vulture" being ordered to proceed to the Gulf of Aden, of which, through the courtesy of Rear-Admiral Cumming, I have been able to avail myself; and as it is the only chance which will offer for several months, I have directed my assistant, Mr. F. Holmwood, to proceed in that vessel and to visit the several ports at which British Indians reside and carry on trade. It is probable that time will not admit of my orders being carried out in their entirety, and it is impossible to insure complete supervision over this class of people until a vessel is placed at the exclusive disposal of this Agency. But, however slight the survey may be, I consider it important that it should be made, in order to evince to the Indian community that there will be no relaxation in the constant vigilance which their past conduct has rendered it necessary to exercise over them.

I inclose a copy of my instructions to Mr. Holmwood, which I trust will meet with your Lordship's approval.

Inclosure in No. 79.

*Captain Prideaux to Mr. Holmwood.*

Sir,

Zanzibar, October 1, 1874.

AS I consider it desirable that the northern port in the dominions of His Highness the Sultan of Zanzibar should be visited by a Consular officer, in order that the effect of the measures for the repression of slave-holding by British Indian subjects, which were initiated by Dr. Kirk last year, should be carefully observed and reported on, and as a favourable opportunity has now presented itself, through the courtesy of Rear-Admiral Cumming, in detailing Her Majesty's ship "Vulture," for this duty, I have to request that you will hold yourself in readiness to embark on board that vessel on Friday evening next.

2. The ports which I particularly wish to be inspected are the following:—Mombasa, Takaunga, Melindi, Lamo, Kismayo, and Brava. It may, however, be possible to visit a few others, such as Patta, Sin, and Pazé, and if this can be effected it will considerably add to the success of the mission on which you are deputed.

3. You have so recently visited the greater number of these ports in company with Dr. Kirk, and are so thoroughly acquainted with that officer's policy in dealing with our British Indian subjects, that detailed instructions are scarcely necessary. You will be careful to observe whether the course laid down by Dr. Kirk has been strictly followed, and will report whether those manumitted slaves who were permitted to remain with their former masters are in receipt of periodical wages, or whether they are merely given food and clothing. Every case of resumption into slavery you are authorized to inquire into and determine as laid down in Her Majesty's Order in Council of the 19th of August, 1866, but the more flagrant instances should be sent for trial at Zanzibar. I trust that you will hear of no cases of slave-trafficking amongst British Indians; but should any such unfortunately come to your notice, you will not fail to send them for disposal to the Consul-General's Court.

4. You are aware that Dr. Kirk appointed certain persons at the principal ports to act in connection with this Agency, and that he instructed them to transmit reports from

time to time of any infringement of the IVth Article of the Treaty of the 5th June, 1873. No reports have, however, been received by this office, and you will, therefore, inquire into the cause of this omission, and acquaint me with the result of your investigation. An official list of the persons whom you may think best fitted for this duty should also be submitted by you.

5. I should be glad to receive any remarks you may have to offer upon the trade, agriculture, &c., of the several places which you may visit, and especially upon the point whether the effect of the Treaty of last year has been to give encouragement to legitimate commerce and to depreciate the illicit traffic which was formerly so prevalent from the northern ports. You will direct your particular attention towards a solution of the difficult question of the land Traffic in Slaves, and endeavour to ascertain whether any large number of individuals has been exported to Arabia direct, or whether they have been absorbed in the Somali districts. You may be able to form an opinion from casual conversation amongst the natives as to whether this form of venture is regarded as successful or not.

6. At Brava, you will be able personally to use your influence with the authorities of the place, and you will impress upon them the necessity of using their best endeavours to discover and arrest the murderers of the late Mr. Heale. I should wish you, as far as possible, to report on the military strength of His Highness the Sultan of Zanzibar at the various ports, and especially at Brava. Should you think that force insufficient for protecting the lives and properties of Europeans who may reside in the Benadir you will inform me.

7. If on arrival at Brava you find no opportunity available of returning direct to Zanzibar, I authorize you to proceed to Aden and take the first mail steamer for this port; but I need scarcely say that I do not wish this step to be taken unless it is absolutely necessary.

8. You will be provided with a Circular letter from His Highness the Sultan to the various Chiefs and Governors in the territories under his control, and on occasions when you think it necessary you can disburse to the amount of 100 dollars in presents to the servants and retainers of the principal men, which you will account for on your return to Zanzibar.

9. I need not impress upon you the necessity of acting with caution and circumspection in your dealings with the Chiefs and natives.

10. In conclusion, I would wish you to submit separate reports upon the various subjects touched upon in this letter, and to forward copies as opportunities may offer, retaining duplicates yourself in case the originals should not come to hand.

I have, &c.  
(Signed) W F. PRIDEAUX.

No. 80.

*Captain Prideaux to the Earl of Derby.—(Received November 18.)*

My Lord,

Zanzibar, October 7, 1874.

I HAVE the honour to transmit herewith copy of a Decree of Condemnation passed this day in the Vice-Admiralty Court here on a dhow captured by Her Majesty's ship "Thetis," on the 12th September, 1874.

It appears from Captain Ward's affidavit that whilst cruising off the north-west coast of Madagascar, in the vicinity of Cape St. Andrew, a dhow was observed at about 1.15 p.m., standing in towards the land. After a chase of an hour and a half, the "Thetis" came up to her and fired a blank cartridge to make her heave to, and Lieutenant H. E. Walters was sent on board in the cutter. About 3 p.m., Lieutenant Walters brought the dhow alongside, and reported that she had neither papers nor colours, nor was there any one on board who would own to being her captain; and that she had also slaves on board, principally women and children. Thereupon Captain Ward seized her as being liable to forfeiture: and the dhow having been surveyed and reported as being unfit to make the voyage to Zanzibar, and not strong enough to be towed, was scuttled, and the crew, passengers, and slaves brought to Zanzibar for adjudication.

On investigation, it was proved that, with one exception (an Arab of Muscat) the whole of the crew and passengers consisted of Johanna and Anguzija (Great Comoro) men, who had purchased the slaves at Masembe, a small port near Mozambique, for the run across to Madagascar, where it was evident that they were intended for sale, as none of the owners possessed any property on that island. From the statement of one of the

women-slaves, I gathered that a Portuguese Christian, probably a half-caste, had had a considerable share in collecting the slaves for exportation. All the slaves were Makonas, with one exception (a Myao), and consisted principally of women and children, who had apparently been brought up on plantations at no great distance from Mozambique. Two of the women stated that they were the illegitimate children of free men and suryas or concubines, and that they had been sold into slavery by their parents.

I shall endeavour to dispose of the children (many of whom are without parents) by allotting them to the French and English Missions, where they will be well cared for. A few of the adults, after having been provided with papers of manumission, will be able to earn their own livelihood in the town, as they are acquainted with the Swahi language.

The ringleader amongst the dealers was a Johanna man, who had formerly served some time on board Her Majesty's ship "Lyra," and who had evidently on more than one occasion utilized the knowledge he had then acquired in such a manner as to assist him in carrying on his present trade. Another of the passengers stated that he was the son of the Sultan of Anguzija (Great Comoro), and on searching his papers it appeared that he was the son of a Sultan Ahmed, but whether this is the Sultan Amadi, with whom a Treaty for the suppression of the Slave Trade was concluded in 1861, I could not discover.

I forwarded the crew and passengers, twelve in number, to His Highness Sayyid Burghash, but as none of them were his own subjects, and as the vessel was not captured in his own territorial waters, I did not insist upon their punishment. His Highness, however, placed them all in the fort, where they will remain until the Ramadhan Feast, about a month hence, with the exception of the son of Sultan Ahmed, who was released with a suitable warning.

I have, &c.  
(Signed) W. F. PRIDEAUX.

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Inclosure 1 in No. 80.

Case No. 11 of 1874.

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*Decree.*

Our Sovereign Lady the Queen against a dhow, name and nation unknown, and owner and master likewise unknown, her tackle, furniture, and apparel, and also against eighteen male slaves and eighteen female slaves, seized as liable to forfeiture by Thomas Le Hunte Ward, Esquire, a Captain in Her Majesty's navy, and commanding Her Majesty's ship "Thetis," before William Francis Prideaux, Esquire, Judge in the Vice-Admiralty Court at Zanzibar, on the 7th day of October, 1874.

APPEARED personally the said Thomas Le Hunte Ward, Esquire, and produced the sworn declaration hereunto annexed, setting out the circumstances under which a dhow, or native vessel, name and nation unknown, name of owner or master likewise unknown, of the description and dimensions specified in the annexed certificate of admeasurement, was seized off Cape St. Andrew, on the north-west coast of Madagascar, on the 12th day of September, 1874, by the officer above-named, containing at time of seizure twenty male slaves (of whom two died previous to adjudication), and eighteen female slaves. I, the said Judge, having heard the evidence on both sides, and having found sufficient proof that the said dhow, or native vessel, was at the time of her seizure engaged in the illegal transport of slaves between the mainland of Africa and the Island of Madagascar, do adjudge the said vessel, her tackle, apparel, and furniture, and the said eighteen male slaves, and eighteen female slaves, to have been lawfully seized, and to be forfeited to Our Sovereign Lady the Queen, and do condemn the same accordingly. And I do further declare that, after taking into consideration all the circumstances of the case, I consider that the destruction of the said dhow was proper and justifiable, and I do fully approve thereof.

In testimony whereof I have signed the present decree, and have caused my seal of office to be affixed thereto, this 7th day of October, 1874.

In the Vice-Admiralty Court of Zanzibar.

(Signed) W. F. PRIDEAUX,  
*Judge of the Vice-Admiralty Court, Zanzibar.*

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## Inclosure 2 in No. 80.

*Certificate of Admeasurement.*

We, the undersigned, officers of Her Majesty's ship "Thetis," 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, slave dhow, name unknown, detained by Her Majesty's ship "Thetis," on the 12th day of September, 1874, on the ground that she was engaged in the Slave Trade, and we certify that her dimensions are as follows:—

	Feet.
Length on upper-deck, from outside of plank at stem, to outside of plank at stern-post .. .. .	70
Main breadth to outside of plank .. .. .	20
Girth of ship under the keel at main breadth from upper-deck on one side of the ship, to the upper-deck on the other .. .. .	48
<i>Tonnage.</i>	
Tonnage under tonnage-deck .. .. .	145·65
Closed-in spaces above the tonnage-deck .. .. .	8·64
Poop:—Length, 16 feet; breadth, 18 feet; height, 3 feet .. .. .	}
Total .. .. .	154·29

Signed this 12th day of September, 1874.

(Signed)

HENRY E. WALTERS, *Senior Lieutenant.*

HERBERT D. WALKER, *Navigating Lieutenant.*

J. H. GRIFFITHS, *Carpenter.*

Approved:

(Signed)

THOS. LE H. WARD, *Captain.*

## Inclosure 3 in No. 80.

*Certificate as to the Destruction of Vessel.*

I, THE Undersigned, Thomas Le Hunte Ward, holding the rank of Captain in Her Britannic Majesty's Navy, and commanding Her Majesty's ship "Thetis," do hereby certify that on the 12th September, 1874, I directed a survey to be held on board a slave dhow, name unknown, detained by me on the 12th day of September, 1874, on the ground that she was engaged in the Slave Trade; and the surveying officers having reported to me that she was unfit to be navigated to Zanzibar, the said vessel has been destroyed by my order.

Signed this 13th day of September, 1874.

(Signed)

THOS. LE H. WARD, *Captain,*

*Her Majesty's ship "Thetis."*

## Inclosure 4 in No. 80.

*Report of Survey on Slave Dhow.*

*"Thetis," at Sea, Lat. 16° 9' S., Long. 43° 19' E.,  
September 13, 1874.*

Sir,

IN compliance with your orders, we have been on board the steam dhow, name unknown, captured by this ship on the 12th instant, and find that she is quite unfit to make a voyage to Zanzibar, and not strong enough to be towed. The fastenings of the outside planks are eaten away, which make her leaky; also a number of timbers are rotten, both forward and aft. She has lately had a new poop, but the dhow herself is very old.

We have, &c.

(Signed)

HENRY E. WALTERS, *Senior Lieutenant.*

HERBERT D. WALKER, *Navigating Lieutenant.*

J. H. GRIFFITHS, *Carpenter.*

No. 81.

*Captain Prideaux to the Earl of Derby.—(Received November 18.)*

My Lord,

Zanzibar, October 19, 1874.

WITH reference to the last paragraph of my despatch of the 10th ultimo, I have the honour to forward, for your Lordship's information, a letter dated September 21, 1874, addressed to me by the Chief Civil Commissioner, Seychelles, on the subject of the reception and maintenance of liberated slaves in that Colony.

The rules which have been framed by the authorities at Seychelles, with a view to the efficient supervision and treatment of these Africans, appear to me to be of so judicious a nature, that, subject to your Lordship's approval, I have authorized the officers commanding cruizers to land all the slaves captured by them in Madagascar waters at Mahé, for allotment in the Colony, previous to adjudication, should circumstances render it easier to make that port than Natal.

As with my present reduced staff I am unable to have copies taken of these papers previous to the departure of the mail, I trust that they may be returned after perusal.

I have, &amp;c.

(Signed) W. F. PRIDEAUX.

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 Inclosure 1 in No. 81.
*Mr. Havelock to Captain Prideaux.*

*Seychelles, Chief Civil Commissioner's Office,  
September 21, 1874.*

Sir,

I HAVE the honour to acknowledge the receipt of your letter, dated 3rd July, 1874, requesting information relative to the regulations in force for the reception, treatment, &c., of liberated African slaves landed at the Seychelles by Her Majesty's cruizers. I beg to forward you copies of documents, containing full information regarding the rules regulating apprenticeship, wages, rations, medical attendance, and inspection.

2. A few details of the actual course of procedure on the arrival at Mahé of liberated African slaves may perhaps contribute to put the subject in a clearer light than mere formal documents.

3. The disembarkation is conducted under the supervision of the local chief officer of police, and the Government Medical Officer. As soon as the actual number of persons landed has been satisfactorily ascertained, those who show symptoms of illness or who are in a weak and emaciated state are conveyed to the public hospital; the remainder are lodged in buildings in the town, opening into a large inclosed court yard, shaded with trees and well supplied with water. They are generally detained here for about a week, until, with care and good nourishment, they have recovered from the effects of their hardships and of the sea voyage, and until satisfactory arrangements have been made for their allotment. The allotment is carried out under the immediate supervision of the Chief Civil Commissioner, to whom all applications for the services of the Africans are addressed. The adult men and women are, as a rule, apprenticed to planters and proprietors for the purposes of field labour. Men and women who claim to hold the relations of husband and wife are never separated, and children below the age of ten years always accompany their mothers. Orphan children have hitherto been, as a rule, allotted as domestic servants. It is understood that persons who take charge of them, without having any actual claim, with the consent of their legal guardian, are entitled to their services for a period of five years as soon as they attain the age fixed by law for entering into a contract of service.

4. In the choice of masters care is taken to give the preference to those who stand highest on a confidential list furnished by the Inspector of Africans, in which employers are classified according to their manner of treating their apprenticed servants under the various heads of (1) food; (2) payment; (3) lodging; (4) work; (5) observance of general rules (6) morals. On an appointed day the persons to whom the Africans have been allotted by the Chief Civil Commissioner attend at the police station, and, having paid an amount calculated to cover the expenses incurred for food, clothing, and vaccination of each African (in the case of those landed from Her Majesty's ships "Thetis" and "Vulture" the amounts were 15s. and 12s. respectively), each employer receives a ticket of allotment, as per form A attached, and each African is supplied with a ticket as per form B. The information contained in these two tickets is entered in a register kept at the police station. On the first convenient day after allotment the master appears before the Stipendiary

Magistrate, accompanied by those Africans with whom he desires to enter into a five years' contract of service. The Stipendiary Magistrate, by means of an interpreter, explains to each African the terms of the agreement, and which are briefly noted at the back of the ticket which he holds, and the contract is passed.

5. After personal observation and constant and careful investigation, I most unhesitatingly assert that the treatment of Africans in this Colony is good. The appointment, within the last year of an Inspector of Africans has doubtless done much to remedy defects in the system that may have previously existed. The Africans themselves soon acquire an accurate knowledge of their own legal rights, and are very ready to resent the least infringement of them. They are, as a rule, law-abiding and peaceful members of society. Crime of a serious nature is rare amongst them. Both as regards climate and the nature of the food most easily produced or procured, and which, therefore, forms the diet of the poorer classes, the Seychelles are admirably well suited to the African constitution.

6. It must be acknowledged that there is a need of a better organized system for the education and training of the children amongst the Africans released here. There are excellently conducted Roman Catholic Mission Schools, aided by Government, for boys and girls, and there are also Church of England Elementary Schools. But these institutions are intended to meet the wants of the Creole population rather than those of the pure African. The Bishop of Mauritius, who has recently visited this part of his Diocese, has promised to furnish the organization necessary for the establishment of an institution for the sole purpose of receiving and training the children among liberated slaves landed here. His Lordship has some means at his disposal for this purpose, which will be cheerfully supplemented by the Local Government, and by private subscription. Moreover, several proprietors have submitted proposals for the opening of training schools on their own estates. In a very few months I confidently hope that the short-coming in our system, to which I have referred, will have ceased to exist.

7. The present supply of labour in the Seychelles is not nearly sufficient to meet the demands of increasing enterprise and of extended cultivation. Although I believe it to be the case that African labour is not cheap labour, this is not the general impression of the proprietors in these Islands, and consequently they earnestly desire the continuance of the system of releasing rescued slaves in the Seychelles, and are eager to secure their services.

8. I should be most happy at any time to afford you any further information that you may desire on this important subject.

I have, &c.  
(Signed) A. E. HAVELOCK,  
*Acting Chief Civil Commissioner.*

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Inclosure 2 in No. 81.

*Regulations relative to Engagements of Minor Africans.*

(No. 1.)

*An Ordinance (No. 18 of 1865) to amend the Law regarding Contracts of Service with Liberated Slaves landed in Mauritius or Seychelles.*

WHEREAS the law regarding contracts of service with persons of African origin who, having been found in vessels captured by Her Majesty's cruisers engaged in the suppression of the Slave Trade, are landed in Mauritius or Seychelles as liberated slaves, is defective, and ought to be amended:

Be it therefore enacted by his Excellency the Governor, with the advice and consent of the Council of Government, as follows:—

All persons of African origin who shall be found in vessels captured by any of Her Majesty's cruisers engaged in the suppression of the Slave Trade, and shall be landed in Mauritius or Seychelles, as liberated slaves, may be engaged in contracts of service, in accordance with the provisions of this Ordinance.

Such contracts of service may be for any period not exceeding five years. They shall be in writing, and shall be entered into before, and authenticated by, a Stipendiary Magistrate of the place in which they are made.

Every such contract shall be for an allowance of wages and rations in accordance with the regulations to be framed under the provisions of this Ordinance. The employer shall, further, be obliged to give his servant proper lodging and medical care.

In the event of any liberated slaves being landed at any of the Seychelles Dependencies, and of there not being, within these Dependencies, persons whom the Civil Commissioner shall consider fit, and who shall be willing, to enter into contract of service with them, in accordance with this Ordinance and relative regulations, it shall be lawful for the Civil Commissioner of Seychelles to cause them to be forwarded to Mauritius, there to be engaged in contracts of service aforesaid. In such case the said liberated slaves shall be forwarded by the first convenient opportunity.

During the interval between their arrival at Seychelles and their being forwarded to Mauritius, such liberated slaves shall receive food, clothing, lodging, and medical care, at the expense of the Government, and under the superintendence of the Civil Commissioner of Seychelles, and may be employed in any Government works, either without wages, or at such rate of wages as shall be fixed by regulations.

The person with whom any liberated slave shall enter into a contract of service, shall pay to the Government such sum as shall be fixed by regulations to be passed under this Ordinance, from time to time, in order to defray a due proportion of the expense incurred by the Government in relation to such liberated slaves.

The liberated slaves aforesaid shall be engaged to the persons to whom they shall be allotted by the Protector of Immigrants, if in Mauritius, and if in Seychelles, by the Civil Commissioner thereof, in accordance with the regulations to be framed under this Ordinance.

The Protector of Immigrants and Civil Commissioner of Seychelles are hereby appointed, *ex officio*, guardians respectively to every orphan liberated slave, whether legitimate or illegitimate, in Mauritius and Seychelles respectively.

(No. 2.)

*Regulations.*

The scale of wages laid down in Schedule A of the Regulations passed on the 3rd November, 1865, are, so far as they relate to the wages of liberated slaves landed in Seychelles, modified as follows:—

LIBERATED SLAVES.

Rate of Wages for Liberated Slaves landed at Seychelles.

MALES.

Age.	Per Month.				
	1 Year.	2 Years.	3 Years.	4 Years.	5 Years.
From 7 to 9 inclusive ..	£ 3	£ 4	£ 6	£ 7	£ 8
„ 10 to 12 „ ..	2	4	6	8	10
„ 13 to 16 „ ..	3	6	8	10	12
„ 17 to 20 „ ..	4	7	9	11	13
„ 21 to 45 „ ..	5	8	10	12	14
„ 45 upwards ..	3	6	8	10	12

FEMALES.

From 7 to 9 inclusive ..	2	3	5	6	7
„ 10 to 12 „ ..	2	3	5	7	9
„ 13 to 16 „ ..	2	5	7	9	11
„ 17 to 20 „ ..	3	6	8	10	12
„ 21 to 45 „ ..	4	7	9	11	13
„ 45 upwards ..	2	5	7	9	11

Passed at a meeting of the Executive Council, held at Government House, Port Louis, Island of Mauritius, on Thursday, the 16th day of November, 1871, and ordered to be published for general information.

(Signed)

EDWARD NEWTON, *Colonial Secretary.*



(No. 3.)

*Extracts from a Regulation of the Board of Civil Commissioners for the appointment of an Inspector of Liberated Africans.*

It shall be lawful for any such Inspector to enter and inspect any asylum, hospital, school, camp of labourers, or any other establishment of any kind in which liberated Africans are received, and also to enter upon any estate or premises, except private dwelling-houses, in which any liberated African is employed or located, and to investigate the condition, and state of of any liberated African who may be therein respectively, and may require any such liberated Africans in any such places, respectively, to be brought before him upon any such visit.

Such Inspector of Liberated Africans shall have the right, when making such visits, to call for and inspect every book, register, roll, or other written record kept on any plantation or estate, asylum, hospital, school, camp of labourers, or other establishment of any kind in which liberated Africans are received, except private dwelling-houses, regarding the attendances, absences, wages, hospital treatment of, or other matter concerning liberated Africans employed on the said estate.

Every employer of liberated Africans, exceeding twenty in number, who shall wilfully omit to make, or cause to be made by the manager of the plantation or estate, the returns hereinbefore required, or who shall wilfully make or cause to be made, any such returns which shall be incorrect in any particular, shall, upon conviction before the District Judge, forfeit such sum, not exceeding 10*l.*, as the District Judge may direct.

Every person who shall, by any act or omission, obstruct such Inspector of liberated Africans in entering any plantation or estate, asylum, hospital, school, camp of labourers, or other establishment of any kind in which liberated Africans are received, except private dwelling-houses, upon which any liberated African under written contract of service is employed, or upon which he may reasonably suppose that any liberated African is employed under any written contract of service, or who shall fail, on demand, to produce to the Inspector any book or other document mentioned in clause 4 hereof, or who shall obstruct the Inspector in inspecting any book or other document aforesaid, or shall refuse or neglect to bring, or cause to be brought, any immigrant before the Inspector at such Inspector's request, shall, on conviction before the District Judge, forfeit such sum, not exceeding 20*l.*, as the District Judge shall direct.

(No. 4.)

*Extracts from a Regulation with respect to the Medical Treatment of Liberated Africans.*

Except in the cases hereinafter provided every liberated African under contract of service shall, when sick, be treated for such sickness in the public hospital at Mahé.

The employer of such liberated African shall pay to the Collector of Dues and Taxes the sum of 1*s.* 3*d.* for every day that such liberated African shall remain in hospital.

It shall not be requisite to send any liberated African under contract of service to the public hospital at Mahé if his sickness is so trifling as to render such removal needless, or if it be certified under the hand of a duly qualified medical practitioner, that such African could not, without danger, be removed, or have been removed, thereto.

Every employer of liberated Africans under contract of service who shall refuse or neglect to convey, or cause to be conveyed, to the public hospital any sick person as hereinbefore provided, or to produce, on demand of any Government medical officer or Inspector of liberated Africans, the certificates hereinbefore mentioned, shall forfeit a sum not exceeding 20*l.*, to be recovered in a summary manner before the District Judge.

Every employer of more than ten liberated Africans under contract of service shall be bound under the like penalty to make provision for the medical care, treatment, and maintenance of such sick African servants, as under the provisions of this Regulation shall not be removed to the public hospital at Mahé.

If it be reported to the Chief Civil Commissioner, under the hands of the Government Medical Officer, or Assistant Medical Officer, as the case may be, and the Inspector of liberated Africans, that the provisions of the fifth clause of this Regulation have not been complied with by any employer of liberated Africans under contract of service, the Chief Civil Commissioner shall not make any allotment of liberated Africans to such employer at any future allotment of liberated African slaves, until it has been certified to him, under

the hand of the said Government Medical Officer, or Assistant Medical Officer, and the Inspector of Liberated Africans, that due and proper provision has been made for carrying into effect the requirements of the said clause.

(No 5.)

*Extract from a Regulation regarding Contracts of Service.*

Whereas by Her Majesty's Royal Order in Council of the 22nd day of April, 1872, the Board of Civil Commissioners for the Seychelles Islands is empowered to make regulations affecting immigration; and whereas it is expedient to amend certain existing provisions as regards contracts of service entered into between employers and liberated Africans, be it resolved as follows:—

In lieu of the scale of rations laid down in the Schedule A of the Regulations passed on the 3rd November, 1865, the following shall be the allowances to be hereafter made to liberated Africans landed in the Seychelles Islands:—

*Rice.*—One pound and a-half, or two pounds of pounded maize, or two pounds and a-half of cooked maize, or five pounds of raw maize, per diem.

*Fish.*—Salt or fresh, six pounds.

*Ghee or Oil.*—One pound.

*Salt.*—One pound, per month.

Any liberated African under the age of ten shall receive half of the above mentioned rations.

No written contract of service shall be passed with any liberated African minor under the age of fifteen: provided that the Chief Civil Commissioner may in any case where he may think fit, allow any such minor to enter into a written contract of service under the age of fifteen, provided such minor shall have attained the age of ten years. Such consent of the Chief Civil Commissioner shall be given in writing, and such writing shall be produced before the Stipendiary Magistrate, or Justice of the Peace, previous to or at the time such contract is entered into.

Nothing in this Regulation shall in any way interfere with, or affect, any contract of service entered into previous to the time of this Regulation coming into force.

(A.)—*Certificate of Allotment.*

The liberated slaves mentioned in the margin are hereby allotted to  
of to be employed on the Estate,  
at Seychelles, as for a period of years from the date  
of the contract of service to be passed with them before the Stipendiary Magistrate.

The wages and rations of the said liberated slaves during the said period, shall be as follows:—

WAGES.

MALES.

Age.	Per Month.				
	1 Year.	2 Years.	3 Years.	4 Years.	5 Years.
From 7 to 9 inclusive ..	2	4	6	7	8
" 10 to 12 ..	2	4	6	8	10
" 13 to 16 ..	3	6	8	10	12
" 17 to 20 ..	4	7	9	11	13
" 21 to 45 ..	5	8	10	12	14
" 45 upwards ..	3	6	8	10	12

FEMALES.

From 7 to 9 inclusive ..	2	3	5	6	7
" 10 to 12 ..	2	3	5	7	9
" 13 to 16 ..	2	5	7	9	11
" 17 to 20 ..	3	6	8	10	12
" 21 to 45 ..	4	7	9	11	13
" 45 upwards ..	2	5	7	9	11

Liberated slaves of ten years, and upwards, shall receive the following rations :—

*Rice.*—One pound and a-half, or two pounds of pounded maize, or two pounds and a-half of cooked manioc, or five pounds of raw manioc, per diem.

*Salt Fish.*—Six pounds.

*Ghee or Oil.*—One pound.

*Salt.*—One pound, per mensem.

N.B.—Liberated slaves under ten years of age shall receive half of the above-mentioned rations.

This                      day of                      187  
Her Majesty's Civil Commissioner.

(B.)—*Liberated African landed from Her Majesty's ship*                      "

Number	..	..	..	..	..	..	..	..	..	..	..	..	..
Name	..	..	..	..	..	..	..	..	..	..	..	..	..
Mother's Name	..	..	..	..	..	..	..	..	..	..	..	..	..
Sex	..	..	..	..	..	..	..	..	..	..	..	..	..
Age	..	..	..	..	..	..	..	..	..	..	..	..	..
Stature	..	..	..	..	..	..	..	..	..	..	..	..	..
Marks	..	..	..	..	..	..	..	..	..	..	..	..	..

Registered at                      office, Mahé Seychelles,                      day of                      , 187 .  
Her Majesty's Civil Commissioner.

To whom Allotted.	For what Period.	From what Date.	Magistrate's Signature.

No. 82.

*Captain Prideaux to the Earl of Derby.*—(Received November 18.)

My Lord,

Zanzibar, October 21, 1874.

I HAVE the honour to report the following movements of Her Majesty's ships of war upon this station during the past month :—

Her Majesty's ship "Vulture" left Zanzibar for the northern ports and Aden on the 3rd October.

Her Majesty's ship "Glasgow" left on the 5th October for Seychelles and Trincomalee. During the stay of the flag-ship in harbour, the usual visits of ceremony were exchanged between Rear-Admiral Cumming and His Highness the Sultan.

Her Majesty's ship "Rifleman" left for a short cruize on the 5th October; returned on the 18th; and left again this morning for Lamoo and Brava.

Her Majesty's ship "Thetis" arrived here from Madagascar on the 6th October.

I have, &c.

(Signed) W. F. PRIDEAUX.

No. 83.

*Captain Prideaux to the Earl of Derby.*—(Received December 14.)

My Lord,

Zanzibar, October 27, 1874.

I HAVE the honour to report that Captain F. Elton returned to Zanzibar on the 22nd October, 1874, from the leave provisionally granted to him on the 8th June last, and resumed charge of his duties as First Assistant Political Agent and Vice-Consul on the same date, after office hours.

By the same mail I received a letter from his Excellency the Lieutenant-Governor of Natal (copy inclosed), in which Sir B. Pine states that he has deputed Captain Elton, on

his return voyage up the East Coast, to negotiate with the Governor General of Mozambique, on the questions of voluntary emigration, and the reception of freed slaves in temporary dépôt, who may be captured by Her Majesty's cruisers.

It will be seen from my reply that Captain Elton was unable to enter into negotiations with the Governor General of Mozambique, on the occasion of his visiting that port, but as Her Majesty's ship "Rifleman" will probably return from Brava with Mr. Holmwood, before the arrival of the next mail, I shall be able, without inconvenience to the public service, to detach Captain Elton for this duty as soon as I hear that the Governor General is prepared to discuss with him the questions at issue.

I have, &c.  
(Signed) W. F. PRIDEAUX.

Inclosure 1 in No. 83.

*Lieutenant-Governor Pine to Captain Prideaux.*

Sir,

*Government House, Natal, October 7, 1874.*

I HAVE the honour to inform you that Frederic Elton, Esq., your first Assistant and Vice-Consul at Zanzibar, has been deputed by me, on his return voyage up the East Coast, to negotiate with the Governor-General of Mozambique, on the questions of voluntary African emigration, and the reception of freed slaves in temporary dépôt, who may be captured by Her Majesty's cruisers.

I beg you will be so good as to convey to the Government of India, and to the Foreign Office, my appreciation of this officer's services, whilst temporarily acting, when on sick leave in this Colony, as Protector of Indian Immigrants. His familiarity with the language and customs of these people has been of opportune utility, and on many points with regard to the East Coast he has supplied me with information which may prove of value in increasing our communication and knowledge of the Portuguese territory, and hence to the quicker suppression of the Slave traffic.

I have, &c.  
(Signed) BENJAMIN C. PINE.

Inclosure 2 in No. 83.

*Captain Prideaux to Lieutenant-Governor Pine.*

Sir,

*Zanzibar, October 24, 1874.*

I HAVE the honour to acknowledge your letter of 7th October, in which you inform me that my first Assistant, Vice-Consul Elton, has been deputed by your Excellency, on his return voyage up the East Coast, to negotiate with the Governor-General of Mozambique, on the questions of voluntary emigration from Delagoa Bay, and the reception of freed slaves in temporary dépôt, who may be captured by Her Majesty's cruisers.

I shall by the next mail be glad to comply with your request, that I should convey to the Government of India, and to the Foreign Office, your appreciation of this officer's services, whilst temporarily acting, when on sick leave in the Colony of Natal, as Protector of Indian Immigrants, and at the same time I shall forward copies of your despatch and of my present reply.

Vice-Consul Elton arrived at Zanzibar by the mail steamer on the 22nd. At Mozambique he was well received by the Governor-General, Viscount Carvalho E. Menezes, who expressed his willingness to meet the wishes of the Natal Government to the best of his power. Viscount Menezes, however, was anxious to go through all previous correspondence on the questions at issue, and also to await further instructions from Lisbon, which are expected by the next mail, and in consequence Captain Elton thought it best to continue his voyage to Zanzibar. When his Excellency is prepared to discuss the details of the subjects referred to, I shall give Captain Elton permission to return to Mozambique to complete the mission which you have intrusted to him.

I have, &c.  
(Signed) W. F. PRIDEAUX.

*Captain Prideaux to the Earl of Derby.—(Received December 14.)*

My Lord,

*Zanzibar, November 14, 1874.*

I HAVE the honour to forward, for your Lordship's information, a letter received by me from the Père Supérieur of the Catholic Mission at Zanzibar and Bagamoyo.

After alluding briefly to expectations raised by Sir H. B. E. Frere as to the conclusion of a contract with Her Majesty's Government, "capable of covering the expenses of education and support of the freed slaves confided to our direction," the Père Supérieur proceeds to state that, notwithstanding the diminished resources of the establishment at Bagomoyo, 250 freed slaves have been thankfully received there, in the hope of such an arrangement (*viz.*, the contract previously referred to) being carried to a favourable issue.

The Père Supérieur concludes his letter by begging me to report to the British Government the precarious position of the Mission's finances, and the urgent necessity which exists for an increase of pecuniary aid, not only in the interests of future possible arrivals, but for the absolute maintenance of the establishment in its present integrity.

It will be readily apparent to your Lordship that, in the case of subsequent captures of slave dhows by Her Britannic Majesty's cruisers, I shall, in face of the arguments used by Père Homer, be placed in a position of some difficulty and considerable delicacy with regard to the distribution of children who may be found on board them. It is beyond question of the greatest importance that these, at least, should, after recapture and freedom, have as good a future position as possible secured by the British Government, and, without wishing to make any comparison between the utility and the working of this Mission and others, I do not hesitate to state that the establishment at Bagomoyo appears to me to present the most practical advantages for the present, and also for the immediate future of young freed slaves committed to its charge.

The working of the schools and industries under the Catholic Mission is so fully detailed in "The Correspondence respecting Sir Bartle Frere's Mission to the East Coast of Africa, 1872-73" (pages 136-139), by Père Horner himself, and commented upon so ably by Mr. Clement Hill, that I venture with confidence to recommend to your Lordship's favourable consideration that a bonus of 100*l.*, in consideration of past valuable services, should be granted at once by Her Majesty's Government to this Mission, and that a further sum of 5*l.* should be given with each liberated slave allotted subsequently to February 1873.

For this sum the Père Supérieur assures me he is ready to guarantee food, lodging, clothing, and instruction, both of a religious and industrial nature, and will at all times furnish the fullest particulars as to the welfare of each freed slave entrusted to his charge by the British Government.

In conclusion, I beg to assure your Lordship that, having been myself engaged to a considerable extent in building and repairs connected with the Agency, I can fully endorse the accuracy of Père Horner's remarks on the subject of the increased expense of both material and work.

I have, &c.  
(Signed) W. F. PRIDEAUX.

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Inclosure in No. 84.

*Père Horner to Captain Prideaux.*

M. le Consul,

*Zanzibar, le 12 Novembre, 1874.*

LA vive sympathie dont vous et vos honorables prédécesseurs n'avez cessé d'honorer notre mission m'engage à vous faire connaître l'état matériel et financier de ses œuvres.

Vous n'ignorez pas que Sir Bartle Frere nous faisait espérer la conclusion d'un contrat avec le Gouvernement que vous représentez si dignement, dans le but d'obtenir une allocation annuelle capable de couvrir les frais d'éducation et d'entretien des esclaves libérés confiés à notre direction. Or, les Projets de Convention sont restés et resteront évidemment sans résultat.

L'espoir d'un arrangement nous a fait accepter avec reconnaissance 250 noirs libérés que vous, M. le Consul, ainsi que vos bienveillants prédécesseurs, avez eu la bonté de confier à nos soins.

Nos ressources ayant été diminuées par suite de la guerre Franco-Prussienne, le prix des vivres, de la main d'œuvre, et des matériaux de construction ayant considérablement augmenté, depuis surtout l'heureuse abolition de la traite à laquelle nous avons coopéré de toutes nos forces, il nous serait impossible de faire face à nos affaires sans des secours particuliers et extraordinaires.

Il nous serait pénible de laisser végéter dans la misère, ou de laisser retourner dans la sauvagerie, de pauvres noirs qui ont déjà reçu les premiers principes du Christianisme.

J'ose donc vous prier, M. le Consul, de vouloir bien avoir la charité de faire connaître au Gouvernement de Sa Majesté Britannique l'état précaire de nos finances, et de lui demander une subvention à titre éventuel qui n'engagera pas l'avenir.

J'ai la conviction profonde qu'une grande et généreuse nation comme celle que vous avez l'honneur de représenter se fera un véritable bonheur de venir en aide à de pauvres missionnaires, qui ne craignent pas de sacrifier leur santé et leur vie pour jeter les fondements de la civilisation Chrétienne dans les pays infidèles.

Daignez agréer, &c.

Le Préfet Apostolique et Supérieur de la Mission  
Catholique de Zanzibar,  
(Signé) HORNER.

No. 85.

*Captain Prideaux to the Earl of Derby.—(Received December 14.)*

My Lord,

Zanzibar, November 18, 1874.

I HAVE the honour to report the following movements of Her Majesty's ship of war upon this station during the past month:—

Her Majesty's ship "Thetis" left Zanzibar for Mauritius to refit on the 1st of November.

Her Majesty's ship "Flying Fish" arrived here on the 3rd November from Plymouth (28th July); Madeira (6th August); St. Vincent (13th August); and Simon's Bay (8th October).

Her Majesty's ship "Nassau" arrived on 14th November from Delgado Bay.

Her Majesty's ship "Rifleman" arrived here on 16th November, from Brava, Lamoo, and the northern ports.

His Highness the Sultan's steam-yacht "Deerhound" also arrived here on the 24th October from Aden.

I have, &c.

(Signed) W. F. PRIDEAUX.

No. 86.

*Captain Prideaux to the Earl of Derby.—(Received December 12.)*

My Lord,

Zanzibar, November 18, 1874.

I HAVE the honour to inform your Lordship that on the 14th instant I despatched the subjoined telegram to the Foreign Office:—

"Letters received from Cameron state that he has sailed round the southern end of Lake Tanganyika, and has discovered an outlet which he believes to be the Congo. Was about to leave Ujiji 20th May, and after crossing the lake, hoped to strike the river about Nyangwe, and hoped to reach Jellala Falls in six months. Writes in excellent health and spirits. Livingstone's journals have reached Zanzibar safely. Mr. Stanley left for Bagamoyo on 12th November."

I have also to advise the despatch of a box to your Lordship's address containing a packet inclosing the late Dr. Livingstone's journals and map (separate), a packet containing Lieutenant Cameron's journals, a tin case containing Lieutenant Cameron's maps and sketches, a few books belonging to Dr. Livingstone's executors, some geological and other specimens, with a fetish head sent by Lieutenant Cameron, and some botanical specimens.

I have, &c.

(Signed) W. F. PRIDEAUX.

No. 87.

*Mr. Lister to Captain Prideaux.*

Sir,

*Foreign Office, December 17, 1874.*

WITH reference to your despatch of the 21st September, I am directed by the Earl of Derby to transmit to you a copy of a note from the French Minister for Foreign Affairs to Her Majesty's Ambassador at Paris, stating that instructions have been issued by the French Government to their authorities at Mayotte to exercise active control over boats under French colours.

I am, &c.  
(Signed) T. V. LISTER.

Inclosure in No. 87.

*The Duc Decazes to Lord Lyons.*

M. l'Ambassadeur,

*Versailles, le 3 Décembre, 1874.*

EN apprenant les mesures que le Gérant du Consulat de France à Zanzibar a dû prendre contre le patron du boutre "Fatal-Kaber," et dont Lord Lytton, m'avait entretenu le 10 du mois dernier, M. le Ministre de la Marine a recommandé de nouveau aux autorités de Mayotte d'exercer la surveillance la plus active sur les embarcations portant pavillon Français. Il a prescrit en outre que de nouvelles précautions soient prises pour éviter le retour de faits tels que ceux relevés à la charge du "Fatal-Kaber." A l'avenir les rôles d'équipages des boutres armés ou françaisés dans notre Colonie devront porter non seulement le nom et la qualité des officiers et matelots, mais aussi le nom, la qualité, le sexe, et la profession des passagers, ainsi que l'âge approximatif de toutes les personnes embarquées.

Agréé, &c.  
(Signé) DECAZES.

No. 88.

*Mr. Lister to Captain Prideaux.*

Sir,

*Foreign Office, December 22, 1874.*

WITH reference to your despatch of the 5th of October, I am directed by the Earl of Derby to inform you that he fully concurs in your views as to the expediency of ascertaining the state of affairs in the northern ports of the Sultan's dominions on the African coast, and approves your having sent Mr. Holmwood to visit these northern stations, and the instructions you have given him.

Lord Derby hopes, however, that before sending Mr. Holmwood on this mission, you fully satisfied yourself that he would not be subjected to any great personal risk in carrying it out, as his Lordship understands that these stations, more particularly Brava in the Somali country, are dangerous places, where it is not advisable that an agent intrusted with such a mission as Mr. Holmwood should long remain.

Lord Derby approves your having appointed Dr. Robb Acting British Vice-Consul during the absence of Captain Elton and Mr. Holmwood.

I am, &c.  
(Signed) T. V. LISTER.

No. 89.

*Mr. Bourke to Captain Prideaux.*

Sir,

*Foreign Office, December 31, 1874.*

THE Earl of Derby has had under his consideration your despatch of the 19th of October containing the Rules issued by the authorities at the Seychelles on the subject of the reception and maintenance of liberated slaves in that Colony, and stating that you had authorized the officers commanding Her Majesty's cruisers to land there any slaves whom they may capture in Madagascar waters.

In reply I am to state to you that Lord Derby is not aware that there are any circumstances which would render the Seychelles a more desirable place than Natal for liberating Africans captured by Her Majesty's cruizers, supposing they could be transported to Natal as easily as they could to the Seychelles, and I am therefore to state to you that, pending any arrangement that may be come to as to the temporary reception of freed slaves at Mozambique, his Lordship is of opinion that the choice of the place where slaves are landed must be left to the discretion of the officer in command of the capturing vessel, but I am to add that, where practicable, Zanzibar itself is the place to which it is most desirable that they should be brought.

The original inclosures in your despatch under reply are herewith returned, together with printed copies of the same.

I am, &c.  
(Signed) R. BOURKE.

No. 90.

*Mr. Bourke to Captain Prideaux.*

Sir,

*Foreign Office, December 31, 1874.*

I AM directed by the Earl of Derby to express to you his approval of the intention, mentioned in your despatch of the 27th October, to send Captain Elton to Mozambique, to discuss with the Governor General of that colony the questions of voluntary emigration thence to Natal, and of the temporary reception of freed slaves, who may be landed at Mozambique by Her Majesty's cruizers.

I am, &c.  
(Signed) R. BOURKE.



## MUSCAT.

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No. 91.

*Major Miles to the Earl of Derby.—(Received November 9.)*

My Lord,

*Muscat, October 2, 1874.*

I HAVE the honour to report, for your Lordship's information, that the Treaties entered into last year with the Sultans of Oman and Zanzibar, for the more effectual suppression of the Slave Trade, have so far resulted satisfactorily, in that no importation of African slaves has taken place this season to the Dominion of Oman and the Persian Gulf.

2. During the season Her Majesty's ships "Rifleman" and "Philomel" watched for some time the entrance to the Oman Gulf, near Ras-el-Had, and boarded a number of dhows, but no captures were made, nor, I believe, had they any reason to suspect that slaves had been landed on the coast. Her Majesty's ship "Daphne" also cruized along the southern coast of Arabia, and searched a great number of vessels, without meeting with any slave cargoes or making any captures.

3. I have had opportunities this season of extending my own personal inquiries along nearly the whole littoral of the Oman Dominion from Sohâr to El Ashâkir, including the coasts principally concerned in the Slave Sea Traffic, and I am confidently of opinion that the importation for the present has wholly ceased. This result, moreover, has been confirmed to me by his Highness Seyyid Toorkee, with whom I have had constant private communication on the subject.

I have, &c.  
(Signed) S. B. MILES.

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## MADAGASCAR.

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No. 92.

*Consul Pakenham to Earl Granville.—(Received March 9.)*

(Extract.)

*Tamatave, January 3, 1874.*

I BEG to transmit herewith the copy of a report from Captain Malcolm, R.N., of Her Majesty's ship "Briton," informing me that certain natives of India established on the west coast of Madagascar hold slaves, contrary to British law; and, with reference thereto, I have the honour to submit that, from inquiries made, I believe the information supplied by Captain Malcolm to be in every respect correct.

On more than one occasion I have pointed out to different members of the Hova Government that British law did not permit British subjects in Madagascar, under any plea whatever, to purchase, own, or hold slaves, and, therefore, the irregularities to which Captain Malcolm refers must be fully known to the Hova authorities at Majunga, and countenanced and sanctioned by them, probably, under the fear of having their own participation in the Slave Trade denounced were they to interfere in the matter.

Under these circumstances I beg to submit, for your Lordship's favourable consideration, that printed notices warning British subjects in Madagascar against such practices, and containing, on the same sheet, French and Malagasy versions of the English, be forwarded to me for circulation. Should your Lordship approve of it, the Malagasy translation to be made by the Rev. Alfred Chiswell, of the Society for the Propagation of the Gospel, an excellent Malagasy scholar, and now in England.

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Inclosure in No. 92.

*Captain Malcolm to Consul Pakenham.*

*"Briton," at Sea, Lat. 33° 41' S., Long. 49° 58' 30" E.,  
August 17, 1873.*

Sir,

WHILST at Madjunda, Bembatooka Bay, in the latter end of July, it came to my knowledge that the natives of India, principally Bohras from Surat, were holders of slaves and employers of slave labour; as this is contrary to paragraph 5 of the Treaty signed at Antananarivo, on the 27th June, 1865, and ratified on the 5th July, 1866, and apparently contrary to the spirit of Articles 16 and 30, of the Order in Council relative to Madagascar, of the 17th May, 1867, I considered it my duty to call these men together, to inform them that holding slaves and employing slave labour was illegal, that I knew it was against the views of Her Majesty's Government, and that I would report the matter to you.

2. I may as well remark before proceeding further, that these people, through one of their number, after some consultation, informed me that many had been born in Madagascar, and that they now considered themselves to be subjects of the Queen of Madagascar. They trade regularly with Bombay and other ports of India, and it appeared to me that they only claimed the Malagasy nationality in order to be able to retain their slaves.

A paper handed in by the Honourable C. Vivian, on the 25th July, 1871, to the Select Committee on the Slave Trade, regarding the Kutchees in Zanzibar, touching the jurisdiction Her Majesty's Government exercised over natives of India, stated that—

"It is clearly unlawful for a British subject to hold or traffic in slaves, either at Zanzibar, or in any other country; it is consequently unlawful for a Kutchee to do so."

Though I am in this report not alluding to Kutchees, still it seemed to me that the whole tenor of the paper just quoted points to the fact that natives of India, whether

British subjects, or under our protection, are not allowed to exempt themselves from obeying British laws, which holding slaves certainly is.

3. I was not possessed of the authority or of the right to inquire officially into this matter, or to institute proceedings, and do not know whether Article 30 of the Order in Council of the 17th May, 1867, authorises these natives of India to ignore the law relative to holding slaves, by simply not enrolling themselves as British subjects or natives of protected States.

4. I considered it my duty under the Act of Parliament to take cognizance of this matter, and report it to you as Her Majesty's Representative at Madagascar, and also as the authority having power to act under the Order in Council of 17th May, 1867, above quoted.

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

No. 93.

*Consul Pakenham to Earl Granville.—(Received March 9.)*

My Lord,

*Tamatave, January 5, 1874.*

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 25th July, 1873.

When it reached my hands on the 7th of September last, the whole of the members of the Hova Government were absent from Antananarivo, which prevented my communicating with the Prime Minister at Madagascar until the 15th of October following, on which date, and in obedience to your Lordship's instructions, conveyed to me in the despatch above referred to, I addressed two notes to his Excellency in the terms of inclosures Nos. 1 and 2, to which I have not as yet received any reply.

At page 44 of the Papers recently laid before Parliament relating to Sir Bartle Frere's late mission, which accompanied your Lordship's despatch under acknowledgment, the following passage occurs:—

“I have little doubt that if it was represented to the Authorities at Tananarivo that Slave Trade is being carried on within their jurisdiction, they would take what steps lie in their power to assist us in stopping it.”

With reference to this opinion, I beg most respectfully to submit that, since my first appointment as Her Majesty's Consul in Madagascar, up to the present moment, I have never failed, on every possible occasion, to impress upon the Hova Government their duties in respect to the suppression of the Slave Trade. Indeed, the constancy and vigour of my representations on the subject were the real cause of the Hova Government demanding my recall in 1867; and even after this demand had been made, as may be seen from the Slave Trade Papers presented to Parliament in 1869. I still continued to address the Prime Minister of Madagascar in regard to the traffic in slaves carried on on the north-east and west coasts of the Island.

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

Inclosure 1 in No. 93.

*Consul Pakenham to the Prime Minister Rainilaiarivony.*

My dear Sir,

*Tamatave, October 15, 1873.*

UNDER instructions received from Earl Granville, bearing date the 25th July last, I have the honour to call the attention of the Government of Her Majesty the Queen of Madagascar to the fact that, from information gathered by his Excellency Sir Bartle Frere at Majunga during his late visit to that port, it would appear that the Slave Trade is still carried on to a considerable extent between the mainland of Africa and the Island of Madagascar, and more especially on the northern and north-western shores of the Island.

Under these circumstances I am to express to your Excellency the expectation of Her Britannic Majesty's Government that immediate steps will be taken to put an end to this state of things.

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

Inclosure 2 in No. 93.

*Consul Pakenham to the Prime Minister Rainilaiarivony.*

My dear Sir,

*Tamatave, October 15, 1873.*

I HAVE received instructions from Earl Granville to express to the Hova Government the thanks of that of Her Britannic Majesty for the hospitable reception given to Sir Bartle Frere and his suite by the Governor of Majunga during the stay of the Mission at that port.

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

No. 94

*Mr. Lister to Consul Pakenham.*

Sir,

*Foreign Office, June 10, 1874.*

WITH reference to your despatch of the 3rd of January, I am directed by the Earl of Derby to transmit to you 200 copies of a notice which has been drawn up in English by the Law Officers of the Crown, and translated into Malagasy by the Rev. A. Chiswell, warning British subjects in Madagascar of the penalties which they will incur by being in any way implicated in slave-holding or the Slave Trade.

I am to desire that you will take the best means in your power to give full publicity to this notice.

I am, &c.  
(Signed) T. V. LISTER.

Inclosure in No. 94.

*Notice.*

HER Majesty's subjects being within the dominions of the Queen of Madagascar, are hereby warned, that in case any of Her Majesty's said subjects shall be accused before any of Her Majesty's Consuls residing in the dominions of the Queen of Madagascar, of engaging in, or being accessory to, the purchase or sale of slaves, or having slaves illegally in his, her, or their possession, the person or persons so accused will be forthwith proceeded against, and if convicted, punished according to law.

No. 95.

*Consul Pakenham to the Earl of Derby.—(Received November 26.)*

(Telegraphic.)

*November 26, 1874.*

A PROCLAMATION, dated October 2, 1874, has been published by the Hova Government, ordering the emancipation of all Mozambique slaves introduced into Madagascar since the conclusion of the last British Treaty in 1865.

No. 96.

*The Earl of Derby to Consul Pakenham.*

(Telegraphic.)

*Foreign Office, November 30, 1874.*

EXPRESS to Hova Government the great satisfaction with which Her Majesty's Government have learnt their Proclamation of the 2nd of October, ordering emancipation of all Mozambique slaves introduced into Madagascar since 1865.

No. 97.

*Consul Pakenham to the Earl of Derby.—(Received December 11.)*

(Extract.)

*Tamatave, November 2, 1874.*

A TELEGRAM from Aden will, I trust, ere this despatch reaches your Lordship's hands, have placed your Lordship in possession of the substance of a Proclamation, dated the 2nd October ultimo, issued by the Hova Government, ordering the emancipation of all Mozambique slaves introduced into Madagascar since the conclusion of the last British Treaty in 1865.

I have good grounds for believing that the promulgation of this order was induced by the representations contained in my letter to the Hova Chief Secretary of State, dated the 21st of August last, a copy of which is herewith inclosed.

But I cannot conclude, my Lord, without submitting that up to the last moment the Hova Government persistently denied that Mozambique slaves had ever been introduced into Madagascar since the conclusion of the British Treaty, whereas their present Proclamation is a full admission of the facts; under these circumstances it would, I opine, be imprudent to attach too great an importance to the present measure, the whole efficacy of which resides in the spirit in which it may be carried out by the Hovas; but which if faithfully executed would have for immediate result the liberation of at least 150,000 Mozambique slaves, illegally introduced into different parts of Madagascar within the last nine years.

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Inclosure 1 in No. 97.

*Consul Pakenham to the Chief Secretary of State Rainimaharavo.*

Sir,

*Tamatave, August 21, 1874.*

I HAVE the honour to call your Excellency's attention and that of the Hova Government to the cases of the Mozambique slaves Ingilo and Malilo, which have now been before both the Governor of Tamatave and the Antananarivo Authorities for months, I may say years, and are still in abeyance, notwithstanding my repeated remonstrances on the subject.

I desire to impress upon your Excellency that the course pursued by the Hova Authorities in regard to these cases amounts, *de facto*, to a denial of justice, as the evidence tendered by me proves beyond doubt that both these Mozambiques were introduced into, and sold and purchased in Madagascar, subsequent to the conclusion of the British Treaty.

It would be simply deceiving your Excellency were I to allow you to remain under the impression that Her Britannic Majesty's Government will rest satisfied with the present state of things, and not require from the Hova Government the faithful execution of their Treaty engagements, more especially in regard to the suppression of the Slave Trade; nor will it be possible for the Antananarivo Government any longer to plead ignorance of existing abuses, since I have placed them under their eyes.

In presence of these facts, I have the honour now to claim the immediate manumission of Ingilo and Malilo, and their surrender to British authority.

I remain, &amp;c.

(Signed) T. C. PAKENHAM.

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Inclosure 2 in No. 97.

*Proclamation.*

(Translation.)

I, Queen Ranavalona, by the grace of God and the will of the people, Queen of Madagascar, and Defender of the Law of my Land.

I HAVE made a Treaty with my friends across the sea that no new people shall be introduced into my Kingdom from beyond the sea in order to be reduced to slavery.

Wherefore I command that whatever new Mozambiques have been introduced into my kingdom since the 7th of June, in the year of our Lord 1865, when I finished the Treaty with my friends across the sea, shall be no longer slaves, but be reckoned amongst the number of my free subjects.

Wherefore, if they elect to remain here in Madagascar, they shall be permitted to remain and be reckoned amongst the number of my free subjects, and, if they desire to return across the sea whence they came they may do so.

And if any are clearly seen to be concealing newly-introduced Mozambiques as slaves and refuse to free them and to allow them to be reckoned amongst our free subjects, according to my command, I shall put them in chains for ten years.

Saith,

QUEEN RANAVALONA, *Queen of Madagascar.*

Saith,

RAINILAIARIVONY, *Prime Minister and Commander-in-chief of Madagascar.*  
Tananarivo, October 2, 1874.

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## REPORTS FROM NAVAL OFFICERS.

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No. 98.

*Commander Cay to the Secretary to the Admiralty.*

Sir,

*"Vulture," at Lamoo, November 29, 1873.*

I HAVE the honour to report that on the 22nd October last, Sub-Lieutenant George Drury, whilst cruising in the boats of this ship, for the suppression of the slave trade, between Chak Chak and Kohani, Pemba, sighted a dhow which after a chase ran on shore. About 100 slaves were seen to land and escape to the bushes, two only being captured.

As the dhow had been scuttled and partially set on fire, Mr. Drury, after a careful survey, finding there was no possibility of getting her off, destroyed her, and then proceeded to Zanzibar with the slaves, and gave information to the Acting Consul, and subsequently left to further carry out his orders.

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

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REPORTS FROM NAVAL OFFICERS.

Inclosure in No. 98.

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—			How Rigged.	Number of—			Where—			Date of Sailing from last Port.	Nature of Cargo.	To whom Consigned.	If with Shares on Board.				To what Port sent for Adjudication.	Condition of the Slaves on board; the Number of Deaths before and the Number Emancipated.
		Vessel.	Master.	Owner, and of what Place.		Under what Colour.	Men.	Guns.	Tons.	From.	Bound.				Belonging.	Men.	Women.	Boys.		
1874 Oct. 29	Between Kohani and Chak-Chak, Pembe	Unknown	Unknown	Unknown	None	...	Elow	...	None	109-85	Gumbat	Kohani Bay	Unknown	Unknown	Unknown	Estimated number, 100 Captured, 3	Gumbat	...	Dhow destroyed; case sent to Prize Court, Zanzibar	About 100 slaves were seen to land and hide in the houses; 3 only were captured, and healthy.

(Signed) R. B. CAY, Commander.

"Vulture," Lamoo, November 29, 1874.



No. 99.

*Captain Malcolm to Rear-Admiral Cumming.*

Sir,

*"Briton," at Zanzibar, November 6, 1873.*

IN pursuance of the station orders, I have the honour to inclose Lieutenant Arthur Phillpott's report of the chase and capture of a slave dhow called the "Mombo Komoungo," and Form No. 6.

2. The "Mombo Komoungo" cleared out from Kilwa Kivinge, was bound for Maculla, had two kidnapped slaves on board, one from Mikindany and one from Choly; the master either had none, or would not give any information relative to the Slave Trade.

3. In capturing this vessel Lieutenant Arthur Phillpotts showed considerable tact and knowledge. I would take this opportunity of bringing his services in the suppression of the Slave Trade under your Excellency's notice, and would ask you to bring him to the notice of my Lords Commissioners of the Admiralty, as a vigilant and deserving officer, who has shown great zeal and intelligence in suppressing the Slave Trade.

I have, &amp;c.

(Signed) G. J. MALCOLM.

Inclosure 1 in No. 99.

*Lieutenant Phillpotts to Captain Malcolm.*

Sir,

*"Briton's" Pinnace, Manda, October 9, 1873.*

I HAVE the honour to report that, on the 6th October, being then at anchor off Shella with the pinnace and jolly-boat of this ship, I observed a dhow enter the harbour and run on shore close to the point. On boarding, I found that she was bound to Makulla with rice, m'tama and wood, and had run on shore for repairs, being then in an almost sinking condition.

2. On examining the crew I found two negroes who were evidently slaves, but who were afraid to say anything on board the dhow. I therefore took them to the pinnace, where they told me that they were slaves on board against their will, one having been kidnapped at Monfia, the other working without wages, and both under the impression that they were being taken to Makulla to be sold there.

3. As I did not consider that there was sufficient evidence to condemn the cargo, I told the supercargo he might take it, which was done. Next day I put a prize crew on board in charge of Sub-Lieutenant Gordon, hauled off, and proceeded to Lamoo. Next morning I took her to Manda; ran her, she being in a sinking state, on a sand-bank, and at low water endeavoured in vain to stop the leaks. Whilst so employed, the ship hove in sight, and, on her arrival, I reported the circumstance to you.

5. I detained the representative of the dhow, but the nakhoda and crew made their escape, the nakhoda being subsequently apprehended.

5. As the leaky unseaworthy state of the dhow "Mambo Komoungo" made it impossible, without very lengthy and considerable repairs, which were more than the vessel was worth, to keep her afloat, she was surveyed on the 8th October, and, by your directions on that Report, I destroyed her on the same day.

I have, &amp;c.

(Signed) ARTHUR PHILLPOTTS

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

Inclosure 2 in No. 99.

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 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.
1874 October 7	Shella . . .	Mambo Kocouongo	Subète	Mahomed Sagoman, a common man of Zanzibar	Arab	Dhow	14	None	158-8	Kilwa Karagee	Me- caubb	Zanzibar.	1874 Sept. 29	Wood, rice, and M'ama	Supercargo, Ali bin Matcha	2	..	..	..	Mikindany and Matia	..	Vessel very leaky and unseaworthy.

“ Briton,” Pinnace, Manda, October 8, 1873.

Approved.

(Signed)

G. MALCOLM, Captain and Senior Naval Officer, East Coast of Africa.

(Signed)

ARTHUR PHILLPOTTS, Lieutenant.

No. 100.

*Extracts.*

THE "Briton," by last accounts, dated 31st October, was at Manda Island, having conveyed Dr. Kirk, Her Majesty's Consul-General at Zanzibar, to various ports on the coast to inquire into practice of Indian subjects in connection with the Slave Trade.

The "Daphne," by advices of 18th November, was at Zanzibar, having returned from a cruise along the coast for the suppression of Slave Trade.

The "Vulture," by letters dated 14th December, was at Zanzibar, having returned from Lamoo, where she had picked up her boats: she was on the point of leaving for the coast of Madagascar, purposing to return to Zanzibar about the 20th January.

The "Shearwater," by advices dated 16th December, was at Zanzibar, proceeding satisfactorily with the survey of the Zanzibar Channel and the adjacent coast.

No. 101.

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

Sir,

*"Glasgow," at Aden, January 17, 1874.*

I HAVE the honour to report, for the information of the Lords Commissioners of the Admiralty, that I have directed Captain Brine, of Her Majesty's ship "Briton," and Senior Officer on the East Coast of Africa, to hold a Court of Inquiry respecting the Bhooty dhow stated to have been captured by Commander Bateman, of the "Daphne," whereas the said dhow had been previously seized by the Governor of Lamoo.

I have informed Commander Brine that, notwithstanding the death of Lieutenant MacCausland and the return to England of Commander Bateman, he is to obtain full particulars of the capture from the boats' crews, and to report to me whether he considers the dhow captured by the "Daphne" on the 14th August, 1873, is the one referred to in Dr. Kirk's letter.

Duplicate Reports will be forwarded direct from the "Briton" to their Lordships.

I have, &amp;c.

(Signed) A. CUMMING.

No. 102.

*Captain Brine to Rear-Admiral Cumming.*

Sir,

*"Briton," at Zanzibar, January 15, 1874.*

I HAVE the honour to inform you that on the morning of the 3rd instant messengers arrived at Zanzibar, carrying despatches from Lieutenant Cameron, commanding the Livingstone Relief Expedition, dated from Unanyembe, on the 20th October, 1873.

2. In his letter to Her Majesty's Political Agent, Lieutenant Cameron reports the death of Dr. Livingstone.

3. For several weeks previous to the arrival of these despatches there were rumours among the Arabs in this town to the same effect, and on the 29th December I was informed by one of the Sultan's soldiers who had lately arrived from Unanyembe, that when he left that place one of Dr. Livingstone's servants had arrived with the intelligence that his master was dead, and that his body was being conveyed across Africa in a box. His Highness Seyid Burgash also sent to acquaint Captain Prideaux, Her Majesty's Political Agent, that it had been reported to him that Dr. Livingstone had died in the Lobisa country. These reports confirm Lieutenant Cameron's despatches.

4. The news of Dr. Livingstone's death was brought to Unanyembe by Chumah, one of his most faithful servants, who has accompanied him in his explorations for several years. Chumah reports that his master had died four or five months previously, and that his body was being carried to the coast, and was within a few days' journey of Unanyembe.

5. I believe it is Lieutenant Cameron's intention to forward the body to Zanzibar, where it may be expected about the end of this month.

6. Judging upon the information which has been received here, it appears that Dr. Livingstone, after receiving the men and supplies sent him in the summer of 1872 from Zanzibar, left Unanyembe and marched to Lake Bangweolo. He then went round by

the south shore of the lake as far as its western extremity, and it was probably after completing his work in search of the fountains of Herodotus, which he believed to exist among the hills in that direction, that he decided to return home. He went round to the north of the lake, and proceeded immediately to the East Coast. After having crossed the Luapula, he had to endure some terribly fatiguing marches in traversing the swampy country between that river and the Lobisa plateau. He was then seized with a severe attack of dysentery, and after several days' suffering, died.

7. His diaries and despatches are with his body, and are on their way to the coast. They will probably arrive in time to be sent home by the next mail.

8. On the 5th instant, the flag of His Highness the Sultan, the flags of Her Majesty's ships in harbour, and of Her Majesty's and foreign Consulates, were lowered half-mast, as a mark of respect to Dr. Livingstone's memory.

I have, &c.  
(Signed) LINDESAY BRINE.

## No. 103.

*Captain Malcolm to Rear-Admiral Cumming.*

(Extract.)

*"Briton," at Buloboo, December 31, 1873.*

IN pursuance of directions on page 16 of the "Instructions for the Suppression of the Slave Trade," I have the honour to report to your Excellency that on the 3rd October, 1873, I arrived at Zanzibar, and assumed the duties of Senior Officer on the East Coast of Africa.

2. On the one hand, the Slave Trade from the dominions of the Sultan of Zanzibar to the Somali Land and Arabia has much decreased. The causes of this decrease are, the desire of Seyid Burgash to act loyally to the terms of the Treaty of the 5th June, 1873, and the vigilance of the cruizers and their boats on that part of the coast they have been able to watch; but, on the other hand, the trade from Africa, between Lindy River and Point Maclonga to Madagascar, has been very brisk, from the impossibility, with the means at our disposal, of watching these coasts effectively.

3. From information which I have obtained, it seems certain that by sea about 700 to 800 slaves have been carried from near Mikindany to Arabia, and about 400 to the Somali land, but very few have been imported into Zanzibar and Pemba, whereas by land about 7,000 have been distributed along the coast between Dara Salaam and Magadoxa.

The exact number imported into the Comoro Islands and Madagascar I have been unable to ascertain, but it is over 3,000.

4. Since the Treaty of the 5th June, 1873, legitimate trade has been as brisk as usual; on the one hand, the traders who had cotton stuffs and beads to purchase slaves with, have experienced great losses, some have even reshipped their goods as unsaleable; but, on the other hand, increased business has been done in ivory and gum copal, but most especially in spices.

5. The navigation of the coast, from defective charts, is difficult, but these inaccuracies will be corrected by the survey now going on.

On the means of communicating with the interior I will not touch, as I have had no personal opportunity of ascertaining them; but they are well known through the works of travellers, and Dr. Kirk's Reports.

6. I do not think any points can be fixed as stations for the cruizers, as they must change their tactics as the slave traders change theirs; but I would remark that the Slave Trade on this coast is carried on in five different ways:—

(a.) Along the coast on land in caravans and in gangs.

(b.) In vessels full of slaves. These go to Arabia, Somali land, Madagascar, Johanna, and Comoro.

(c.) In driblets of under 20. These go to Pemba and the Somali land, seldom now to Zanzibar.

(d.) As passengers. This trade is carried on under French and Arab colours.

(e.) As part of the crew. This trade is carried on under Arab colours, and embraces Madagascar, Comoro, Mohilla, Zanzibar, and Pemba.

7. Water and fresh supplies are to be obtained at most of the large villages; but the water as a rule is bad.

8. The health of the officers and crew has been good; but I attribute this to their

being able to drink distilled water, and having continual employment with plenty of exercise; but I think no crew should be over two years on this coast.

9. The winds and currents are not to be depended upon, but for all general purposes sufficient information is supplied by the Books of Directions, the wind and current charts.

10. I would submit to your Excellency a review of the state of Treaties affecting the Slave Trade, as also the state of that trade in 1873.

The state of our Treaties with all the nations whose flags navigated these seas was satisfactory except with Zanzibar and France. The Treaty with the former, practically, except in January, February, March, and April, allowed an unlimited traffic, which traffic might be said to have ranged annually over an export of from 14,000 to 20,000 slaves; and our agreement with the latter prevented our cruisers interfering where the use of the French flag was abused.

In January the Special Mission arrived, the negotiations with Zanzibar were not successful; with Johanna a Treaty was made in March last; but since then slaves have been landed as before.

In April the Special Mission left the East Coast, and Treaties were made at Macullah and Muscat, since which time cargoes have been run to these coasts, and, as before, they demand slaves.

On the 5th June Dr. Kirk, acting under orders from the Home Government, negotiated a Treaty with Zanzibar. Certain questions were raised at the time, and Dr. Kirk explained the meaning of the Treaty, and in these meanings the Sultan, Seyed Burgash, acquiesced.

England has no Treaty with Egypt. As I saw this year some vessels under Egyptian colours, I fear, unless a Treaty can be made with her, even if only for the East Coast of Africa and Madagascar, that her flag will be used in 1874. Thus we stand at the end of 1873.

11. In the beginning of 1873, on account of the north-east monsoon, except to Madagascar and Comoro, no traffic in slaves was carried on afloat.

In May, when generally from 4,000 to 5,000 slaves left Kilwa Kivinge for Zanzibar and the north, owing to the vigilance of the cruisers, only about 73 men were landed, and later, after the Treaty, that vigilance was so great that the houses which generally supplied the goods for the traffic could not sell them, and have suffered considerable loss. As I have in a former letter remarked, the slaves were sent, at great loss, along the coast, to the northward overland. Some hundreds were sent out to sea, to the eastward of Zanzibar, during the south-west monsoon, to Arabia and the Somali Land, but I regret to say, from its being necessary to bring a pressure on Zanzibar, the trade with Madagascar could not be interfered with.

In the latter part of the year Dr. Kirk took up the question of the participation of Her Majesty's Indian subjects, and those under her protection, in slave owning and dealing, and he liberated many hundred slaves, punished some offenders, and, I believe, has effectually put a stop to the greatest evil, viz., the supplying by the Hindees and Banyans of cash and goods to those engaged in the Slave Trade.

12. Your Excellency will allow me to state that the "Briton" was employed from the 14th February to the 28th March, 1873, escorting his Excellency Sir H. B. Frere, and from the 26th July to the 3rd October, 1873, she was absent on account of repairs, but during the rest of the time she and her boats boarded 362 vessels, representing 24,690 tons of shipping laden with various cargoes, such as rice, m'tama, corn, Indian corn, sesam, sugar, molasses, ghee, cassava, bullocks, hides, donkeys, timber for masts, building houses, and burning, also ebony and rosewood, India rubber, spices, cocoanuts, oranges, bananas, mangoes, potatoes, salt fish and honey, bags made of the fibre of the palm tree, rope, gum copal, lime, beeswax, ivory, couries, cottons known as Americano, beads, crockery, and mats, which may give a good idea of the trade in these seas, remembering that vessels under the French flag were, as a rule, seldom boarded, and that the above tonnage can only represent a small proportion of the trade, and also to point out as a submission that we have not been inactive.

13. I will submit to your Excellency—

(1.) That besides a guard ship as provision depôt, &c., I do not think more than two ships of the "Briton" class are required on this station. They should be well found with boats; but we need ten vessels of from 30 to 100 tons, very fast sailers, four of them with auxiliary steam-power.

(2.) An agreement with France to allow us in addition to verifying the "Acte de Francisation" and the "Congé," to verify the list of the crew and passengers.

(3.) Consular aid at Lamoo, Mikindany, Mozambique, and Bembatooka Bay.

(4.) A contract for coals at Mozambique, which could be obtained for 3*l.* per ton.

## (5.) Interpreters.

We need these to work efficiently, and in three years the Slave Trade will cease on the sea.

14. To the northward of Monfia, except to Zanzibar and Pemba, during the north-east monsoon the Slave Trade ceases.

To the southward of Kilwa Kivinge it is carried on the whole year round, except during the period from the latter end of November to the beginning of January, when calms and variable winds prevail in the Mozambique Channel; but the principal period of activity is from the beginning of April to the middle of November.

15. In pursuance of your Memorandum, dated 27th September, 1873, I have sent the duplicate of this letter to the Secretary of the Admiralty.

No. 104.

*Captain Malcolm to Rear-Admiral Cumming.*

(Extract.)

*"Briton," at Mozambique, December 10, 1873.*

IN reference to paragraph 7 of my letter of proceedings of 30th November, 1873, in which I informed your Excellency that I was going to Mayotta, Johanna, and Mozambique for certain objects, I have the honour to submit the following results:—

1. At Mayotta, which I visited on the 2nd instant, I heard no complaints relative to the proceedings of any of our ships or their boats. Whilst verifying the use of the French flag, I regretted very much not having met there the Officer commanding the French ships out here.

2. At Johanna, which I visited on the 3rd instant, I found Mr Sunley about to start for Seychelles, but I had sufficient time to enter into the question of the Slave Trade between Africa and Madagascar. He confirmed what I already knew, viz., that the trade between Africa and Madagascar is as brisk as ever, and that this year some thousands of slaves have been landed on the latter island; further, that there seems to be no doubt but that the French flag is very much used to cover a certain proportion of this traffic. He entertains the same opinion as myself, viz., that this is done without the consent or concurrence of the French authorities, which I think may be explained as follows, viz.:—

When our cruisers are very active, vessels under all colours, except French are visited and searched. The Arabs, Comoro Islanders, Swahili, and the Sakalavas, who are the principal traders in slaves having observed that French vessels are not liable to search have adopted the French flag, it therefore happens that the number of vessels carrying French colours has enormously increased, even in this last year. They obtain with, perhaps too much facility, the "Acte de Francisation" and "Congé." They leave Mayotta, or Nos Bey, and go on the coast of Africa under the pretence of trading, naturally taking a legal cargo to their first destination. It is after this, during the period of their being absent from all French control, that they carry on the traffic in slaves complained of; the slaves are generally carried under the guise of passengers, into which list we have, as your Excellency knows no right to inquire, and as a rule they seem to think that our boats have no right to board them, even to verify the use of the French flag.

I would submit to your Excellency that until this system is stopped, the Slave Trade will continue to flourish on the East Coast of Africa.

On the 9th instant I arrived at Mozambique, and found, to my great regret, that his Excellency José Rodrigues Caelho de Amaral, Governor-General of Mozambique and General of Brigade, was suffering from a severe attack of dysentery; but I saw the Secretary of the Government, Lieutenant-Colonel Honorato José de Mendonça, and informed him that an arrangement had been made between the Government of Natal and the Union Steam-ship Company to take liberated Africans, at the expense of the Colony, to Natal; but that as vessels carrying slaves were often captured in the Mozambique Channel, that sending them to Zanzibar took a considerable time, and consequently, from the long confinement, the result was a considerable loss of life; I wished to ask his Excellency's permission to allow them, pending the arrival of the Natal Mail, to be landed at Mozambique. This day Lieutenant-Colonel Honorato José de Mendonça, who is the representative of the Governor-General during his illness, informed me he had communicated with the Governor-General, and that his Excellency was personally willing to forward the above arrangement of liberated Africans being left here pending the arrival of the Natal Mail, but that without the permission of the Portuguese Home Government he could not consent to it, but that he would write to Lisbon on the subject by this mail.

Her Majesty's Consul at Zanzibar (Dr. Kirk) desired me to ask this question, and I

submit the answer to your Excellency, adding to the submission that if this arrangement could be arrived at it would certainly save much life and the great inconvenience of sending the negroes captured by the cruisers to Zanzibar or to the Seychelles Islands.

It appears to me to be a practical way of disposing of liberated Africans captured in these waters. I am not alluding to the disposal of Africans captured under Portuguese colours, for their disposal is already provided for by the Treaty for the Suppression of the Slave Trade existing between Great Britain and Portugal.

4. In pursuance of your Memorandum dated 27th September, 1873, I have sent the duplicate of this letter direct to the Secretary of the Admiralty.

No. 105.

*Lieutenant Blaxland to Captain Brine.*

Sir, *"Briton's" Pinnace, Chak-Chak Bay, January 18, 1874.*

I HAVE the honour to inform you that the cutter and whaler under charge of Navigating Sub-Lieutenant James F. Foot returned from the north of Pemba this afternoon, bringing with them a dhow, containing 17 male and 21 female slaves, which they had captured in the Foondo Pass this morning.

2. The dhow made for the shore, showed fight, and tried to carry off the slaves on shore. The boats returned their fire, and succeeded in capturing 38 slaves. The real number on board the dhow cannot be ascertained, but the officers think few escaped.

3. I am pleased to be able to report that, though a pretty heavy fire was kept up on the boats from the dhow and the shore, no men have been injured except those that landed to cut off the slaves, whose feet were rather cut about by sharp rocks and sea-eggs.

4. I have appointed Mr. Foot, who captured the dhow, to take her to Zanzibar with a prize crew, who will report to you all the particulars.

5. The whaler, in charge of Mr. Boxer, Navigating Midshipman, landed as soon as the dhow was captured, and, in face of the fire of the retreating Arabs, recovered seven slaves, captured one Arab, killed one, and the rest escaped.

6. I had stationed the cutter and whaler at the Northern Passes, while I had remained at the pinnace and jolly boat watching Chak-Chak Bay and the pass north of it; but as I found they made for the Northern Passes and were rather desperate, I intended to take all the boats up to the Northern Passes. Little information can be gained from either the Arab, the Ino crew, or the slaves; but it is not unlikely, I think, that more may be run over here.

7. The Arab, who was seen to fire on the men landed, I have put in irons, also one of the crew who was suspected of being the man who was pointing a gun at the officer of cutter as she was coming alongside, but dropped it and jumped overboard (on being covered by a Marine's rifle) on the opposite side of the dhow.

I have, &c.  
(Signed) J. F. BLAXLAND.

Forwarded for the information of the Commander-in-chief. I also wish to submit, for the consideration of the Commander-in-chief, the intelligent and officer-like conduct of Mr. Foot. Mr. Foot is a Navigating Sub-Lieutenant of nearly seven years seniority, and I am informed that he is a most excellent and trustworthy navigator. I have already formed a very high opinion of his abilities, and I beg most strongly to bring his name and services before you for your approval.

(Signed) LINDESAY BRINE,  
*Captain and Senior Officer, East Coast of Africa.*

*"Briton," January 21, 1874.*

No. 106.

*Sub-Lieutenant Foot to Captain Brine.*

Sir, *"Briton," Zanzibar, January 20, 1874.*

I HAVE the honour to inform you that on the morning of the 18th instant, while cruising in the cutter and whaler off the north-east of Pemba, I observed a dhow approaching the land, to which I gave chase. She ran in to the Foondo Gap, and before I

could come up with her she was beached, and I saw the crew and several Arabs getting on shore with slaves. On coming near they opened fire on the boats from the shore and from the dhow. We returned the fire, killing an Arab, who fell back in the water and was swept away by the tide, and wounded another, who escaped into the bush with the others. Observing several slaves on the beach who appeared too weak to run away as some others had done with the Arabs and crew, I landed some men who caught seven of them and an Arab who had been firing at us, and who had fallen down and probably hurt himself, thus preventing his escape with the others.

I did not follow the Arabs and crew into the bush as I heard and saw a large number of armed natives hurrying down to the scene of action with apparently the intention of attacking us, so, thinking it unwise to engage them, having the dhow and so many slaves under my charge, I made sail and stood out from the land.

2. On counting the slaves, I found them to consist of 38 males and females, several of whom I had to pick up from the water, as they had jumped overboard, several being nearly drowned in the attempt.

3. I found in the dhow two of the crew, one of whom, before boarding, was seen with a gun pointing at the cutter, but on being covered with a rifle dropped it.

4. Three muskets were found in the dhow loaded with ball.

5. I rejoined Lieutenant Blaxland the same evening and reported the capture to him, when he ordered me to proceed to Zanzibar with the dhow, and on the way down I sighted the ship and joined her last night.

6. I would wish most respectfully to bring to your notice the zealous and energetic manner in which Mr. Boxer, navigating midshipman, carried out my orders in capturing the Arab and seven slaves who were escaping into the bush.

I have, &c.  
(Signed) JAMES F. FOOT.



Inclosure in No. 106.

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 of 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 since 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.
1874 Jan. 18	Fovodo Gap, Pemba	Unknown	...	...	Arab	Dhow ...	About 19	1	87	Funguay Pemba	Pemba	1874 Jan. 16	Slaves.	...	...	7	19	10	9	Funguay	Zanzibar ...	Slaves much weakened by a long shore march from Kilwa. Vessel seaworthy. 88 slaves emancipated. No deaths.

"Briton," Morna Island, January 21, 1874.

(Signed)

LINDESA Y. BRINE, Captain.

No. 107.

RETURN of Ships furnished with Warrants for the Suppression of the Slave Trade during the Year 1873.

East India Station.

Ship.	Name and Rank of Commanding Officer.	No. of Guns.	Remarks.
Briton ..	Captain G. J. Malcolm ..	10	This ship has since gone to the China Station.
	Captain Lindesay Brine ..		
Daphne ..	Commander R. S. Bateman ..	5	
	Commander C. E. Foote ..		
Columbine ..	Commander E. W. Hereford ..	3	
Kestrel ..	Commander W. R. Boulton ..	4	
Rifleman ..	Commander R. M. Gillson ..	4	
Shearwater ..	Commander W. J. L. Wharton ..	4	
Philomel ..	Commander E. St. J. Garforth ..	3	
Nimble ..	Commander E. C. Best ..	5	
Nassau ..	Lieutenant F. J. Gray ..	4	
Vulture ..	Commander Arthur T. Brooke ..	3	

No. 108.

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

(Extract.)

*"Glasgow," Gulf of Aden, March 7, 1874.*

IN accordance with the directions contained in the Slave Trade Instructions, I have the honour to make the following report, to be laid before the Lords Commissioners of the Admiralty:—

During the year 1873 the total number of dhows captured by Her Majesty's ships under my command, as being employed in the Slave Trade, is twenty-nine; of these three have not been condemned; therefore, the number of the captures for the year may be taken as twenty-six. During the last nine months of 1872 the number was six only; but their Lordships will observe that during 1873 the number of slaves found in the vessel is far less in proportion, the total number being 212 slaves, whereas, during the nine months of 1872, it was 251. In only two cases during 1873 have cargoes of slaves been found—one in July by the "Briton," and another in August by the "Daphne." It appears doubtful, however, in the latter cases if the vessels will be condemned as a capture to the ship, as the Governor of Lamoo appears to have previously detained her on the ground of being employed in the Slave Trade.

The tonnage of the vessels captured is far greater in the aggregate than that of the captures in the last nine months of 1872—this year being 1,700·98 against 992·48.

The vessels employed on the East Coast of Africa during the year were the "Glasgow," "Wolverene," "Briton," "Daphne," "Vulture," "Nimble," "Magpie," and "Shearwater," of which "Glasgow," "Wolverene," "Nimble," and "Magpie" were ordered temporarily to Zanzibar to enforce, if necessary, the signing of the Treaty of the 5th June, 1873. The regular cruisers have been the "Briton," employed on the coast during the whole year, with the exception of three months, when she was refitting and docking at Mauritius; the services performed by this vessel have been very great, and the untiring zeal of Captain Malcolm, and the officers and men, deserve the highest praise. This ship has captured 11 vessels—all have been condemned; carried 144 slaves; the total tonnage being 869·55.

The "Daphne" has also rendered very valuable service in the suppression of the Slave Trade, having been employed during 1873 on the coast almost without intermission; six of the nine vessels captured by her have been condemned, and one (referred to in paragraph 2) is not yet adjudicated; and the "Vulture" has been employed on the coast since the 5th July, and has made one capture.

The captures, &c., made by the remaining vessels employed will be seen in the accompanying Return.

I would draw their Lordships' notice to the several points which require attention, with a view to the further prevention of the Slave Trade:—

(1.) The boats of Her Majesty's ships are, for several reasons, not at all suited for cruising on the coast; the men are much exposed; and as a natural consequence are

liable to be rendered unserviceable ; again, the size of the boats renders it in many cases impossible for the captain and crew of the captured vessel being brought to the port of adjudication ; they are necessarily landed, and therefore escape punishment. With a view to remedying these defects, I fully reported on the boat proposed by Captain Sullivan, but I doubt whether schooners similar to those used as pilot boats at Liverpool (which are between 80 and 90 tons burden) would not better meet the requirements. Boats of this description are at present used in the pilot service at Bombay, and are able to remain at sea in any weather, and can work against any monsoon.

I should much like to see three vessels of this class attached to the proposed depôt ship at Zanzibar. They should be on rather a larger scale in order to give more stowage room, and should be armed with two 7-pounder muzzle-loading rifle bronze guns (200 lbs. weight), one forward and one aft ; and should also be fitted with two 24-pounder rocket tubes, to ship at stern and stem, and on either broadside.

(2.) A supply of coal is required for the use of the cruizers on the south port of the coast, and Port Mozambique would be the most suitable port, as there would appear little difficulty in obtaining, if there, from the Agent of Victor Régis Ainé, of Marseilles, at about 3*l.* or 3*l.* 10*s.* a ton, if a contract were entered into. The anchorage at Johanna renders that island, during part of the year, unsuitable as a coaling station.

(3.) It would be advantageous if power could be given to our cruizers to search vessels flying the French flag. At present if these vessels are supplied with the "Acte de Francisation" and the "Congé" (dated within the year) no further steps can legally be taken, and these papers, it appears, are not difficult to obtain. The Captain of the "Briton" has reported on this point in his letter of 10th December, 1873.

(4.) The want of properly qualified interpreters has long been felt, and in my letter of 31st December, 1873, suggestions on this point will be found. I believe if sufficient inducements were offered, many officers would render themselves competent interpreters in the Swaheli language, in the same way that Navigating Lieutenant Nankivell of Her Majesty's ship "Daphne" has already done; and as an inducement to officers to qualify, I would suggest that the same pay should be granted as that given to officers who pass in Hindustanee or Persian.

This report would have been forwarded before, only through some mistake a portion of the mails from the Coast for January were delayed in their transmission to Aden.

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Inclosure in No. 108.

RETURN of Vessels Captured during the Year 1873.

Name and Description of Captured Vessel.	Flag under which Captured Vessel was Sailing.	Names of Master and Owners of Captured Vessel.	Number of Crew.	Date of Seizure.	Where Captured.	Name and Rank of Captor and Name of Capturing Vessel.	Number of Slaves—			Before what Court Adjudicated and on what Charge.	Decretal part of Sentence, whether Forfeiture or Restitution.	How Captured Vessel was disposed of.	Remarks, &c.
							Captured.	Adjudicated.	Emancipated.				
Name unknown, dhow	None	Not known	Not known	1873.	Off Kokooni, Zanzibar	Captain Jones, H. M. S. "Glasgow"	9	Nil	23	Zanzibar, slave traffic	Forfeiture	Destroyed	
Mamboerzank, dhow	None	Salid Mbirika, master and owner	Not known	June 22	Off Chak Chak, Zanzibar	Ditto	1	Nil	47-54	Ditto	Ditto	Ditto	Cargo restored.
Maji Musgr, betela	Arab	Menia Aman, master; Turid Said Bayore, owner	15	Jan. 3	Kingani River	Captain Malcolm, H. M. S. "Briton"	1	Nil	42-79	Ditto	Ditto	Ditto	
Mehrook, betela	English	Shidi, master; Dongotin Ruttenese, owner	13	Feb. 17	Near Lindy	Ditto	1	Nil	42-5	Ditto	Ditto	Ditto	
Wbhada Salem, dhow	Thola Arab	Sali, master; Banaharbo, owner	8	Mar. 20	Near Toia Island	Ditto	6	Nil	59-3	Ditto	Ditto	Ditto	
Dah Salim, dhow	Thola Arab	Seeca, master; Shaw of Thola, owner	10	Mar. 20	Ditto	Ditto	4	Nil	42-8	Ditto	Ditto	Ditto	
Name unknown, dhow	None	Not known	Not known	April 21	Lamoo	Ditto	4	Nil	88	Ditto	Ditto	Ditto	
Fathal Heir, dhow	Arab	Ali Bin Sadi, master and owner	9	May 14	Kilindini, Lamoo	Ditto	1	Nil	37-2	Ditto	Ditto	Ditto	
Hassarah, dhow	Arab	Mohamed Bin Ali, master and owner	13	June 13	Chak Chak Bay, Pemba Island	Ditto	2	Nil	118-6	Ditto	Ditto	Ditto	
Bora Salasm, dhow	Arab	Natcharu, master; Hor-dusi of Pemba, owner	9	June 20	Mungupani Point, Zanzibar	Ditto	1	Nil	57-2	Ditto	Ditto	Ditto	
Himahmood, dhow	Arab	Kufau Bin Abdullah, master; Ali Bin Salim, owner	18	June 23	Near Salley Island	Ditto	1	Nil	144-3	Ditto	Ditto	Ditto	
Name unknown, dhow	None	Not known	17	July 28	Mojambo Bay, Madagascar	Ditto	121	8	84-3	Ditto	Ditto	Ditto	
Mombo Komonogo, dhow	Arab	Subeda, master; Sabeh Bin Sadi, owner	14	Oct. 7	Schalla, near Lamoo	Ditto	2	Nil	188-86	Ditto	Ditto	Ditto	Slaves were taken into the bush by crew.
Kasomba, dhow	English	Hannabi, master and owner	Not known	May 26	Chak Chak, Pemba	Commander Bateman, H.M.S. "Daphne"	Nil	Nil	149-27	Ditto	Ditto	Ditto	
Name unknown, dhow	Arab	Naseem, master and owner	Not known	June 5	Off Tumbat Island	Ditto	2	Nil	50-01	Ditto	Ditto	Ditto	
Name unknown, dhow	None	Shereef, master; Chief of Sirdani, owner	Not known	July 27	Sirdani	Ditto	1	Nil	32	Ditto	Ditto	Ditto	
Banger, Bhoody	Arab	Not known	Not known	Aug. 14	Lamoo	Ditto	49	3	151	Ditto	Not yet placed in Court	Ditto	
Name unknown, dhow	None	Ditto	Not known	Aug. 14	Ditto	Ditto	Nil	Nil	20-63	Ditto	Forfeiture	Ditto	
Name unknown, dhow	Arab	Ditto	Not known	Aug. 14	Ditto	Ditto	1	Nil	24-79	Ditto	Ditto	Ditto	
Name unknown, dhow	None	Master and crew ran; Ali, owner	Crew ran	Nov. 5	Chungwa	Commander Hope, H. M. S. "Daphne"	Nil	Nil	12	Ditto	Ditto	Ditto	Slaves had been landed before capture.
Name unknown, canoe	None	Not known	6	Aug. 18	Between Islands of Madagascar and Choli	Commander Whiston, H. M. S. "Shearwater"	2	Nil	1-77	Ditto	Ditto	Ditto	
Metabah, dhow	Arab	Ali Bin Abdullah, master; Said Antea, owner	7	Aug. 13	Mombasa	Commander Harrington, H. M. S. "Nimble"	Nil	Nil	45-35	Ditto	Ditto	Left for disposal by V. A. Judge	
Name unknown, dhow	None	Not known	Not known	Aug. 18	Lat. 40° 57' E.	Ditto	Nil	Nil	20-83	Aden, slave traffic	Ditto	Run on shore and destroyed on the spot	Slaves and crew escaped before capture.
Name unknown, dhow	None	Ditto	Not known	Aug. 18	40° 87' E.	Ditto	1	Nil	20-99	Ditto	Ditto	Ditto	
Name unknown, an Arab bedani	None	Ditto	Not known	June 3	18° 57' N.	Commander Doughty, H.M.S. "Magpie"	Nil	Nil	180	Zanzibar, slave traffic	Ditto	Ditto	Dhow run on shore to avoid capture and was wrecked
Name unknown, dhow	None	Ditto	Not known	Oct. 22	Between Kohani Bay and Chak Chak	Commander Coy, H. M. S. "Vulture"	2	Nil	102-85	Ditto	Ditto	Ditto	Burnt
Joharra, dhow	Arab	Maidho, master; Kintai bin Humji of Pemba, owner	9	Nov. 8	Mundungu Island, Pemba	Captain Malcolm, H. M. S. "Briton"	3	Nil	186	Ditto	Restitution	Ditto	Returned to owner
Coomba Coomba, dhow	Arab	Eddi bin Daddi, master and owner	Not known	June 25	Off Mesal Island	Commander Bateman, H.M.S. "Daphne"	2	Nil	241-63	Ditto	Ditto	Ditto	Destroyed
Name unknown, dhow	Arab	Hannabi, master and owner	Not known	June 26	Morso Bay, Madag	Ditto	1	Nil	138-58	Ditto	Ditto	Ditto	Ditto
			218	11			203						

No. 109.

*Sub-Lieutenant Turner to Commander Foot.*

Sir,

*"Daphne," Mozambique, February 26, 1874.*

I HAVE the honour to report that whilst coming out of Mokamba Bay, on the 13th February, 1874, at about 10.30 a.m., I observed a small dhow ahead, which I immediately chased; on approaching her I fired a shot across her bows in order to make her heave to; shortly after firing the shot I observed a man to be overboard from the dhow. I stood after and picked him up, then chased the dhow, which by this time had got some distance away; after using the utmost exertions I failed to come up with her, she running on shore and all her crew escaping, saving one man who was infirm. Questioning the man who was overboard and the man who was left in the dhow, I found that the former was a slave, who was being taken to Kilvoolain, the neighbouring village, for sale, and that he had been thrown overboard by force by his master; and one of the crew, the man who was found in the dhow, said he was the owner of the vessel, and admitted that he knew the slave was on board, and that he had been thrown overboard by force. Such being the case, and the vessel being quite unseaworthy, making a great deal of water from injuries received by running on shore, or from some other cause, I considered it my duty to destroy her, which was accordingly done.

I regret to state that the same night the owner managed to escape on shore.

I have, &amp;c.

(Signed) ADOLPHUS F. TURNER.

*"Daphne," Mozambique, February 28, 1874,*

FORWARDED for the information of the Lords Commissioners of the Admiralty. The slave rescued was to form part of a cargo, being collected at Kilvoolain by Arabs.

My order being most strict about detaining the crew of slavers, I regret the owner of the dhow has escaped.

(Signed) C. E. FOOT, *Commander.*

Inclosure in No. 109.

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.			Owners, and of what Place.	Men.	Guns.	Tons.	From.	Bound.				Belonging.	Men.	Women.	Boys.			Girls.	Where Shipped.
1874 Feb. 13	Mokamba Bay	Unknown	Unknown	Name unknown. Mokamba Bay	None	Dhow	6	...	7½	Not known	Kilvoohai	Not known	1874 Feb. 13	Not known	Unknown	1	...	...	...	Not known	Case not yet put into Court	Vessel destroyed; unusable seaworthy. 1 slave emancipated; condition good.

(Signed) C. E. FOOT, *Commander.*

"Daphne," at Mozambique, February 26, 1874.

*Commander Foot to the Secretary to the Admiralty.*

Sir,

*"Daphne," Kilwa, February 4, 1874.*

I HAVE the honour to report that, on the 16th January, Mr. Bearcroft, Sub-Lieutenant, who had been cruising with two boats south of Monfia Island, informed me that Captain Elton, Assistant Political Agent and Vice-Consul, who left Zanzibar on the 10th December, to liberate the slaves along the coast belonging to all British Indian subjects, had been laid up with fever twelve days at Chole, an island south of Monfia a few miles, and was on his way to Kilwa Kivinja, which formerly was the great slave depôt of the south.

On the 27th, I communicated with Kilwa, but found Captain Elton had not arrived. I then proceeded to communicate with my boats off Kinbigy Head, and, on the 27th, received intelligence from Mr. Harris, Sub-Lieutenant, whom I had sent to Kilwa, that Captain Elton was very ill and out of medicine at Kilwa Kivinja, and that he particularly wished to communicate with me, I accordingly steamed in, and anchored off Kilwa Kivinja, and sent the Surgeon on shore. On 28th, Captain Elton came on board, and informed me that he was anxious that I should take him and his two Consular Peons to Kiswara, Muimywa Tindy River, and Mikindani Bay, where there were a considerable number of slaves held by British Indian subjects, his instructions being to apply for assistance to a vessel of war, as he could not proceed by land owing to the disturbed state of the country, and he attached much importance to the speedy release of these slaves as it would have most beneficial results in forwarding his future work.

2. On this representation, and taking into consideration Captain Elton's weak state, I decided, although my orders from the Senior Officer were to leave for the Mozambique on the 1st February, to take him to the places south, and return to Kilwa after doing so, he having three weeks' work at that place.

3. On arriving at Kiswara Harbour, 53 slaves were liberated, and 2 at Muungwa, and, on the 31st, at Lindy. Captain Elton was so unwell as to be unable to liberate the slaves there. As time was of importance, I liberated all the slaves, being 106; and, on the 2nd, Captain Elton still being too weak to undergo the fatigue, I liberated the slaves at Mikindani Bay, amounting to 126.

4. In the work of liberating these slaves, I have had the greatest assistance from Mr. E. Nankivell, Navigating Lieutenant (who has passed in Somahili), who communicated with the slaves, and my slight knowledge of Hindostani enabled me to converse with the Indians.

5. I have this day returned and landed Captain Elton, who is considerably better, but still weak, and prefers remaining here to going to Zanzibar, where I wished to take him.

Hampden Whalley, Esq., who has volunteered, and has assisted in the liberation, remains with Captain Elton.

6. Captain Elton was plainly told by the Arabs who were conducting slaves to the coast that the Treaty of 1873 had been the best thing possible for the dealers, as they now saved the Customs dues and freight to the north, and that larger slave-hunting caravans are going up country this year than usual, as a slave can be marched from Kilwa Kivinja for 1½ dollars per head to Lamoo and Brava, and whereas when formerly transported by sea, 2½ dollars Customs dues, independent of freight, being paid on the spot. He also states that 30,000 slaves have already gone north, and the Arabs simply laugh at the idea of the English putting down the Slave Trade.

7. I considered that, until some blow is struck at inland trade, this inhuman traffic will still go on, and from the fact that a road is made known, no white man having travelled it before, if the Sultan permitted it, a raid might be made on the slave caravans by a party from any ship.

8. I leave this evening for the Mozambique to carry out the orders of the Senior Officer, two boats having been sent from Mikidani to the northern part of the Station.

9. Annexed is a list of slaves passed by Captain Elton on his way from Darra Salaam to Kilwa Kivinja, a distance of 160 miles.

Trusting my proceedings will meet with your approval, I have, &c.,

(Signed) C. E. FOOT.

Inclosure in No. 110.

STATEMENT of Slave Caravans passed by Captain Elton.

1873.	December 21	..	..	..	..	80		
	" 22	..	..	..	..	700		
	" 23	..	..	..	..	200		
	" 23	..	..	..	..	300	turned off and ran away.	
							1,280	
1873.	December 27	..	..	..	..	100		
	" 28	..	..	..	..	96		
	" 29	..	..	..	..	93		
	" 30	..	..	..	..	400		
	" 31	..	..	..	..	1,100		
1874.	January 2	..	..	..	..	200		
							1,969	
	1,000 were due the evening we left.							
	During absence of 12 days at Chole reported to have passed							
						250	}	
						150		
						50		
						32		
							482	
1874.	January 18	..	..	..	..	200		
	" 18	..	..	..	..	100		
	" 20	..	..	..	..	65		
							365	
From December 21, 1873, to January 20, 1874, slaves gone up								4,036

No. 111.

*Rear-Admiral Cumming to the Secretary to the Admiralty,*

(Extract.)

*Bombay, April 6, 1874.*

THE "Briton" was at Zanzibar on 10th March, having left Mahé, Seychelles, on the 17th February. During her absence from the Coast Captain Brine reports that Lieutenant Jones, who was left in charge of her boats, had boarded 78 dhows, all legal traders, and that he had been informed by the Political Agent at Zanzibar, that the energetic blockade of Pemba by this officer, had entirely checked the transport of slaves between the mainland and that island. I have conveyed to Lieutenant Jones my appreciation of the zeal displayed in the execution of these services.

Captain Brine reports that a large number of slaves have been marched along the coast, and will probably be embarked from Lamoo or Brava, for the Persian Gulf. The ships on this station will be stationed to prevent this as far as possible; and I purpose, if I have a ship available, to station her at Ras-el-Had to detain any dhows which may escape the vigilance of the ships in the south.

It appears that the dealers are now able to transport slaves by a land route at less expense than when formerly embarked from Zanzibar. This shows how necessary it is, if the trade is to be effectually suppressed, for means to be taken for the prevention of this inland traffic as well as that by sea.

No. 112.

*Rear-Admiral Cumming to Consul Pakenham.*

Sir,

*"Glasgow," at Bombay, April 27, 1874.*

THE Lords Commissioners of the Admiralty have furnished me, through the Foreign Office, with extracts from your despatch of the 3rd of January last, in which you request that Her Britannic Majesty's cruisers should visit Tamatave every four months, and also that at the end of August or beginning of September next, a vessel of war should be sent to convey Her Britannic Majesty's Consul round the Island of Madagascar as far as Majunga, for the purpose of collecting information as regards commerce and also the Slave trade. I have given this subject my most careful consideration, and although I fear the smallness of the East Indian squadron, which at present only allows of my detailing two ships for the East Coast of Africa, the Mozambique, and the North-west Coast of Madagascar will prevent my carrying out your wishes to the fullest extent, I will use my best endeavours to meet them as far as possible.

CLASS B.



2. I trust I may be enabled, should the squadron under my command be augmented before that date, to assist in carrying out your visit to Majunga, &c., in August and September next; but otherwise it would not appear prudent with only two cruisers on the Coast to remove one at that season, when the monsoon is falling light, and great vigilance is necessary in preventing the Slave traffic to the north.

3. I shall always be most happy, as far as the requirements of the service will permit, to afford you my ready co-operation and aid in carrying out your duties on the Coast of Madagascar, and shall be glad if you will communicate your wishes to me whenever you should see fit to do so.

The Postmaster at Aden is kept informed of my movements, and will forward any letters addressed to his care.

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

No. 113.

*Commander Foot to the Secretary to the Admiralty.*

Sir, "Daphne," at sea, Lat. 10° 54', Long. 42° 0', March 26, 1874.

I HAVE the honour to report that whilst cruising off Boyama Bay on the 13th March, a dhow was sighted from the masthead; I proceeded under sail and steam in chase, and she not showing any colours, three blank charges were fired, to which no attention was paid. Shot were then fired from the 6½-ton gun, and bow 64-pounder, but the dhow still ran in for the shore, but after two shots falling close alongside and splashing them, she lowered her sail, and at 6.30 P.M. Lieutenant Henderson boarded her and found 225 slaves on board and 41 Arabs and Comoro men, who tried to pass themselves off as passengers but who all own slaves, part of the cargo, or are implicated in the Slave Trading. These I am taking to Zanzibar, as also the slaves who were in a most emaciated state and suffering from dysentery.

2. With reference to questions at Article 135, page 41 of the Station Order Book, the vessel had cleared out from Mfousi for Marambisi; the slaves were shipped at Mfousi, and the master stated he had never run slaves before.

I have, &c.  
(Signed) C. E. FOOT.

P.S.—This dhow has been condemned in the Vice-Admiralty Court at Zanzibar.

C. E. F.

Inclosure in No. 113.

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.	Owners, and of what Place.			Men.	Guns.	Tons.	From.	Bound.	Belonging.				Men.	Women.	Boys.	Girls.			Where Shipped.
1874 March 13	At sea; off Boyama Bay	Bendara Sabaam	Soudi ...	Sadi bin Hamed, of Mozambique	Arah ...	Dhow ...	41	1	191-23	Mfonsi, near Kinuani	Marambisi.	Mozambique	1874 March 5	Slaves ...	Different people	59	49	73	44	Mfonsi ...	Zanzibar ...	Slaves much emaciated, being unseaworthy was destroyed. Deaths, 83. Number emancipated, 184.

(Signed) C. E. FOOT, *Commander.*

“Daphne,” at sea, Lat. 15° 59' S., Long. 44° 53' E., March 13, 1874.

No. 114.

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

(Extract.)

*"Briton," Bombay, May 4, 1874.*

SINCE the 10th March this ship had visited the west coast of Madagascar, Johanna, Port Mozambique, and returned to Zanzibar on 5th April, and would leave for the northern part of her station on the 11th. Two of her boats had been detached, watching the coast from the north of Pemba Island to Lamoo, and two had been cruising off Cape St. Andrew, and searching the Kambo, Conducia, and Fernan Veloso Bays, on the coast of Madagascar.

Captain Brine reports that the traffic of slaves by the coast road has been very active since the commencement of the year, as many as 4,000 a month being marched to the northward, destined for Pangany, Tanga, and Lamoo, coming from the neighbourhood of Nyassa.

The "Daphne" was at Zanzibar on 10th April. This ship left Port Mozambique on 28th February, and captured a dhow with 225 slaves. She returned to Mozambique, purposing to send these slaves to Natal by steamer, as arranged by Dr. Kirk, but, owing to the absence of the agent for the Union Steam Navigation Company, this was found impracticable; the "Daphne" therefore returned to Zanzibar on 28th March, and landed 193 slaves, 32 having died on passage.

No. 115.

*Commander Foot to Rear-Admiral Cumming.*

(Extract.)

*"Daphne," Zanzibar, March 31, 1874.*

I CONSIDER it my duty to bring to your notice the fact that at Mozambique there appears, at present, no definite plan organized for the reception and transfer of captured slaves to Natal, although (by 14th November, 1873, Dr. Kirk to the Colonial Government) the Agent of the Union Company's steamers at Mozambique is mentioned as being the person empowered to take over captured slaves, and give a receipt for them, which will be considered as equivalent to one from Her Majesty's Consul-General at this place.

2. I arrived at Mozambique on 16th March, with 220 slaves on board, but found Mr. Julius Smith, Union Company's agent, had not arrived, although, on 28th February, I was informed he was expected to be there on 5th March, which was an additional reason for my going to that port to disembark slaves, and the Dutch Consul, who was acting for Mr. Smith, could not give a receipt, and, in fact, seemed quite unprepared to make any arrangement. The Portuguese authorities had no objection to the slaves being landed, but had no accommodation for them, consequently I had to pick up my boats off Madagascar, and come on to Zanzibar, unfortunately encountering a cyclone on 19th and 20th March, in which the poor slaves suffered severely, and no doubt was the cause of several deaths. At the time of capture the slaves were suffering from dysentery, which afterwards broke out amongst the officers and men, and might have been averted had they been landed at Mozambique.

5. Some Consular authority at Mozambique would be of great assistance to cruisers visiting that port, and, as the slaves captured by me were collected not very far from Mozambique, and shipped not 100 miles from that port, I am of opinion that the Slave Trade would be much checked by the presence of an official.

No. 116.

*Captain Ward to Rear-Admiral Cumming.*

Sir,

*"Thetis," Zanzibar, June 25, 1874.*

THE very short time I have been on this coast renders my Report on the Slave Trade for the half-year ending 30th June, entirely subordinate and supplementary to the much fuller one you have doubtless received from Captain Brine, of Her Majesty's ship "Briton," and it is not improbable that, after obtaining further information on the subject, I may see cause to modify or to alter some of the statements mentioned in the following letter, principally relating to the land route, and gleaned chiefly from conversation with various persons resident at Zanzibar or at Bagamoyo.

2. On my visit to Bagamoyo, I was informed by the priest in charge of the French Mission, that the transport of slaves by the "land route" is now fully established, and though he professed to know nothing beyond what actually came under his own observation, yet the fact that scarcely a week passed without one or more caravans, some containing as many as 300 slaves, passing close to their Mission shamba on their way north, is one which was corroborated by every one we spoke to at Bagamoyo. The Priest further stated that three days before our visit a caravan, containing between 200 and 300, had passed the Mission, and also that three or four of the Mission boys had been stolen at different times by these passing caravans.

3. It was also affirmed here that the Arabs are now well satisfied with the "land route," and are much obliged to the English for having forced them to this method of transport, which they now find (so it is stated) is attended with less loss of life, and less expense than the sea passage. They obtain provisions and water at the villages along the route without any difficulty, and find a ready market for their slaves in the Somali country, besides selling a portion of them on their way thither, partly amongst the villages *en route*, and partly, I presume, to keep up the supply at Zanzibar and Pemba.

4. It does not, however, appear that the whole question relating to the existing traffic by land is cleared up on the supposition that after making due allowance for sales by the way the remainder of these large caravans, which are constantly passing, goes to supply the wants of the Somali people, who have only lately reached that point of civilization at which the acquisition of slaves begins to be thought of; in short, if the accounts received at Bagamoyo are not greatly exaggerated (which, however, is quite possible) the supply would far exceed the demand. It has, therefore, been suggested that the Somali people, after supplying their own moderate wants, simply act as retailers in the Traffic, the ultimate buyers being, as formerly, the Arabs of the Persian Gulf, the sea route being by the Gulf of Aden instead of from the East Coast as hitherto. That the original caravans themselves do not pass the frontier of the Somali country is, I believe, considered certain, this belief being grounded on the presumed hostility which the Somali would show to any such liberty being taken by Arabs in their country, and this reason holds with even greater force as regards the Gallas country; while on the other hand, it seems likely enough that the Somalis would willingly become traders themselves, by which means the Arabs would equally gain their purpose. However, I only put forward this suggestion as a possible solution of the difficulty, without attaching any great weight to it, and I presume that if there is any truth in it, it will very soon be ascertained by the cruiser in the Gulf of Aden.

5. With reference to the traffic at present carried on between the mainland and the Island of Pemba (and possibly also to a limited extent the Island of Zanzibar) I am informed that the frequency of the passing of caravans renders the sending of slaves across these channels in large numbers in single dhows now wholly unnecessary, and that the wants of these islands can be supplied by carrying them across in ones or twos in small fishing dhows, so that the risk of capture becomes very much lessened, and the loss to the dealer, in the event of capture, comparatively small. It is probable, however, that this method is attended with considerable inconvenience in consequence of the necessity which it involves of keeping a considerable number of slaves at the points of departure, Rungani, Targata, and Waseen, while the transport is being effected by slow degrees, and, therefore, I have no doubt that if the coast were left unguarded the old method would be returned to.

6. I may here mention that our boats are working under considerable disadvantage owing to the want of tolerably efficient interpreters, those whose services we have been able to procure being either untrustworthy or very inefficient, and incapable of obtaining useful information; while, on the other hand, the dealers are doubtless in possession of the best possible information regarding the movements of our boats, and are not likely to attempt to run cargoes until they know the coast is clear.

I have, &c.  
(Signed) T. LE H. WARD.

No. 117.

*Commander Foot to the Secretary to the Admiralty.*

Sir,

"Daphne," Aden, July 11, 1874.

I HAVE the honour to inform you that since my arrival here, on the 7th June, I have, in consequence of information received during my recent cruize on the Arabian

coast, especially at Mukallah, prosecuted inquiries respecting the Slave Trade from the Gulf of Tajurah, and have to report as follows:—

1. There are annually exported 500 to 600 slaves from Zarloar, Zeyla, and Tajurah, to the vicinity of Hodeida in the Red Sea, between the latter part of October and the end of March.

2. The slaves are principally young girls (Gallas and Abyssinians), and some boys, most of whom are made eunuchs before they are shipped.

3. The traffic is carried on by the Turkish Agent at Zaila (Aboo Bukur) and the Sultan of Hodeida; in fact they have a monopoly.

4. The slaves are taken, 50 or 60 at a time, in dhows, from Zaila or Tajurah to some place near Hodeida, but not to that port, as they are prohibited by the Turkish Government; and in the vicinity of Hodeida there is a place where slaves are bought and sold. Some slaves are also brought over from Massowah. Many of these slaves are then marched through the interior in the rear of Aden, and so distributed along the Arabian coast. The Commander of the "Kwang Tung" of the Bombay Marine, when at Hodeida, was told, in April last, that two or three Turkish men-of-war had taken about twenty slaves each to Bussorah, in the Persian Gulf.

As the Massah Islands, in the Gulf of Tajurah, have been ceded to Great Britain, Perim Island also being a British possession and immediately in the track of dhows, I am of opinion that, with boats detached at the islands and a ship cruising between, some of these slave dhows might be intercepted before they enter the Red Sea.

From what I learn, it is more than probable they have no papers, and fly the simple red Arab flag, or Turkish, and would, in all probability, be disowned by the Turks if taken with a cargo of *bond fide* slaves for sale.

As the sea-traffic in slaves from the Zanzibar territory to the Arabian coast and Persian Gulf has been stopped, it is more than probable this will increase as soon as the north-east monsoon sets in about October; and as I had not obtained all this information when the last mail for the Commander-in-chief left, and his mails now being ordered to Mauritius, I have considered it my duty to forward a duplicate direct.

In conclusion, I may add that the Political Resident, with whom I have communicated, is of opinion that the information given herein is correct.

We leave for Trincomalee on the 13th instant to refit.

I have, &c.  
(Signed) C. E. FOOT.

No. 118.

*The Secretary to the Admiralty to Lord Tenterden.*

My Lord,

*Admiralty, August 3, 1874.*

I AM commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Secretary of State for Foreign Affairs, that the Commander-in-chief of the East Indian Station, in his letter of the 3rd ultimo, reports that "the boats of the 'Vulture' chased and took a dhow on the 26th May, near Chak Chak on the Island of Pemba. The vessel was run on shore and destroyed by the crew, who took five slaves with them. The case awaited adjudication.

"The 'Daphne,' after assisting the 'Briton' and 'Vulture' in blockading the coast during March and April, visited Socotra and proceeded along the south-east coast of Arabia to intercept dhows bound for the Persian Gulf. She visited the Kooria Moorria Islands and Macullah. Captain Foot reports that 225 dhows have been boarded without one being the least suspicious."

2. I am also directed to forward an extract from the same letter relative to the murder, on the 11th April, of Mr. Arthur Heale, an Englishman residing at Brava, and acting as agent for a German firm at Zanzibar.

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

Inclosure in No. 118.

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

(Extract.)

*July 3, 1874.*

CAPTAIN BRINE reports the murder, on the 11th April, of Mr. Arthur Heale, an Englishman residing at Brava, and acting as agent for a German firm at Zanzibar. It

appears that Mr. Heale injudiciously went outside the walls of the town, and was there joined by two Somalis who accompanied him back to the gates, when, just within the gate, the Somali drove a spear through his back and escaped to the country. Captain Brine landed an armed force the following day and performed a funeral service at the grave, the Governor and the troops attending. The Political Agent at Zanzibar is in communication with His Highness the Sultan of Zanzibar, and steps are being taken to obtain the murderers.

No. 119.

*Commander Brooke to the Secretary to the Admiralty.*

Sir,

*"Vulture," at Zanzibar, June 11, 1874.*

I HAVE the honour to report, for the information of my Lords Commissioners of the Admiralty, that Sub-Lieutenant W. des Vœux Hamilton, whilst cruising off Pemba, in charge of the two cutters of this ship, for the suppression of the Slave Trade, sighted, on the morning of the 26th ultimo, a dhow standing into Chak Chak bay, which, on seeing the boats in chase, immediately altered course and run on shore through a heavy surf.

2. As it was impossible for the boats to be taken through the surf, they were immediately anchored, and Sub-Lieutenant Hamilton, four of the men, and the interpreter, jumped overboard and swam on shore, in hopes of rescuing some of the slaves. I have the honour to bring to the favourable consideration of their Lordships the name of this officer.

3. Before they could get on shore the crew and slaves had made their escape into the bush; the dhow was found on the reef badly bilged, and as Sub-Lieutenant Hamilton, after a careful survey, came to the conclusion it would be quite impossible to get her off, he burnt her.

4. The case was tried on the 6th instant in the Vice-Admiralty Court, when the dhow condemned as a lawful prize to this ship.

I have, &c.  
(Signed) ARTHUR BROOKE.

No. 120.

*The Secretary to the Admiralty to Lord Tenterden.*

My Lord,

*Admiralty, August 25, 1874.*

WITH reference to my letter of the 13th April last, I am commanded by my Lords Commissioners of the Admiralty, to transmit, for the information of the Secretary of State for Foreign Affairs, copies of a further despatch, of the 1st July, and its inclosures, from the Naval Commander-in-Chief in the East Indies, containing another general report on the East African Slave Trade.

2. With reference to the proposal to modify the slave trade instructions, with a view to enabling captured dhows and slaves to be left provisionally at Lamoo and Melinda, in charge of the local authorities, the dhows to be left with the Governors, and the slaves with the Customs Masters; my Lords would observe that however great the advantages may be which would be gained by the adoption of such a plan, they conceive that there would be great difficulties in the way of its being satisfactorily carried out.

3. My Lords have desired Admiral Cumming to convey to the officers concerned an expression of their Lordships' satisfaction at receiving his testimony to the zeal displayed in carrying out their duties in connection with the blockade of the coasts, on which they have been respectively employed.

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

Inclosure 1 in No. 120.

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

(Extract.)

*"Glasgow," at Trincomalee, July 1, 1874.*

IN continuation of my Annual Report on the Slave Trade, dated the 7th March, 1874, I have now the honour to make a statement, for their Lordships' information,

showing the practical results of the Treaty made in June, 1873, with the Sultan of Zanzibar, for the suppression thereof; and I am enabled the better to do so, as Captain Brine, of Her Majesty's ship "Briton," has joined my flag, having been relieved by the "Thetis," as Senior Officer on the coast, and has given me most full information on the subject, both by despatches and by word of mouth.

2. During the slave-running season of March, April, and May, a most careful blockade of the coast of Africa, to the northward of Zanzibar, has been made by the "Briton," "Daphne," and "Vulture," assisted by their boats; and during the latter part of the season I stationed the "Philomel" and "Rifleman" on the north-west coast of Arabia, to search any dhows which might have escaped the vigilance of the ships in the south. But not one illegal trader has been found, though great numbers of dhows have been boarded; and from the reports I have received I learn that not the slightest sign of any attempt to convey slaves to the north was found, and I therefore consider that the effect of the late Treaty, as far as sea traffic in slaves is concerned, is most satisfactory.

3. But although the Traffic has been put down by sea, it has brought into existence a very great increased transport by land; and unless stringent and immediate measures are taken to stop this, our work by sea is practically thrown away. It is the general opinion that, if the traffic along the present road could be stopped, by establishing a blockade on the mainland at certain points opposite the Island of Zanzibar, the difficulties of making a pass further in the interior, both from the nature of the country and the hostility of the natives, would be a difficulty so insurmountable that the dealers would be forced to relinquish the trade of transport of slaves northward by land.

4. It has been pretty accurately ascertained that, since December last, nearly 12,000 slaves have been marched north by the land route, and but few, if any, have reached Arabia, and none have been shipped for the Persian Gulf. They have been supplied to the different places along the coast or islands, and many have gone to Somali Land, where there is at present a great demand for labour.

5. There is still undoubtedly a constant supply of slaves from the Portuguese Settlements in the Mozambique to the coast of Madagascar, and it is even supposed to be the intention of some of the Arab slave-dealers to attempt to run dhows from the north end of Madagascar direct to the Persian Gulf in large seaworthy vessels. To prevent this traffic great vigilance will be necessary, and I believe the proposal to station a British Consul at Mozambique would, if carried into effect, be most beneficial.

6. In addition to the above traffic there is still a smuggling trade carried on between the mainland and the islands of Zanzibar and Pemba, the slaves being taken by twos and threes in small dhows and landed at various parts of the island.

7. The want of properly qualified interpreters is still much felt in carrying out the duties connected with the suppression of the Slave Trade. A record of the qualifications of all interpreters has been ordered to be kept, and a quarterly Return forwarded to the Senior Officer on the coast. If, in addition to this, their Lordships would be pleased to sanction the suggestions contained in the accompanying letter from Her Majesty's Acting Political Agent at Zanzibar, and which have already been agreed to by the Indian Government, I am of opinion that a good staff of interpreters would soon be obtained. Until found thoroughly trustworthy, they should not be granted the higher rates of pay.

8. I inclose correspondence which has taken place between Captain Brine and the Acting Political Agent at Zanzibar on the subject of the disposal of slave dhows. I quite agree with Captain Prideaux that captured dhows and slaves should only be left in custody at the large ports of Lamoo and Melinda, and that also even then they should not be left in large numbers. I think some modification in the present instructions might be made to obviate the present necessity there is for ships or boats, immediately on making a small capture, to return to Zanzibar, provided the condition of the dhow does not justify the officer in charge in destroying her.

9. I have expressed to Captain Brine my great satisfaction at the manner in which he has conducted the blockade of the coast, and have desired him to convey to the officers my appreciation of the able and willing manner in which they have obeyed his orders; and I desire especially to bring to their Lordships' notice the conduct of the officers named in the accompanying letter from Captain Brine. I have also conveyed to the "Daphne" and "Vulture" my approval of their conduct in so ably carrying out their duties.

Inclosure 2 in No. 120.

*Captain Prideaux to Rear-Admiral Cumming.*

Sir,

Zanzibar, April 20, 1874.

I HAVE the honour to inform you that the Government of India has sanctioned certain proposals submitted by his Excellency Sir B. Frere for the entertainment of a competent staff of interpreters in connection with Consular and naval operations on the East Coast of Africa; under this scheme qualified interpreters will in future be borne on the books of the Political Agents Establishment and charged, when afloat only, to the vessel on which they may be serving. According to their qualifications they will be ranked as follows:—

## First Class.

The qualifications will be ability to read and write intelligibly, and with passable correctness, English, Swahili, Arabic.

*Afloat*.—Pay per diem 8s., with rations.

*Ashore*.—Pay per diem 8s., without rations or lodging.

## Second Class.

The qualifications will be ability to read and write intelligibly, English, and one or other of Swahili or Arabic, and to speak both.

*Afloat*.—Pay per diem 6s., with rations.

*Ashore*.—Pay per diem 6s., without rations or lodging.

## Third Class.

The qualifications should be a fair colloquial knowledge of English and Swahili, with sufficient colloquial Arabic to be understood.

*Afloat*.—Pay per diem 3s., with ration.

*Ashore*.—Pay per diem 3s., without rations or lodging.

Travelling expenses will be paid to all classes when absent on duty.

The linguistic qualifications of the candidates will be ascertained by the Political Agent, with the aid, when he thinks it necessary, of a Committee of experts to be nominated by him. On passing, the interpreters will be appointed "acting" in their respective grades, being confirmed after an interval of a year if reported to the Political Agent as competent by the officer under whom they had served.

It would, I think, tend to further the success of the scheme if the Commanders of Her Majesty's ships in this division were instructed to forward to this Agency, on their return from every cruise, a short report upon the qualifications of the interpreters who have served under them, with particular reference to their physical capacity and the moral qualities necessary for a good interpreter, which it is impossible to test by any examination. If the report were satisfactory, the Political Agent could proceed to ascertain their knowledge of the various languages, and, if found qualified, the candidates could at once be placed upon the permanent staff of the Agency as "acting interpreters." This would insure their regular pay, and entitle them to pensions under the usual rules of the Indian uncovenanted service. I have, therefore, the honour to submit this suggestion for your consideration. I am, of course, aware that this scheme cannot be brought into operation without the concurrence of the Lords Commissioners of the Admiralty, and I have written to the Government of India for further information upon this point, but I do not think this need militate against the adoption of the course which I have the honour to recommend in the preceding paragraph, and which would, at all events, serve as the ground work of a more satisfactory system than at present exists.

I have, &amp;c.

(Signed) W. F. PRIDEAUX.

Inclosure 3 in No. 120.

*Captain Brine to Captain Prideaux.*

Sir,

"Briton," Zanzibar, April 10, 1874.

IT would be of very great advantage to the proper execution of duties relating to the suppression of the Slave Trade if it were possible for the captains of Her Majesty's ships,  
CLASS B.



or the officers commanding their boats on their station, to take any captured slave dhow into the nearest convenient port under the Sultan's jurisdiction, and there place her under the charge of the Governor until satisfactory arrangements could be made to send her to the port of adjudication. At present, if any of Her Majesty's ships or boats capture a dhow, they are, in the majority of cases, diverted from their important duties in guarding the coast, and much valuable time is lost in conducting the dhow to the port where the Vice-Admiralty Court is held.

2. I beg, therefore, to bring the subject to your consideration.

3. In the event of your deciding to request the Sultan to give the necessary instructions to the Governors under his orders, I should be greatly obliged if you would acquaint me with such points of detail as your experience may suggest, in order that the Regulations for the suppression of the Slave Trade may not be infringed.

I have, &c.  
(Signed) LINDESAY BRINE.

Inclosure 4 in No. 120.

*Captain Prideaux to Captain Brine.*

Sir,

*Zanzibar, April 12, 1874.*

IN reply to your letter dated the 10th instant, relative to the disposal of dhows which may be captured by Her Majesty's vessels during the ensuing season, I have the honour to inform you that I addressed the Sultan in the sense of your communication, and His Highness immediately handed me letters for transmission to the Governors of Tanga, Mombasa, Melinda, Lamoo, and Kismayo, in which those officers were directed to take over charge and retain in safe custody any dhows which might be given over to their care by the captains of Her Majesty's ships and the commanders of their boats on this station.

2. I am of opinion that, if slaves are captured it would be advisable (after taking a certificate of their number of both sexes from the Governor of the port) to hand them over to the Customs Master, who would be in a better position to house and subsist them than the Arab authorities. I have accordingly addressed letters to the Customs Masters of all the principal ports along the coast, desiring them to receive any slaves that may be captured, and to forward their accounts of expenditure to Zanzibar for adjustment.

The head Customs Agent at Zanzibar, to whom those officials are subordinate, has also given them instructions to the same effect.

3. In order to save expense to Her Majesty's Government, it would of course be desirable for captains of ships, on returning to Zanzibar, to convey not only the slaves whom they may have themselves landed at the various ports, but also all others whom they may find there awaiting shipment. The best place for landing the slaves would be Lamoo and Melinda, and I should deprecate any being discharged at the smaller ports.

4. I am further strongly of opinion that, if the number of slaves that may be captured exceeds 100, it would be advisable to convey them at once to Zanzibar for adjudication. The dhow might be left at the nearest port pending the orders of the Court, and, if finally condemned, I do not think it would be contrary to the provisions of the Act 36 and 37 Vict., cap. 88, if the latter were, on being satisfied as to the impossibility of bring the vessel into Zanzibar, to grant authority for her to be broken up and publicly sold in separate parts at the port of detention, the proceeds of the sale being remitted to the Court by the first convenient opportunity.

I have, &c.  
(Signed) W. F. PRIDEAUX.

No. 121.

*Rear-Admiral Cumming to Mr. Ward Hunt.*

(Extract.)

*Trincomalee, July 3, 1874.*

BY the mail I received instructions from the Admiralty to convey the expression of their Lordships' approval of the energy and zeal displayed by the officers and men engaged in suppression of the Slave Trade afloat. This will be most gratifying to those concerned, Their duties were rendered the more arduous, as performed on an unlighted, unsurveyed, and hostile coast; and, I may add, that their vigilance has all but put an end to the trade

by sea. A very careful blockade was established by the cruisers and their boats the whole way up the coast from Zanzibar to the Persian Gulf, and dhows without number visited,—all found engaged in legitimate traffic. The “Daphne” alone boarded 225.

The question, Sir, now arises, has the Treaty with the Sultan, ratified last year, and of which the above is the practical result, done any good in stopping the trade? By sea, undoubtedly it has, but only to transfer it to the land. It has been ascertained that since December last something like 12,000 slaves have been marched from the interior and sent north along a coast track. These are, I think, not intended for shipment. It is more probable they will be sold in Somali Land, which country, in the interior, is fertile, and where the cultivation of corn, &c., is going on apace. I see no difficulties in stopping this land traffic, but, of course, a further Treaty would be necessary with the Sultan. This might be left to the Consul-General at Zanzibar, without the expense of a costly Commission. He now happens to be in England on leave, and certainly no person, civil or naval, is so well acquainted with the country and the various ramifications of the Slave Trade; he, moreover, enjoys the friendship and confidence of the Sultan. His Highness's territory extends some 10° north and south, and inland, as far as he can make his authority felt. This is rendered very limited from want of revenue since signing the late Treaty, which at once deprived him of the import and export slave-tax, exceeding 20,000*l.* a-year.

As the basis of a Treaty, I should suggest his being furnished with the means of keeping a regiment, or a few companies of well-equipped soldiers would be sufficient, whose only duties would be to stop and turn back the caravans on their arrival at any of the gorges or passes, or the usual place for fording the rivers. The caravans can make no detour or deviate, as there is but one road, and insurmountable difficulties exist against the slave-dealers making a new track. Again, we might be empowered to seize the slaves.

We may rest assured that the trade would cease when found no longer remunerative; for it is conducted like any other commercial enterprize, which either flourishes or decays.

Slaves are still shipped from the Portuguese Settlements near Mozambique. A Consul is much required there, and the appointment of one has been spoken of for some time. His presence would add much to the strength of our small force in those waters, which requires a slight increase. Two ships more would be sufficient for the Mozambique and East Coast. On this point I have recently changed my former opinion, viewing our success on the Coast with the force at my disposal, and the desire of the Sultan to fulfil his part of the Treaty.

I am glad to say that the officers and crews are fairly well; and the arrangements made by the Admiralty for their treatment and comfort are so perfect that I can offer no suggestion for their amelioration.

No. 122.

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

(Extract.)

“Glasgow,” at Mauritius, August 20, 1874.

I HAVE carefully noted the information gained by Commander Foot of the “Daphne” respecting the traffic in slaves in the Gulf of Aden, as reported direct by that officer to their Lordships, in his letter of 11th July, and as a similar suggestion is contained in Captain Ward's letter of 25th June (a duplicate of which has also been sent to the Admiralty), I shall cautiously endeavour to stop this trade during the coming season, and as soon as I can spare the “Vulture” from the coast for the purpose.

No. 123.

*Commander Brooke to the Secretary to the Admiralty.*

Sir,

“Vulture,” Majunga, August 12, 1874.

I HAVE the honour to inform you that whilst cruising yesterday in Her Majesty's ship “Vulture” under my command off Majunga, I captured a slave-dhow of no name or nation, with 239 slaves on board, having 36 passengers and crew all of which will be taken to Zanzibar for trial.

2. The dhow was seven days from Mozambique bound to Passandava Bay.
3. After picking up my boats I purpose proceeding at once to the Seychelles.

4. After towing the dhow for some time it was found on a careful survey held on her that she was too unseaworthy, and in such a filthy condition that a prize crew could not be put on board.

I have, &c.  
(Signed) ARTHUR BROOKE.

No. 124.

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

Sir, "Glasgow," at Zanzibar, September 24, 1874.  
WHILST lately visiting the Comoro Islands, I anchored off Johanna, and on the 13th instant I paid an official visit to His Highness the Sultan Abdullah, and in course of conversation he earnestly desired me to bring to the notice of the Home authorities the demand which at present existed in his island for labour, and requested that if it were possible a small number of liberated slaves might be landed under the engagement executed and delivered by him to Sir Bartle Frere in March, 1873. I informed the Sultan that I would bring the subject to the notice of Her Majesty's Government, and I have the honour to inclose a letter the Sultan addressed to me previous to my departure from the island.

2. From personal observation, and from the reports I have received from the commanding officers of Her Majesty's cruisers in these seas, I believe the Sultan would act in good faith, though, of course, it is doubtful whether his authority is sufficient to ensure that liberated slaves landed there would be treated as free labourers; of this, however, I feel assured that they would not again become slaves for traffic.

3. Subsequently to the signing of the Treaty with the Sultan of Zanzibar in 1873, until the last few months the number of captures have been but small, and the demand for labour at Seychelles has more than equalled the supply, therefore, up to the present nothing could have been done, but I think that the Sultan of Johanna is intitled to some consideration, and it seems probable that a small supply of liberated slaves might in a measure prevent the traffic in slaves to Johanna from the coast.

4. While informing the Sultan that I would endeavour to obtain permission to land a small number of liberated slaves on his Island, I reminded him that the demand at Seychelles and other British possessions, where they were under our own immediate provision, had hitherto prevented our acting upon the request made by him to Sir Bartle Frere.

5. I may here remark that although I believe at Natal the settlers are very desirous of receiving liberated slaves to supply the demand for labour, no definite arrangements have been made for their reception at Mozambique, and their conveyance from thence to Natal, as represented by Commander Foote of Her Majesty's ship "Daphne" in his letter submitted by me on 30th April last, and as it is possible that with our increased squadron difficulties may hereafter arise in disposing of slaves if captured in large numbers. I would beg to call attention to this point.

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

Inclosure in No. 124.

*The King of Johanna to Rear-Admiral Cumming.*

Sir, Johanna, September 14, 1874.  
AT the time of the visit of the Zanzibar Mission at this place there being a scarcity of labour here, I applied to Sir Bartle Frere to have the slaves captured on board of dhows in this vicinity landed here and promised that they should be treated as free labourers. None have yet been sent here although many captures have been made.

I have recently learned that they have not been sent here for fear that they would be treated as slaves.

We should be pleased to receive them upon the same terms as they are at Seychelles. They will be equally distributed among the people requiring them, and not be subjected to punishment without being brought before the Magistrate and punished by his orders.

Very respectfully your obedient servant,  
(Signed) SULTAN ABDALLAH, King of Johanna.

No. 125.

*Commander Tuke to Rear-Admiral Cumming.*

- Sir, "Rifleman," at Zanzibar, September 16, 1874.
- I HAVE the honour to report that on the night of the 13th instant, I sent the cutter and whaler away from this port in charge of William Edward Black, Senior-Lieutenant of this ship, Mr. Harry George Grey, Sub-Lieutenant, being in the whaler, to cruize off Booga Point, then to cross to Bagomoyo and inspect the coast as far north as Tanga, latitude 5° south, then to go to Chack Chak Bay, and to return to this ship on 20th instant.
2. At noon, on the 4th instant, Lieutenant Black sighted a dhow, showing no colours, in the south channel leading to Zanzibar, and made her lower sail.
  3. On boarding, it was found that she had no papers except a small slip of paper, the writing on which was unintelligible to the interpreter and Lieutenant Black.
  4. She had on board a crew of six men, two passengers, 13 male, and 8 female slaves, and a cargo, consisting of five tusks of ivory, and from two to three tons of fire-wood.
  5. Lieutenant Black, therefore, detained the dhow (name and nation unknown), as being engaged in the Slave Trade, and brought her to this port on the afternoon of the 14th instant, for adjudication.
  6. On the 16th instant the dhow (and slaves) was condemned at the Vice-Admiralty Court as being engaged in the Slave Trade.
  7. This dhow came from Bagamoyo. The slaves were shipped at the same place, it is not known whether the master ever shipped slaves before.

I am, &c.  
(Signed) STRATFORD TUKE.

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Inclosure in No. 125.

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, 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.		
1874 Sept. 14	Zanzibar ...	Unknown...	Unknown...	Unknown...	None ...	Dhow ...	7	...	87.54	Bagamoyo	Zanzibar	Sultan of Zanzibar	Wood, ivory, slaves	Unknown...	18	6	...	3	Bagamoyo ...	Zanzibar	Vessel in good condition; slaves in good condition, having been only one day on board. No deaths.

"Riflemen," Zanzibar, September 16, 1874.

(Signed)

STRATFORD TUKE, Commander.

No. 126.

*Commander Brooke to the Secretary to the Admiralty.*

- Sir, "Vulture," Zanzibar, September 10, 1874.
- I HAVE the honour to inform you that the slave-dhow captured on the 11th August last by Her Majesty's ship under my command off the north west coast of Madagascar, with 239 slaves on board, as reported in my last letter, was condemned at the Vice-Admiralty Court here as a prize to this ship. Tonnage 248·97.
2. Most of the slaves when taken out of the dhow were in the last stage of emaciation, and a great number suffering from dysentery. The lower slave deck of the dhow measured 3½ feet high and 110 feet long, in which 160 human beings had been kept since leaving Mozambique, seven days before.
  3. They had all been shipped in the Kivolane River, a little to the southward of Mozambique, and were bound to Passandava Bay, north-west coast of Madagascar.
  4. I have the honour to inclose some evidence that I had taken from the liberated Africans whilst on board this ship, which will show that the Arab slave-dealers had been some time collecting this cargo, and the great distance that some are brought for this market.
  5. I had positive information also that two dhows had left this same river twelve days before, bound for Mohilla and Comoro Islands, and having visited those islands twice lately, I feel quite convinced that there is an active slave trade being carried on, the sugar plantations in the Islands of Mohilla and Johanna having greatly increased, thereby requiring more labour.
  6. After picking up four of my boats that were away cruising, I proceeded to Seychelles, where I arrived on the 22nd August.
  7. Seventeen deaths of the liberated Africans took place on the passage from dysentery and exhaustion, although every care was taken of them by Dr. Reed and the officers of the ship.
  8. Two hundred and nineteen liberated Africans were landed at Seychelles and handed over to the Civil Commissioner there.
  9. After coaling and refitting, I proceeded to Zanzibar with the Arab slave-dealers, 25 in number, nearly all of whom have proved to be Zanzibar men, and have been handed over by Her Majesty's Consul-General to be dealt with by the Sultan.
  10. On nearing the land, I dropped two boats to guard the Pemba Channel, and proceeded to this anchorage, where I have the honour to inform you I arrived on the 9th instant.

I have, &c.  
(Signed) ARTHUR T. BROOKE, *Commander.*

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Inclosure 1 in No. 126.

*Depositions of Liberated Africans, taken before Commander Brooke, Her Majesty's ship  
"Vulture."*

*Slave, male.*—Live at Mofusi. Umkuba catch him two months ago and sell him to Arab. Kept him with collar round his neck. Arab man paid 7 dollars for him. Plenty of other slaves in house, but not put yet in dhow.

*Slave, male.*—Live at Ogojee, not far from Kivolane. People from Anandrea, far up in country, come and fight and catch him. Catch a great number; women, children, and boys. They tied all the men and took him to Mofusi and sell him to Arab man. Put a collar round his neck and keep him two months in house. A great number of other slaves in house. Put in dhow at daylight, and some of slaves in house with him, not all.

*Slave, male.*—Live at Olathea. People from other village come and fight and catch him. Bring him to Kivolane, and sell him to Arab man, who put collar round his neck and keep him in house, and then put him in dhow.

*Slave, female.*—Live at Mooma, three days from Kivolane. Says she is married to Arab man now on board.

*Slave, female.*—Says she is married to Arab man now on board.

*Slave, female.*—Live in village near Ogojee. People other place come and fight. She run away to Ogojee. Get a husband. After a time he take her to Kivolane, and give her to Arab man, who keep her in house ten days, and then put her in dhow. See no other slaves.

*Slave, female.*—Live at Okojacko, one month from Kivolane. People in Africa steal her and bring her to Kivolane, and sell her to Capaton Morro, headman of Kivolane, who sell her to Arab man.

*Slave, female.*—Live at Onamkopere. Her master bring her down to Kivolane; take three months on the road; sell her to Arab man. Has got child. Keep her two months, and then put her in dhow. Plenty of slaves kept in houses at Kivolane.

*Slave, male.*—Live at Nanuveira, fifteen days from Kivolane. Man come and buy him. Take him down to Kivolane and sell him to Arab man. Tie him, and put collar round his neck, and keep him in house. Other slaves in house. Arab man pay 5 dollars for him.

All the above belong to the Macoa tribe, with the exception of two women.

One says :—Belong Mochour tribe. Live at Bessane. Take four months walking every day to get to Kivolane. People from Menabo come up into her country with cloth, beads, and guns, and buy a great number to sell to Arab man. They walk whole of four months before arriving at Kivolane. A great number of other slaves with them; but she is only one now on board of that gang. Too many die. Too long walk. Does not know a God. When get to Kivolane, sell her to Arab man. Keep her three days, and then put her in dhow.

One other says :—Belongs Nehassa tribe. Been a slave since she was 8 years old. Been a concubine to a Macoa man at Moonda. Had two children. Macoa man sell children first. Get 10 dollars. After that people come and fight and catch her. Take her to Kivolane and sell her to Arab man. Stay there three months, and then put her in dhow. Does not know a God.

The above depositions are verbatim, and names of places written as pronounced.

(Signed) ARTHUR T. BROOKE, *Commander.*

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Inclosure 2 in No. 126.

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 Seized.	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.	Gun Tons.	From.	Bound.	Belonging.				Men.	Women.	Boys.	Girls.		
1874 August 11	Off Mozambique	Unknown	Unknown	Unknown	None	Dhow	36	...	346-97	Mozambique	Fassandava Bay	Unknown	Slaves	Unknown	39	54	86	41	Zanzibar	Most emancipated, and suffering from dysentery. Dhow in a filthy condition, and burnt. 17 deaths; 338 emancipated.

"Vulture," Zanzibar, September 10, 1874.

(Signed)

ARTHUR T. BROOKE, Commander.



No. 127.

*Rear-Admiral Cumming to the Secretary to the Admiralty.**"Glasgow," at Zanzibar, September 19, 1874.*

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

2. As this is the second time within a few months that Commander Brooke has brought to my notice the judgment and energy displayed by Mr. William des Vœux Hamilton, Sub-Lieutenant, when cruizing in the boats of the "Vulture" for the suppression of the Slave Trade, on both of which occasions he has successfully made captures which have been condemned, I trust that their Lordships will be pleased to take the conduct of this officer into their most favourable consideration; the capture reported in my submission of the 18th instant was made by the boats of which this officer had charge, and on that occasion he displayed both intelligence and forethought.

The Commander of the "Vulture," in the letter now submitted, also speaks of Mr. Hamilton as a most zealous good officer, and in conveying to him my approval, I have informed him that I feel sure that a continuation of such conduct will undoubtedly meet with some mark of their Lordships' approbation.

(Signed) A. C. CUMMING.

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 Inclosure 1 in No. 127.
*Commander Brooke to Rear-Admiral Cumming.*

Sir,

*"Vulture," Zanzibar, September 18, 1874.*

I HAVE the honour to inform you that on approaching the land from Seychelles on the 9th instant, I dispatched the two cutters of this ship, in charge of Sub-Lieutenant Hamilton, to cruize off the Island of Pemba, for the suppression of the Slave Trade.

2. Sub-Lieutenant Hamilton, with the cutters, rejoined the ship last night, having captured and destroyed a slave dhow and bringing with him 12 slaves, one Arab who confessed to owning 6 of them and 2 of the crew. Sub-Lieutenant Hamilton reports as follows, viz.:-

"While lying in Kohani Bay, south part of Pemba, on the 11th September, 1874, at about 9 A.M., I observed a dhow steering in with a fair wind. I got both cutters under weigh, and proceeded in chase of her. In going out of the Bay, the first cutter in charge of Mr. Collins, boatswain 2nd-class, ran aground on a sand bank. I ordered him to follow me when afloat. I boarded the dhow I was in chase of, and found her to be a legal trader from Zanzibar.

"In the meantime Mr. Collins had observed a second dhow running in towards Makongin Island, which he proceeded in chase of. On her perceiving him, she made for the north end of the island and ran on shore, her crew making for the beach, taking slaves with them. Mr. Collins landed his boat's crew, and succeeded in capturing 10 slaves, 2 of the crew of the dhow and 1 Arab, who, we have since learnt, owned several of the slaves on board. On my coming up in the second cutter, Mr. Collins reported to me that a considerable number of slaves had escaped. so I at once landed the boat's crew with their arms, and proceeded to the nearest village, and sent the interpreter to communicate with the Chief of the village, and to demand the restoration of the slaves.

"The Chief replied that they had all escaped in canoes to Pemba. I told him I knew that could not be the case, as they had not had time to do so, and that I would give him an hour to try and find them. He then went away, and returned in about half-an-hour, and bringing with him 3 female slaves.

"I took possession of them, and returned with the boat's crews to the boats. The slaves captured by Mr. Collins were chained together in couples and padlocked, the Arab having the key of the padlocks. The dhow contained a cooking apparatus, two large cooking utensils, a number of mats and several bags of rice, beans, &c., slave irons and chains and the usual fittings of a sea-going vessel, masts, sails, anchor, and cable, &c. I carefully surveyed her, and to test her sea-going qualities, towed her over to Brisk Island, about a quarter of a mile distance, during which short passage she filled half-full of water, the leakage being caused by her having been run on shore. I therefore, considered her to be totally unfit to make the passage to the port of adjudication, and burnt her on the beach at low water."

3. I have the honour to bring to your favourable notice a second time, the name of Sub-Lieutenant Hamilton. He has been much employed on boat service since joining this

ship, and has been successful in capturing two slave dhows, on both occasions showing good judgment and acting in the most correct manner. He is also a most zealous, good officer.

4. The case was tried at the Vice-Admiralty Court, and the dhow condemned as a lawful prize to this ship.

5. Eight irons were found on the slaves' necks, which were shackled together by 5 fathoms of chain.

I have, &c.  
(Signed) ARTHUR BROOKE

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Inclosure 2 in No. 127.

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.	Owner, and of what Place.			Men.	Guns.	Tons.	From.	Bound.	Belonging.				Men.	Women.	Boys.	Girls.			Where Shipped.
1874 Sept. 11	Makonin Island, Pemba	Unknown	Unknown	Unknown	None	Dhow	3	None	114-6	Pungain.	Pemba	Unknown	1874 Sept. 8	None	Not known	4	3	...	...	Pungain	Zanzibar	5 of the slaves emancipated; remainder healthy. Dhow stove in when run on shore, at- tempt to be float- ed, but failed. No deaths. 19 emancipated.

"Vulture," at Zanzibar, September 18, 1874.

No. 128.

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

(Extract.)

THE "Philomel," after her return from Masnaah at the end of July, visited Jask and Gwadui. She returned to Muscat on 26th August, when she proceeded with Major Miles, Political Agent, to Askurah (a town situated on the coast of Arabia, about forty-five miles to the southward of Ras-el-Had), to demand satisfaction for an outrage committed on two Indian bungalows in December last, at the Kooria Moorla Islands. The sum demanded as indemnity having been paid to Major Miles, the "Philomel" returned to Muscat, and proceed thence to Kurrachee, where she arrived on the 22nd September. The "Vulture" I dispatched on the 3rd instant from Zanzibar; she will proceed along the Coast to the northward, taking the Assistant of the Residency at Zanzibar to inspect the Coast Ports under the rule of his Highness the Sultan, and to make inquiries as to how far the measures initiated by Dr. Kirk for the liberation of slaves held by British Indian subjects have been effectually carried out.

I have directed her commander to be at Aden by the end of October, and to remain for service in the neighbouring waters, acting on the requisitions of the Political Resident at Aden, and for the suppression of the Slave trade in the Gulf, if it is found expedient to do so after consultation with the Authorities at Aden.

No. 129.

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

Sir,

*"Glasgow," at Zanzibar, October 1, 1874.*

WITH reference to your letter of 20th June last, respecting arrangements being made for dhows and slaves captured by Her Majesty's ships being delivered over to the Arab Governors of certain towns on the coast of Africa, I have the honour to report, that, after consulting with Captain Prideaux, Her Majesty's Political Agent and Consul-General at this port, I have issued instructions on this subject, and I beg to inclose herewith, for their Lordships' information, a copy of the order which has been promulgated to the squadron under my orders.

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

Inclosure 1 in No. 129.

*Standing Order No. 48.**"Glasgow," at Zanzibar, October 1, 1874.*

WITH reference to my Standing Order No. 37 of the 8th December, 1873, the Commanding Officers of Her Majesty's ships and vessels under my orders are informed that arrangements have now been made between His Highness the Sultan and Her Majesty's Political Agent at Zanzibar, that when occasion requires, dhows and slaves taken by Her Majesty's ships may be delivered over to the Arab Governors and Custom-house Masters of certain Coast ports for custody, &c.; and, as this arrangement has met with the approval of the Lords Commissioners of the Admiralty and the Secretary of State for Foreign Affairs, the following instructions are issued on the subject for future guidance:—

2. Dhows, or slaves, captured by one of Her Majesty's ships, or her boats, may be left at any of the following ports:—Lamoo, Melinda, and Mombassa, and also at Tanga and Kismayo, but only at the two latter under emergent circumstances.

In each case, a receipt in Form A. attached hereto, is to be obtained from the Governor in whose custody the dhow is left; and also a receipt in form B. is to be obtained from the Customs' Master for the slaves, and also for the cargo, if any.

Printed forms of receipt (A. and B.) may be obtained on application at Her Majesty's Consulate at Zanzibar.

3. As the chief object of this scheme is to prevent the destruction of dhows which cannot be brought to a port of adjudication until a change of wind takes place, or without the ships, or her boats, leaving the cruising-ground, a great deal must be left in each case to the captain, or the officer in charge of the boats, as to whether a dhow should be handed

over in the manner laid down ; but it should be understood that all responsibility would cease on handing over a vessel to a Governor and obtaining the necessary receipt.

4. In the case of slaves it is not desirable that more than fifty should be landed at one port, and in no instance, until the captain, or officer in charge of the boats, has, after personal examination, satisfied himself that attention would be paid to their maintenance and guardianship.

5. Vessels, or boats, before they return to Zanzibar, should call at any port at which slaves have been left and convey them to the port of adjudication, and if possible the dhows, but should she not be deemed sufficiently seaworthy, she may be left and broken up and sold in separate parts at that port, after the case has been adjudicated on.

It would also be desirable that captains of ships returning to Zanzibar should convey not only the slaves whom they may have themselves landed at the various ports, but also all others whom they may find awaiting shipment.

6. In disposing of the crew and passengers of any vessels handed over to the Governors of the ports named, Commanding Officers must be guided by the Slave Trade Instructions, and the circumstances attending each capture.

(Signed) A. CUMMING,  
*Rear-Admiral and Commander-in-chief.*

The respective Captains, Commanders, and Officers  
commanding Her Majesty's Ships and Vessels,  
East India Station.

Inclosure 2 in No. 129.

FORM A.

*Governor's Receipt.*

I HEREBY acknowledge to have received from \_\_\_\_\_ commanding  
(ship, or boats, as case may be) the under-mentioned vessel (here state whether dhow,  
bateel, &c), measuring \_\_\_\_\_ English tons, or thereabouts, and I engage to retain the said  
vessel safely in my possession, and to deliver her up when called upon to do so by His  
Highness the Sultan of Zanzibar, or by Her Majesty's Political Agent and Consul-General,  
or any one deputed by him to receive her.

Witness my hand, this \_\_\_\_\_ day of \_\_\_\_\_, 18 .

(Signature of officer.)

(Signature of Governor.)

FORM B.

*Customs Master's Receipt.*

I hereby acknowledge to have received from \_\_\_\_\_ commanding the  
under-mentioned slaves :—

- Males (adults over 15).
- Females (adults over 15).
- Males (children under 15).
- Females (children under 15).

Also the undermentioned cargo.

And I engage to retain the said slaves and cargo safely in my possession and to  
account satisfactory for such of the slaves as may die, and to deliver over when called  
upon to do so by His Highness the Sultan of Zanzibar, or by Her Majesty's Political  
Agent and Consul-General, or any one deputed by him to receive her.

(Signature of officer.)

(Signature of Customs Master.)

## No. 130.

*Lieutenant Gray to Rear-Admiral Cumming.*

(Extract.)

*"Nassau," Zanzibar, November 18, 1874.*

LEAVING Zanzibar on August 28th I proceeded to Kiswaro, from Kiswaro I went to Mikindani, calling at Lindi, from Mikindani to Cape Delgado.

While employed on this portion of the work I visited the large village of Keonga, but the creek on the south side of which it is built can only be navigated by boats and small dhows on a rising tide.

Having completed to Cape Delgado, I turned to the northward, and finished the outer coast between Mikindani, Monpulio, Lindi, and Melinga, calling in at these places after the day's soundings, finally leaving Melinga for Zanzibar on Thursday, the 12th instant, our stock of provisions being nearly exhausted.

The incessant and uncertain visits of both ship and boats to the before-mentioned ports have undoubtedly, for a time, checked the shipment of slaves for the northern ports.

This traffic is, however, still being carried on by land, three caravans of slaves having passed through Melinga for the market at Kilwa between the 9th and 11th instant.

While at Msibati Island (Mazimbari of old chart) I had occasion, in the course of the work, to visit the large village of Muazi, where a brisk trade is carried on with natives of the interior by Portuguese subjects from Mikindani. This also appears a great dhow-building place, as there were seven in course of construction at the time of my visit.

## No. 131.

*Captain Ward to the Secretary to the Admiralty.*

Sir,

*"Thetis," Zanzibar, October 6, 1874.*

I HAVE the honour to report that on the 12th September, while cruising off Cape St. Andrew, a dhow was observed from the masthead, which, after a chase of two hours under steam, we came up with, and I sent the first lieutenant on board in the cutter.

She had no papers or colours, and nobody on board acknowledged to being the captain, was four days from Mayembé near Mozambique, and had on board thirty-eight slaves and twelve dealers. She had no cargo whatever, except food and matting, and several casks of water.

3. The dealers all denied having any slaves, and asserted that the persons we took for slaves were members of their own families, who, together with themselves were escaping from Mayembé, where war was going on, and emigrating to Madagascar, their intention being to land at the nearest port and there take up their quarters. Neither was it possible immediately after they were brought on board, to extract any satisfactory evidence from the slaves themselves, who were very unwilling to speak, but, so far as anything could be got out of them, corroborated the statement of the Arabs as regards their freedom, though the filthy and emaciated condition of some of them was an evident denial of it, and I felt convinced that they were speaking under the influence of fear of possible consequences if they did not agree with their master's story.

I, therefore, with a view of testing the truth of their statement, called each of the dealers apart and directed him to pick out the persons who belonged to him. Three only laid claims to any of the slaves, the rest either said they were passengers, or formed the crew of the dhow. After removing those laid claim to by these three there remained seventeen, consisting of women and children who no one would confess to having any interest in, and who, from their emaciated condition and general appearances, were evidently slaves, as were doubtless the others laid claim to by the three dealers. But on my pointing out to one of the dealers, who spoke a little English, that it was impossible for me to believe that these seventeen women and children were travelling on their own account in this dhow, he stated that one of the Arabs, who appeared to be the chief man on board, had given them a passage to Madagascar to enable them to escape from the war that was going on in Mozambique, and had further provided them with food at his own expense. As this explanation had not even the semblance of truth about it, I judged them to be slaves for traffic, and captured the dhow accordingly.

4. I may mention that on the cutter's first going alongside the dhow one of the slaves, a boy, was observed being dressed up in Arab clothes. This boy was permitted to go with the rest of the Arabs on being brought on board the "Thetis;" but on being questioned later in the day he acknowledged to having been brought by one of the persons on board

the dhow about ten days previously, and, on being stripped of his Arab garments, had the ordinary clothes worn by slaves underneath.

5. The dhow having been surveyed and reported not fit to be navigated to Zanzibar, I ordered her to be destroyed.

6. Two of the slaves have died since being brought on board.

I have, &c.  
(Signed) T. LE H. WARD.

P.S.—This dhow was condemned in the Vice-Admiralty Court at Zanzibar this day (7th October, 1874).

T. LE H. W.

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Inclosure in No. 131.

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.			Mca.	Guns.	Tons.	From.	Bound.	Belonging.				Mca.	Women.	Boys.	Girls.			Where Shipped.
1874 Sept. 18	Off Cape St. Andrew, Madagascar	Unknown	Unknown	Unknown	None	Dhow	Nil	184	Mayembé	First port they could reach, Madagascar	...	1874 Sept. 7	...	...	...	6	10	15	8	Mayembé	Zanzibar	Dhow unfit to be navigated to Zanzibar. Some of the slaves in an emaciated condition. 9 deaths before adjudication. 36 emancipated.

"Thetis," September 1874.

(Signed)

T. LE H. WARD, Captain



No. 132.

*The Secretary to the Admiralty to Lord Tenterden.*

My Lord,

*Admiralty, December 21, 1874.*

I AM commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Earl of Derby, that Rear-Admiral Cumming, Commander-in-chief on the East Indian Station, reports, in a letter dated Trincomalee, 24th November, that Her Majesty's ship "Vulture" left Zanzibar on 3rd October and proceeded north, calling at Malinda, Mombaza, and Lamoo, conveying the assistant from the Zanzibar Residency and disembarking him at the last-named port. The "Vulture" and her boats continued to cruize along the coasts of Africa and Arabia, and called in at Macullah on 24th October. Commander Brooke reports that many dhows were boarded, but none were found employed in the traffic of slaves, though there is little doubt that the Slave Trade is as active as ever by the land route, at least as far north as Lamoo. No shipments appear to have taken place for Arabia or the Persian Gulf.

I am, &amp;c.

(Signed) ROBERT HALL.

No. 133.

*Rear-Admiral Cumming to the Secretary to the Admiralty.**"Glasgow," at Trincomalee, November 23, 1874.*

FORWARDED for the information of the Lords Commissioners of the Admiralty. Although there seems little doubt that the dhow boarded was engaged in the traffic of slaves, Captain Ward acted perfectly correctly in dealing in the way he did with a vessel flying the French flag, having her proper papers, the only irregularity being that the name of the vessel given on an old passenger list differed from that on the "Acte de Francisation" and "Congé."

2. I forward Captain Ward's letter to their Lordships, as the case points out some of the difficulties experienced by our cruisers in attempting to suppress the Slave Trade on the East Coast; for it is an established fact that under the guise of the French flag a large traffic is carried on, especially between the coast and Madagascar, and this (as in the present instance) is done with little or no risk of interruption, owing to the absence of French cruisers.

(Signed) A. CUMMING.

*Captain Ward to the Rear-Admiral Cumming.*

Sir,

*"Thetis," Passandova Bay, September 26, 1874.*

I HAVE the honour to inform you that at 8.45 A.M. on 20th September, when off Bembatooka Bay, out of sight of land, I sent a cutter, in charge of a lieutenant, to board a dhow showing French colours. In a short time the lieutenant returned, bringing the dhow's papers with him for my inspection, pointing out that the name of the vessel, as noted in these, was the "Adara," while on a passenger list she was called the "Fonhara;" and further reporting that he believed, from the excessive anxiety which the captain showed to prevent his coming on board, and his decided refusal to open his hatches (in which he was no doubt perfectly right), that he was not an honest trader; and he added that he could distinctly hear sounds of something moving about below hatches, though the captain insisted that his cargo consisted of pots, which he was taking from Mozambique to Nossi Beh. I sent the papers back with directions to say that all was correct, and that I was perfectly satisfied.

2. At this time it was quite calm, and the "Thetis" proceeded to an anchorage off Bembataoka, where she arrived at noon.

3. At 1.30, a light breeze having sprung up from the westward, the dhow being still in sight, I sent the First Lieutenant in the cutter with the galley in company, with orders to accompany the dhow to her destination, to watch her movements closely, and in the event of her attempting to land slaves, to interpose, informing her Captain that he must proceed with him to Nossi Beh, where he would be handed over to the French Authorities.

4. I regret extremely that I did not decide upon taking this step sooner, as, had it been possible for my boats to have come up with her, I have every confidence in the judgement and tact of the Officer that I sent to perform this duty, that it would have been so managed as to cause no complaint on the part of the French Authorities. Unfortunately, however, for the success of the undertaking, a strong fair wind, with a heavy rolling sea, prevailed all the following night, so that the cutter and galley could not but have been outsailed by a very ordinary dhow, under such circumstances.

They continued, however, to follow in the direction of Nossi Beh all the next day and night, and on the third day fell in with the "Thetis" pinnace, cruising off Passandava Bay, from whom they learnt that the dhow had been boarded ten hours before, and that she had stated that the "Thetis" had already boarded her, and that she was bound to Ouram Sanga, whither the cutter in company with the pinnace at once proceeded, but, as might have been expected, saw nothing of the dhow.

5. The "Thetis" had in the meantime proceeded to Nossi Beh, where the boats joined her on the night of the 23rd, reporting the failure of their undertaking.

6. On the following morning I proceeded in the "Thetis" up Passandava Bay, where my boats boarded ten dhows, but saw nothing of the one which we had unfortunately allowed to slip through our fingers.

7. I have entered somewhat minutely into the circumstances of this case, which resulted in nothing, and concerning which I have nothing amounting to proof that slaves were being carried, in order to show the great additional difficulty which accrues to the suppression of the Slave Trade on this coast, in consequence of the possible use of the French flag covering it.

8. The suspicious circumstances against this dhow appear to be as follows:—

(1.) The difference of name, as stated on an old passenger list, and on her papers, and the absence of any clearance papers from Mozambique; bill of health excepted.

(2.) The nervous anxiety shown by the Captain to get rid of my officer.

(3.) The unaccountable sounds under hatches heard by the officer and boat's crew who first boarded her.

(4.) The statement made to the officer who first boarded her that she was bound to Nossi Beh.

(5.) The statement made to the officer who boarded her off Passandava that she was bound to Ouram Sanga.

The fact that she did not go to either place.

9. In conclusion I have only to add that, at the time of falling in with this dhow, I was particularly reluctant that anything should prevent the "Thetis" immediate return to Zanzibar after picking up our remaining boats, our cruize having been already somewhat unduly extended by calms and foul winds on the West Coast; but, taking into consideration the injury that must be done to the cause of the suppression of the Slave Trade by its becoming generally known that a French dhow full of slaves (supposing such to have been the case) had been boarded by one of our cruisers and allowed to proceed unmolested, I was of opinion that the delay occasioned by endeavouring to prevent such a result ought, under the circumstances, to be incurred.

I have, &c.  
(Signed) T. LE H. WARD.

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